

OPERATOR INSTRUCTIONS

CLARKLIFT H 500 Y 20, 25 30 MODELS

HYDROSTATIC DRIVE
GAS, LP GAS DIESEL

2000 LBS THRU 3000 LBS, RATED CAPACITY AT 24 INCHES
1000 KG THRU 1500 KG, RATED CAPACITY AT 500 MM

CLARK
EQUIPMENT

CLARK INTERNATIONAL MARKETING S.A.
EUROPEAN DIVISION / I.T. PRODUCTS

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FOREWORD

A large share of the total cost of most every product can be traced to handling. This includes in-plant transports, storage, freight, warehousing and final delivery. In many cases the fork lift truck plays a key roll in each of these operations.

You and your lift truck can significantly reduce these costs ... or increase them. A lift truck costs a lot of money. Add to this cost the cost of operation (operators pay, fuel, maintenance, fringe benefits, etc.) and it can easily be seen that this is an important investment for any company. The investment has now been made and it is up to you to ensure that maximum return is realized on that investment.

This manual will help the "qualified operator" become familiar with the hydrostatic drive lift truck's major components, its operating controls, special features and the function(s) of each.

This publication is not a training manual but rather a guide to help the "qualified operator" to more safely and efficiently operate a Clark lift truck.

Operator training manuals are available thru your Clark Dealer.

Clark trucks are built to take hard work, not abuse. They are built to be dependable, but — as with any other truck — they are only as good as the man behind the wheel and the men responsible for maintaining them.

This manual guides the operator through correct procedures for checking, starting, operating, stopping and packing the lift truck.

Read it, study it — keep it handy!

KNOW YOUR TRUCK



1. Overhead Guard
2. Operators Compartment
3. Upright Assembly
4. Load Backrest Extension
5. Fork Carriage
6. Load Forks
7. Drive Wheel and Tire
8. Serial Number Location
9. Steer Wheel and Axle

CLARKLIFT H500Y 20 thru 30
Gas, LP Gas and Diesel Powered
Hydrostatic Drive
2000 lbs. thru 3000 lbs. rated capacities
1000 kg thru 1500 kg rated capacities

SAFETY



1. Only physically qualified and thoroughly trained personnel shall be authorized to operate the Clark "Hydrostatic-Drive" lift truck.

2. Prominently placed on every Clark truck is a list of basic rules for operation. These rules are for the protection of you and others in your operating area. Be familiar with them.



3. Learn how your truck is operated. Know its controls, its safety devices, as well as special attachments (if any) and how they function.

4. The wearing of "Hard-Hat", safety glasses and safety shoes is recommended for all lift truck operations. Dress suitably and avoid loose fitting clothing.

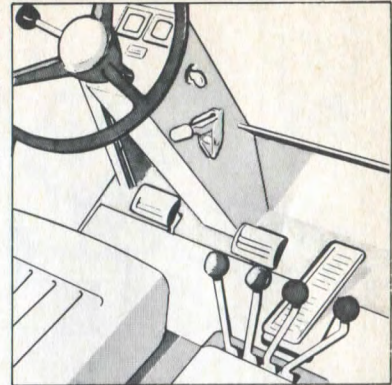


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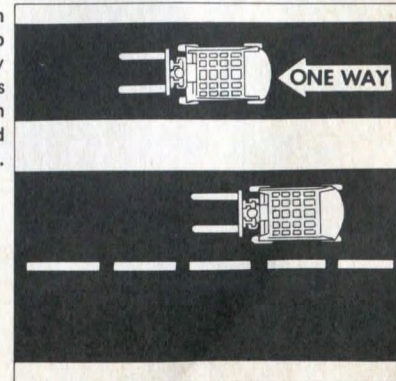
Never operate a lift truck with wet or greasy hands or shoes.

6. Before operating any lift truck-test the horn, service brakes, and brake, steering, lift-tilt-controls, directional controls and any special devices for proper operation. Report any improper operation to the proper authority.



7. Always look all around the truck to make certain that your desired path of travel is unobstructed, before moving the truck in any direction. Then remember to start and stop slowly and smoothly.

8. Operate the truck only in designated truck routes and keep operating aisles clear. Oneway traffic is recommended. If this is not practical in your operation heed highway regulations and drive to right of aisle centerline.

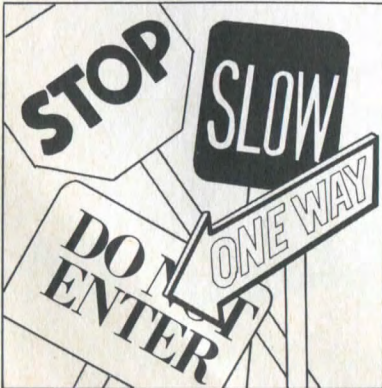


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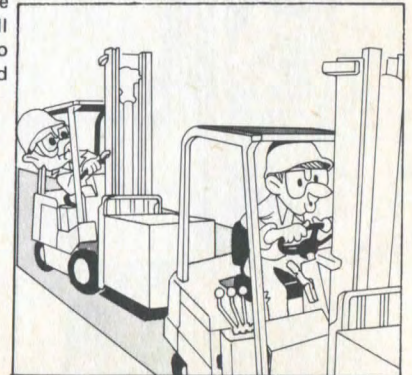
9. Be alert for pedestrians, other trucks or obstacles in your path of travel.

10. Sound horn at all corners, exits, entrances and when approaching pedestrians or bystanders.

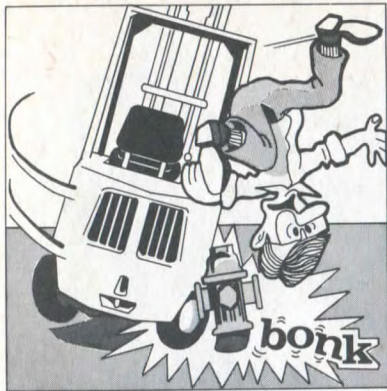


11. Obey all poster traffic rules and warning signs.

12. Maintain a safe distance from the truck ahead of you at all times. Assure ample distance to stop smoothly and safely should the need arise.

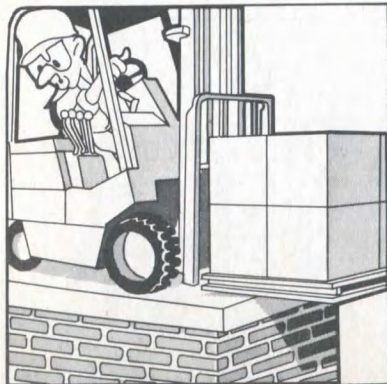
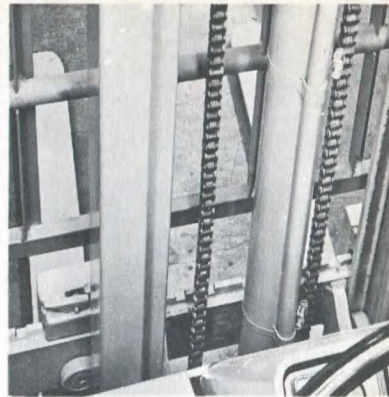


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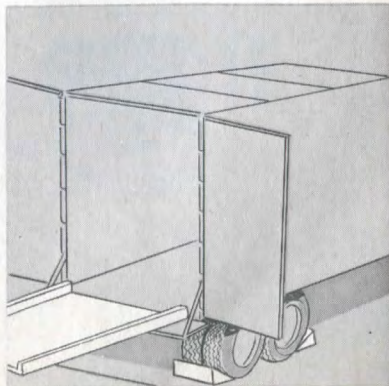
13. Be aware of rear end swing and be alert to avoid rear end swing damage to material in your operating area.

14. Be aware of the position of your forklifts at all times when truck is in motion. Be constantly alert to avoid striking anything with the fork tips.

