

OPERATOR

INSTRUCTIONS

Not for Distribution

C500-(F)Y235

C500-(H)Y355

C500-(H)Y685

BOOK NUMBER 271

**CLARK
EQUIPMENT**

CLARK EQUIPMENT COMPANY/INDUSTRIAL TRUCK DIVISION

BATTLE CREEK, MICHIGAN 49016

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F O R W A R D

The purpose of this manual is to help the "qualified driver" become familiar with the vehicle's various major components and what they do, operating controls, and functions of the truck ... this publication is not intended to be a driver's training manual ... but a guide to help "the qualified driver" operate a Clark Forklift Truck **safely** and **efficiently**. Driver's Training Manuals are available at your Clark Dealer.

As an airline pilot checks out his plane before taking off the ground ... you should **check your unit** out at the beginning of your shift and **before putting it to work**. Such checks are easy and quick ... and include water and fluid level checks, condition of tires, check of lights and safety devices, and a check of brakes and controls.

In addition to those checks listed in Section 1 ... note and report to your

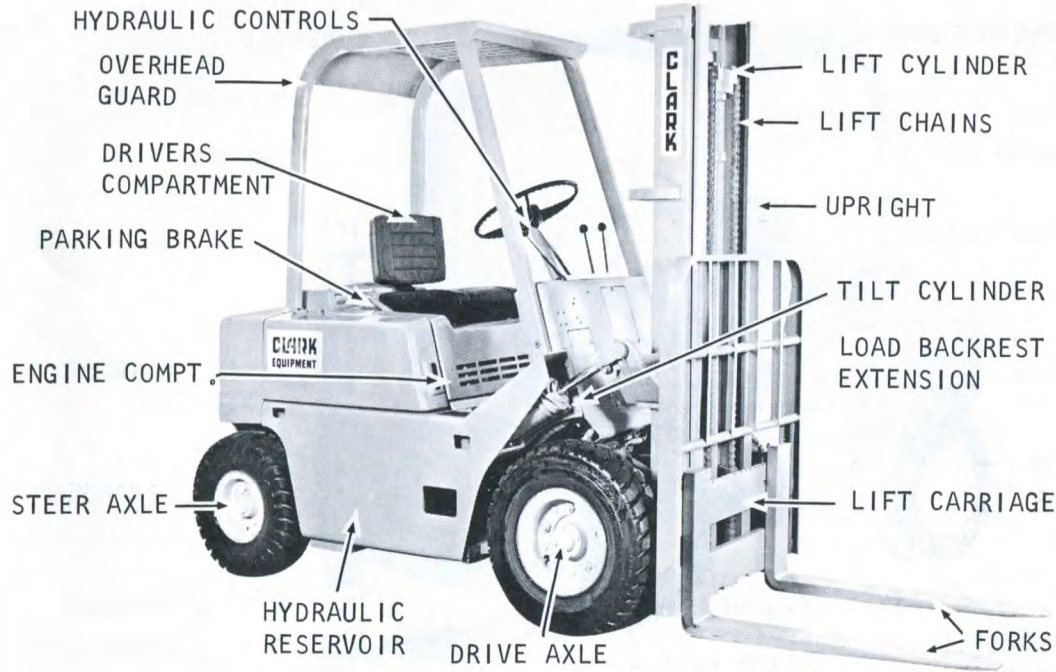
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maintenance department (or to the designated person in authority) any malfunctions or conditions which reduce safety, impair efficiency, or which might lead to breakdown.

The Clark Forklift trucks are built to take hard work ... not abuse. They are built to be safe. But ... as with any other vehicle ... they are only as good as the man behind the wheel and the men responsible for maintaining them.

KNOW YOUR TRUCK...

Plate 11312

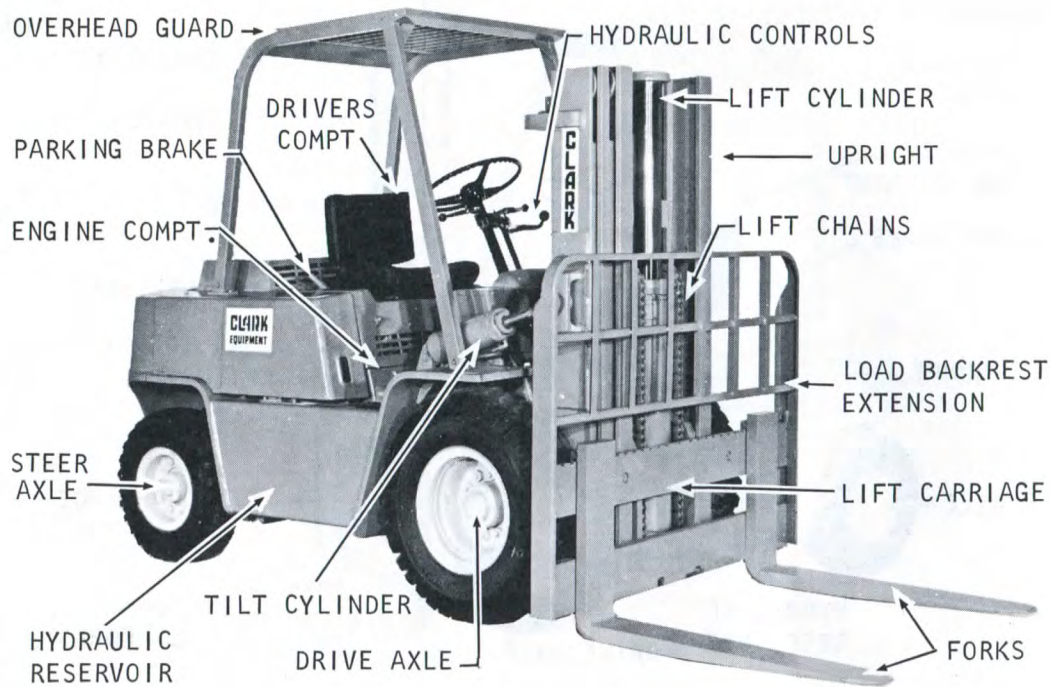


C500 SERIES

Yardlift 2000LB thru 5500LB Capacity Trucks Equipped with . .
Gasoline, L.P.Gas or Diesel Engines - Automatic Transmission, Hydracool or Friction Clutch

KNOW YOUR TRUCK...

Plate 11313

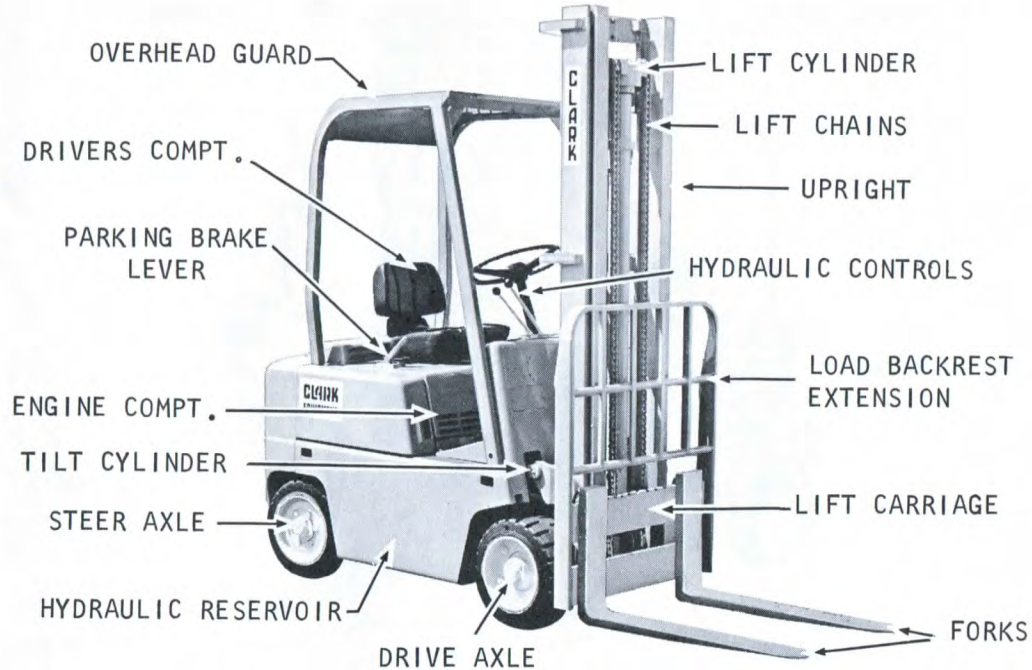


C500 SERIES

Yardlift 6000LB thru 8500LB Capacity Trucks Equipped with...
Gasoline, L.P.Gas or Diesel Engines - Automatic Transmission or Hydracool Clutch

KNOW YOUR TRUCK...

Plate 11310

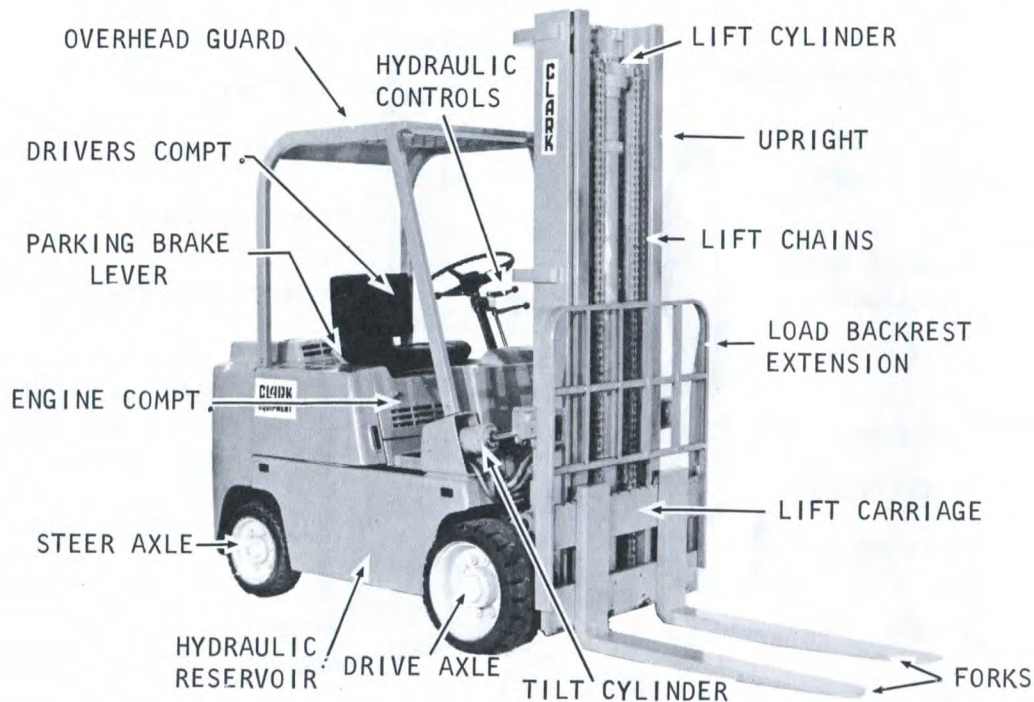


C500 SERIES

Cushion Tire 2000LB thru 5500LB Capacity Trucks Equipped with..
Gasoline, L.P.Gas or Diesel Engines - Hydratork Transmission, Hydracool or Friction Clutch

KNOW YOUR TRUCK...

Plate 11311

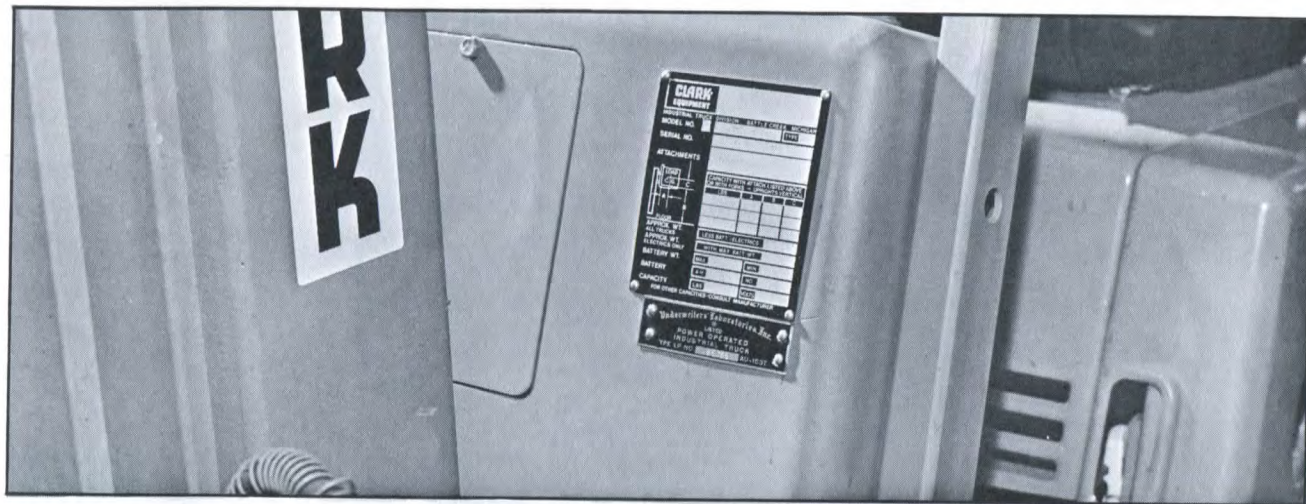


C500 SERIES

Cushion Tire 6000LB thru 8500LB Capacity Trucks Equipped with...
Gasoline, L.P.Gas or Diesel Engines - Hydratork Transmission or Hydracool Clutch

KNOW YOUR TRUCK...

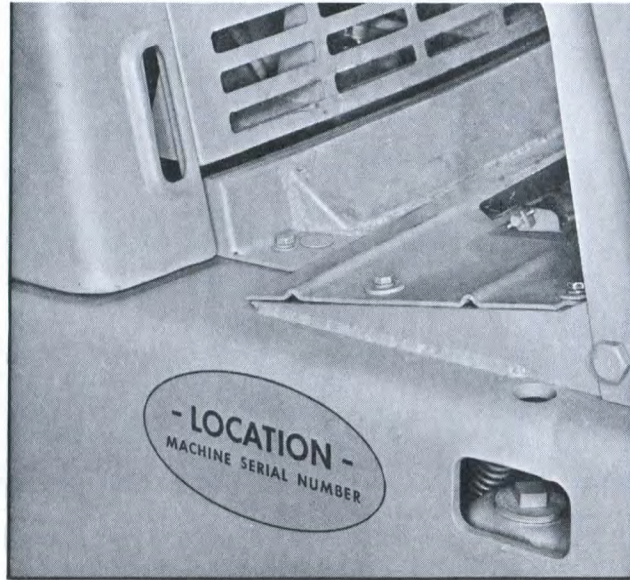
Plate 11051



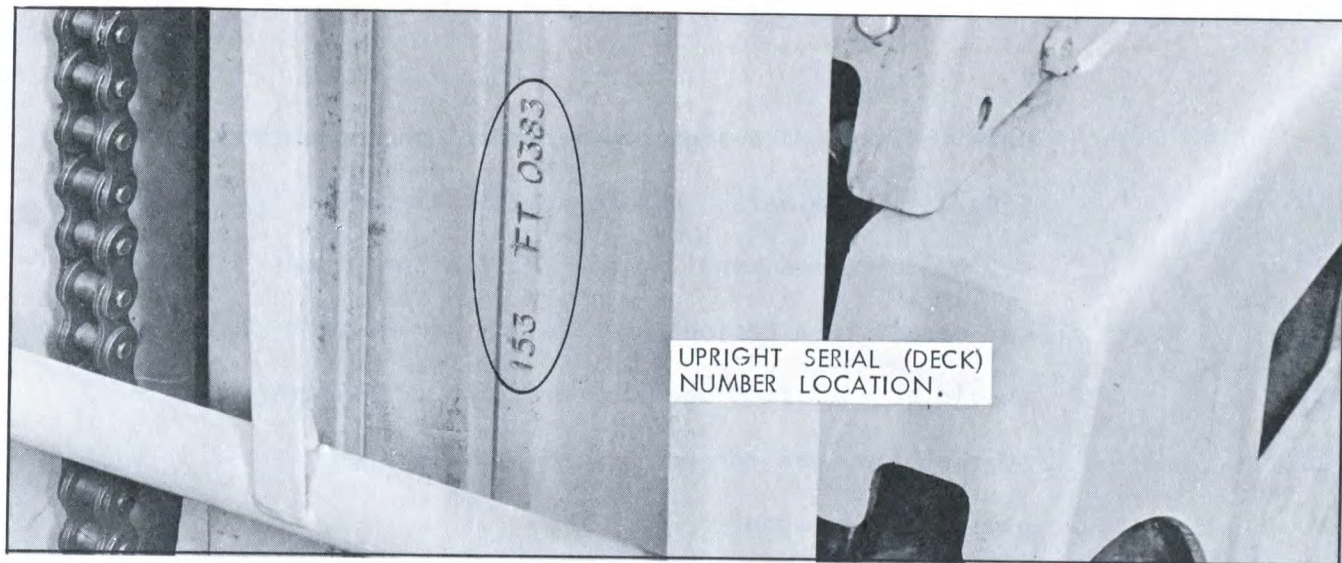
Know the location of your ... Original Equipment Model
Capacity and Serial Number Plate.

KNOW YOUR TRUCK...

Plate 11419



Know the location of your ... Machine Serial Number ... Stamped in the Vehicle's Frame



Know the location of your ... Upright Deck Number ... Stamped in the Outer Rail Assembly.

W A R N I N G

Only trained and designated personnel should exchange L.P. Gas Containers. Handle containers carefully ... the careless handling of L.P. Gas Containers can result in a serious accident. Extreme care should be exercised when transporting containers so that they are not accidentally dropped or physically damaged.

I M P O R T A N T

Hydratork Transmission Models are equipped with a NEUTRAL STARTING SWITCH ... engine must not start in any position other than neutral. If it does it indicates that the neutral starting switch is faulty or out of adjustment. The engine should start only when the lever is in NEUTRAL. If a malfunction exists, report condition to the designated authority.

WORK SAFELY

DRIVE SAFELY

BE CAREFUL

Driver's
Daily Inspection (Report)

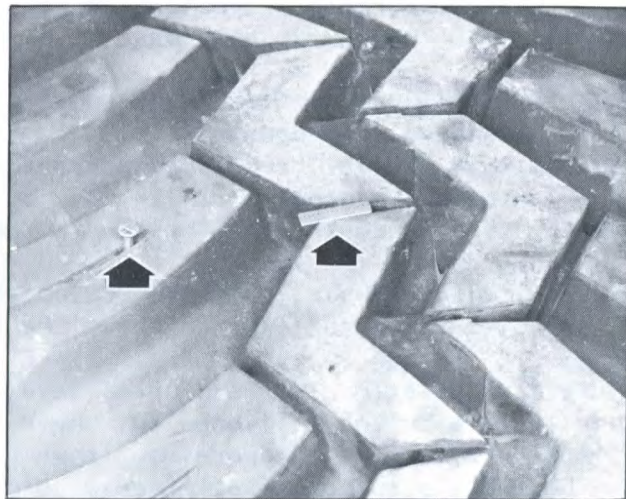
Plate 10756

One of your most important functions in making certain your vehicle is in safe and efficient operating condition is to make a quick and easy check of the vehicle at the beginning of your shift.

This should be viewed not only as a maintenance function, but also as one of your most important steps in doing everything possible to improve safety.

The Daily Inspection Report ... available from your Clark Dealer ... should be used to check out the vehicle ... then make certain the report is given to your Maintenance Department (or to the designated authority). The various checks are as follows:

1. Walk around the truck and carefully check for leaks.
2. Check tire condition ... pry out of tire treads any objects which could damage the tires.



3. Check head and tail lights.
4. Check warning lights and devices.
5. Check the radiator coolant level.
(Refer to WARNING next page.)

IMPORTANT: Always check radiator coolant level with the engine shut down.

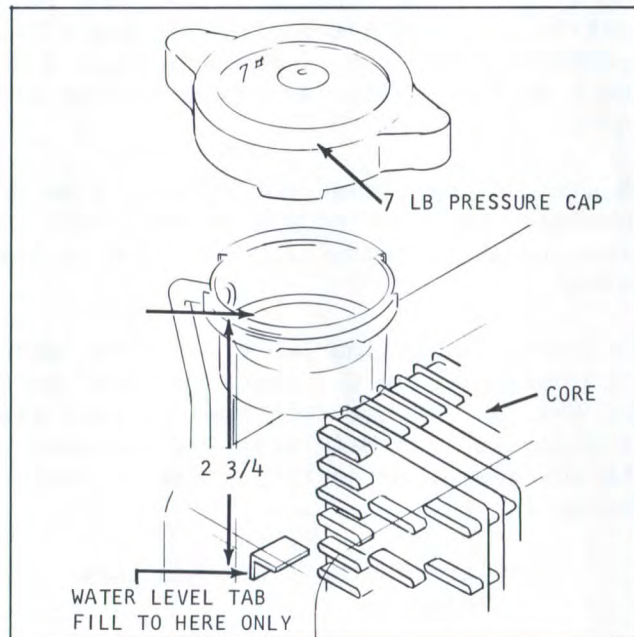
C500-(H)Y355 Series ... Be sure coolant level is 2-3/4 of an inch below filler neck ... never higher ... fill to the TAB located in the radiator.

C500-(F)Y235 Series ... Be sure coolant level is approximately one (1) inch above the radiator core.

C500-(H)Y685 Series ... Fill until level is just visible in the fill hose ... never higher.

Fill with water or, if operation is in cold weather, use a suitable anti-freeze solution.

It is recommended that a soluble oil in the proportion of 1-ounce per gallon of water be added to the cooling system.



C500-(H)Y355 Series ONLY

Driver's
Daily Inspection (Report) - continued -

CAUTION

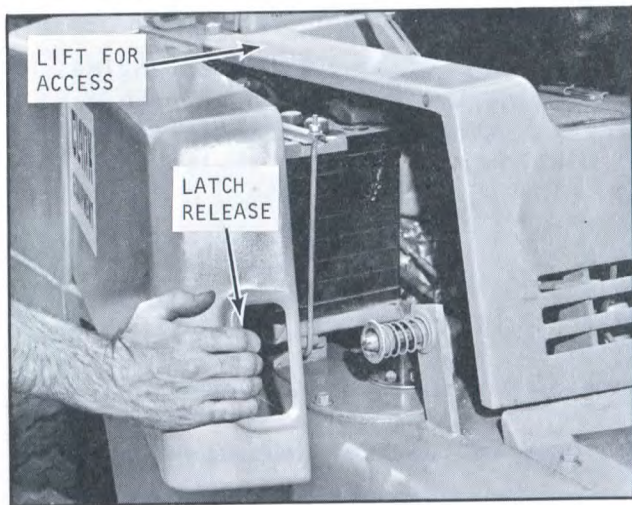
Never pour cold water or cold anti-freeze into the radiator of an overheated engine. Allow the engine to cool and avoid the danger of cracking the cylinder head or block. Keep engine running while adding water or anti-freeze. When permanent anti-freeze of the Ethylene Glycol type is used, the coolant solution must contain at least 40% water.