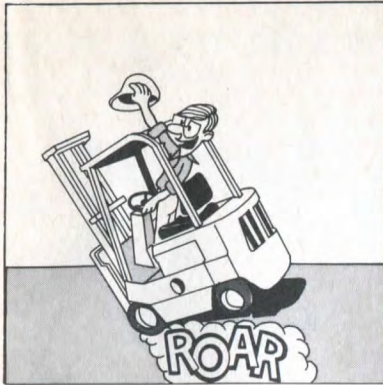


15. Be extremely cautious when operating truck near edge of loading dock or ramp.

16. Make sure vehicle being entered has been blocked to prevent accidental roll. Bridge plates must have adequate strength, width, guard rails each side (minimum 3" high recommended), and be properly secured.

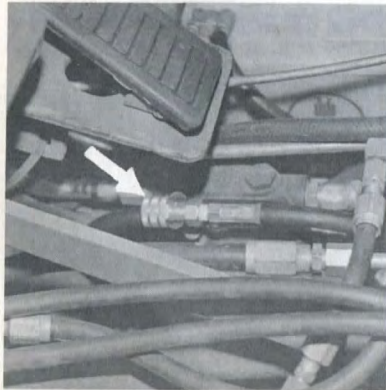


SAFETY



17. Never allow stunt riding or indulge in horseplay when operating a fork lift truck.

18. Never use your truck to push or tow another. Never allow your truck to be pushed or towed by another. Should a truck become disabled and require moving, notify the proper authority immediately — and if pushing or towing must be done . . .



19. . . . You must connect the hoses under the floorboard by removing the plug and cap and then fit the couplings into one another as shown. Prior to connect the hoses be sure that the couplings are clean to prevent dirt from entering the system.

CAUTION

failure to connect the hoses prior to moving the truck will result in serious damage to system components.

DO NOT MOVE AT SPEEDS IN EXCESS OF 1 MILE (1,6 KM) PER HOUR!

20. Never carry passengers. The quick response of a lift truck may cause riders to fall off. Besides, they distract you and this is dangerous.



SAFETY

CLARK EQUIPMENT

INDUSTRIAL TRUCK DIVISION BATTLE CREEK MICHIGAN

MODEL NO. [] TYPE []

SERIAL NO. []

ATTACHMENTS

LOAD C.G. C

A B

FLOOR

APPROX. WT. ALL TRUCKS

APPROX. WT. ELECTRICS ONLY

BATTERY WT.

BATTERY CAPACITY

CAPACITY WITH ATTACH. LISTED ABOVE OR WITH FORKS - UPRIGHTS VERTICAL

LBS	A	B	C
[]	[]	[]	[]

LESS BATT.-ELECTRICS []

WITH MAX. BATT. WT. []

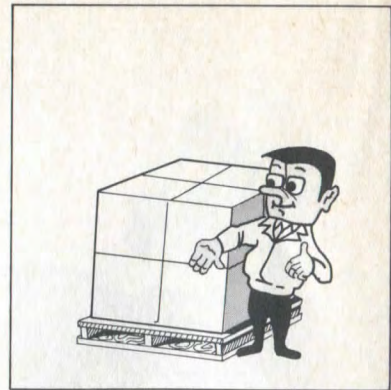
MAX	MIN
AH []	NO. []
LBS []	VOLTS []

FOR OTHER CAPACITIES CONSULT MANUFACTURER
AS RELEASED FROM FACTORY THIS TRUCK MEETS THE
DESIGN SPECIFICATIONS ESTABLISHED IN AMERICAN
NATIONAL STANDARD FOR POWERED INDUSTRIAL TRUCKS
PART II, ANSI B 56.1-1969 PT. NO. 2315709

21. Know the rated capacity of your truck and its attachment (if any) and never exceed it. Study your truck data capacity plate and learn the facts stamped in areas 1 thru 8.

Pay attention to area 3 and refer to Item 47 on page 14.

22. Thoroughly inspect load to be moved for overload and/or poor balance. If the safety of the load is questionable . . . Don't Move It.



23. Unstable loads are a hazard to you and to your fellow workers. Always make sure that your load is well stacked and evenly positioned across both forks.

Never attempt to lift a load with only one fork.

24. Before lifting check to insure unobstructed overhead clearance. Gradually and smoothly pull back on lift control lever and hold until forks reach desired height.

Return control lever to neutral position to stop lift at desired height.

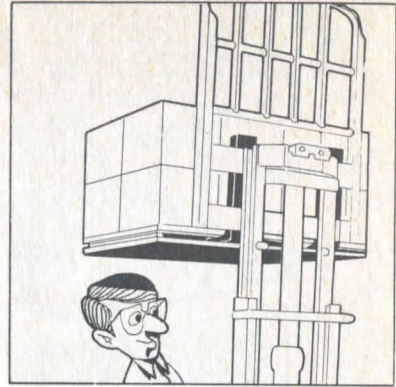


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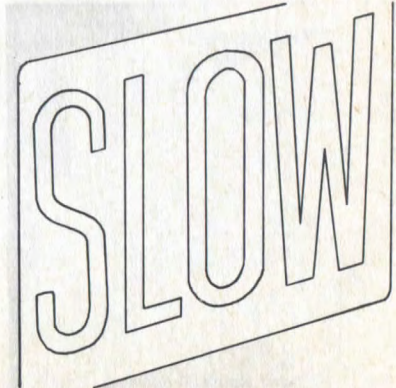
25. Push forward on control lever to lower load. Descent of load may be stopped at desired level by returning control lever to neutral position.

26. Never permit anyone to stand or walk under elevated forks or other load engaging attachment if your truck is so equipped.

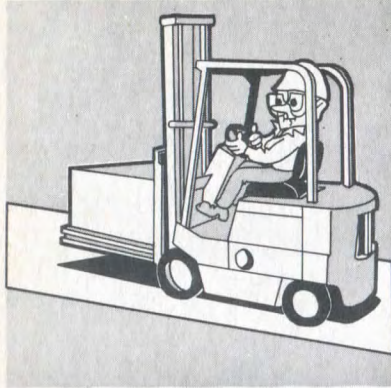


27. Remain seated at all times and keep head, hands, arms, feet and legs within the confines of the operators compartment. Never reach into upright for any reason. Never climb on the upright.

28. Slow down for turns, ramps, bumps, cross aisles, congested areas, wet or slippery floors and especially when visibility is restricted.

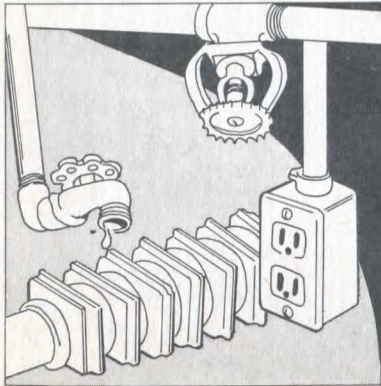
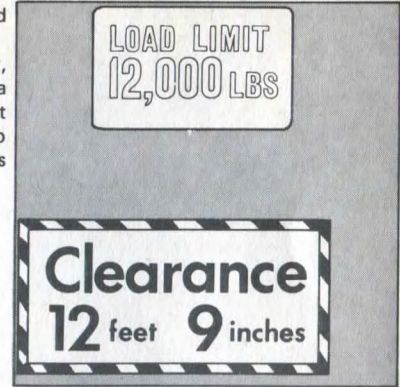


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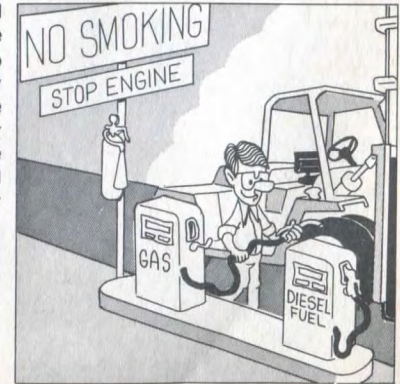
29. Always travel with load near floor and upright tilted back to cradle load. Never lift or lower load while truck is in motion.

30. Know and observe floor load limits in all operating areas. Never enter an elevator, a boxcar, a semi-trailer or any other area until you have determined that the flooring is adequate to support you, your truck and its load.

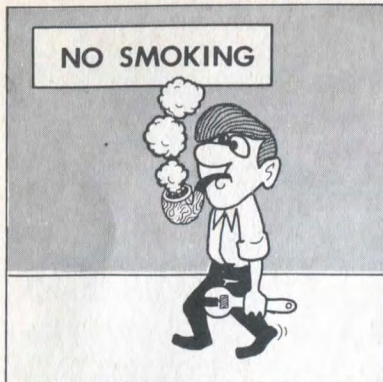


31. Use caution when picking up loads, placing loads or traveling near water pipes, electrical wiring, steam pipes, heaters or other fragile or dangerous material or equipment.

32. Lift trucks must be refueled in designated areas only. Engine must be stopped and "No Smoking" Regulations strictly enforced. Spilled fuel must be wiped or washed away, or completely evaporated, and the fuel tank cap properly replaced before restarting the engine after refueling the truck.



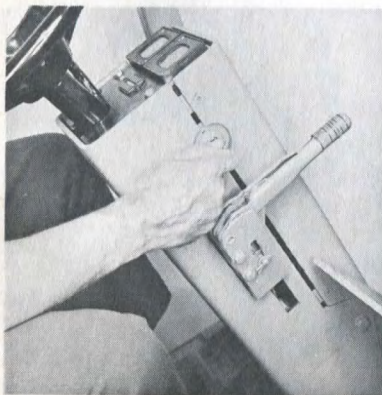
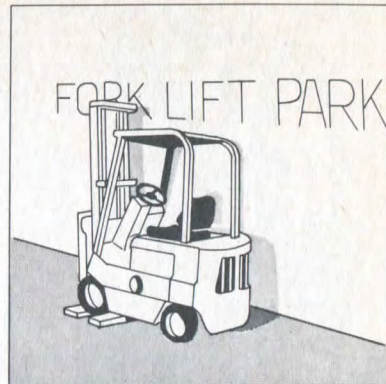
SAFETY



33. Never smoke or allow anyone to smoke in areas where batteries are being serviced or in areas where fuel or other flammable fluids are used or stored.

34. Park lift trucks in designated areas only. Lower forks to floor, tilt upright forward.

Place directional control in neutral remove switch key, apply parking brake and block drive wheels to prevent accidental roll.

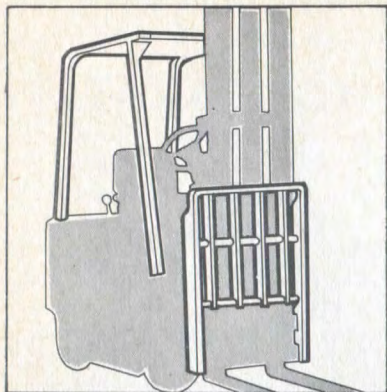


35. If truck is to be left unattended make certain that traffic aisles are not obstructed and leave truck as described in item 34.

36. When handling bulky loads which, because of their size and shape, restrict your vision — operate your truck in reverse to improve visibility.



SAFETY



37. Overhead guards and load back rest extensions are for your protection. Make certain that they are securely mounted and undamaged before operating your truck.

38. Lift trucks are not designed as personnel elevators. If your truck must be used this way always use a safety platform with hand rails and upright guards, and make certain it is securely attached to the carriage and/or forks.

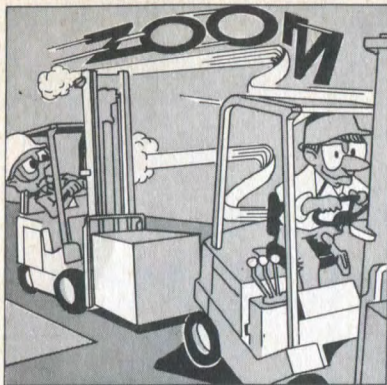


39. Don't handle double tiered loads. They are unstable and difficult to control. Even an overhead guard can't fully protect you from heavy objects dropped from these heights.

40. Overloading is extremely dangerous. You don't have complete control of your truck and you are causing unnecessary wear. Never add to your counterweight, always break down the load.



SAFETY



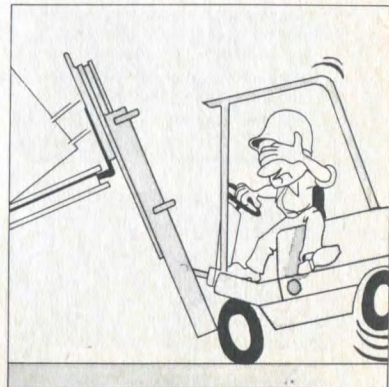
41. Don't pass other trucks traveling in the same direction at intersections, blind spots or other dangerous locations.

42. Check gauges, horn, brakes, upright, fuel level, oil, water and controls before you start to operate your truck. Take pride in operating a good clean truck.

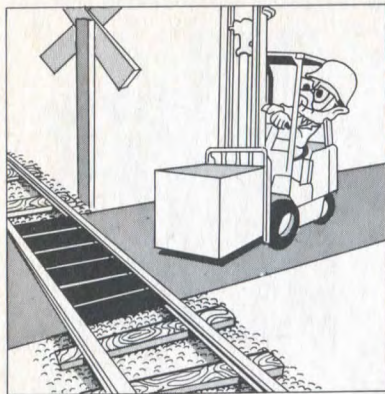


43. It's extremely risky to drive down a ramp first. Your truck can tilt forward if the ramp is steep enough. Always keep the load uphill on ramps, drive slowly and never turn your truck sideways on an incline.

44. Use minimum forward and reverse tilt when stacking and unstacking loads. Never tilt forward unless load is over stack or at low lift height.

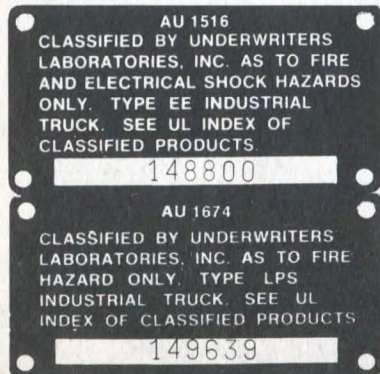
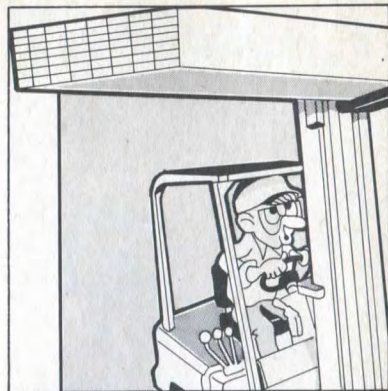


SAFETY



45. Use of lift trucks on public roads shall conform to local regulations. Cross railroad tracks at an angle wherever possible and never park a lift truck closer than eight feet from the center of the tracks.

46. Be extremely careful of load end swing when operating with loads of long lumber, pipe, etc. Loads should always be carried close to ground with the upright tilted back to cradle the loads. If it becomes necessary to carry your load elevator-do so slowly and with caution.



47. Know the construction type of your truck and make certain that trucks of this type may be operated in restricted areas before entering. Never take an unauthorized truck into restricted or hazardous areas. (Refer to item 21 on Page 8.)

48. Always come to a complete stop before reversing your trucks direction of travel. Your truck can reverse quickly, you and the load on your truck cannot.

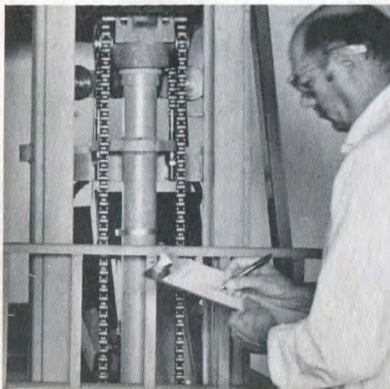


SAFETY



49. Be alert for abrupt changes in the performance of your truck. Report faulty or abnormal performance to your supervisor. Don't try to make repairs yourself.

50. Slow down and sound the horn at cross aisles and other locations where vision is obstructed. Yield the right-of-way to ambulances, fire trucks and other vehicles in emergency situation.