W A R N I N G

Use extreme caution in removing the Radiator Pressure Cap. In pressure systems ... the sudden release of pressure can cause a steam flash ... and the flash, or the loosened cap, can cause serious injury. Place a rag over the cap before attempting to loosen cap for removal. Loosen cap slowly and allow the steam to escape.

- continued -

Plate 10176

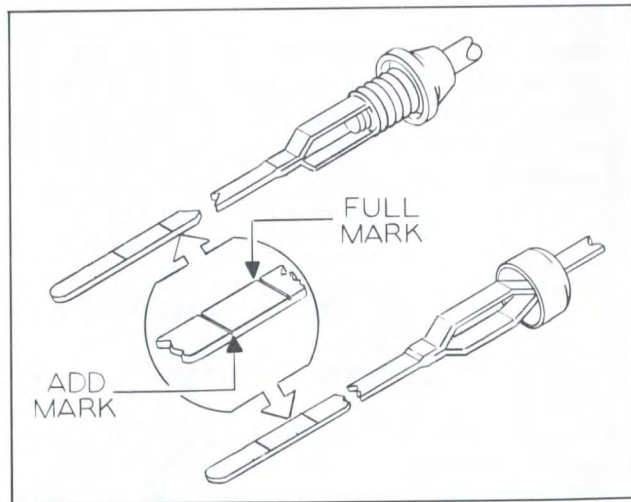


6. Open engine compartment doors. Pivot the hood and seat assembly forward to expose engine.
7. Check engine crankcase oil level ...
USE YOUR DIPSTICK.
FILL IF NECESSARY WITH ENGINE OILS MEETING

Code 271

Section 2, Page 4

Plate 11420



Gasoline, L.P. Gas and Diesel Engines

S.A.E. 10W	0 deg to 32 deg F
S.A.E. 20W	33 deg to 75 deg F
S.A.E. 30	above 75 deg F

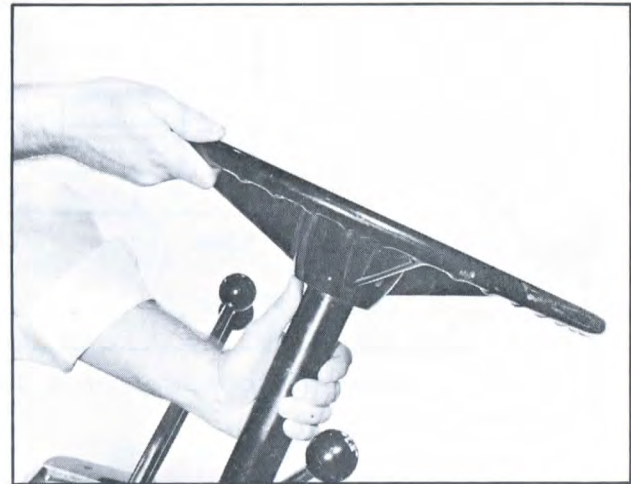
.... API SERVICE CLASSIFICATION "CC".

JUN 71

Driver's
Daily Inspection (Report) - continued -

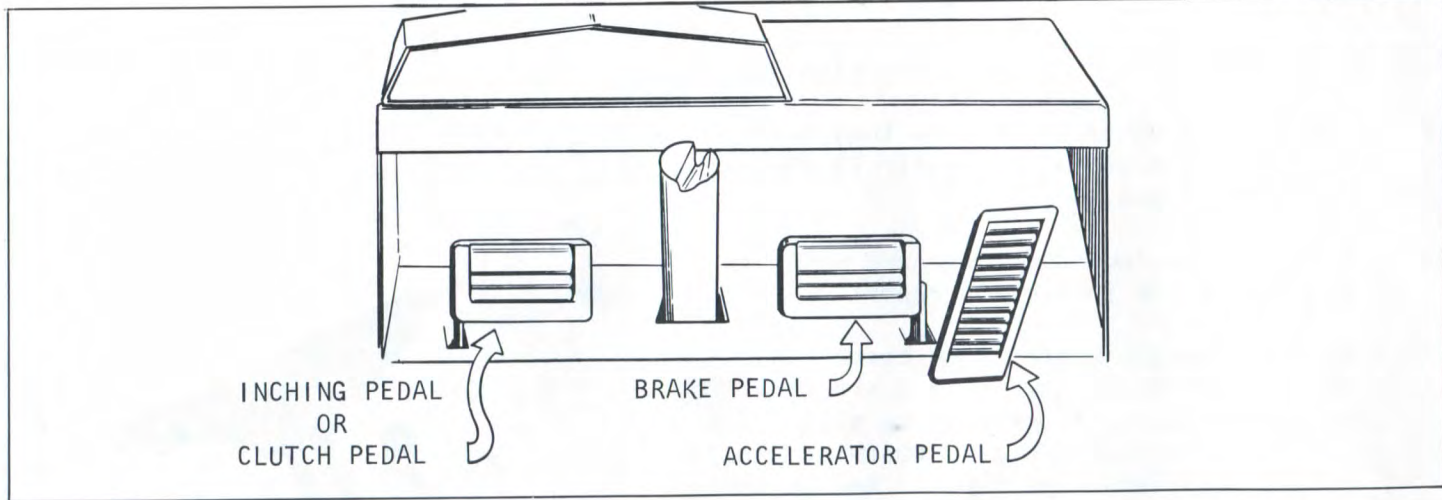
Plate 9843

8. Check the horn to be sure it is functioning.
9. Check fuel level...refer to Section 15.
10. Check instruments to be sure they are functioning properly .. refer to the following pages.
11. Check the engine hour meter and note its reading on the inspection report.
12. Make a steering performance check ...
 - (A) Place steer wheels in a straight ahead position. Place hand on steer column ... with thumb just touching wheel. Rotate wheel back and forth. Any up and down movement indicates trouble. If such a condition exists ... report condition to designated authority.
 - (B) Rotate hand wheel back and forth ... excessive hand wheel travel or looseness at tie rods should be reported to the designated authority.



Driver's
Daily Inspection (Report) - continued -

Plate 11071



13. Make a brake performance check ... depress pedal and hold foot pressure for at least ten seconds.
- (A) Pedal must be solid ... must not be spongy or drift under foot pressure.
- (B) When a noticeable increase in brake pedal effort is required to stop the vehicle ... a brake malfunction is indicated and an inspection of the service brakes and linings should be made. Report condition to the designated authority.

14. Check parking brake performance ...fully apply hand brake ... moving brake lever from full forward to full rear position. Cable tension should be enough so that the lever hesitates or remains in a vertical position before continuing on as the lever passes through center position to full rear position.

N O T E

The parking brake must be capable of holding truck with full rated capacity load on a 15% grade.

If performance checks are not satisfactory ... report condition to designated authority.

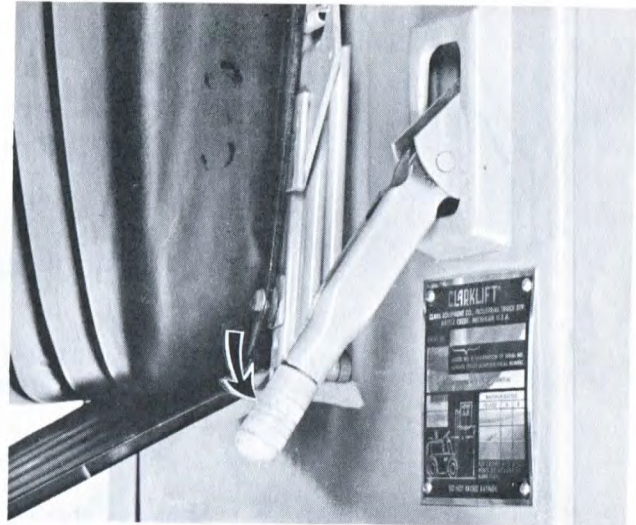
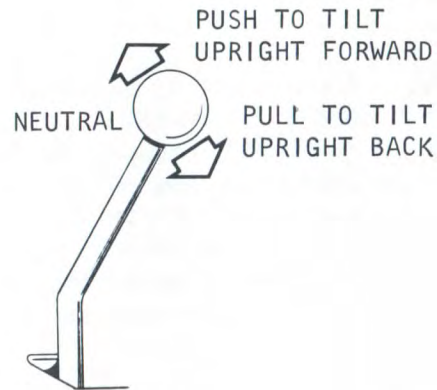
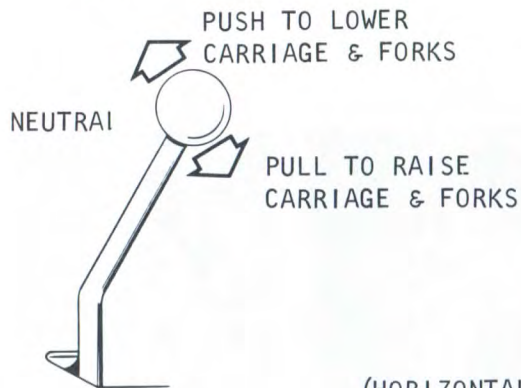
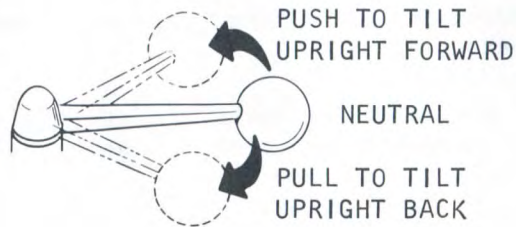
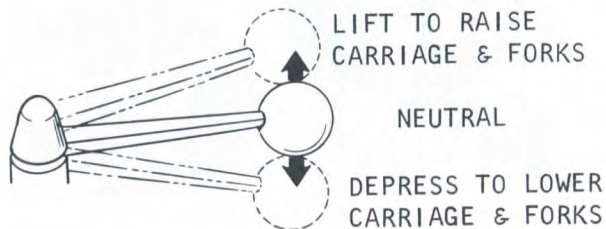


Plate 11053

(VERTICALLY MOUNTED CONTROLS)



(HORIZONTALLY MOUNTED CONTROLS)



Hydraulic (Lift and Tilt) Control Levers

Driver's
Daily Inspection (Report) - continued -

15. Check the hydraulic control levers. When levers are moved either way from neutral position ... the carriage and/or upright should move.

(A) Raise carriage to the upper limit. If carriage slows down as it approaches maximum lift ... or will not go to the upper limit ... this would indicate a low fluid level in the hydraulic reservoir or ... there may be a malfunction that needs repairing.

Report such a condition to the designated authority.

(B) If carriage will extend to the upper limit ... check roller adjustment or condition by:

(a) Slowly ... lower upright rail & carriage. Rail assembly should be free to lower smoothly ... without hesitation or hang-up.

(b) If there is a bind ... rail assembly hesitates or remains in one position and then breaks free as the lift cylinder retracts ... this indicates improper roller adjustment.

Report such a condition to the designated authority.

WORK SAFELY

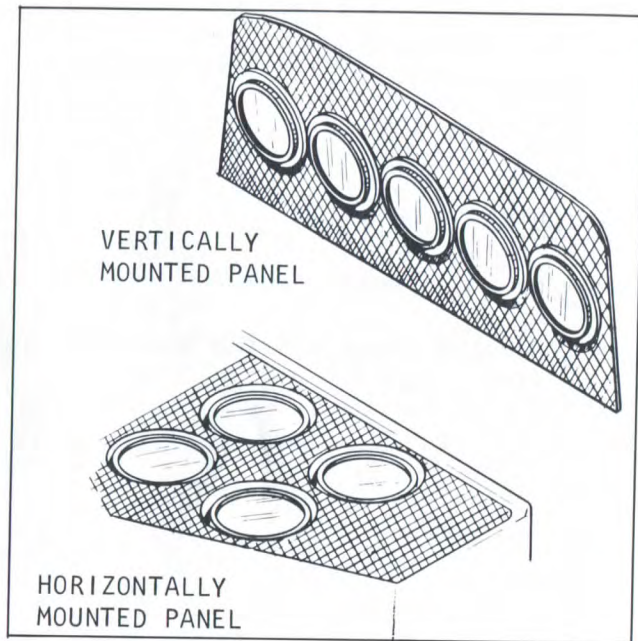
DRIVE SAFELY

BE CAREFUL

The instruments, indicators and hour meter conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your vehicle. The information on this and the following pages will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine ... after it starts ... and periodically as you drive.

NOTE

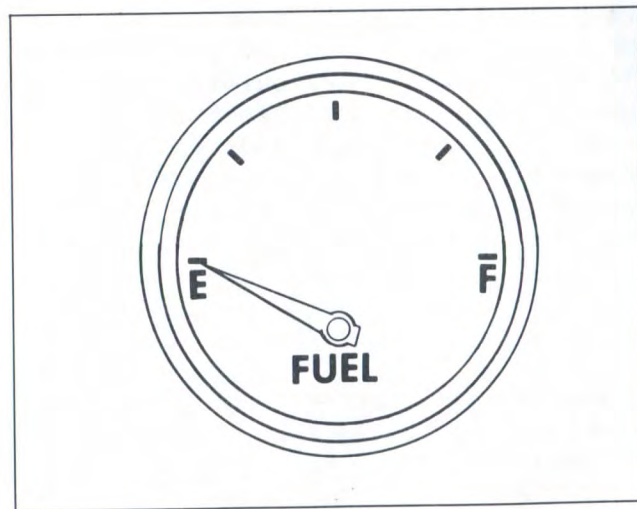
The electrically operated indicators register correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off", the indicator needle will not necessarily return to any given position.



FUEL INDICATOR

(Gasoline and Diesel Models)

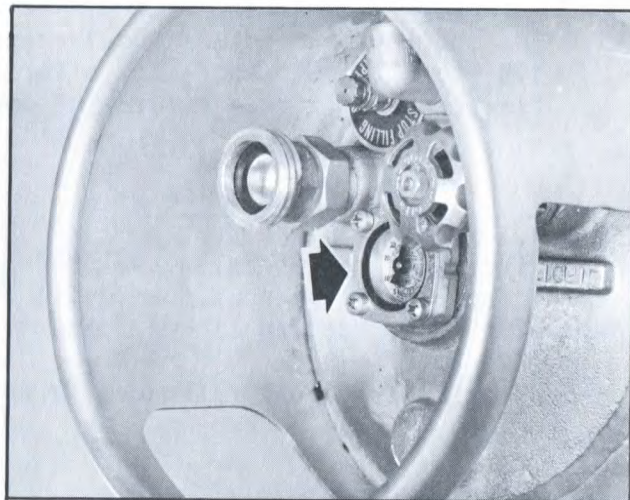
This indicator registers the amount of fuel in the fuel tank.



FUEL INDICATOR

(L.P. Gas Models)

This indicator ... located on the end of the L.P.G. Fuel Tank ... registers the amount of fuel in the tank.



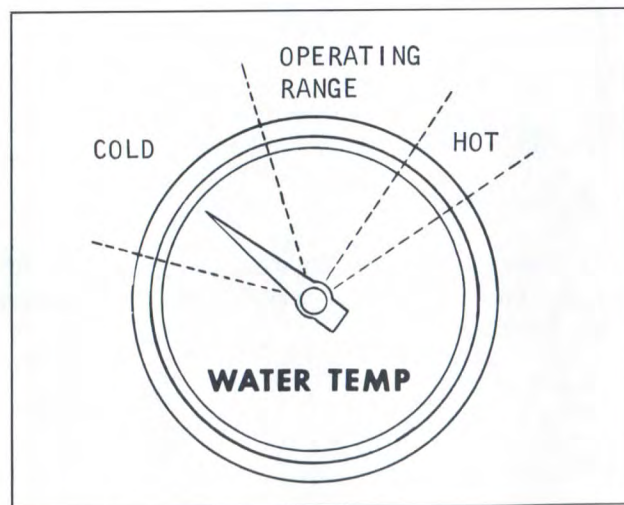
ENGINE WATER TEMPERATURE INDICATOR

1. The coolant temperature should register 175 -to- 220 degrees F. ... after the first ten or fifteen minutes of operation.

C A U T I O N

If the indicator registers in the "HOT" zone ... the engine must be shut down until the cause of the overheating is corrected.

2. Check this indicator frequently as you drive.

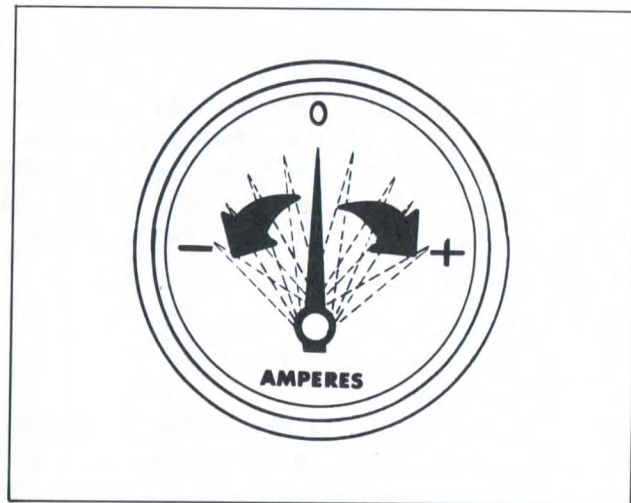


AMMETER

This indicator provides a quick check on the charging system of the vehicle. If the indicator registers a discharge, reads erratically or ... registers a continuous overcharge ... locate and correct the trouble as soon as possible.

NOTE

The indicator will read an overcharge for a brief period of time whenever the engine is started ... especially in cold starting conditions.

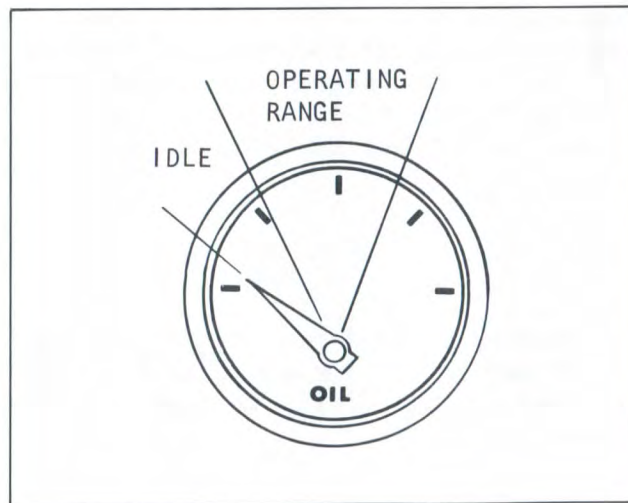


ENGINE OIL PRESSURE INDICATOR

Immediately after starting the engine ... whether in normal or cold starting conditions ... engine oil pressure should register at least 30 P.S.I. If the pressure is low, erratic, or there is no pressure indicated ... the engine must be shut down until the cause of the trouble can be located and corrected.

C A U T I O N

In normal or cold operating conditions ... engine oil pressure should never register below 5 P.S.I. Shut engine down if oil pressure should reach this limit. Low oil pressure can cause serious engine damage.



INSTRUMENTS

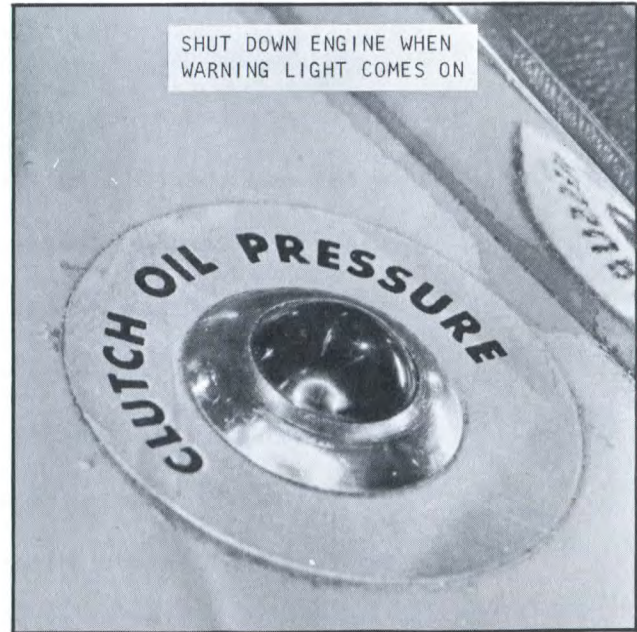
C_A_U_T_I_O_N

After starting a NEW or REBUILT engine and ... after checking to be sure there is sufficient oil pressure ... run engine at idle for five (5) minutes, then stop the engine ... recheck oil level in crankcase. Make allowance for additional oil drainage back into pan. The most efficient oil level is a little below the level mark on the dipstick. After the engine is shut down for fifteen (15) minutes or more, the oil level should be at the full mark on the dipstick.

CLUTCH OIL PRESSURE WARNING LIGHT

(HYDRACOOOL ... WET CLUTCH ... MODELS)

This light will come on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds ... the engine should be shut down until the cause of the trouble can be located and corrected ... continuing to operate the clutch with no oil spray being provided to its surface will eventually glaze and ruin the clutch facings.



ENGINE HOUR METER

This indicator registers the actual operating hours of your engine for service intervals ... in the same manner as does the mileage indicator in your automobile.

Check and record the hour meter reading on the ... "Driver's Daily Checklist" report.