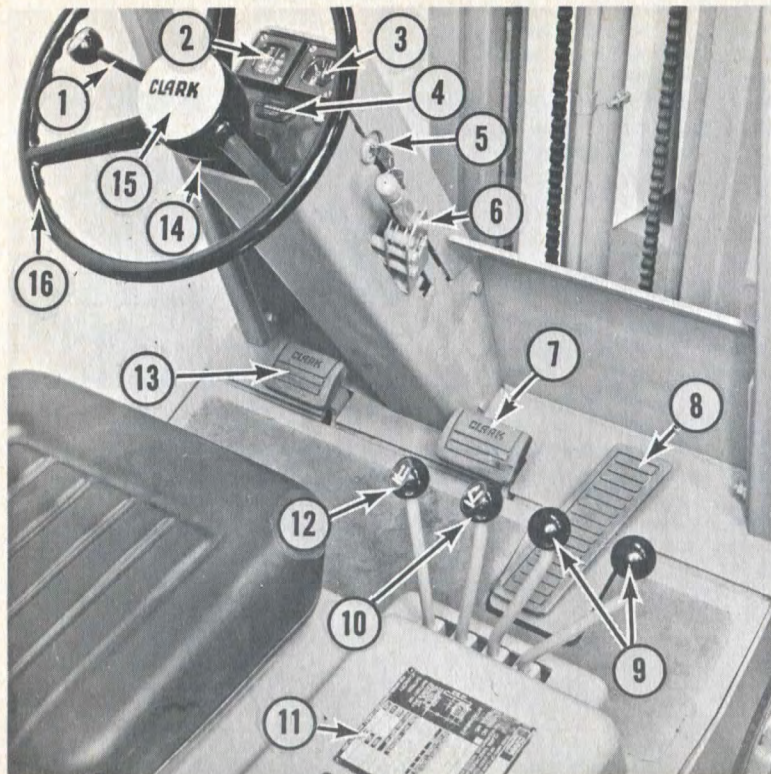


51. Follow a scheduled planned maintenance and lubrication program. All adjustments and repairs must be performed by thoroughly trained and authorized personnel only.

52. **Remember** — your safety and the safety of others depends on you. Keep your mind on operating your lift truck.



OPERATOR'S COMPARTMENT & CONTROLS

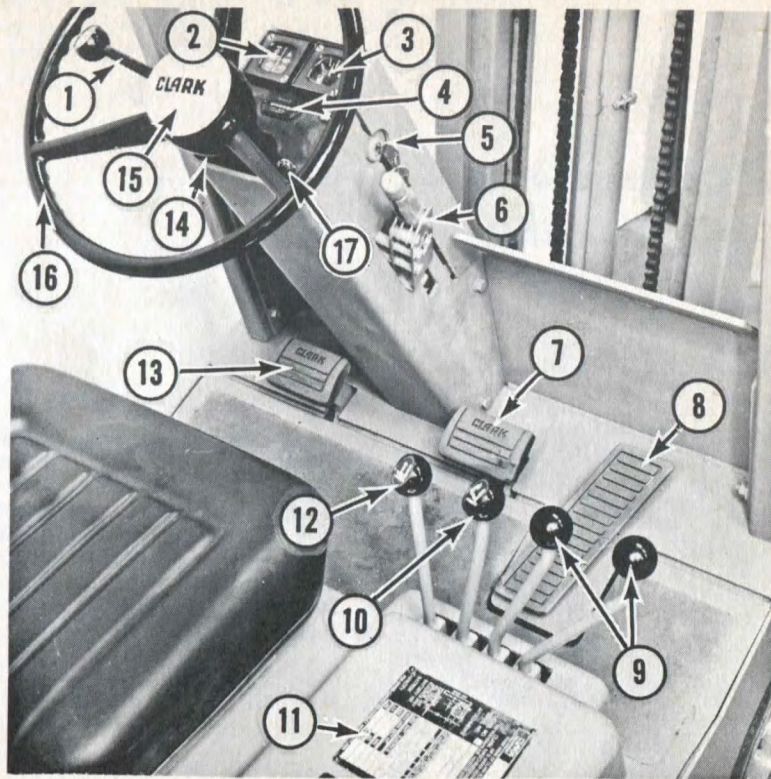


1. Forward — reverse directional control lever.
2. Instrument cluster (ammeter, water temperature, oil pressure and filter condition indication).
3. Fuel gauge (except L.P. gas units)
4. Direct reading hour meter.
5. Ignition switch and key.
6. Parking brake lever.
7. Right foot inching and service brake control pedal.
8. Accelerator pedal.
9. Optional hydraulic function control levers.
10. Upright tilt control lever.
11. Truck data and capacity plate.
12. Upright lift-lower control lever.
13. Left foot inching and service brake control pedal.
14. Manual choke control location (Lower left hand corner of pylon top)
15. Horn button.
16. Steering handwheel.

GAS & LP-GAS ONLY

OPERATOR'S COMPARTMENT & CONTROLS

1. Forward — reverse directional control lever.
2. Instrument cluster (ammeter, water temperature, oil pressure and filter condition indicator).
3. Fuel gauge.
4. Direct reading hour meter.
5. Ignition switch and key.
6. Parking brake lever.
7. Right foot inching and service brake control pedal.
8. Accelerator pedal.
9. Optional hydraulic function control levers.
10. Upright tilt control lever.
11. Truck data and capacity plate.
12. Upright lift-lower control lever.
13. Left foot inching and service brake control pedal.
14. Cold starting aid control.
15. Horn button.
16. Steering handwheel.
17. Diesel engine stop control.



DIESEL ONLY

BEFORE OPERATION



1. Each shift operator must complete an operator's daily check list at the beginning of his shift.

These daily check lists are available from your Clark dealer.

2. Walk around truck and visually check for damage and leaks. Note all damage and leaks on check list.



3. Check condition of drive wheels and tires.

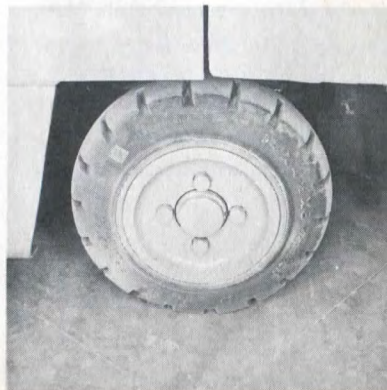
Note any apparent drive wheel or tire damage on the check list.

If your truck has been optionally equipped with pneumatic tires — check the tire pressure. Tire pressure should be maintained at 142 psi (10,0 bar)

4. Check condition of steer wheel and tire assembly.

Note any apparent damage on check list.

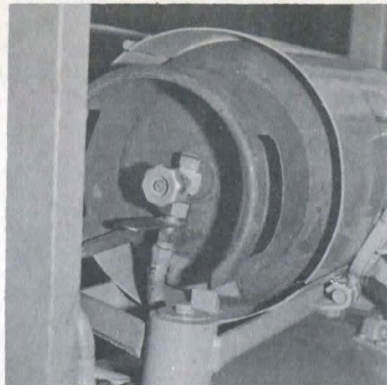
If your truck has been equipped with pneumatic tires — check the tire pressure. Tire pressure should be maintained at 114 psi (0,8 bar)



BEFORE OPERATION



5. If your truck is L.P. gas-powered be sure that the fuel tank contains enough fuel to complete your scheduled work.

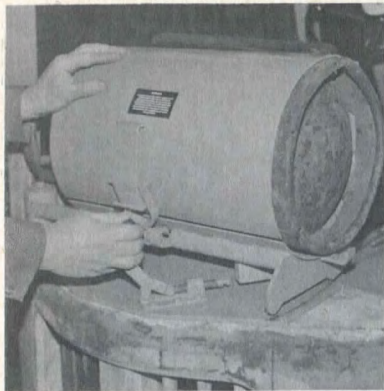


6. Slowly turn fuel shut-off valve counterclockwise to open. If this valve is opened too quickly an automatic check valve will close. When this occurs it will be necessary to close the shut-off valve, wait several minutes and then **slowly** re-open the valve.



7. Check conditions of overhead guard and load backrest extension. Make certain that they are undamaged, properly positioned and mounted securely.