WORK SAFELY

DRIVE SAFELY

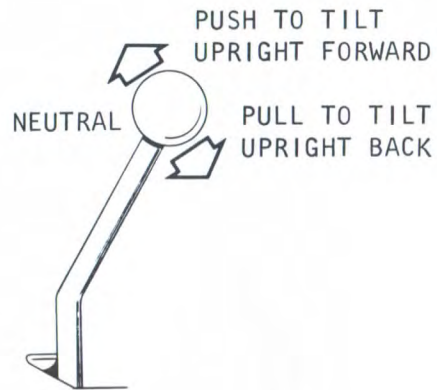
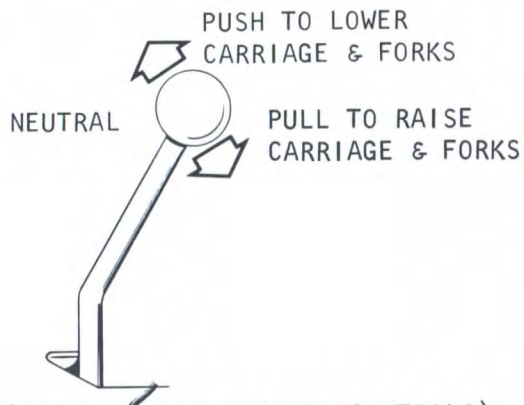
BE CAREFUL

C O N T R O L S

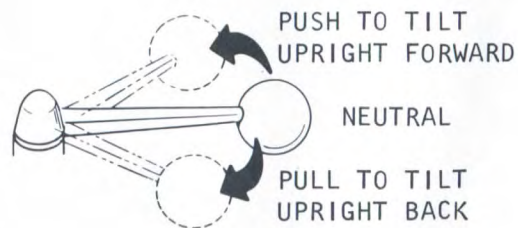
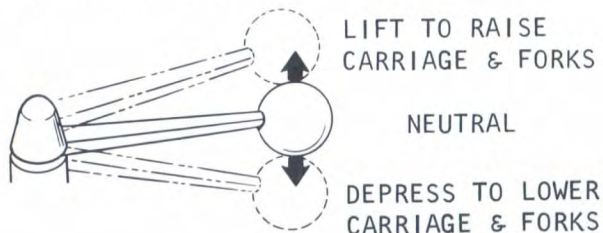
OPERATING HYDRAULIC CONTROLS

(VERTICALLY MOUNTED CONTROLS)

Plate 11053



(HORIZONTALLY MOUNTED CONTROLS)



Hydraulic (Lift and Tilt) Control Levers

OPERATING HYDRAULIC CONTROLS

Each important control is labeled to provide rapid identification of its function ... if its function is not readily apparent.

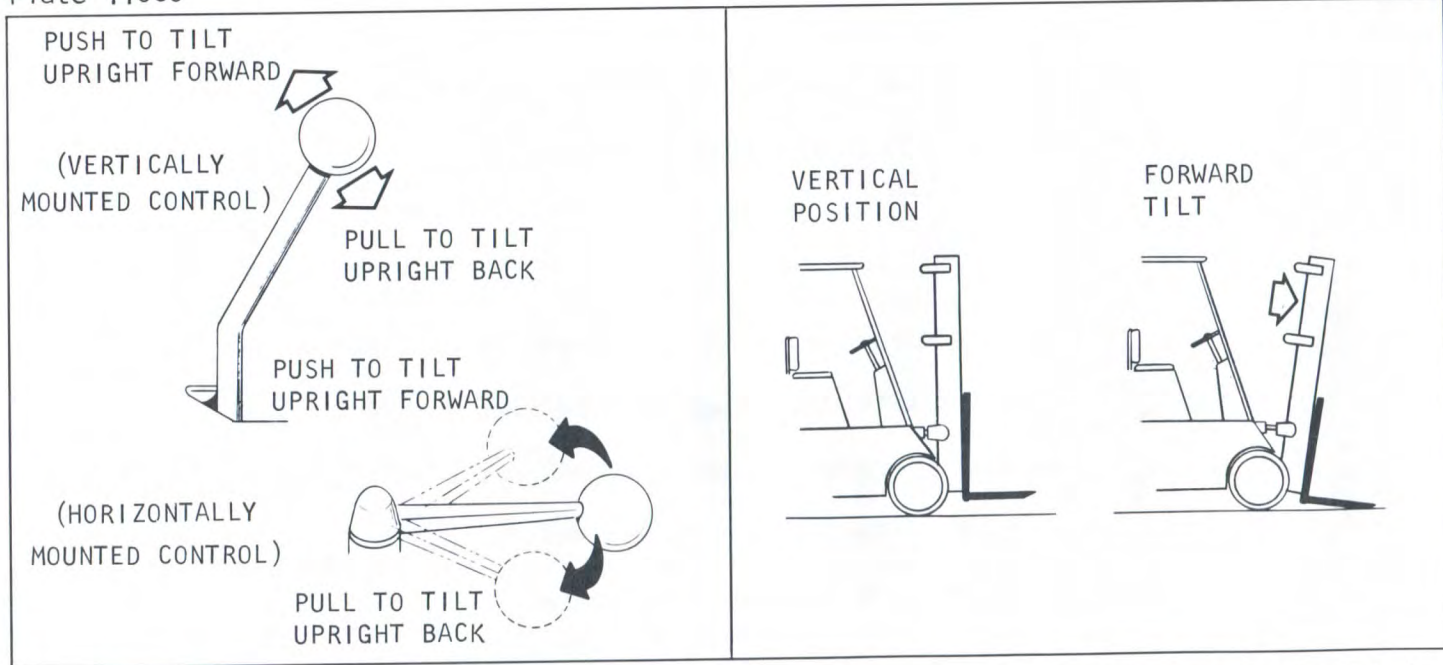
C A U T I O N

Never hold control levers in operating positions after the carriage or upright has reached the end of its travel ... doing so will result in undesirable heating of the hydraulic fluid and could harm the hydraulic system.

OPERATING HYDRAULIC CONTROLS

Plate 11060

Plate 11061



TILT (UPRIGHT & CARRIAGE) CONTROL: To tilt the carriage & upright back or toward vehicle ... pull on lever. To return upright & carriage to a vertical or full forward position ... push the lever away from you.

OPERATING HYDRAULIC CONTROLS

Plate 11062

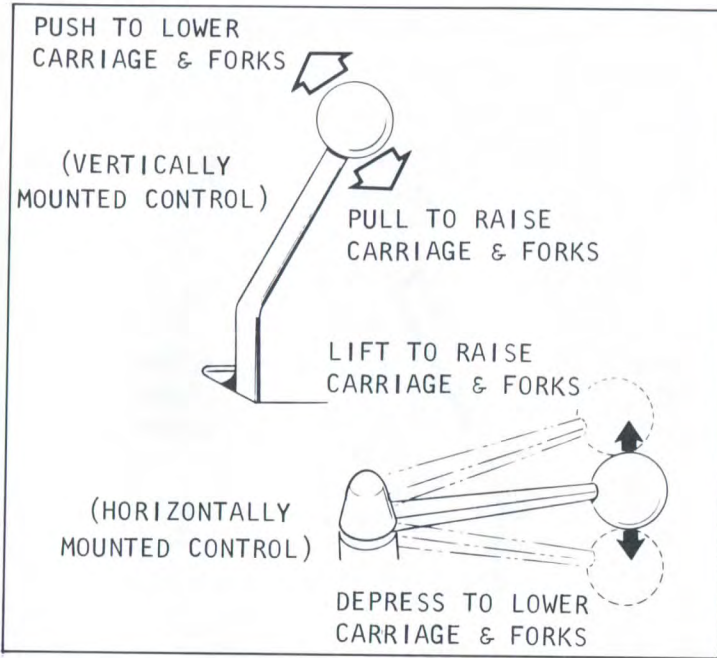
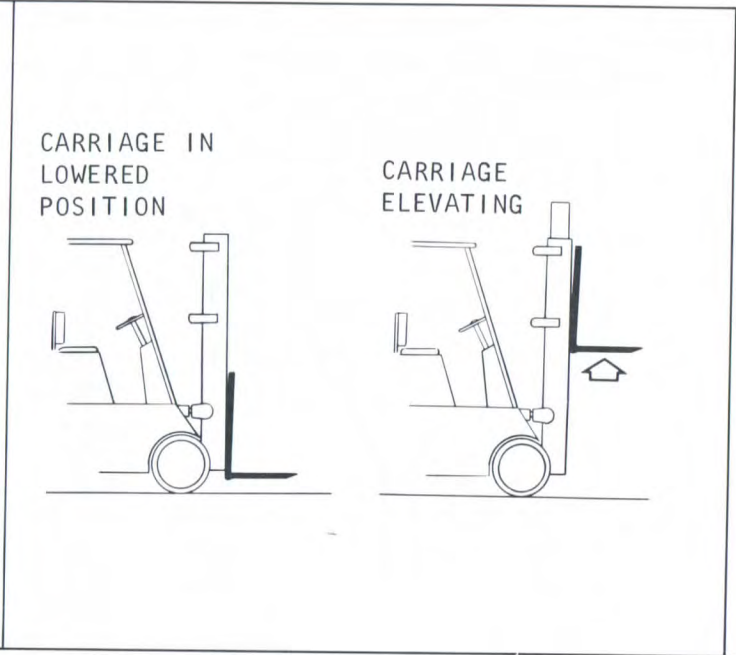
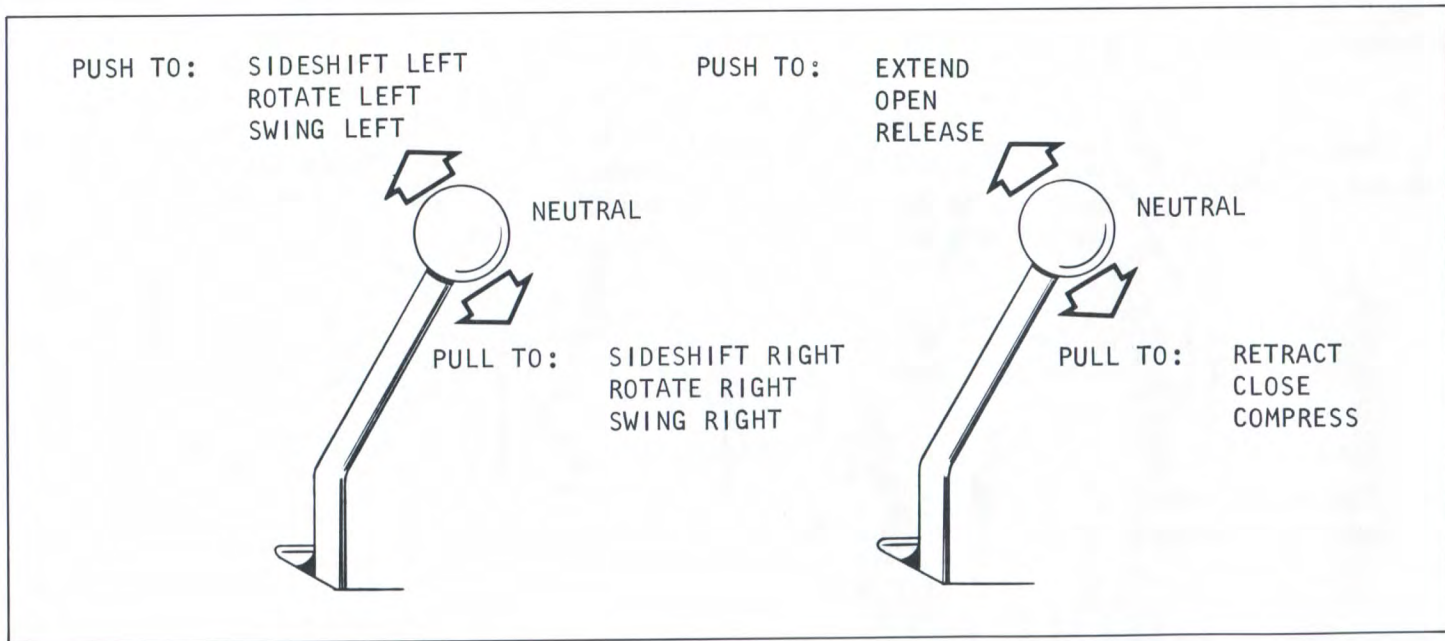


Plate 11063



LIFT (CARRIAGE) CONTROL: To lift carriage; move control upward, or backward ... depending on type used. To lower carriage, move control in the opposite direction. Moving control to center position stops carriage travel.



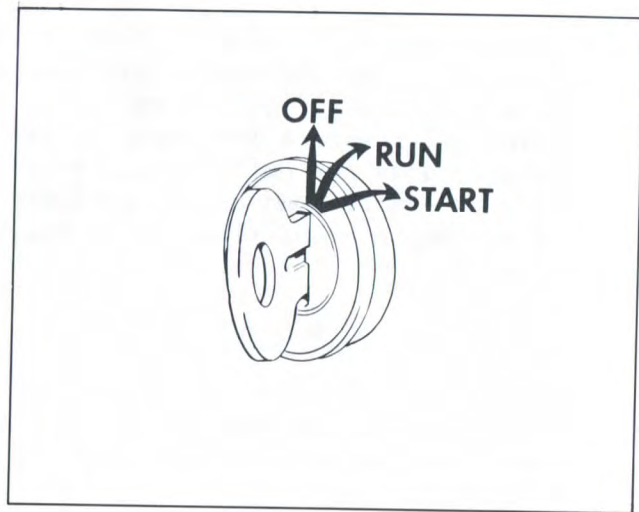
NORMAL STARTING PROCEDURES FOR
GASOLINE AND L.P.GAS ENGINES

Plate 11413

1. Place all transmission control levers in neutral position.
2. Apply parking brake.
3. Pull out on choke control.
4. Turn ignition switch key to START position ... the starter is engaged when the key is held in this position.

C A U T I O N

If the engine does not start on the first attempt, do not engage the starter until the engine comes to a COMPLETE REST (approximately 5 seconds). SERIOUS DAMAGE to the cranking motor may result if the above rule is not followed.



NORMAL STARTING PROCEDURES FOR
GASOLINE AND L.P.GAS ENGINES

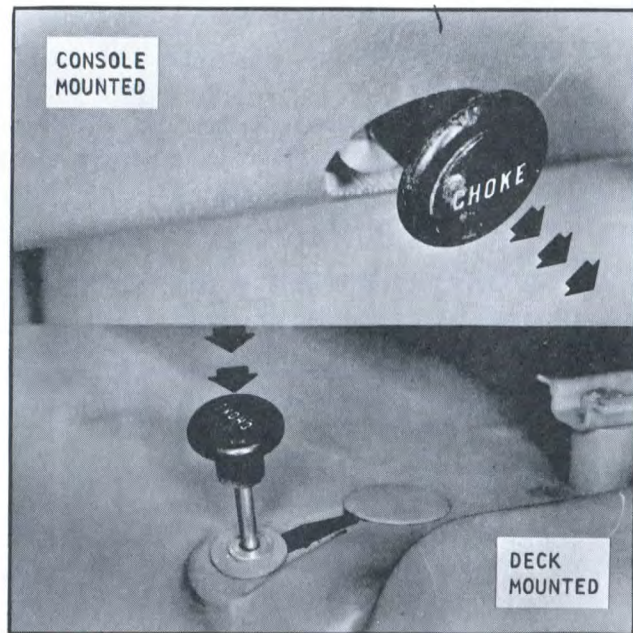
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Plate 11065

4. If the engine becomes overchoked or flooded ... push choke control in ... depress the accelerator pedal fully ... engage the starter. If all necessary equipment is in correct working order, the engine will start.
5. After engine has started ... check the instrument panel making certain the oil pressure warning light is not lit. Check engine oil pressure indicator ... if oil pressure does not build up ... immediately ... shut engine down and investigate the cause. Report condition to the designated authority.

N O T E

Run engine a few minutes to warm oil before putting vehicle to work ... especially in cold operating conditions.



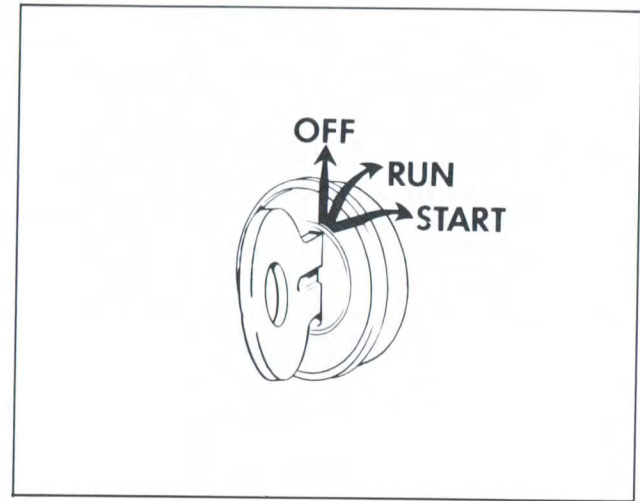
NORMAL STARTING PROCEDURE FOR
DIESEL ENGINE

Plate 11413

1. Place transmission control levers in neutral position and apply the parking brake.
2. Turn ignition switch key to START position ... the starter is engaged when the key is held in this position.

CAUTION

If the engine does not start on the first attempt, do not engage the starter until the engine comes to a COMPLETE REST (approximately 5 seconds). SERIOUS DAMAGE to the cranking motor may result if the above rule is not followed.

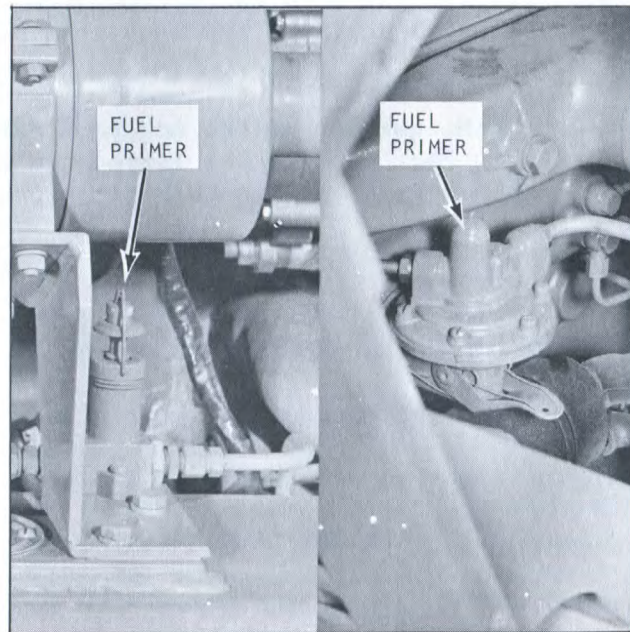


NORMAL STARTING PROCEDURE FOR
DIESEL ENGINE

- continued -

Plate 11066

3. If the engine does not start after the first two (2) attempts, then ...
 - (A) Open left hand engine compartment door ... so you can reach the primer pump control.
 - (B) Reach down and start pumping the fuel primer. Now...
 - (C) ... fully depress the accelerator pedal ... keep priming ... turn ignition key to start position ... keep pumping primer until engine starts.
 - (D) Continue to pump until engine runs without faltering, then ...
 - (E) ... close primer pump and lock.
4. After engine has started ... check instrument panel. If oil pressure does not build up ... immediately ... shut engine down until the cause of the trouble can



NORMAL STARTING PROCEDURE FOR
DIESEL ENGINE

- continued -

be located and corrected. Make sure the clutch oil pressure warning light goes out. If it stays on, or comes back on ... the engine should be shut down until the cause of the trouble can be located and corrected.

N O T E

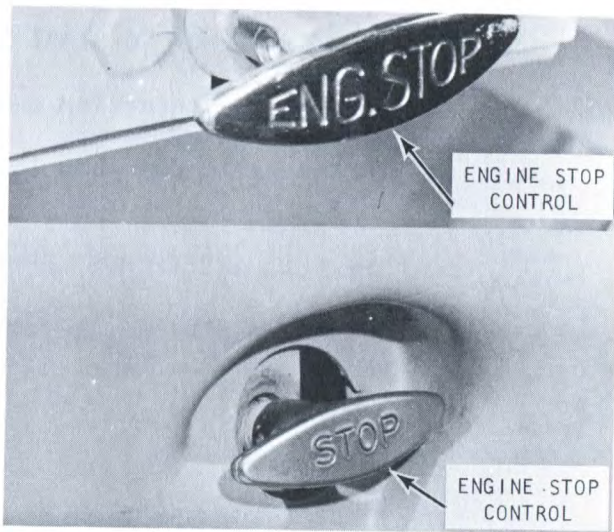
Run engine a few minutes to warm oil before putting vehicle to work ... especially in cold operating conditions.

ENGINE SHUT DOWN CONTROL: To shut the engine down ... allow engine to idle a few moments, then pull out on the STOP lever ... until engine stops.

I M P O R T A N T

After engine stops ... the control should be pushed back to its original position.

Plate 11411



DIESEL ENGINES ...

Run out of fuel...

DO NOT ATTEMPT TO START THE ENGINE ... to start the engine without the injection pump filled and primed could result in damage to the pump ... due to lack of lubrication.

THE FUEL SYSTEM MUST BE PROPERLY BLED BEFORE ATTEMPTING TO START THE ENGINE ... report to designated person in authority.

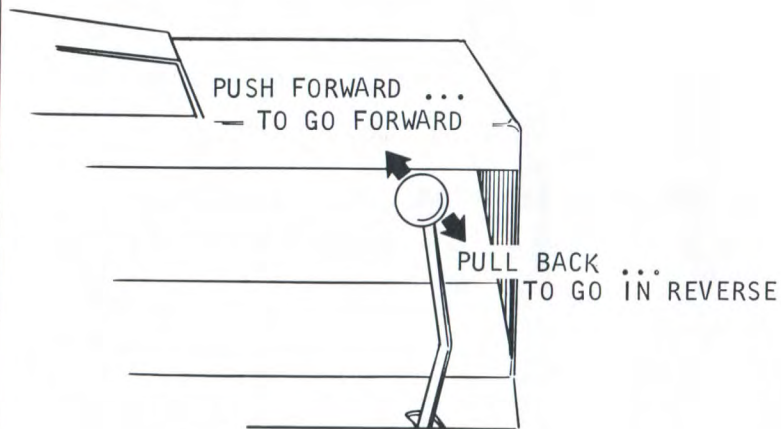
DRIVING WITH THE ...