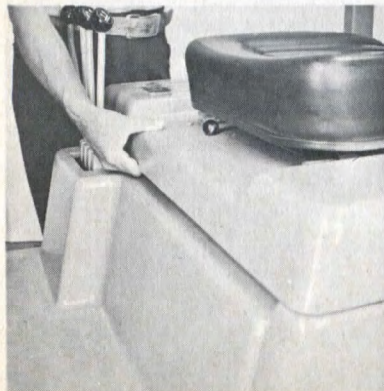
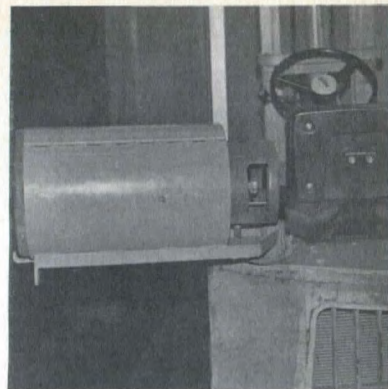
BEFORE OPERATION



8. If your truck is gas-powered you may skip steps 8 and 9 and proceed to item 10.

On L.P. gas-powered trucks you must now release the L.P. gas tank catch and . . .

9. . . . Swing the L.P. gas tank bracket, tank guard and tank out of the way to prevent interference with seat back when seat deck is raised.



10. Insert fingers into opening at front of seat deck (below right from corner of operator's seat) and squeeze latch handle to release seat deck hold down catch.

11. Lift up on seat deck. The seat deck will pivot at the back. Continue to raise seat deck until . . .

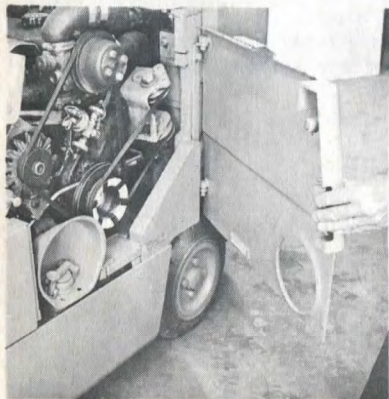


BEFORE OPERATION



12. . . . Spring loaded seat deck prop drops into place as shown in this photo. Make certain that this prop is in position before you go on with your operation check.

13. Insert fingers into latch opening at lower front of left hand side panel as shown. Squeeze the latch handle to release the side panel catch and . . .

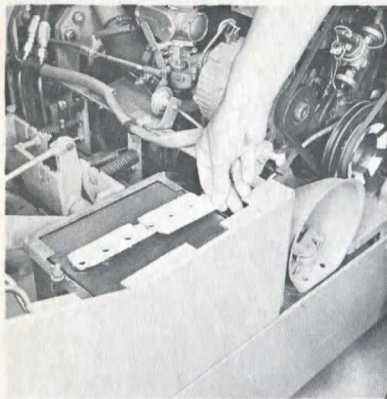


14. . . . Pull side panel toward you to open it. The side panel is pivoted at the rear and may be swung back out of your way. Repeat steps 13 and 14 with the right hand side panel.

15. Grasp floorboard and front panel as shown. Lift up on panel and remove it from truck (on machines with four valve levers, outside lever must be lifted and rotated clockwise) to rear before this can be done).

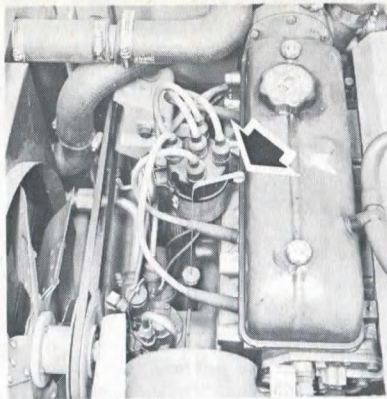


BEFORE OPERATION

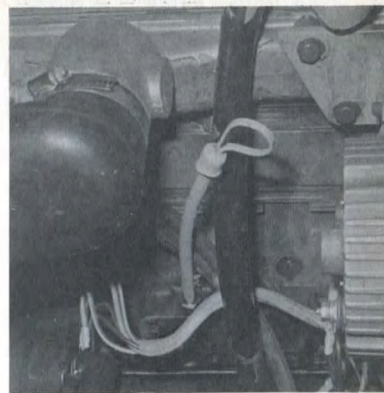


16. Gas and L.P. gas model trucks will be equipped with one battery, as shown above, while Diesel-powered trucks will have two.

Visually check the general condition of the battery(s) and cables. Remove fluid level plugs and check fluid level in each cell. Add battery water as required and replace plugs.

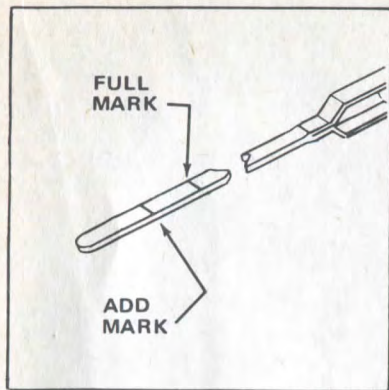


17. On gas or L.P. gas trucks, pull engine oil dipstick from its support tube. Wipe the dipstick with a clean, lint free cloth and reinsert dipstick fully into its support tube. (Proceed to item 19.)

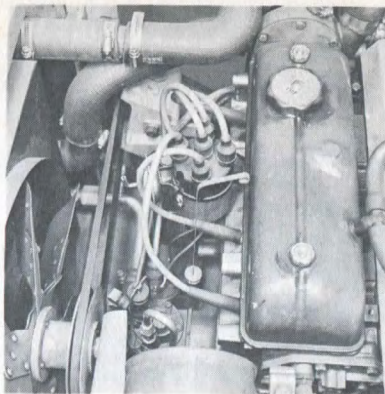


18. On Diesel power trucks, pull engine oil dipstick from its support tube. Wipe the dipstick with a clean lint free cloth and reinsert dipstick fully into its support tube.

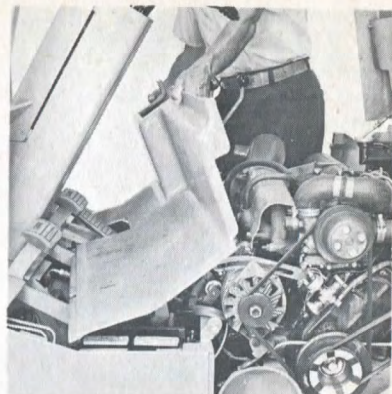
BEFORE OPERATION



19. Pull the dipstick from its support tube and check engine oil level on stick. Oil level must be maintained between the "add" and "full" notches on the dipstick. **Remember** that one quart (0,9 l) of oil will raise the engine oil level from "add" to "full". **Do not overfill!**



20. Return the dipstick to its original position in the support tube and make certain that it is fully inserted. Visually check condition of fan belts, hoses, wiring and general condition of the engine compartment. Note your findings on the check list.



21. Replace floor plate and front panel assembly.

BEFORE OPERATION



22. Gas and L.P. gas models of this truck are equipped with a coolant expansion bottle. Check fluid level in this bottle. Coolant level with cold engine must be maintained between "min." and "max." indicators. If level is below "min." . . .



23. . . . remove the expansion bottle cap and add coolant required to bring level up to the indicator. Do not remove the radiator cap on gas and L.P. gas-powered machines.



24. On Diesel models the radiator coolant level must be checked by removing the radiator cap. Always check the radiator with engine turned off and cold. If this is not possible refer to page 25.

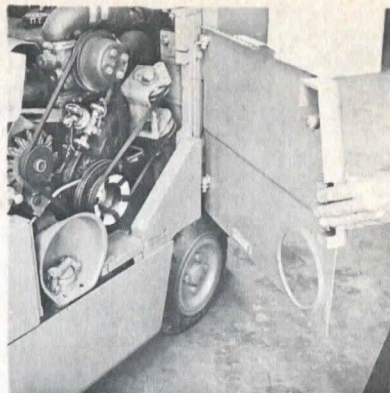
BEFORE OPERATION

CAUTION

Use extreme care when removing the pressure cap from a warm, or hot radiator. The sudden release of pressure can cause a steam flash which may result in serious injury. Always place rag over the radiator cap (between your hand and the cap) and loosen the cap very slowly to allow a gradual escape of steam.