ONE-SPEED HYDRATORK

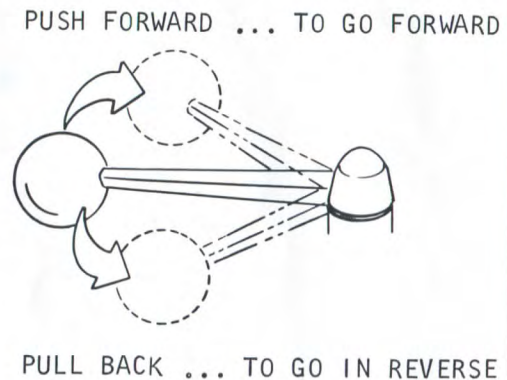
DRIVING WITH THE
ONE-SPEED HYDRATORK TRANSMISSION

Plate 11068

(VERTICALLY MOUNTED CONTROL)



(COLUMN MOUNTED CONTROL)



DRIVING WITH THE
ONE-SPEED HYDRATORCK TRANSMISSION

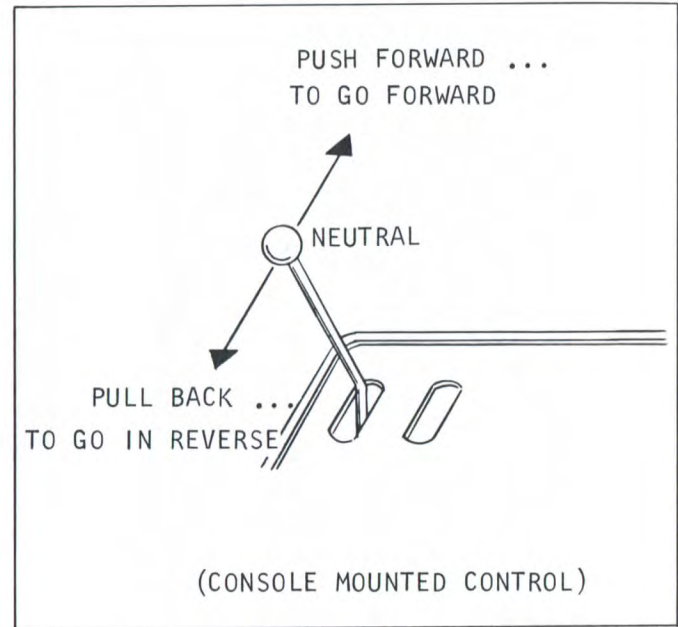
Plate 11414

1. Place forward and reverse lever into desired direction ... accelerate as required.

C_A_U_T_I_O_N

To prolong transmission life ... it is best to come to a complete stop before shifting in the opposite direction.

2. If machine is to be parked, place transmission control lever in neutral position ... apply hand brake and shut engine down.



WORK SAFELY

DRIVE SAFELY

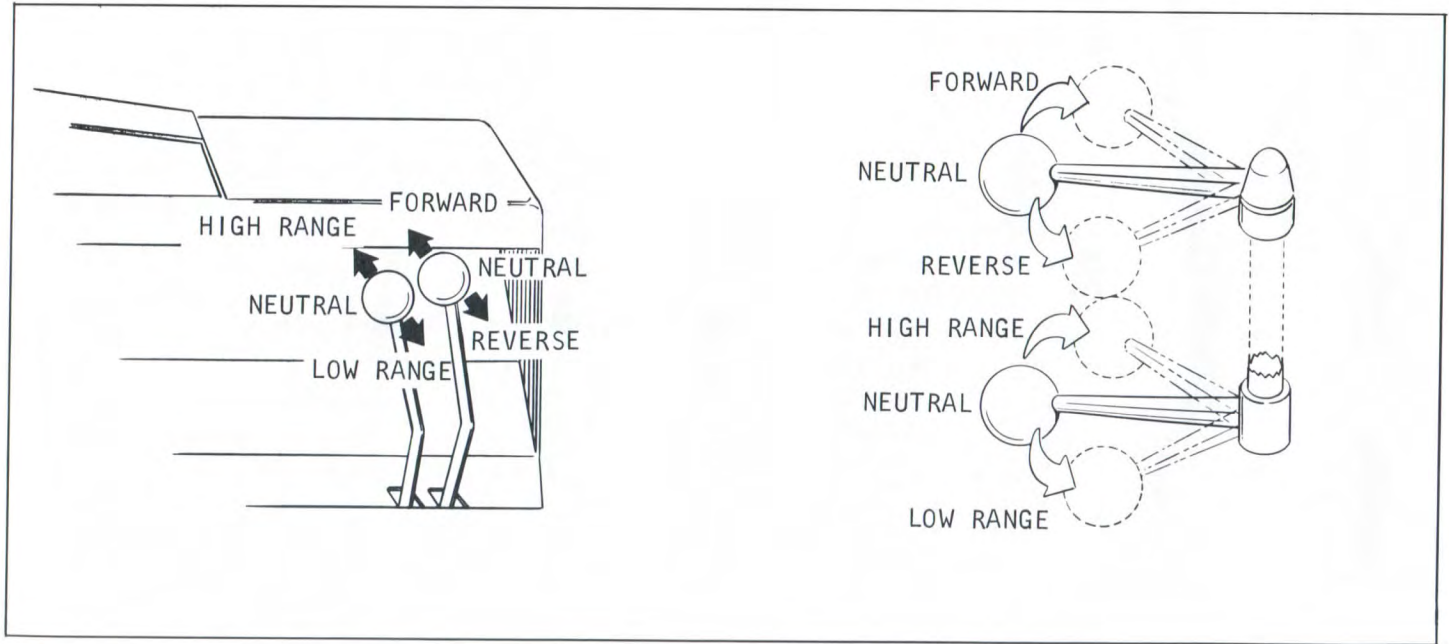
BE CAREFUL

DRIVING WITH THE ...

TWO-SPEED HYDRATORK TRANSMISSION

DRIVING WITH THE
TWO-SPEED HYDRATORK TRANSMISSION

Plate 11069



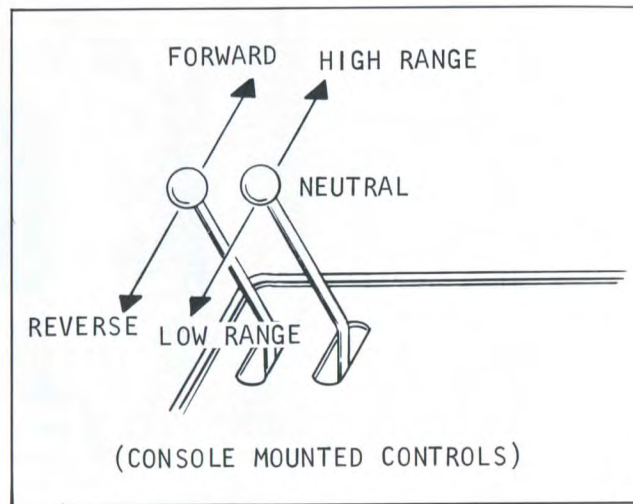
DRIVING WITH THE
TWO-SPEED HYDRATORK TRANSMISSION

Plate 11415

1. Place transmission control levers in neutral position.
2. Move speed selector lever into low gear.
3. NOW ... move forward and reverse lever out of neutral and into desired direction ... accelerate as required.
4. When shifting from one speed to another ... shift at about 1/2 to 3/4 throttle ... letting up on the accelerator when shifting. Down shift about 1/2 throttle without letting up on the accelerator.

C A U T I O N

To prolong transmission life ... come to a complete stop before shifting to the opposite direction.

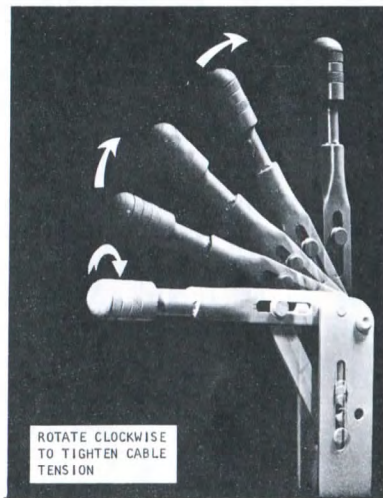
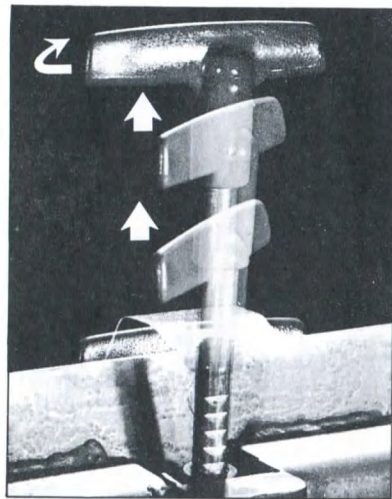


- continued -

DRIVING WITH THE
TWO-SPEED HYDRATORK TRANSMISSION

Plate 11070

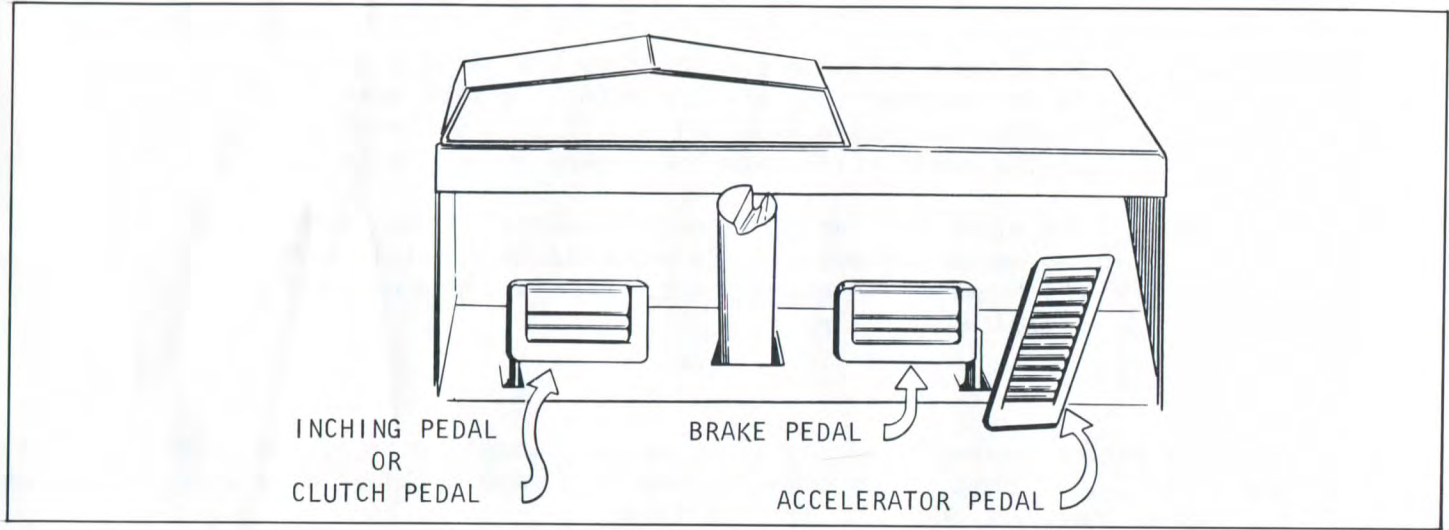
- continued -



5. If machine is to be parked, place transmission control levers in neutral ... apply hand brake and shut engine down.

INCHING WITH THE HYDRATORK TRANSMISSION

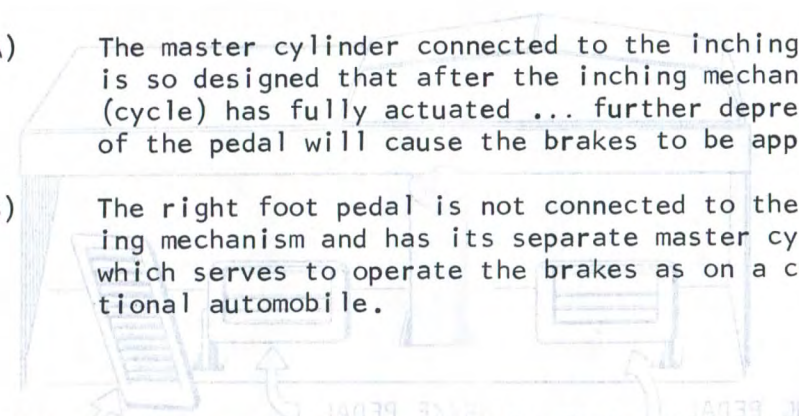
Plate 11071



To move at a creeping speed and still operate engine at high speed for fast lifting, tilting or accessory operation or, to inch into a load....

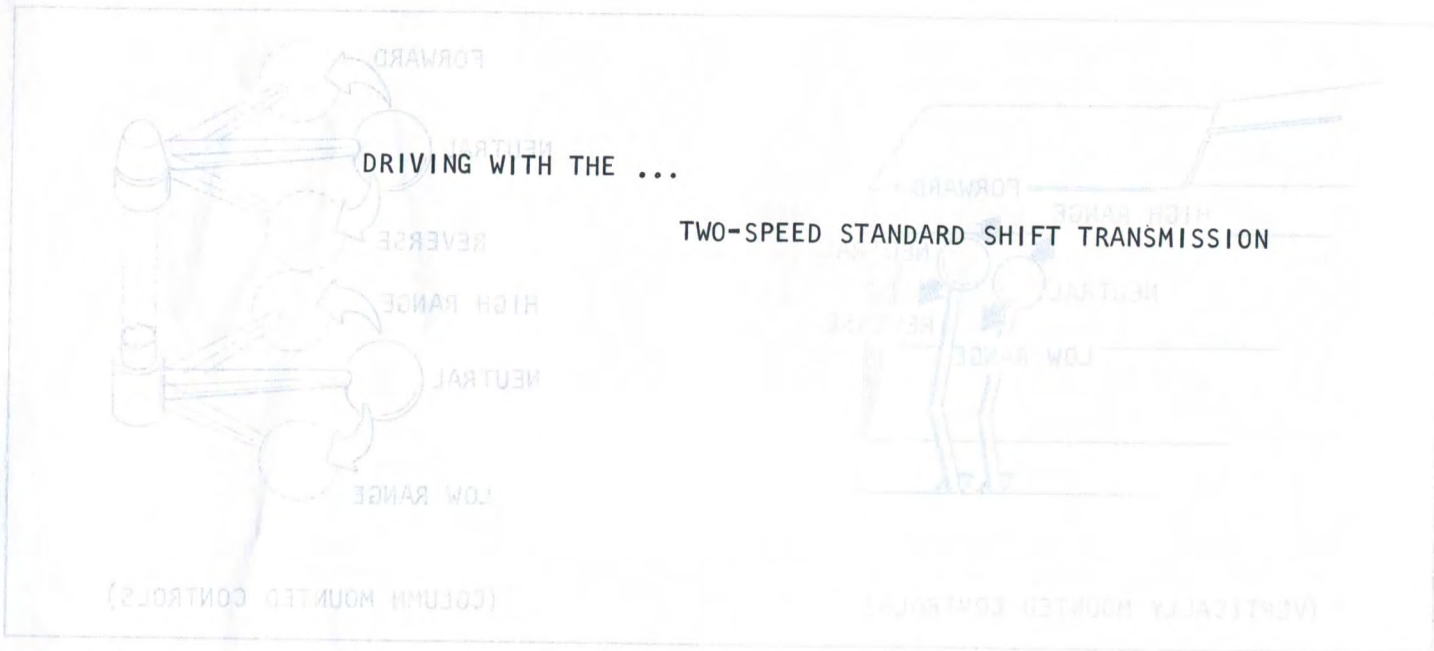
1. Depress the left foot combination inching-brake pedal ... only far enough to permit gradual disengagement of power from the drive wheels. Inching takes place just after the pedal passes through its free travel.

INCHING WITH THE
HYDRATORK TRANSMISSION

- 
- (A) The master cylinder connected to the inching pedal is so designed that after the inching mechanism (cycle) has fully actuated ... further depression of the pedal will cause the brakes to be applied.
- (B) The right foot pedal is not connected to the inching mechanism and has its separate master cylinder which serves to operate the brakes as on a conventional automobile.

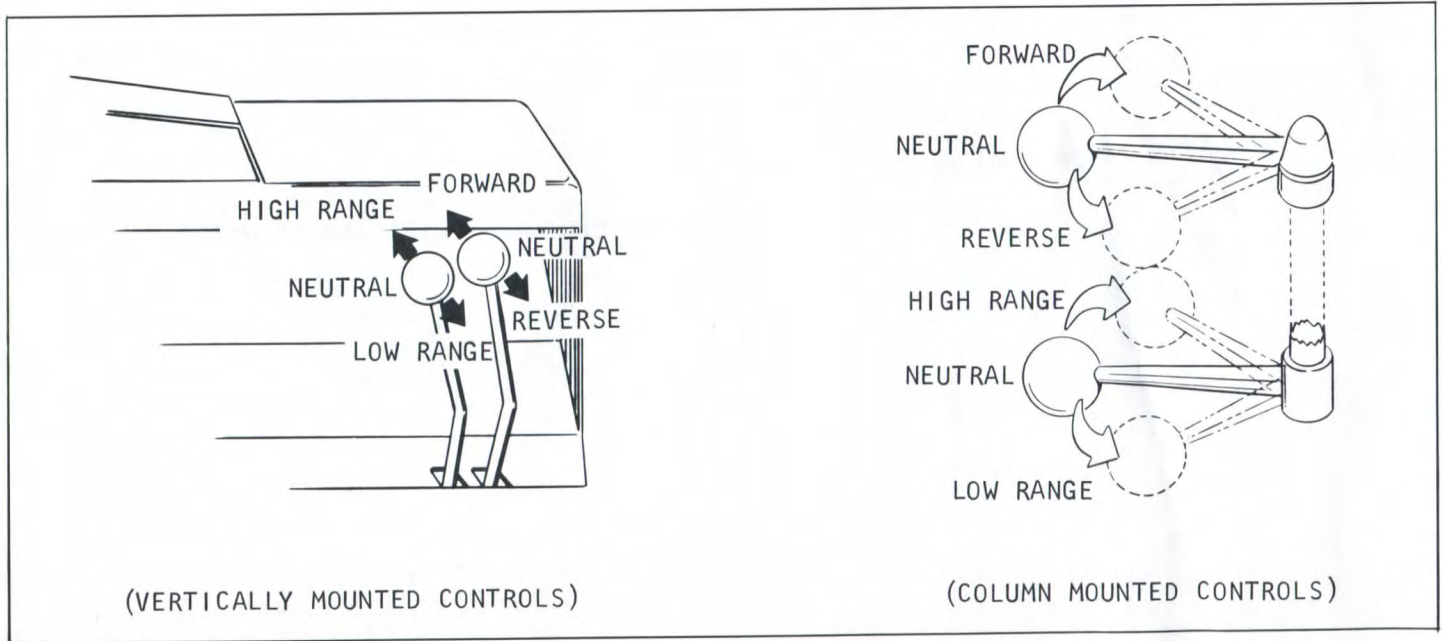
2. After the operator becomes familiar with the foot pedal controls and a definite feel is developed ... inching may be accomplished in a smooth manner even when the engine is running at governed RPM for fast lifting.

Plate 1109



DRIVING WITH THE
TWO-SPEED STANDARD SHIFT TRANSMISSION

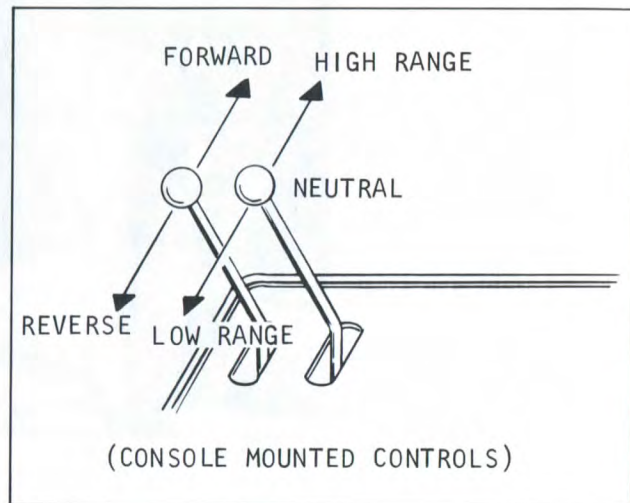
Plate 11069



DRIVING WITH THE
TWO-SPEED STANDARD SHIFT TRANSMISSION

Plate 11415

1. Place transmission control levers in neutral position.
2. Move speed selector lever into low gear.
3. Now ... depress clutch pedal and move forward and reverse lever out of neutral and into desired direction ... slowly release clutch pedal and accelerate as required.
4. When shifting from one speed to another ... shift at about 1/2 to 3/4 throttle ... letting up on the accelerator and depressing clutch pedal prior to making the shift. Down shift about 1/2 throttle without letting up on the accelerator pedal ... depressing clutch pedal, shifting and releasing the clutch pedal quickly ... without clashing gears.

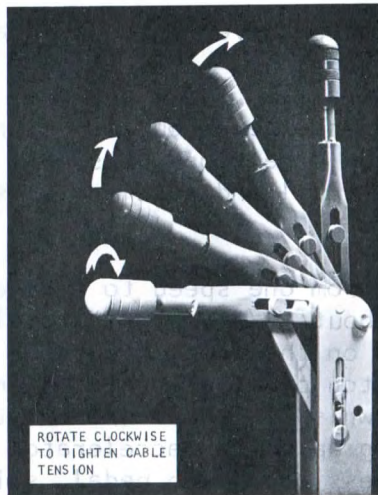
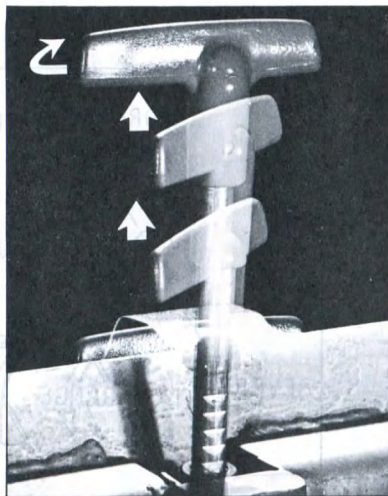


CAUTION: ALWAYS COME TO A COMPLETE STOP BEFORE SHIFTING TO THE OPPOSITE DIRECTION.

DRIVING WITH THE TWO-SPEED STANDARD SHIFT TRANSMISSION

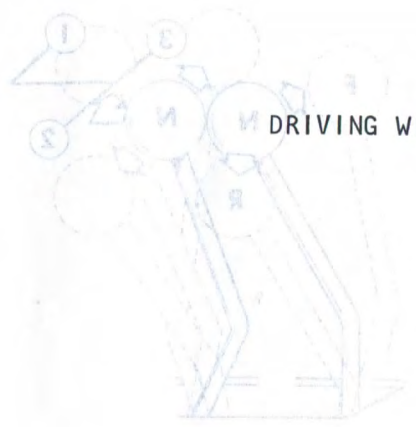
- continued -

Plate 11070



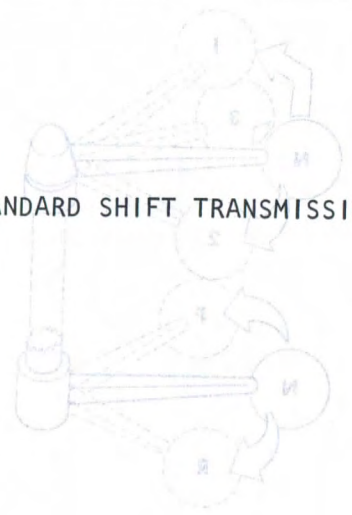
5. If machine is to be parked ... place transmission control levers in neutral position ... apply hand brake and shut engine down.

Plate 11073



DRIVING WITH THE ...

THREE-SPEED STANDARD SHIFT TRANSMISSION

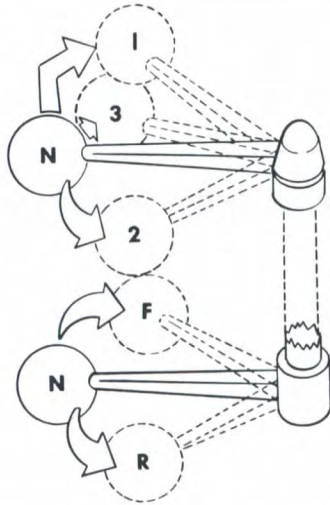


(VERTICALLY MOUNTED CONTROLS)

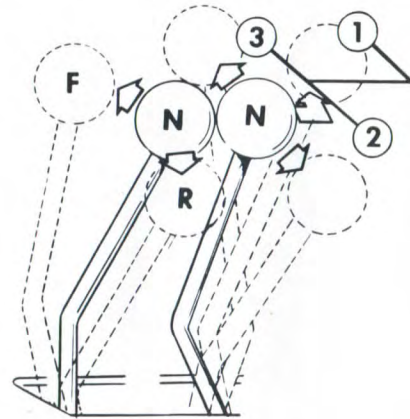
(COLUMN MOUNTED CONTROLS)

DRIVING WITH THE
THREE-SPEED STANDARD SHIFT TRANSMISSION

Plate 11072



(COLUMN MOUNTED CONTROLS)



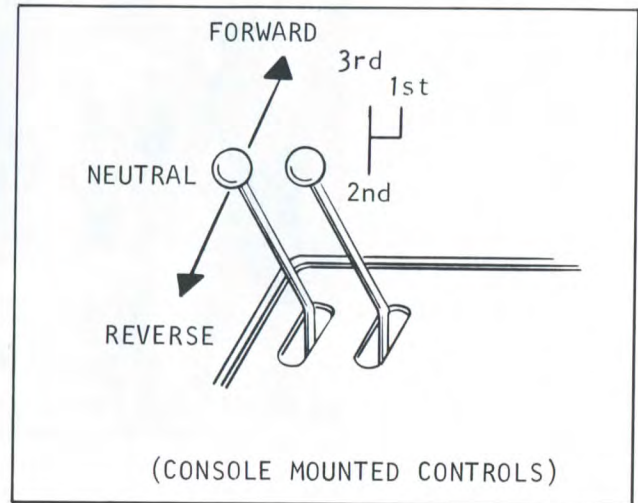
(VERTICALLY MOUNTED CONTROLS)

DRIVING WITH THE
THREE-SPEED STANDARD SHIFT TRANSMISSION

Plate 11416

1. Place transmission control levers in neutral position.
2. Move speed selector lever into low gear.
3. Now ... depress clutch pedal and move forward and reverse lever out of neutral and into desired direction ... slowly release clutch pedal and ... accelerate as required.
4. When shifting from one speed to another ... shift at about 1/2 to 3/4 throttle ... letting up on the accelerator and depressing clutch pedal prior to making the shift. Down shift about 1/2 throttle without letting up on the accelerator ... depressing clutch pedal, shifting and releasing the clutch pedal quickly ... without clashing gears.

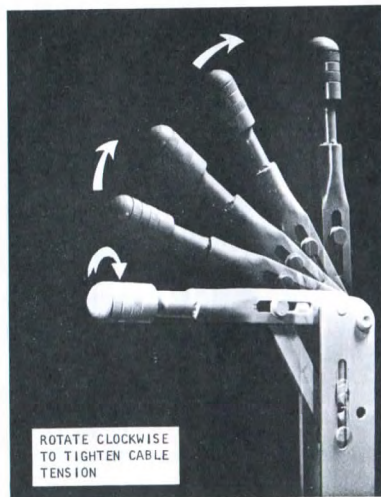
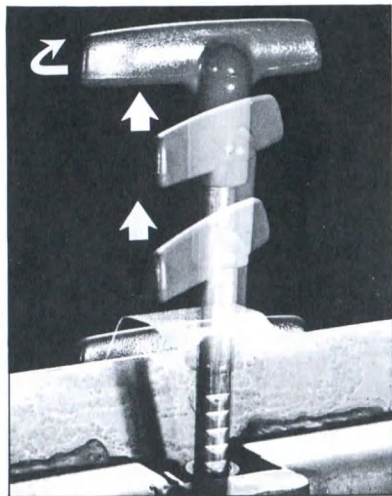
CAUTION: ALWAYS COME TO A COMPLETE STOP BEFORE SHIFTING TO THE OPPOSITE DIRECTION.



DRIVING WITH THE
THREE-SPEED STANDARD SHIFT TRANSMISSION

Plate 11070

- continued -



5. To park machine ... place transmission control levers in neutral position ... apply hand brake and shut engine down.

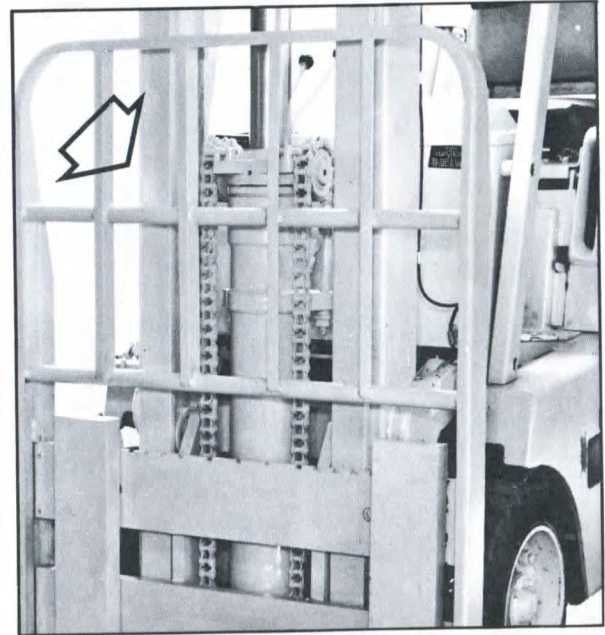
HANDLING LOADS

PICKING UP A LOAD

Plate 10757

W A R N I N G

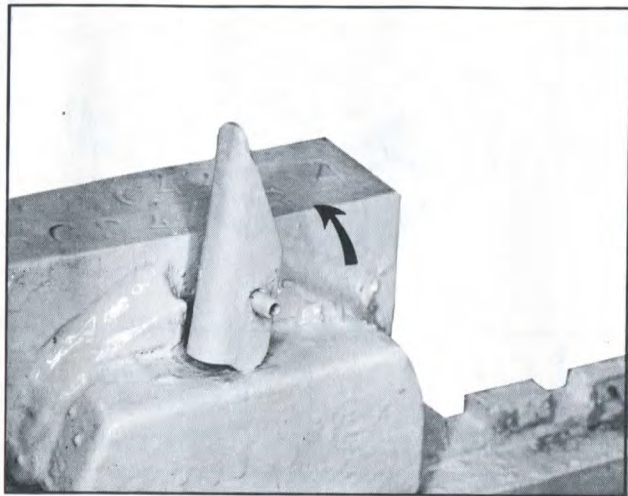
PRIOR TO PICKING UP A LOAD ... MAKE CERTAIN THE LOAD BACK REST EXTENSION IS MOUNTED SECURELY TO THE CARRIAGE AND IS NOT DAMAGED ... AND ... AFTER ADJUSTING FORKS AS OUTLINED ON THE FOLLOWING PAGES, MAKE CERTAIN THE FORKS ARE LOCKED IN POSITION AS SHOWN.



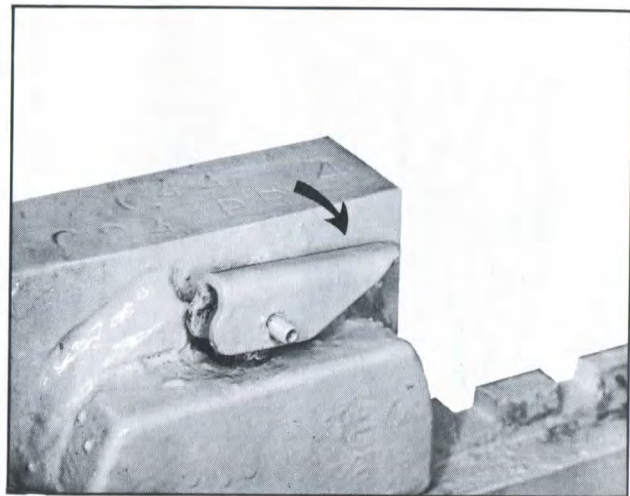
PICKING UP A LOAD

Plate 10758

Plate 10759



Lift lever to unlock forks ... slide forks to desired position. Then ...



... lower lever to lock forks being sure lock is in groove of fork bar.

PALLET, SKIDS, BOXES (WITH RUNNERS OR LEGS)
STACKED IN AISLES

Plate 10722

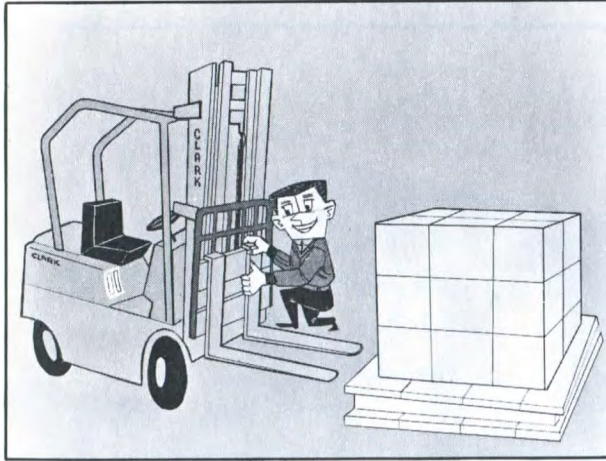
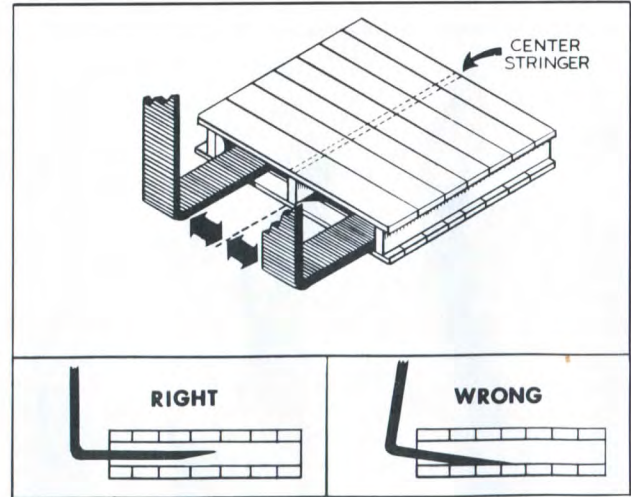


Plate 11073

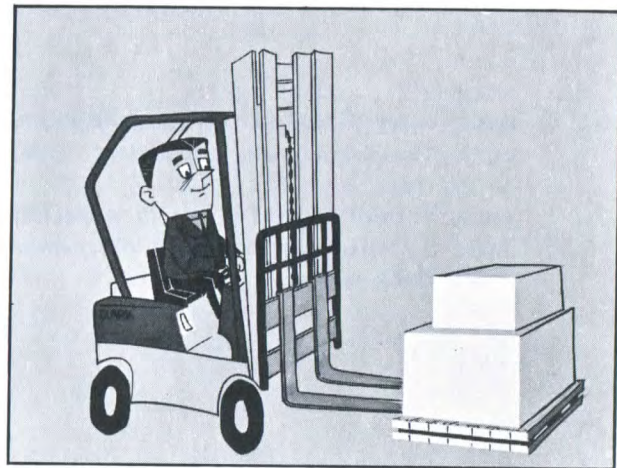


1. Adjust fork width to maximum which will accommodate load ... space forks as wide as possible to provide most even distribution of weight.
2. Keep forks level during approach and pick up ... don't drag them on the floor.

PALLETS, SKIDS, BOXES (WITH RUNNERS OR LEGS)
STACKED IN AISLES

Plate 10723

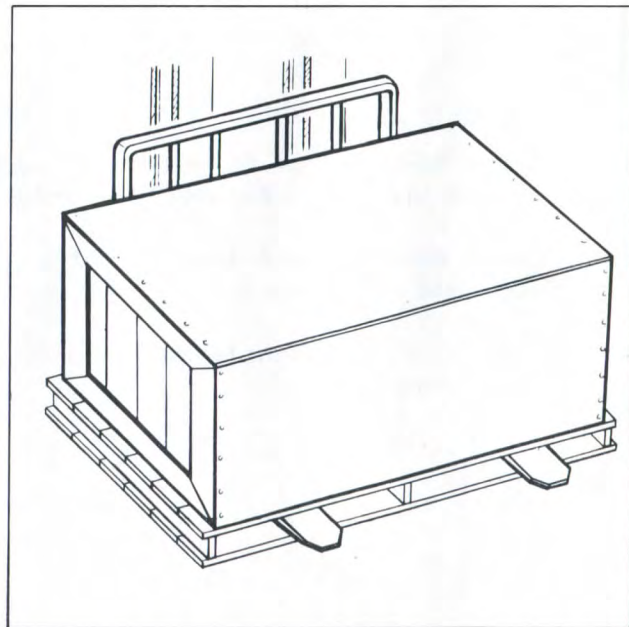
3. Enter load as far as possible ... do not extend tips of forks beyond load.
4. Raise carriage and load slightly ... freeing load off floor.
5. Tilt upright slightly backward to prevent load from falling.



PALLETS, SKIDS, (WITH RUNNERS OR LEGS)
STACKED IN AISLES

Plate 11335

6. Back away from stack ... bring upright to vertical position ... lower load to floor.
7. Inch forward until forks completely engage load ... load should be in contact with load backrest.



PALLETS, SKIDS, (WITH RUNNERS OR LEGS)
STACKED IN AISLES

Plate 10728

8. Raise forks with load ... tilting upright backward at the same time ... to a level where the forks with load are close to floor but high enough to avoid hitting obstructions.



PALLETS, SKIDS, (WITH RUNNERS OR LEGS)
STACKED IN AISLES

Plate 10730

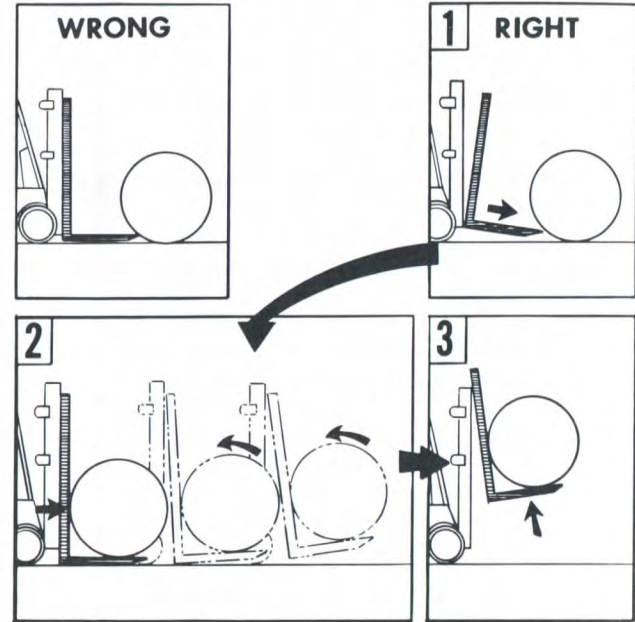
9. The operator should have clear vision ahead when moving in a forward direction. When this is not possible ... the operator should drive in reverse ... and sufficiently turn in his seat to obtain clear vision backward.



PICKING UP ROUND OBJECTS OR CHISELING INTO LOADS

Plate 11074

1. Pick up round objects or loads sitting flat on the floor by tilting upright forward and sliding fork tips along floor to get under object to be lifted.
2. Tilt upright back until object is cradled in forks.
3. Raise forks and load ... to a level where the forks with load are close to floor but high enough to avoid hitting obstructions.



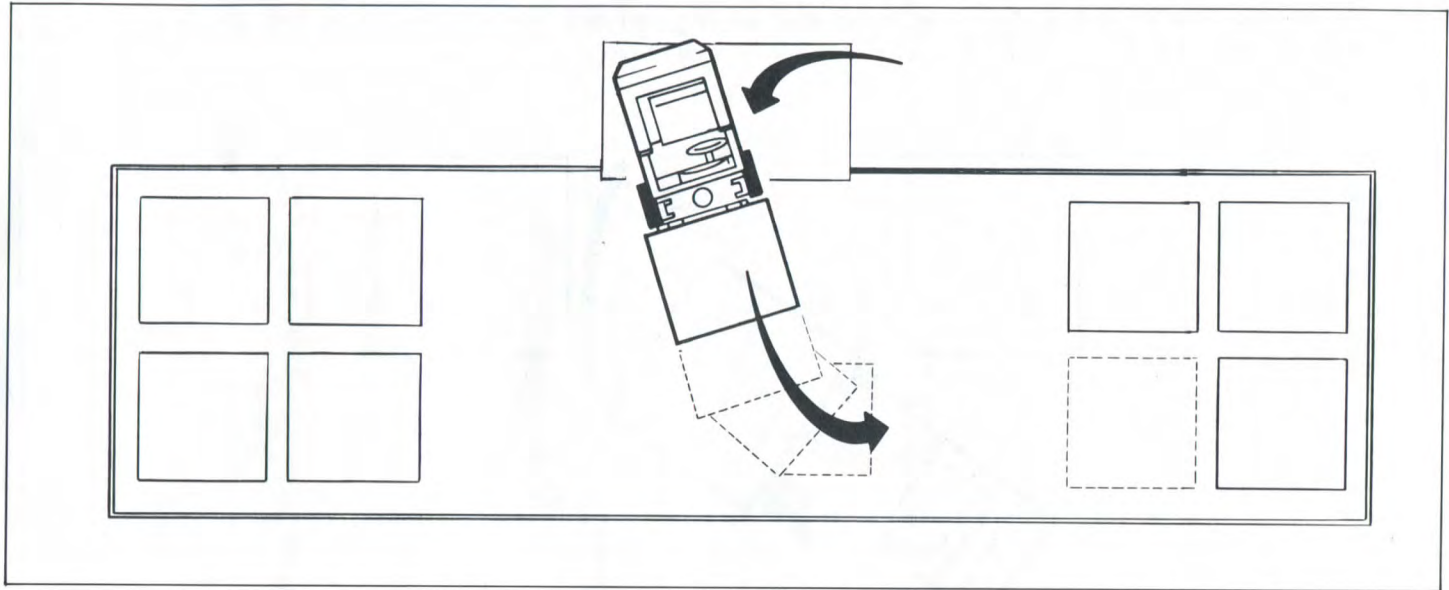
WORK SAFELY

DRIVE SAFELY

BE CAREFUL

ENTERING RAILWAY CARS

Plate 11076

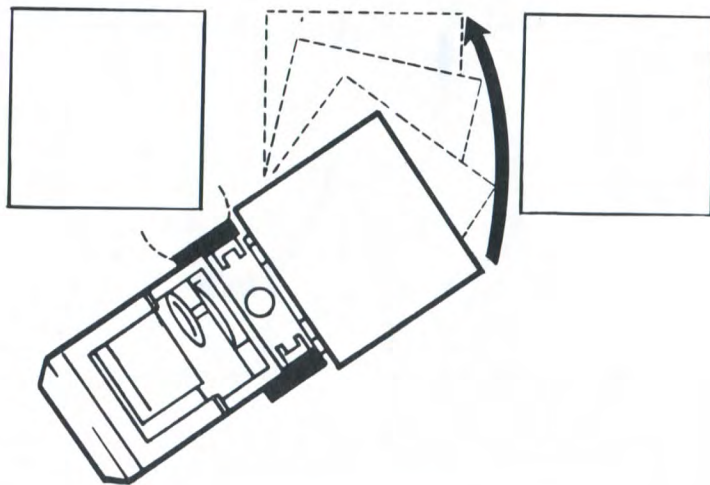


To permit clearance for tail swing at the door and clearance for the load at the wall, a freight car should be entered on an angle ... don't go straight in.

TURNING SHARP CORNERS

Plate 11077

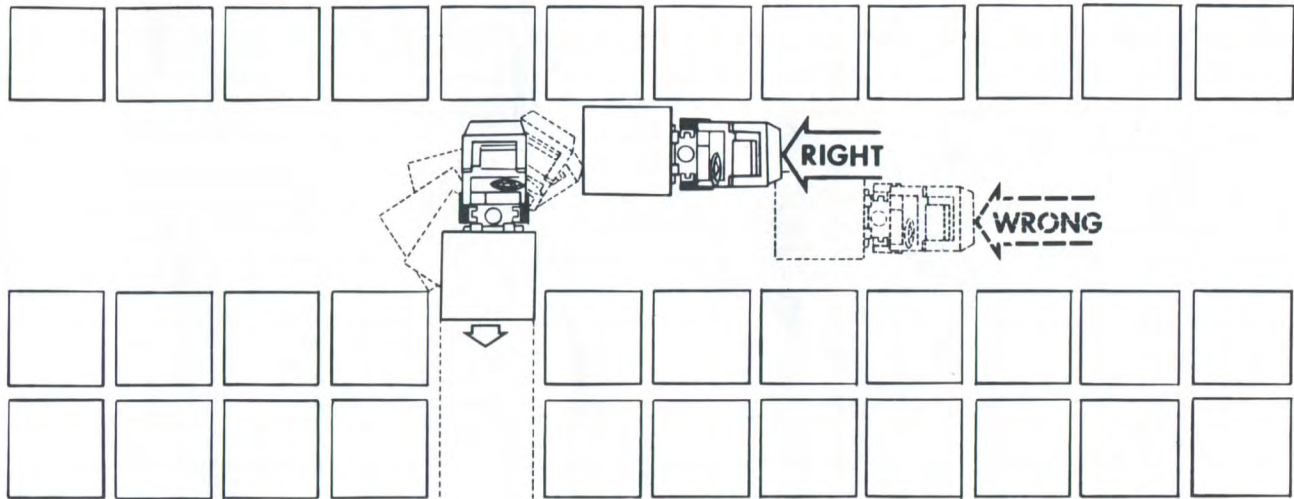
To allow ample space for the rear end swing, start your turn from the inside corner rather than from the center of the aisle.