Never add cold water or cold antifreeze to the radiator of an overheated engine. Allow the engine to cool to avoid the danger of cracking the cylinder head or engine block. Keep the engine running while adding coolant and shut engine down before replacing the radiator cap.

A coolant solution of 50 % ethylene glycol and 50 % water is recommended — never use only water.



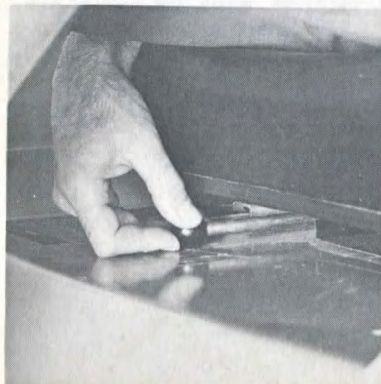
25. Close the left and right hand side panels. Make certain that each of these panels is securely latched in the closed position.

BEFORE OPERATION



26. Lift seat deck prop over stop with fingers of left hand (see item 12 on page 21) and carefully lower hood and seat deck to latch in the closed position. If your truck is L.P. gas swing tank into operating position and latch.

27. Remove blocks from drive wheels carefully enter the operators compartment and seat yourself in the seat.

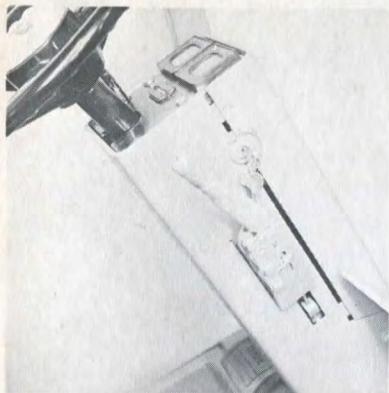


28. Seat adjustment is accomplished by releasing short lever at lower right front of seat. Position seat to provide easy access to all hand and foot controls, free the lever and make certain that the seat locks into the desired position.

29. Place foot on service brake pedal and apply pressure by pushing down. "Pedal should be firm". If pedal feels "spongy" or "fades" under pressure **do not operate the truck** until problem has been located and corrected.



BEFORE OPERATION



30. Make certain that the parking brake lever is in the "on" (full-up) position. Brake holding power may be adjusted by rotating the knob at the top of the brake lever. Turn the knob clockwise to increase holding power or counterclockwise to reduce it. (See page 41 of this manual for holding specifications.)

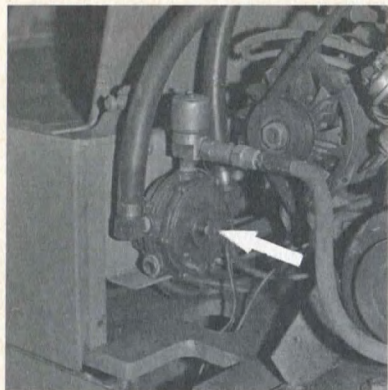


31. Check to make sure that the directional control lever is in the neutral position. These trucks are equipped with a neutral start switch and cannot be started in forward or reverse unless this switch is improperly adjusted or faulty. Report switch condition on your check list.



32. Gas-powered models are equipped with a manual choke mounted atop the pylon in the lower left hand corner. This choke control must be pulled up when starting a cold engine and, once the engine starts, it should be gradually pushed in as the engine warms up. L.P. gas and Diesel models do not have a choke.

BEFORE OPERATION



33. L.P. gas-powered models are equipped with a mechanical primer for faster starts with cold engine. Prime for a count of five before engaging starter. For normal starts no primer is needed.

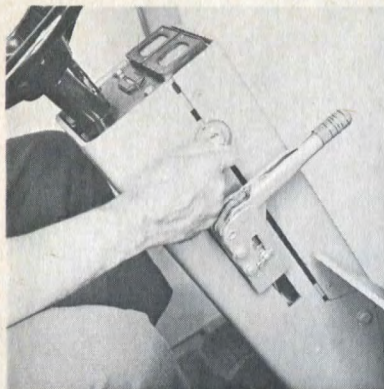


34. Diesel-powered models are equipped with an engine stop control (lower right hand corner). Make certain that this control is in the "run" position (pushed full-in) before attempting to start the Diesel-engine. These models are also equipped with a cold starting aid feature (lower left hand corner) to be used when starting a cold engine. Depress the preheater button for 15 seconds with the key in the "run" position before trying to start the engine. In temperatures below 0°F (-19°C) hold buton for an additional 10 seconds after engine starts.



35. Place your right foot on the acceleration pedal and press down slightly — do not pump . . .

BEFORE OPERATION



36. Insert key into switch and turn it clockwise to the start position. Release key to "run" position as soon as engine starts (this may require as long as 15 seconds on Diesel models).

If the engine fails to start — return key to the "off"-position and wait until engine comes to rest (5 seconds) before re-attempting start.



37. If gas engine becomes overchoked, or "flooded" in starting, push choke control "full-in", press accelerator pedal to floor-board and engage the startor as described in item 34.



38. These trucks are equipped with a dash mounted engine oil pressure indicator light. This light should go out shortly after the engine starts.

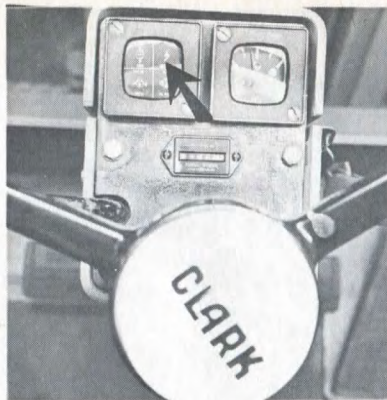
If this light does not go out, or if it comes on at any time during operation you should immediately shut down your engine and do not attempt to restart until the cause can be located and corrected.

BEFORE OPERATION



39. Gas and Diesel models are equipped with a dash mounted fuel gauge which indicates amount of fuel remaining in the tank. It is recommended that you always start your shift with a full fuel tank.

Caution: Never allow Diesel models to run out of fuel — to do so may seriously damage fuel system components and makes bleeding the fuel system necessary.



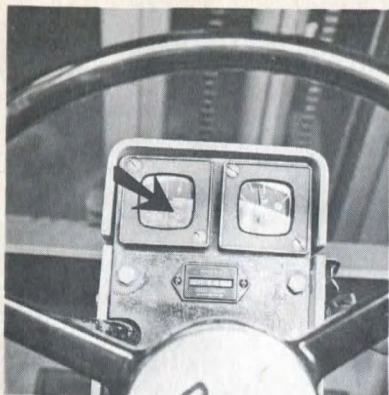
40. These truck models are all equipped with an electrical system charging indicator light (ammeter).

The light will go out shortly after the engine starts. If this light remains on, or if this light comes on during operation you should immediately shut down your engine until the cause can be located and corrected.



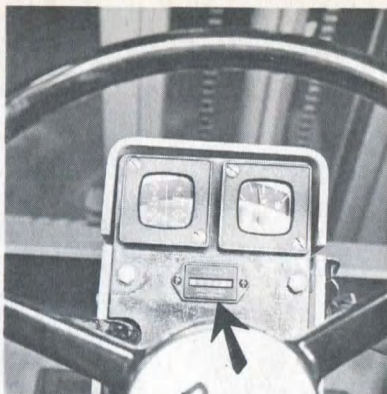
41. These truck models are all equipped with a water temperature indicator light. This light will go out shortly after the engine starts. If this light remains on, or if it comes on at any time during operation, you should immediately shut down your engine and do not attempt to restart until the cause has been located and corrected.

BEFORE OPERATION



42. All these truck models are equipped with a hydrostatic oil filter condition indicator light.

This light will turn on when the engine starts and will go out shortly after the engine is running. If this light remains on, or if it comes on at any time during operation, you should immediately return to your truck maintenance area and have your transmission oil filter cartridge replaced.



43. Check the hour meter to make certain that it is undamaged and functioning properly. Note the hour meter condition and indicator hours on your check list.