TURNING ACROSS A NARROW AISLE

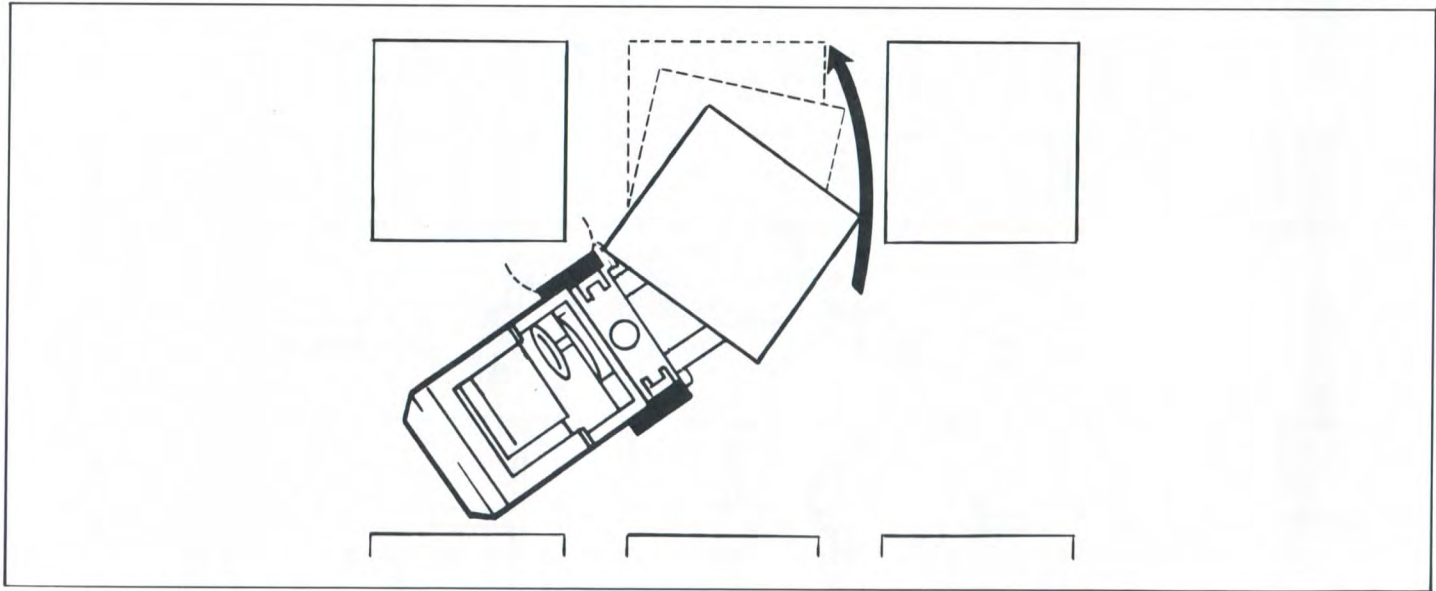
Plate 11078

To turn across aisles, the turn should be started as close to the opposite stockpile as the tail swing will allow.



ANGLE LOADS IN NARROW QUARTERS

Plate 11320

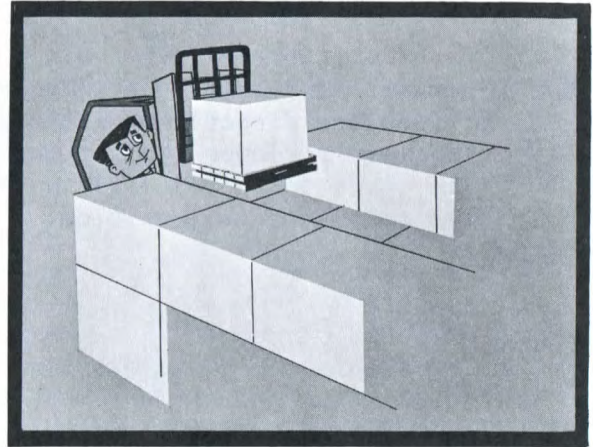


In exceptionally narrow aisle, it is usually permissible to carry the load at an angle toward the direction in which the turn is to be made ... to shorten the turning radius. If removing load ... reposition load on forks as soon as possible.

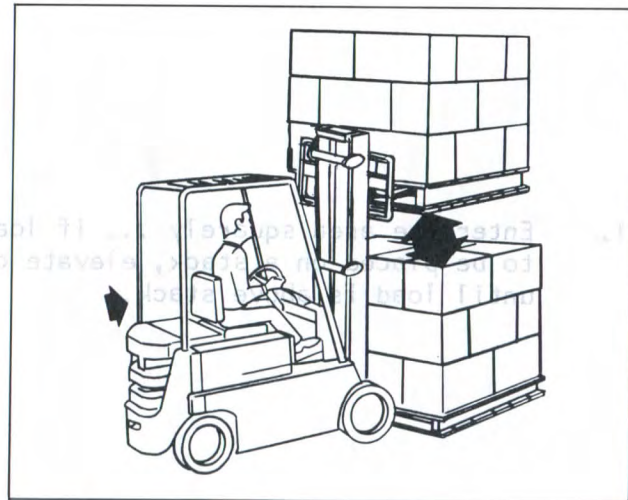
TO DEPOSIT A LOAD

Plate 11407

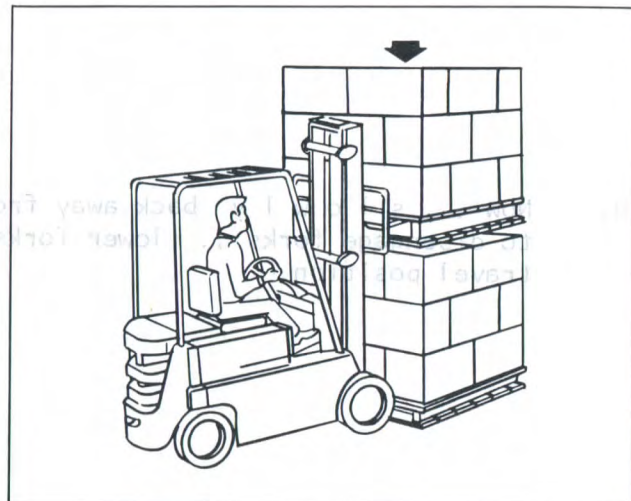
1. Enter the area squarely ... if load is to be placed on a stack, elevate carriage until load is above stack.



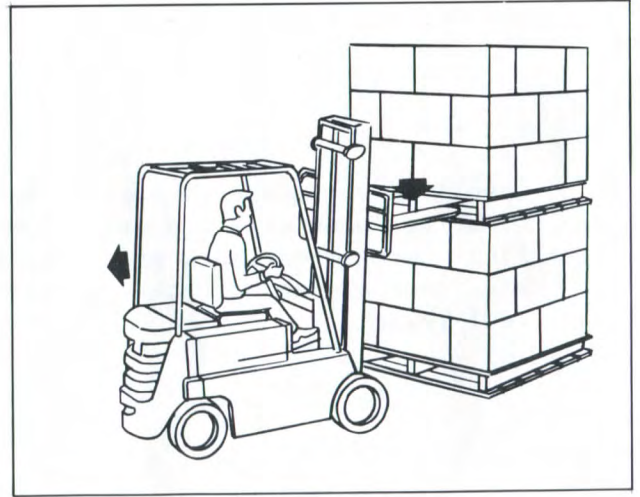
2. Inch vehicle forward until rear corners of load are directly over stack ... s l o w l y lower load at the same time ... s l o w l y tilt upright and load to a vertical position.



3. When load is square with stack .. continue to lower carriage until load is firmly seated on stack and forks drop away from pallet or rack ... release control lever.



4. Now ... s l o w l y back away from stack to disengage forks .. lower forks to travel position.



S U M M A R Y

HANDLING LOADS

The forks should be adjusted sidewise on the fork bars to obtain firm support and maximum balance of the load. Raise or lower the forks to the proper level and engage the load by driving forward. Tilt the upright backward sufficiently to adequately cradle the load, and raise load sufficiently to clear obstructions accelerating engine slightly at the same time. Back away from stack.

The operator should have clear vision ahead when moving in a forward direction. When this is not possible ... the operator should drive in reverse and turn in his seat to obtain clear vision backward.

When the load is to be deposited, enter the area squarely, especially when placing one load on top of another, in order that all piles will be square and secure. Place load directly over desired area and slowly lower into position. Disengage forks from the load by using necessary lift-tilt and then back away.

Loads will vary in size, shape, method of packaging, stacking procedures, etc. The best way to handle a load will depend on these factors. If in doubt, consult with the designated person in authority.

The forks should be adjusted sideways on the fork bars to obtain firm support and maximum balance of the load. Raise or lower the forks to the proper level and engage the load by driving forward. Tilt the upright backward sufficiently to adequately cradle the load, and raise load slightly to clear obstructions accelerating engine slightly at the same time. Back away from stack.

WORK SAFELY

DRIVE SAFELY

BE CAREFUL

The operator should have clear vision ahead when moving in a forward direction. When this is not possible, the operator should drive in reverse and turn in his seat to obtain clear vision backward.

When the load is to be deposited, enter the area squarely, especially when placing one load on top of another, in order that all piles will be square and secure. Place load directly over desired area and slowly lower into position. Disengage forks from the load by using necessary lift-tilt and then back away.

Loads will vary in size, shape, method of packaging, stacking procedures, etc. The best way to handle a load will depend on these factors. If in doubt, consult with the designated person in authority.

Plate 17A18



FUNDAMENTALS

... make certain
assembly is in place

... any
lighted tobacco or any
other during all fueling

... tanks only at locations
purpose ... refer to local

... vehicle with a leaking fuel
condition to designated
...)

... handling and storage safety
... (M. MANUAL)

- continued -

FUNDAMENTALS

Plate 11418

1. Before filling the tank ... make certain filler cap screen assembly is in place and not damaged.

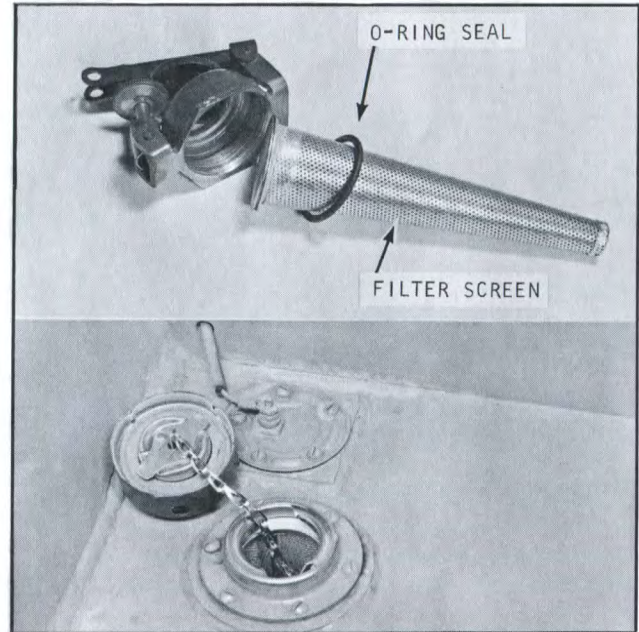
(Smoking or carrying lighted tobacco or any open flame is prohibited during all fueling operation)...

(Refill gasoline fuel tanks only at locations designated for this purpose ... refer to local ordinances)...

(Never operate the vehicle with a leaking fuel system .. report condition to designated person in authority)...

(Refer to "Fuel Handling and Storage Safety" procedures listed in your "P.M. MANUAL").

- continued -



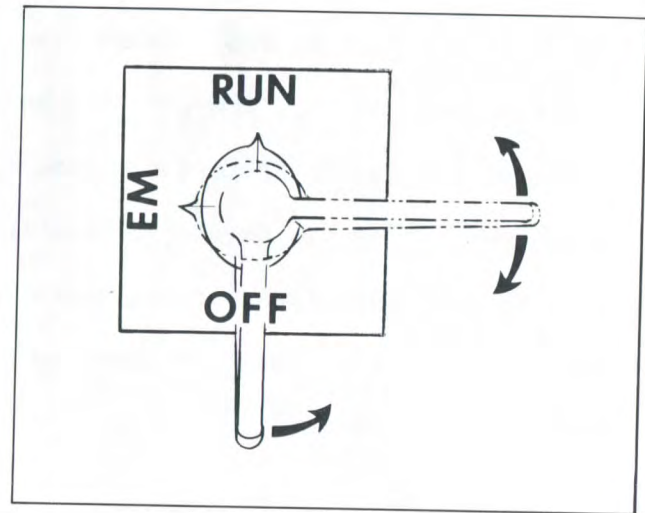
- continued -

2. Fuel Reserve: The auxiliary fuel reserve manual cut-in valve, located at the front of the fuel tank ... in the engine compartment ...

... may be turned to the auxiliary position in the event that the main fuel tank supply becomes exhausted ...

... the fuel reserve supply of approximately 1/2-gallon will in most cases be adequate to allow vehicle to be driven to its refueling location.

3. After fuel supply has been replenished ... the manual cut-in valve lever should be turned to the normal position.



- continued -

FUNDAMENTALS

- continued -

Plate 11079

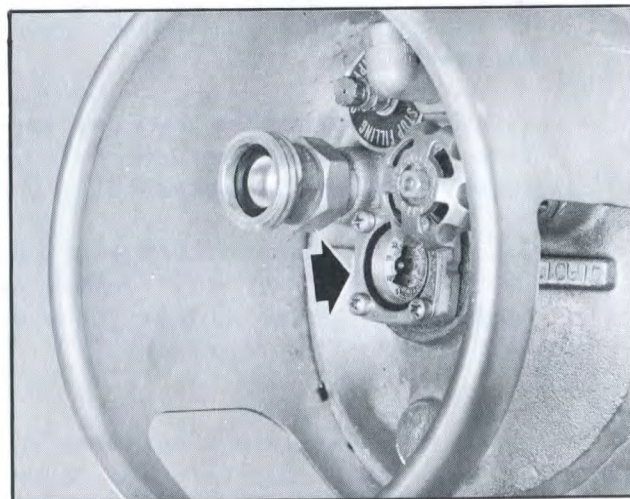
L. P. GAS

L. P. GAS

W_A_R_N_I_N_G

TRAINED AND DESIGNATED PERSONNEL SHOULD EXCHANGE L.P.-CONTAINERS. Handle containers carefully ... the careless handling of L.P.Gas Containers can result in a serious accident. Extreme care should be exercised when transporting containers so they are not accidentally dropped or physically damaged.

1. Close container valve by turning to the right (clockwise).



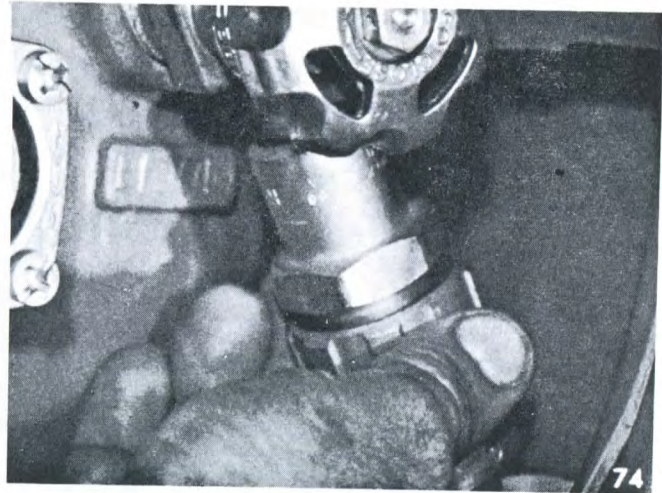
- continued -

FUNDAMENTALS

- continued -

Plate 11080

2. Operate engine until it stops ... to burn gas vapors in the fuel system.
3. Disconnect fuel line at quick-disconnect coupling.
4. Loosen container fasteners ... swing and lift up container mounting device ... then remove container.
5. Install a recharged container.
6. When replacing container ... place container in its compartment so the center device properly locates container in position ... secure container with fasteners. THEN .. connect quick-disconnect coupling at shut-off valve on tank.



- continued -

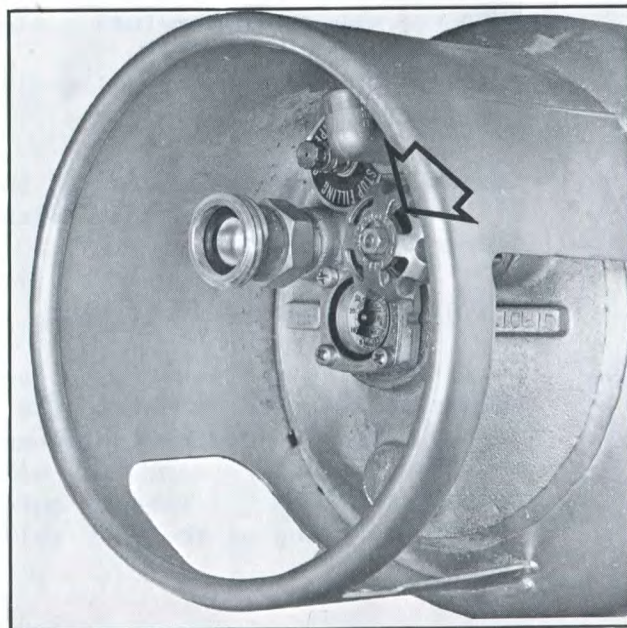
- continued -

Plate 10830

7. Slowly open the valve ... by turning left (counterclockwise).

I M P O R T A N T

Turning the valve too quickly will close a safety check valve and shut off the gas supply. If the check valve should close ... shut off the container valve and wait one to five minutes ... until the check valve reopens ... before turning on the container valve.



S P E C I F I C A T I O N S

CLARKLIFT 500 SERIES

Plate 11321

SYSTEM FUSES ... located behind front panel in driver's compartment ... just below console.

FUEL RECOMMENDATIONS ... Gasoline and Diesel

Gasoline Engines ... 85 octane minimum
Motor Method

.. 95 octane minimum
Research Method

Diesel Engines . . ASTM #1 or #2
45-Centane Minimum

L. P. Gas Engines ... 95 octane minimum
Motor Method



Clark products and specifications are subject to improvements and changes without notice.

SPECIFICATIONS
C500 - 235 SERIES

LOAD CAPACITIES
@ 24" LOAD CENTER

C500-(F)235 SERIES

C500-20
2000lbs

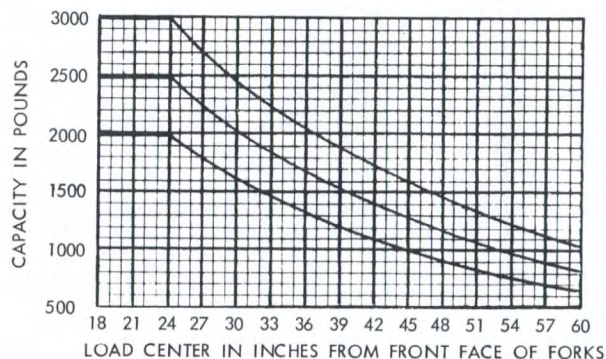
C500-25
2500lbs

C500-S30
3000lbs

C500-F20
2000lbs

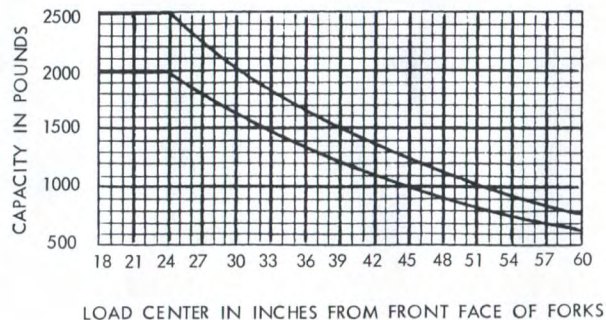
C500-F25P
2500lbs

LOAD CAPACITY CHART



Load center in inches from front face of forks
 — Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

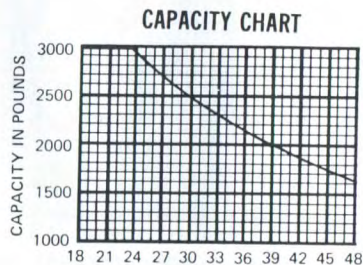
LOAD CAPACITY CHART



Load center in inches from front face of forks
 — Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 30

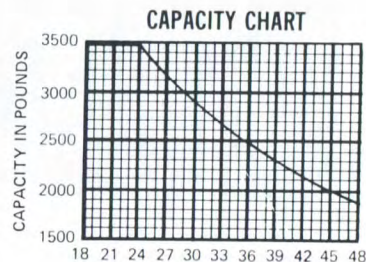
Rated for 3000 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 35

Rated for 3500 Lbs.
24" Load Center

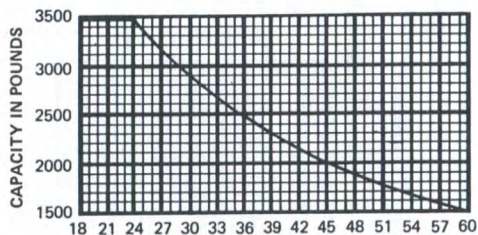


Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 35D

Rated for 3500 Lbs.
24" Load Center

CAPACITY CHART

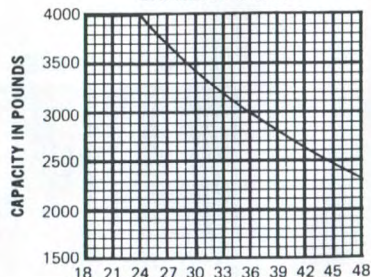


Load center in inches from front face of forks
— Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 40

Rated for 4000 Lbs.
24" Load Center

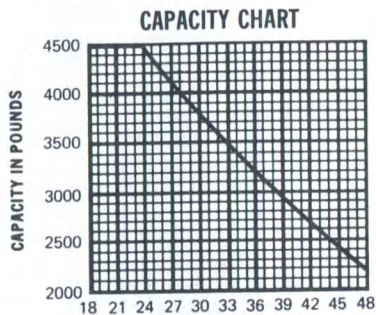
CAPACITY CHART



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 45

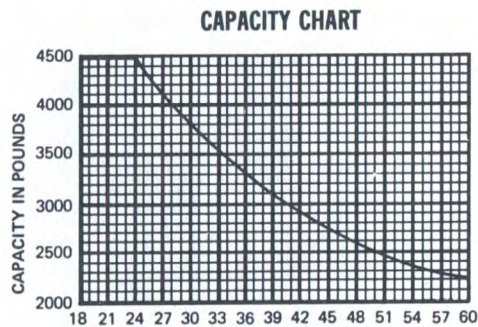
Rated for 4500 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 45D

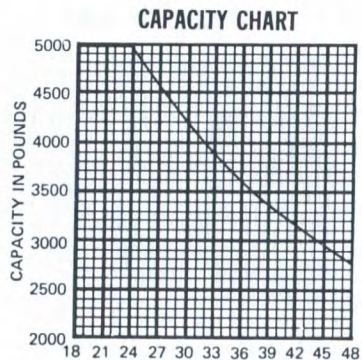
Rated for 4500 Lbs.
24" Load Center



Load center in inches from front face of forks — Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 50

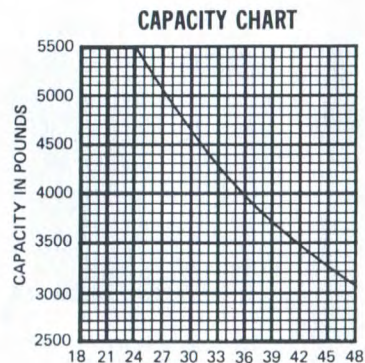
Rated for 5000 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 55

Rated for 5500 Lbs.
24" Load Center

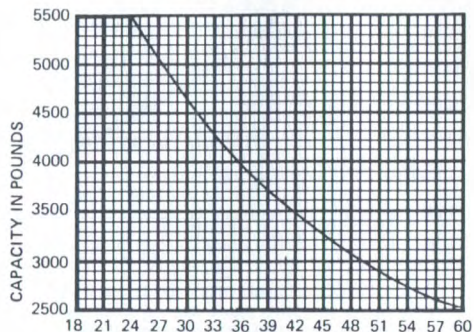


Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) 550

Rated for 5500 Lbs.
24" Load Center

CAPACITY CHART

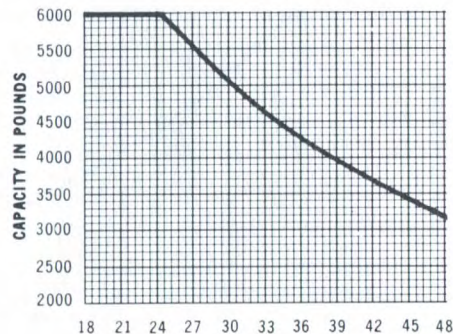


Load center in inches from front face of forks
— Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)60

Rated for 6000 Lbs.
24" Load Center

CAPACITY CHART

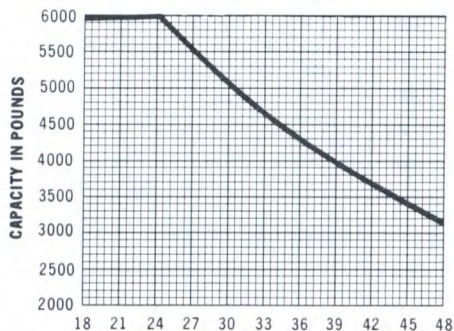


Load center in inches from front face of forks
— Rated capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)60D

Rated for 6000 Lbs.
24" Load Center

CAPACITY CHART

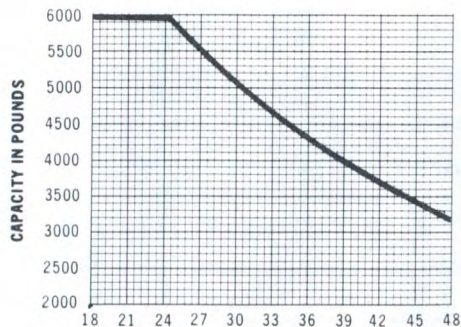


Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)60QD

Rated for 6000 Lbs.
24" Load Center

CAPACITY CHART



Load center in inches from front face of forks —
Rated capacities shown above are computed
with uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

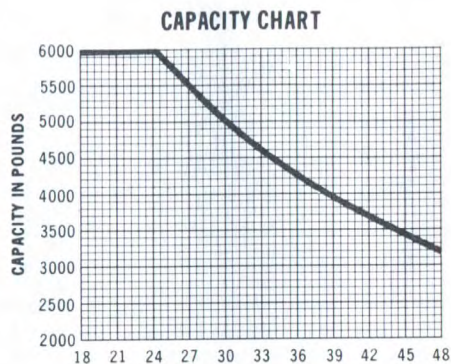
SPECIFICATIONS
C500-(H)685 SERIES

LOAD CAPACITIES
@ 24" LOAD CENTER

C500-(H)685 SERIES

C500-(H)60Q

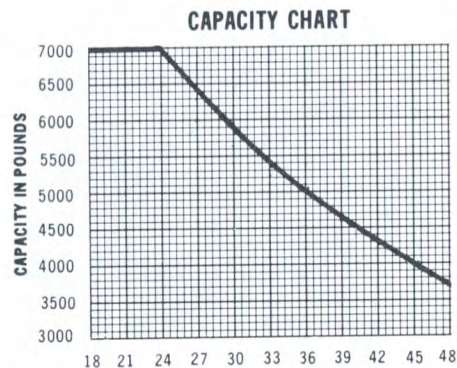
Rated for 6000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)70

Rated for 7000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed
with uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

SPECIFICATIONS
C500-(H)685 SERIES

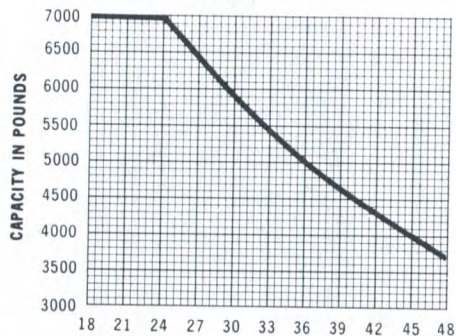
LOAD CAPACITIES
@ 24" LOAD CENTER

C500-(H)685 SERIES

C500-(H)70D

Rated for 7000 Lbs.
24" Load Center

CAPACITY CHART

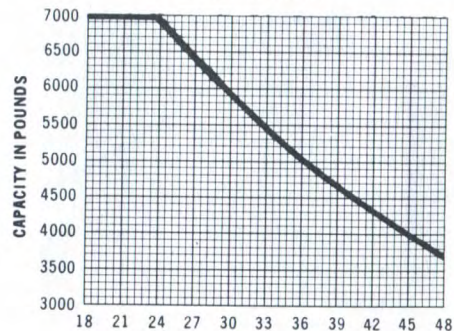


Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)70Q

Rated for 7000 Lbs.
24" Load Center

CAPACITY CHART

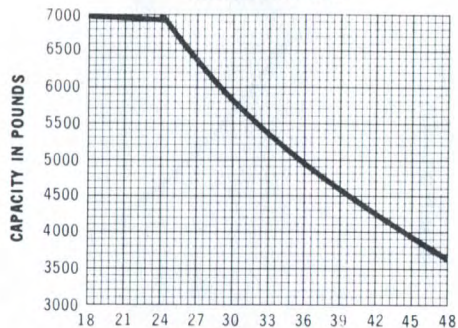


Load center in inches from front face of forks —
Rated capacities shown above are computed
with uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)70QD

Rated for 7000 Lbs.
24" Load Center

CAPACITY CHART

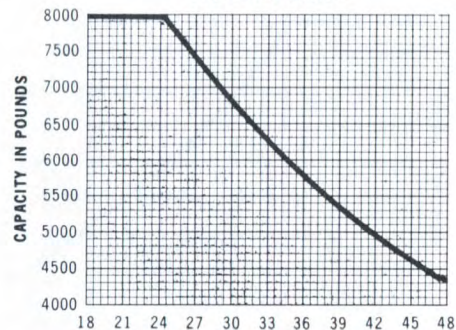


Load center in inches from front face of forks
— Rated capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)80D

Rated for 8000 Lbs.
24" Load Center

CAPACITY CHART



Load center in inches from front face of forks —
Rated capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

S P E C I F I C A T I O N S

C500-(H)685 SERIES

LOAD CAPACITIES
@ 24" LOAD CENTER

C500-(H)685 SERIES

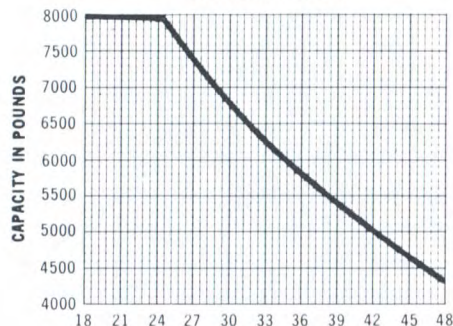
C500-(H)80QD

Rated for 8000 Lbs.
24" Load Center

C500-(H)80Q

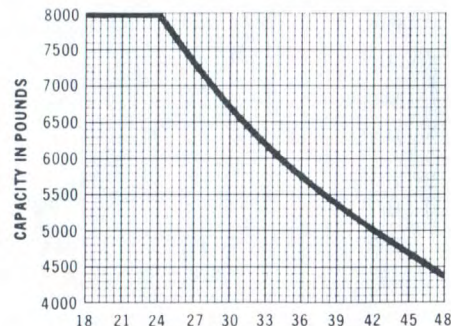
Rated for 8000 Lbs.
24" Load Center

CAPACITY CHART



Load center in inches from front face of forks
— Rated capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

CAPACITY CHART



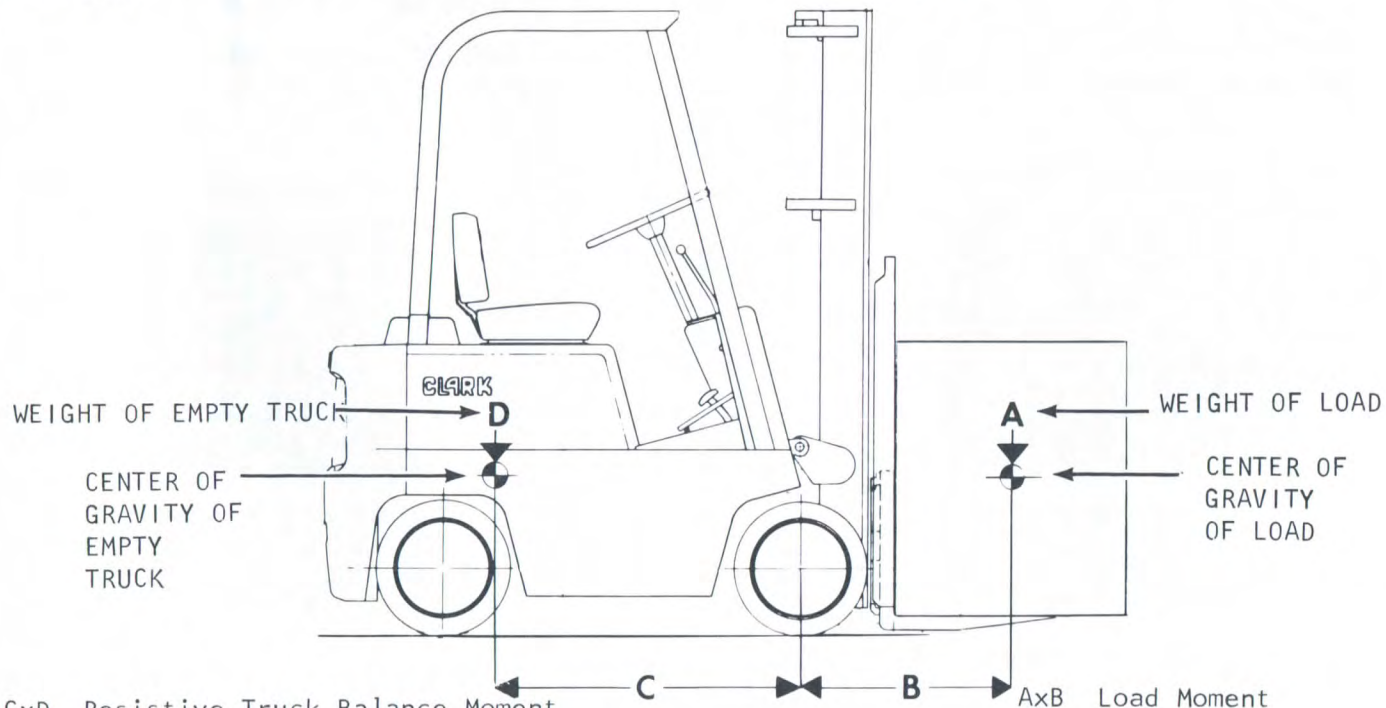
Load center in inches from front face of forks
— Rated capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

LOAD CAPACITIES
@ 24" LOAD CENTER

Plate 11421

SOLID TIRE TRUCKS ... REF. PAGES
1 thru 13

PNEUMATIC TIRE TRUCKS, REF. PAGES
14 thru 20



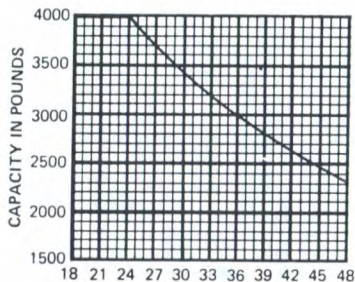
$C \times D$ Resistive Truck Balance Moment

$A \times B$ Load Moment

C500-(H) Y40

Rated for 4000 Lbs.
24" Load Center

CAPACITY CHART

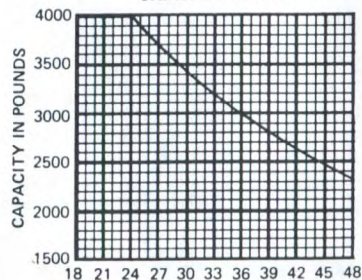


Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)Y40D

Rated for 4000 Lbs.
24" Load Center

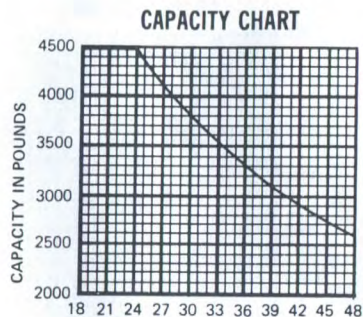
CAPACITY CHART



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) Y45

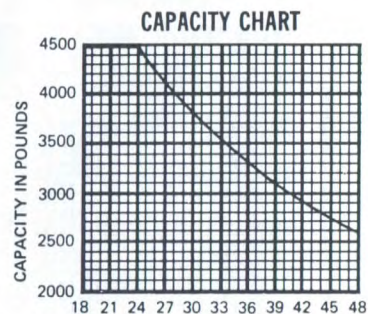
Rated for 4500 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) Y45D

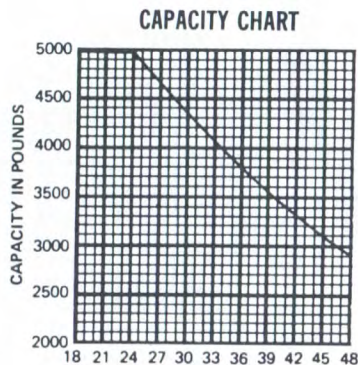
Rated for 4500 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) Y50

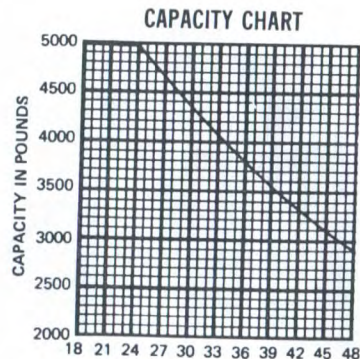
Rated for 5000 Lbs.
24" Load Center



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)Y50D

Rated for 5000 Lbs.
24" Load Center

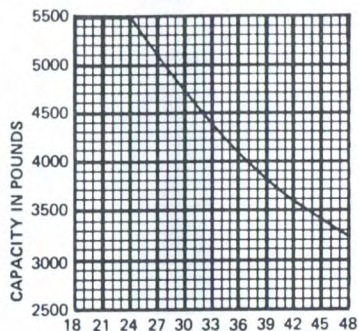


Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) Y55

Rated for 5500 Lbs.
24" Load Center

CAPACITY CHART

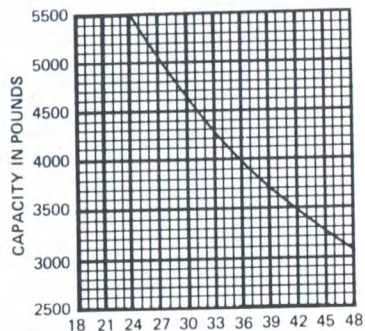


Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H) Y55D

Rated for 5500 Lbs.
24" Load Center

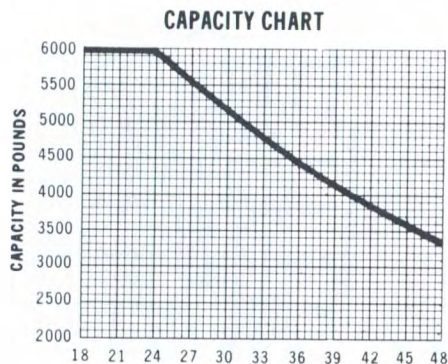
CAPACITY CHART



Load center in inches from front face of forks - Capacities shown above are computed with uprights in vertical position. Lifts above 154" maximum fork height, contact factory. Specific capacities will be shown on truck nameplate.

C500-(H)Y60

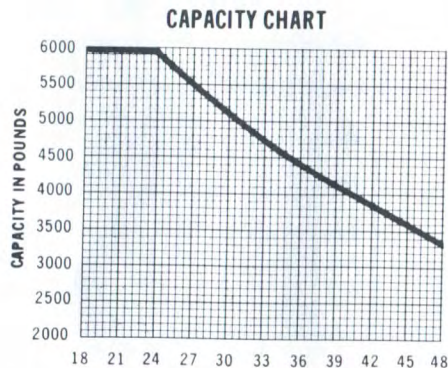
Rated for 6000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory Specific
capacities will be shown on truck nameplate

C500-(H)Y60D

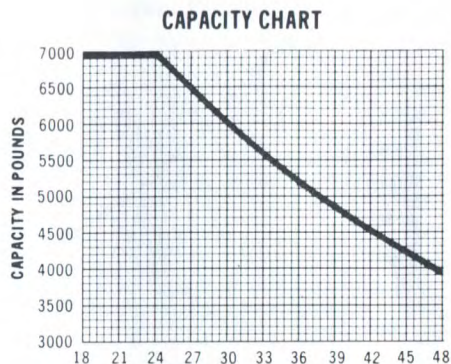
Rated for 6000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
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C500-(H)Y70

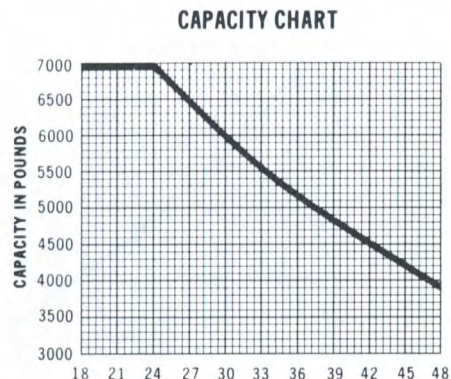
Rated for 7000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)Y70D

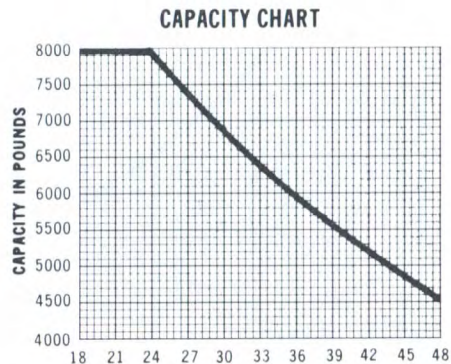
Rated for 7000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)Y80

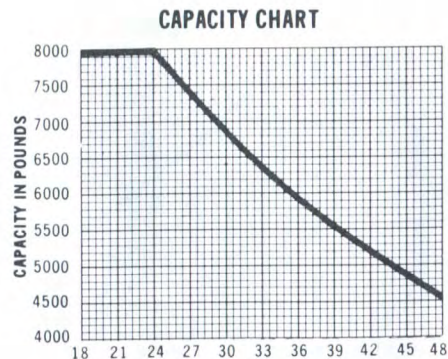
Rated for 8000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

C500-(H)Y80D

Rated for 8000 Lbs.
24" Load Center



Load center in inches from front face of forks —
Rated capacities shown above are computed with
uprights in vertical position. Lifts above 154"
maximum fork height, contact factory. Specific
capacities will be shown on truck nameplate.

O P E R A T I N G S A F E T Y R U L E S a n d P R A C T I C E S

NOTE: The following is reproduced from:

American National Standard ...

Safety Standard for Powered Industrial Trucks

B56.1 - 1969

Operator Qualifications

1. Operators of powered industrial trucks shall be physically qualified.
An examination should be made on an annual basis and include such things as field of vision, hearing, depth perception, and reaction timing.

Operator Training

2. Only trained and authorized operators shall be permitted to operate a powered industrial truck. Methods should be devised to train operators in the safe operation of powered industrial trucks. It is recommended that badges or other visual indication of the operator's authorization shall be displayed at all times during work period.

WORK SAFELY

DRIVE SAFELY

BE CAREFUL

General

1. Safeguard the pedestrians at all times. Do not drive a truck up to anyone standing in front of a bench or other fixed object.
2. Do not allow anyone to stand or pass under the elevated portion of any truck, whether loaded or empty.
3. Unauthorized personnel should not be permitted to ride on powered industrial trucks. A safe place to ride should be provided where riding of trucks is authorized.
4. Do not put arms or legs between the uprights of the mast or outside the running lines of the truck.

5. When leaving a powered industrial truck unattended, load engaging means shall be fully lowered, controls shall be neutralized, power shut off, brakes set, key or connector plug removed. Block wheels if truck is parked on an incline.
6. Maintain a safe distance from the edge of ramps or platforms and do not, while on any elevated dock or platform, push freight cars. Do not use trucks for opening or closing freight doors.
7. Have brakes set and wheel blocks in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading. Fixed jacks may be necessary to support a semi-trailer during loading or unloading when the trailer is not coupled to a tractor. Check the flooring of trucks, trailers, and railroad cars for breaks and weakness before driving onto them.

8. Be sure of sufficient headroom under overhead installations, lights, pipes, sprinkler system, etc.
9. Use an Overhead Guard as protection against falling objects.