44. Gently pull back on the tilt control lever and hold until upright reaches full back tilt.

Do not hold the lever back after upright has reached full back tilt — to do so will unduly heat the hydraulic fluid and could harm components of the hydraulic system.

BEFORE OPERATION



45. Push forward on the tilt control lever and hold until the upright tilts forward to a near vertical position. Return the tilt control lever to its neutral position to stop forward tilt at the desired point.

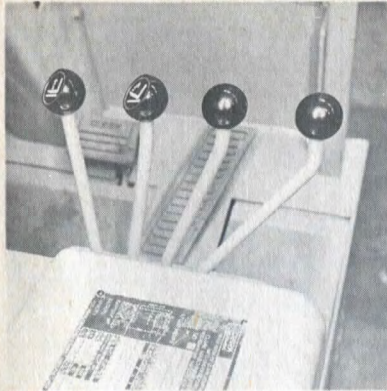


46. Check to make certain that you have adequate un-obstructed overhead clearance. Gently pull back on the lift control lever and hold until the upright reaches maximum lift weight. Return lever to neutral position to stop lift at the desired level.



45. Gently push forward on lift control lever and hold while closely observing the descent of the upright. Return control lever to neutral to stop descent of upright near 4–6 inches) floor level. Record any erratic or unusual upright operation on your check list.

BEFORE OPERATION



48. Trucks which have been optionally equipped with special hydraulic load handling devices will have one or more additional control lever(s) located to the right of the lift and tilt control levers. Function(s) of these control levers should be checked with your supervisor **before** attempting operation.



49. Press horn button to determine if the horn is operational. If the horn does not function properly record it on your check list and report it to the designated authority when you have completed your "before operation" checks.



50. Rotate steering handwheel to the left and to the right. Any excessive or unusual free travel, looseness or binding must be noted on your check list.

BEFORE OPERATION



51. Check all around the truck to make certain that your desired path of travel is clear and unobstructed before moving your truck in any direction.

52. Place your right foot on the brake pedal and press down firmly to apply truck service brakes.



53. Push forward on the parking brake control lever to release truck parking brake.

54. Gently pull back on the directional selector lever for reverse travel (or push it forward for forward travel).

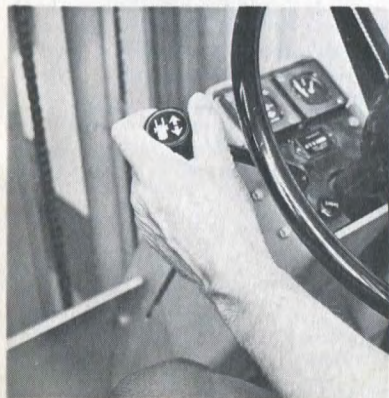


BEFORE OPERATION



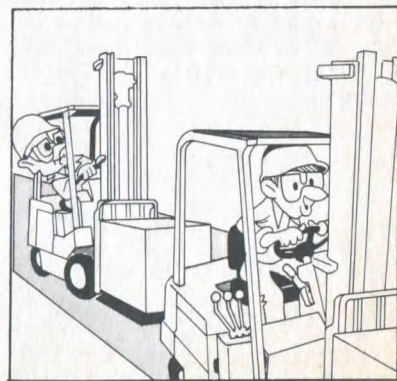
55. Release foot pressure on the brake pedal, place foot on the accelerator pedal and smoothly press down until truck begins to move in the selected direction.

56. Release foot pressure on the accelerator pedal, place your foot on the brake pedal and gently apply pressure to bring the truck smoothly to a complete stop.



57. Gently push the directional selector forward for forward travel (or pull it back for reverse travel).

58. Make certain that your selected path of travel is unobstructed.



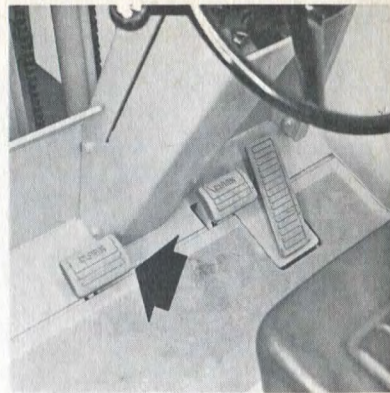
BEFORE OPERATION



59. Release foot pressure on the brake pedal, place right foot on the acceleration pedal and smoothly press down until truck begins to move in the direction selected.



60. Release foot pressure on the accelerator pedal, place foot on the brake pedal and gently apply pressure to bring the truck smoothly to a complete stop.



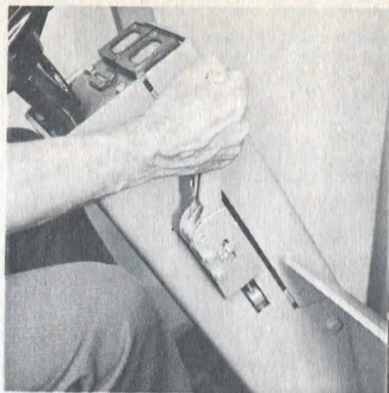
61. These truck models are all equipped with an "Inching feature". The initial portion (approx. 1") of right or left foot brake pedal travel regulates the hydrostatic system oil flow.

This feature allows controlled truck travel speed independent of engine speed thus you may have fast lift while maintaining slow travel.

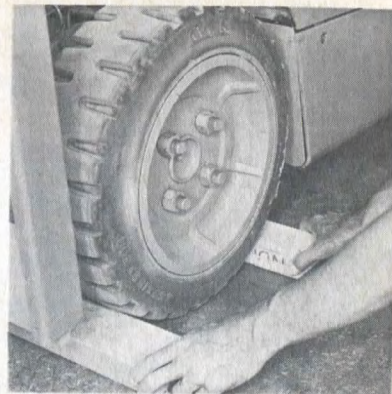
BEFORE OPERATION



62. Lower forks to the floor, tilt upright forward to place fork tips on the floor, place transmission directional selector lever in neutral position . . .

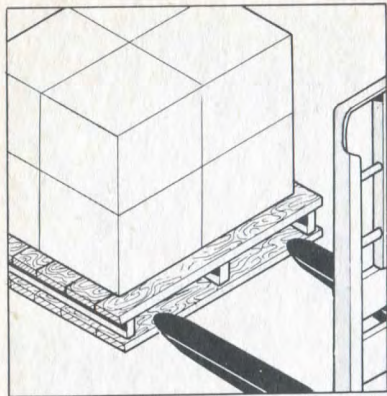


63. Apply parking brake (if your truck is Diesel powered pull engine stop control). Turn switch key counterclockwise to the "off" position, remove the key and carefully dismount from the truck.



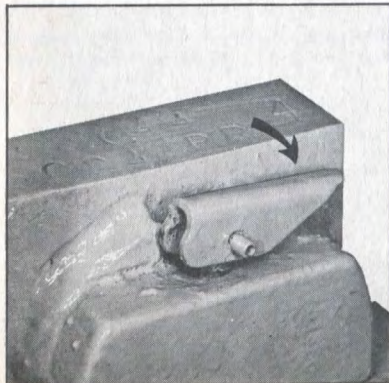
64. Block drive wheels to prevent accidental roll. Review your check list to make certain that it is complete, sign it and turn it in to the designated authority.

OPERATING HINTS



1. Remember to approach load slowly and squarely to avoid damaging the material being handled and to minimize truck maneuvering.

2. Your load should be centered across both forks and your forks should be near the outside edges of the load. If they are not, — adjust them by lifting the fork lock pin lever . . .

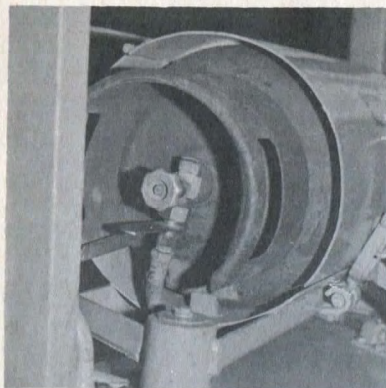


3. . . . slide forks along fork bar until proper positioning is obtained. Remember to lower fork lock pin lever to lock forks securely into notch atop fork bar.