W A R N I N G

AN OVERHEAD GUARD IS INTENDED TO OFFER PROTECTION FROM THE IMPACT OF SMALL PACKAGES, BOXES, BAGGED MATERIAL, ETC., REPRESENTATIVE OF THE JOB APPLICATION, BUT NOT TO WITHSTAND THE IMPACT OF A FALLING CAPACITY LOAD.

10. Use a load backrest extension whenever necessary to minimize the possibility of the load or part of it from falling rearward.
11. Use only approved industrial trucks in hazardous locations.

12. Whenever a truck is equipped with vertical only, or vertical and horizontal travel controls elevatable with the lifting carriage or forks for lifting personnel, the following additional precautions should be taken for the protection of personnel being elevated ...
 - (a) Use of a safety platform firmly secured to the lifting carriage and/or forks.
 - (b) Provide means whereby personnel on the platform can shut off power to the truck.
 - (c) Provide such protection from falling objects as indicated necessary by the operating conditions.
13. Report all accidents involving personnel, building structures, and equipment.

14. Spinner knobs must not be attached to steering hand wheels of trucks not originally equipped with such, without approval of the safety department.

15. Fire aisles, access to stairways, and fire equipment shall be kept clear.

TRAVELING

1. Observe all traffic regulations including authorized plant speed limits. Under normal traffic conditions, keep to the right. Maintain a safe distance, approximately three truck lengths from the truck ahead, and keep the truck under control at all times. Use of truck on public roads shall conform to local traffic regulations.
2. Yield the right of way to ambulances, fire trucks, or other vehicles in emergency situations.
3. Do not pass another truck traveling in the same direction at intersections, blind spots, or at other dangerous locations.
4. Slow down and sound horn at cross aisles and other locations where vision is obstructed. If the load being carried obstructs forward view, travel with load trailing.

5. Cross railroad tracks diagonally wherever possible. Do not park closer than 8 feet from center of railroad tracks.
6. Look in the direction of, and keep a clear view of the path of travel.
7. Ascend or descend grades slowly.

When ascending or descending grades in excess of 10%, loaded trucks shall be driven with the load upgrade.

Unloaded trucks should be operated on all grades with the load engaging means downgrade.

On all grades the load and load engaging means shall be tilted back if applicable, and raised only as far as necessary to clear the road surface ... and/or high enough to avoid hitting obstructions.

8. Under all travel conditions the truck shall be operated at a speed that will permit it to be brought to a stop in a safe manner.
9. Travel with load engaging means or load low and, where possible, tilted back. Do not elevate the load except during stacking.

10. Make starts, stops, turns or direction reversals in a smooth manner so as not to shift load and/or overturn the truck.
11. Stunt driving and horseplay should not be permitted.
12. Slow down for wet and slippery floors.
13. Before driving over a dockboard or bridgeplate, be sure that it is properly secured. Drive carefully and slowly across the dockboard or bridgeplate and never exceed its rated capacity.
14. Do not run vehicles onto any elevator unless specifically authorized to do so. Approach elevators slowly, and then enter squarely after the elevator car is properly leveled. Once on the elevator, neutralize the controls, shut off power, and set brakes. It is advisable that all personnel leave the elevator before a truck is allowed to enter or leave.

15. Motorized hand trucks must enter elevator or other confined areas with load end forward.
16. Avoid running over loose objects on the roadway surface.
17. While negotiating turns, reduce speed to a safe level, turning hand steering wheel in a smooth, sweeping motion. Except when maneuvering at a very low speed, turn the hand steering wheel at a moderate, even rate.

LOADING

1. Handle only stable or safely arranged loads. When handling off-center loads which cannot be centered, operate with caution.
2. Handle only loads within the rated capacity of the truck.
3. Adjust for long or high (including multiple tiered) loads which may affect capacity.
4. When attachments are used, particular care should be taken in securing, manipulating, positioning, and transporting the load. Operate trucks equipped with attachments as partially loaded trucks when not handling a load.
5. Place load engaging means under the load as far as possible and carefully tilt the mast backward to stabilize the load. Caution should be exercised in tilting backward with high segmented loads.

6. Use extreme care when tilting load forward or backward particularly when high tiering. Do not tilt forward with load engaging means elevated except to pick up a load. Do not tilt an elevated load forward except when the load is in a deposit position over a rack or stack. When stacking or tiering use only enough backward tilt to stabilize the load.

OPERATOR CARE OF TRUCK

1. Give special consideration to the proper functioning of tires, horn, lights, battery, controller, tilt system (including load engaging means, chains, cable, and limit switches), brakes and steering mechanism. If at any time a powered industrial truck is found to be in need of repair, defective, or in any way unsafe, the matter shall be reported immediately to the designated authority, and the truck shall be taken out of service until it has been restored to safe operating condition.
2. Do not make repairs or adjustments unless specifically authorized to do so.
3. Do not fill fuel tanks while engine is running, avoid spillage.

4. Spillage of oil or fuel shall be carefully washed away or completely evaporated and fuel tank cap replaced before restarting engine.
5. Do not operate a truck with a leak in the fuel system until the leak has been corrected.
6. Do not use open flames for checking electrolyte level in storage batteries or gasoline level in fuel tank.

WORK SAFELY

DRIVE SAFELY

BE CAREFUL

I M P O R T A N T

The transmission is equipped with a **NEUTRAL STARTING SWITCH** ... engine must not start in any position other than neutral ... place the **Forward and Reverse Lever** in forward position and attempt to start engine. If it starts, it indicates that the neutral starting switch is faulty or out of adjustment ... repeat check in reverse. The engine should start only when the lever is placed in NEUTRAL position. If a malfunction exists ... report condition to the designated authority.

This **TEST** should be made only **WITH** the **SERVICE BRAKES FULLY APPLIED**.

- continued -

SAFETY

Plate 10829

Plate 6458



Code 271

Section 17, Page 18

MAY 71

COOLING SYSTEM W A R N I N G

Use extreme caution in removing RADIATOR PRESSURE CAP. In pressure systems, the sudden release of pressure can cause a steam flash ... the flash, or the loosened cap can cause serious injury. Place a rag over the cap before attempting to loosen. Loosen cap slowly and allow the steam to escape.

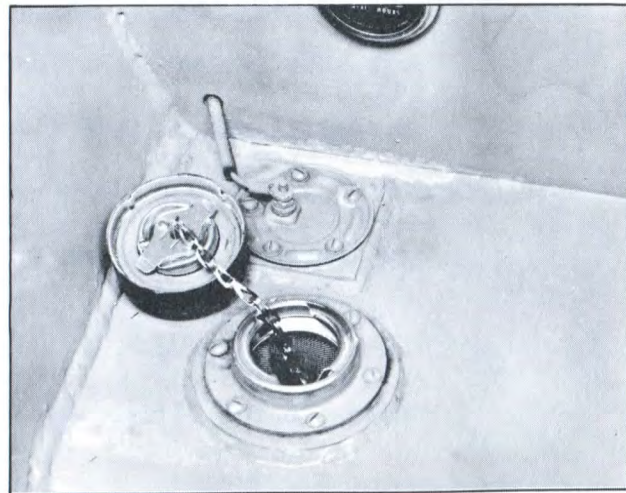
Refer to the illustrations on the opposite page.

FUEL GASOLINE and DIESEL

1. Before filling tank ... make certain filler cap screen is in place and not damaged.

- Smoking or carrying lighted tobacco or any open flame is prohibited during all fueling operation.

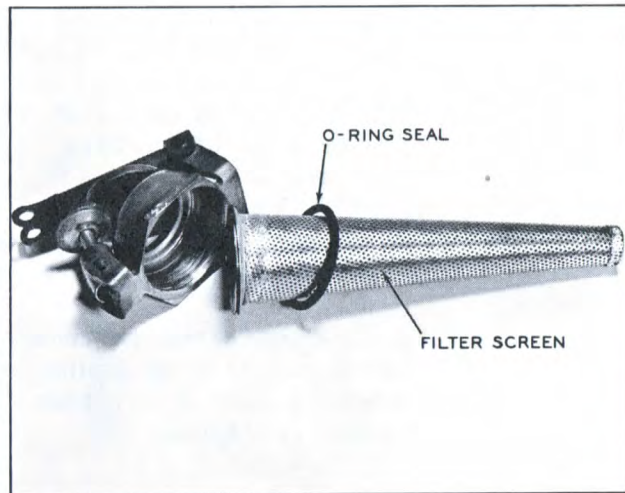
- Refill gasoline fuel tanks at locations that are designated for this purpose ... refer to local ordinances.



FUEL GASOLINE and DIESEL

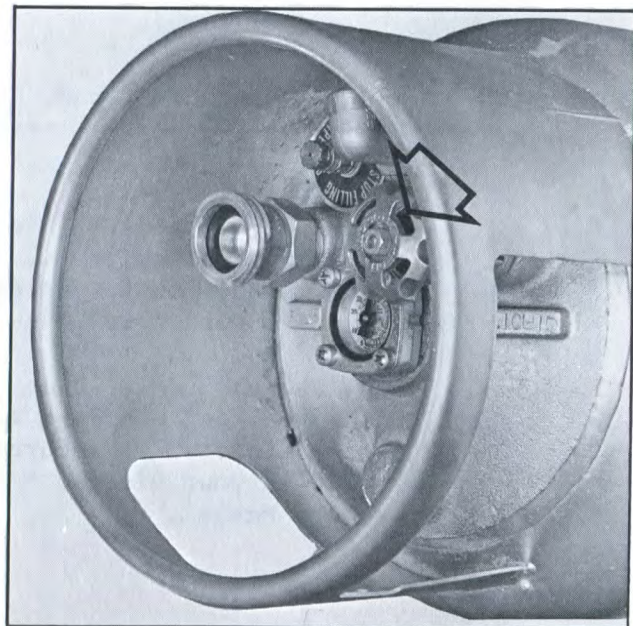
- Never operate the vehicle with a leaking fuel system ... report condition to designated person in authority.

- Refer to "Fuel Handling and Storage Safety" procedures listed in your Planned Maintenance Manual.



Exchanging L.P. Gas Containers

1. Close container valve by turning to the right (clockwise).
2. Operate engine until it stops ... to burn gas vapors in the fuel system.
3. Disconnect fuel line at quick-disconnect coupling.
4. Loosen container fasteners ... swing and lift up container mounting device ... then remove container.
5. Install a recharged container of the same type.

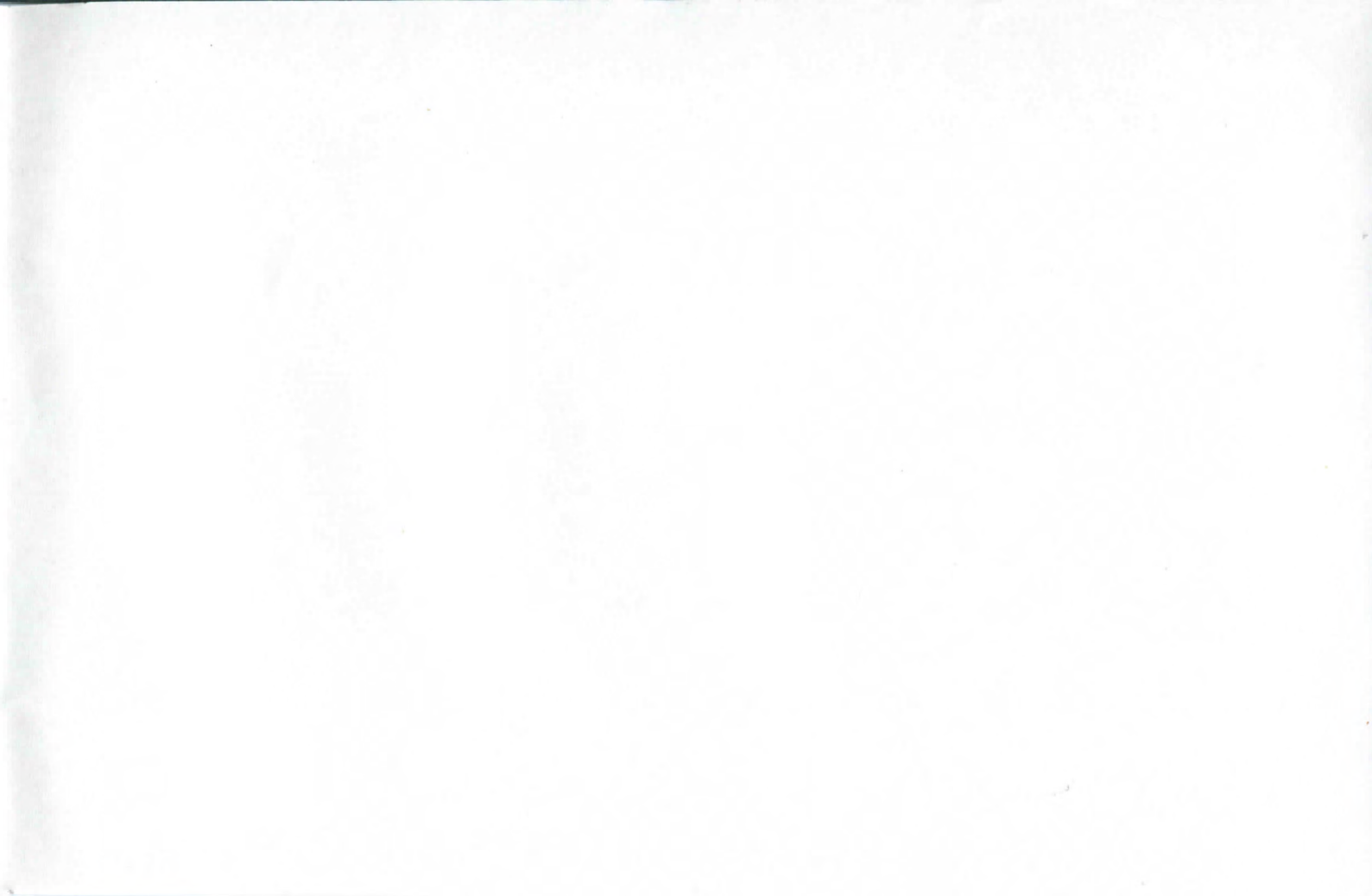


6. When replacing container ... place in its compartment so the centering device properly locates container in position ... secure with fasteners. Then ... connect quick-disconnect coupling at shut-off valve on tank.
7. Slowly open the valve ... by turning left (counterclockwise).
8. **IMPORTANT** ... turning the valve too quickly will close a safety check valve and shut off the gas supply. If the check valve should close ... shut off the container valve and wait one to five minutes ... until the check valve **reopens** ... before turning on the container valve.

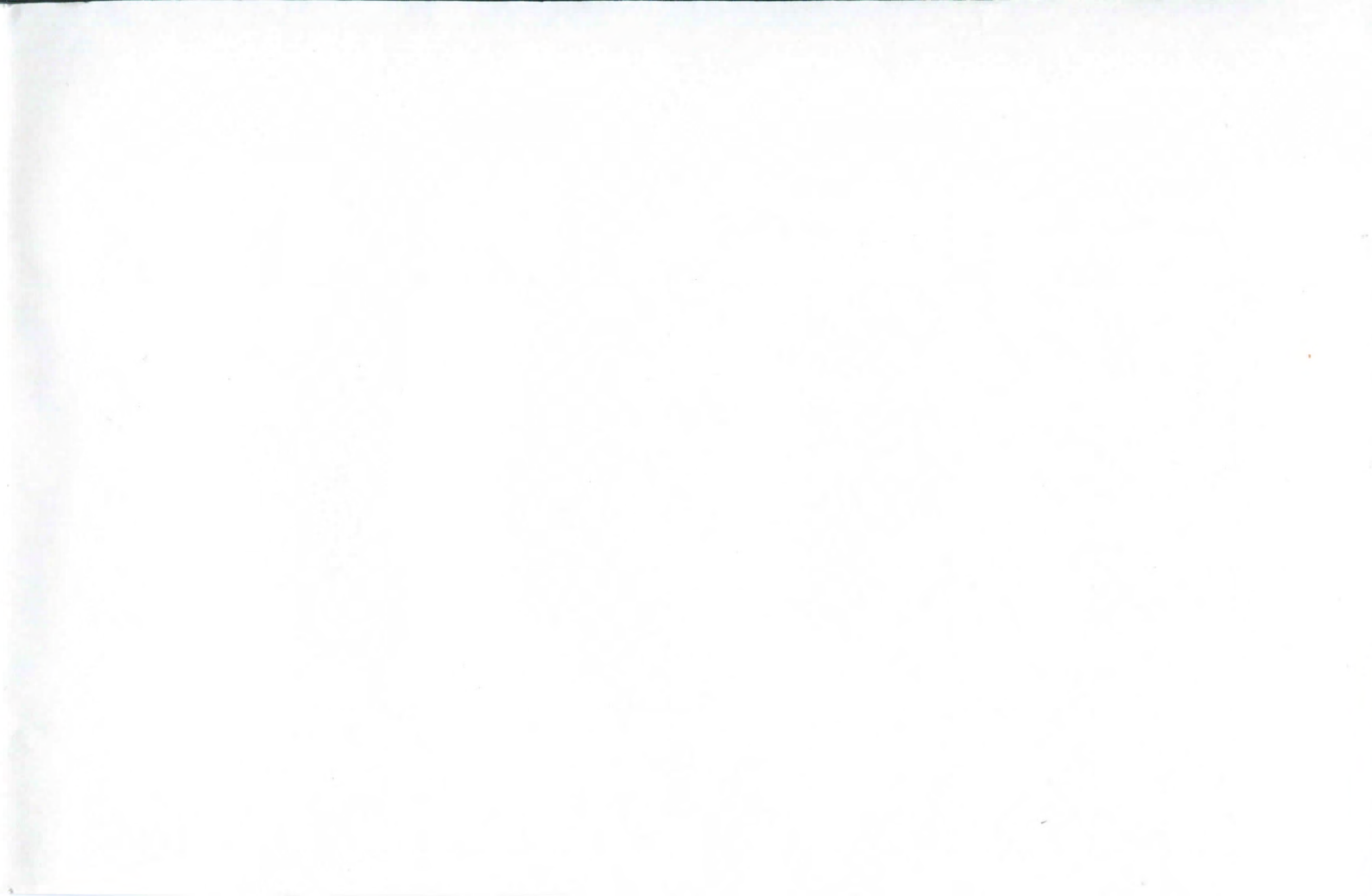


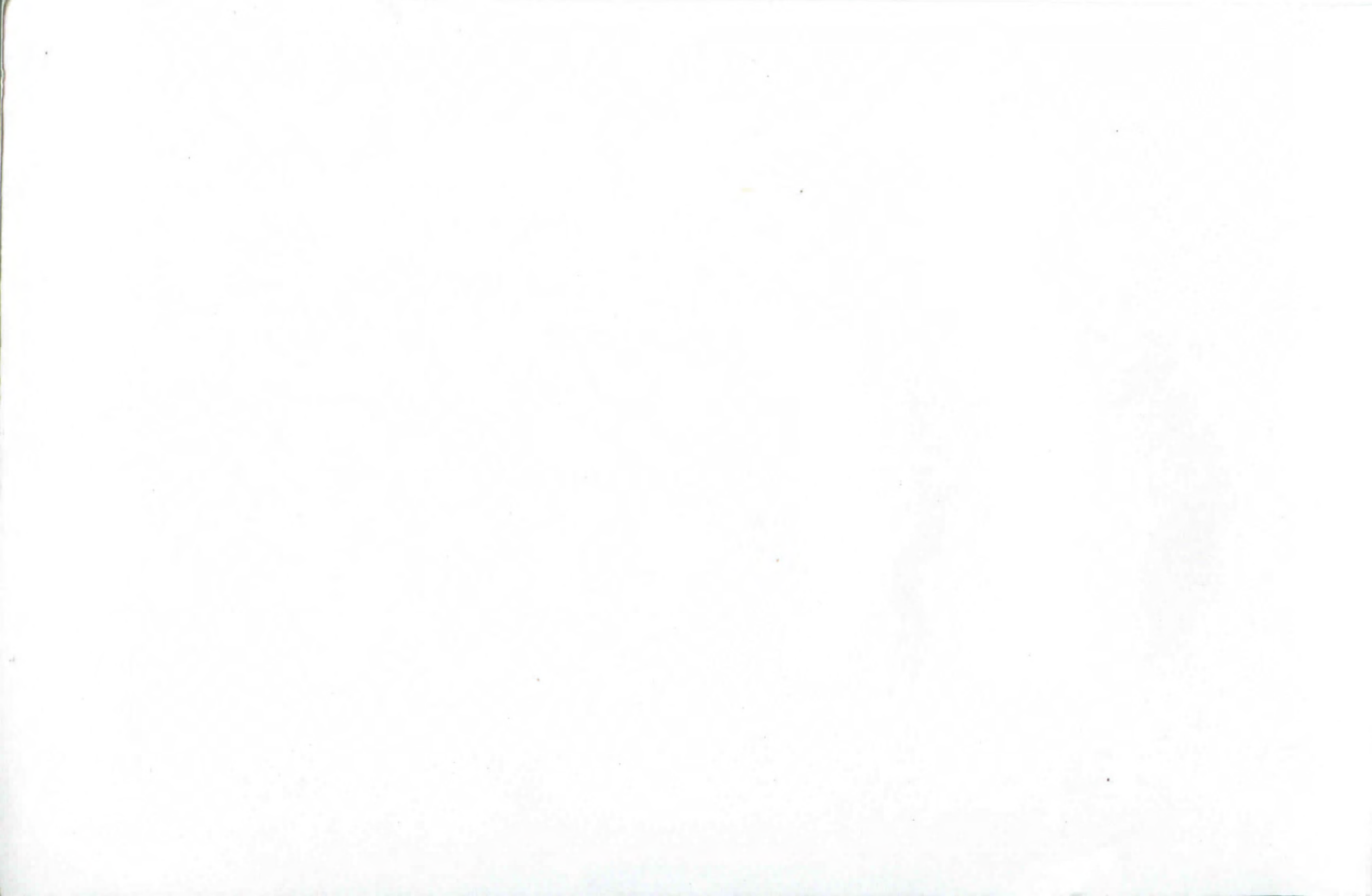
W A R N I N G

Only trained and designated personnel should exchange L.P. Containers. Handle containers carefully ... the careless handling of L.P. Containers can result in a serious accident. Extreme care should be exercised when transporting containers so they are not accidentally dropped or physically damaged.









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CLARK
EQUIPMENT

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