4. Always be alert for abrupt changes in the operating characteristics of your truck, unusual noises or sudden changes should be reported to your supervision immediately.

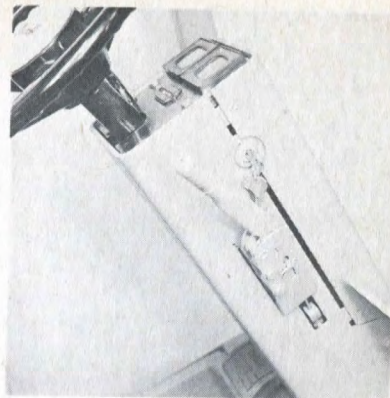


OPERATING HINTS



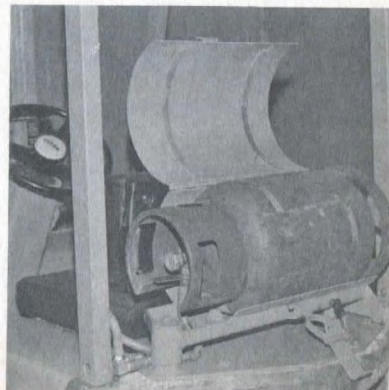
5. Whenever it becomes necessary to remove L.P. gas tanks to refuel you must . . . — (A) close fuel shut off valve at the end of the tank by turning it clockwise. Then . . .

6. (B) operate the engine until it stops. All gas vapors between the tank and engine should then be burned off. Turn switch key counterclockwise to the "off" position when engine stops.

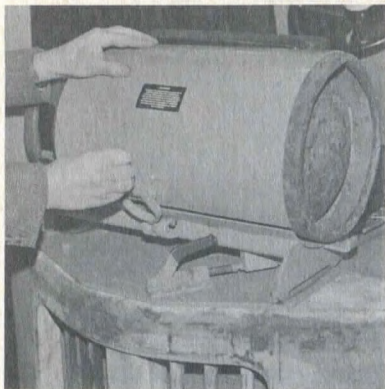


7. (C) Disconnect fuel line with a spanner.

8. Unfasten L.P. gas tank clamp strap, swing loose ends of strap out of your way and lift empty L.P. gas tank from its bracket.



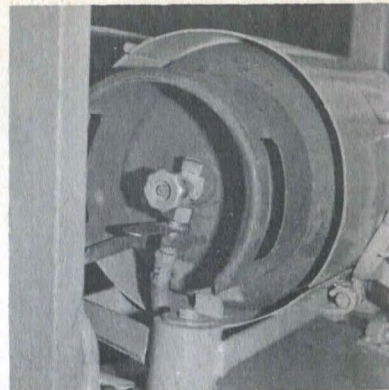
OPERATING HINTS



9. Carefully place recharged L.P. gas tank into bracket. Position tank as shown. Bring the two ends of the L.P. gas tank clamping strap together and clamp tank securely into place.

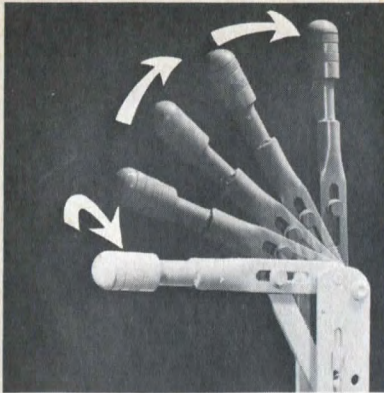


10. Reconnect L.P. gas fuel line to L.P. gas tank. Look for good sealing and clean thread.



11. Now . . . slowly turn the fuel shut-off valve counterclockwise to open. If this valve is opened too quickly and automatic check valve will close. If this occurs it will be necessary to close the shut-off valve, wait several minutes and then **slowly** re-open the valve.

OPERATING HINTS

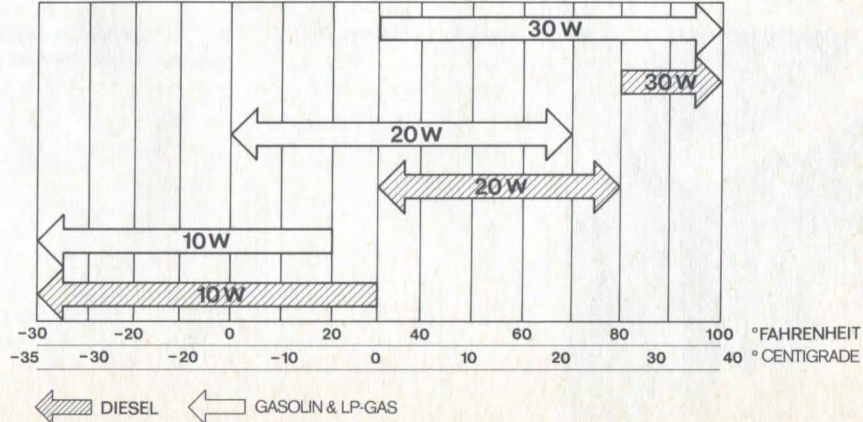


12. Parking brake performance is checked by moving lever from full "on" position to full "off" position. Maximum force will be required just before brake lever reaches full "on" position.

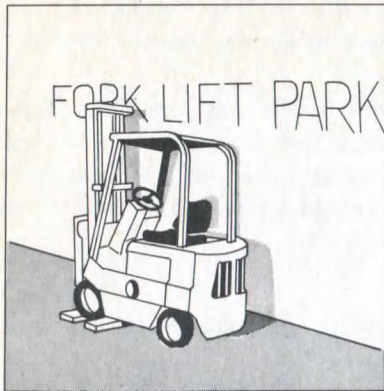
The parking brake should be adjusted to hold the truck, with capacity load, on a 15 % grade 1,5 feet (0,45 m) of rise in 10 feet (3,0 m), or on the maximum grade negotiated in your operation, whichever is less. Brake holding power can be adjusted by rotating the knob on the lever. Rotate it clockwise to increase tension or counterclockwise to decrease tension and holding power.

● FUEL RECOMMENDATIONS

Gasoline	85 Octane Minimum (Motor Method)
L.P. Gas	HD 5 Propane



PARKING



1. Park lift trucks only in designated parking areas. Do not block aisles, exits, entrances or others emergency lanes.
2. Make certain that directional control lever is in neutral position.



3. Lower forks to floor.
4. Tilt upright forward until fork tips rest on the floor.



PARKING



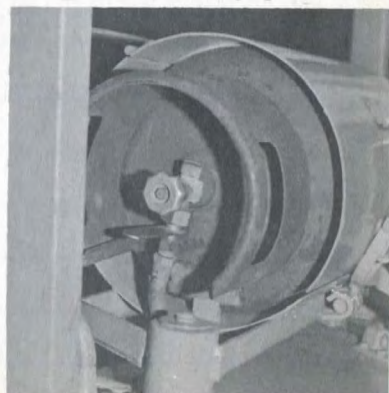
5. If your truck is L.P. gas-powered go directly to step 6. If your truck is gas powered turn the ignition switch key counter-clockwise to the "off" position and remove the key. In addition for Diesel-powered machines pull the engine stop control.

6. Apply parking brake.



7. Carefully dismount from the truck.

8. If your truck is gasoline powered skip this step and go directly to step 9. If your truck is L.P. gas powered turn the fuel shut-off valve clockwise to stop the fuel supply, when the engine stops, remove the key as described in item 5 on this page.



PARKING



9. Securely block drive wheels to prevent accidental roll and turn the ignition switch key in to the designated authority.

NOTES

FOR HANDLY REFERENCE

RECORD THE FOLLOWING INFORMATION PERTAINING TO YOUR TRUCK

Model No. _____

Serial No. _____

Attachments _____

Truck Weight (Empty) _____

Truck Rated Capacity _____

Gross Truck Weight (With Rated Load) _____

Transmission Type _____

Fuel Type (Gas, L.P. Gas or Diesel) _____

Tires (Pneumatic, Cushion) _____

Type Controls (Console or Column Mounted) _____

Customer Truck Identification _____

CLARK EQUIPMENT

Additional copies of this manual may be purchased from:

**YOUR AUTHORIZED CLARK
DEALER**