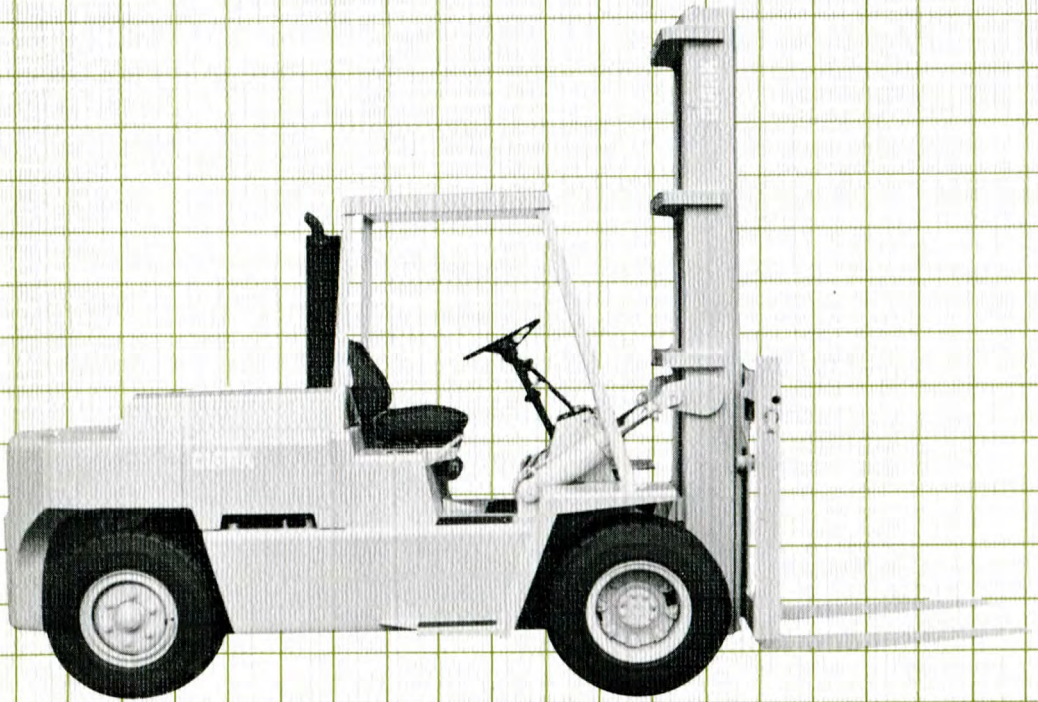


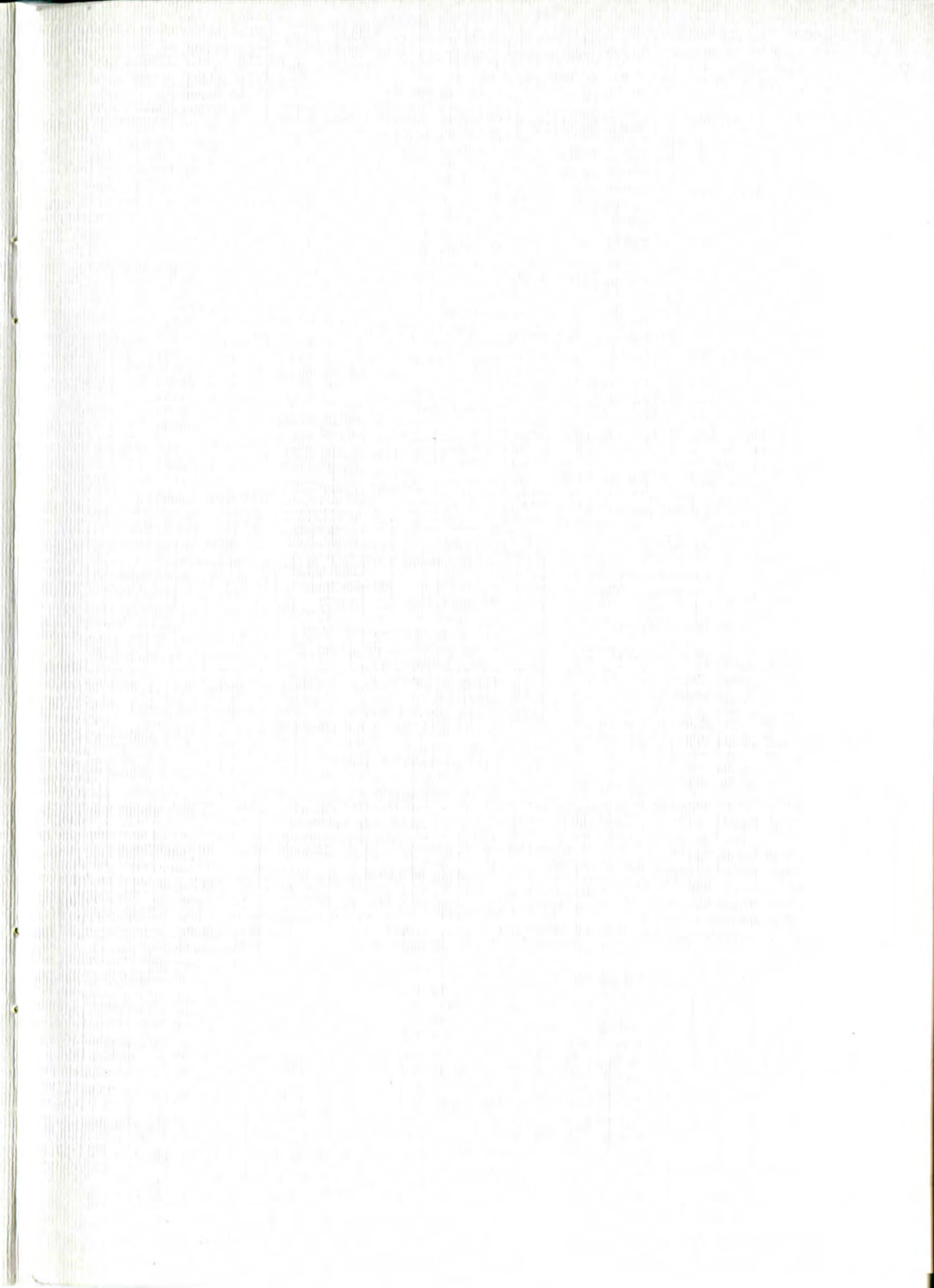
CLARK

Operator's Instruction Manual

FORK-LIFT C 500 Y 110/135/155 D
GAS AND LPG
NOMINAL CAPACITY:
5,000/6,000/7,000 Kg.



CI-534



CLARK

FORK-LIFT C 500 Y 110/135/155 D
GAS AND LPG
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5,000/6,000/7,000 Kg.

Operator's Instruction Manual

Book nº OI 534 BRF-E

YOUR AUTHORIZED CLARK-DEALER

EQUIPAMENTOS CLARK LTDA.
PRAÇA EUGENE BRADLEY CLARK, 0-1915
CAIXA POSTAL 104
17280 - PEDERNEIRAS - SÃO PAULO - BRAZIL



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Foreword

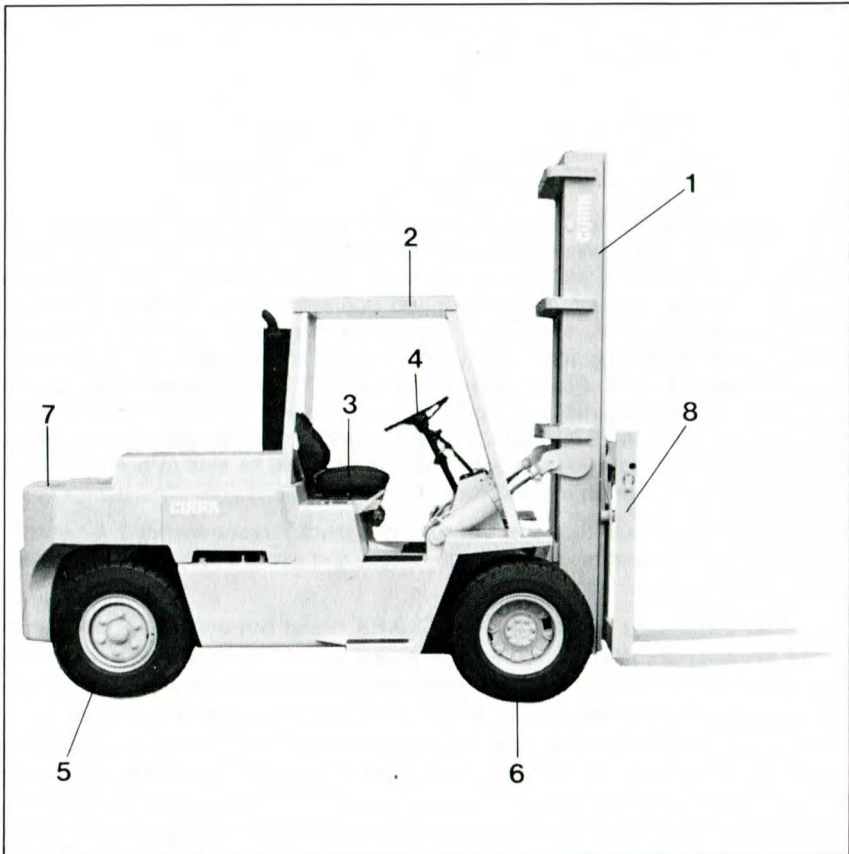
The cost-effectiveness and performance of a forklift truck, and especially its operational safety and availability, are heavily dependent on proper operation as well as on regular maintenance and care. These Operating Instructions are intended to help trained and authorized operators safely operate a forklift truck and maintain it as prescribed. We therefore strongly recommend that you read the Operating Instructions thoroughly and understand the instructions indicated therein. Familiarize yourself with the controls and take special note of the safety regulations. Perform all maintenance and servicing operations at the prescribed intervals. CLARK Forklift Trucks are designed with easy maintenance features, and with training, you will be able to perform these operations with minimum expenditure of time and effort.

Regular maintenance and care of your forklift truck is recommended. An unsafe forklift truck can become a source of danger and cause injury or death to persons working near it.

You should enlist the services of your CLARK dealer not only for performance of the prescribed checks or for any necessary repairs; also confidently contact him about aspects of truck maintenance and care that you do not wish to handle yourself. He will be able to offer you maintenance agreements which — backed by best trained after-sales service personnel — will guarantee you constant availability of your forklift truck. Should you wish to handle the repair and maintenance work yourself, however, you will of course be able to obtain all necessary spare parts as well as all material needed for maintenance and care from your CLARK dealer, remembering that only original CLARK spare parts assure trouble-free operation. Original CLARK spare parts are not simply replacements: in terms of dimensional accuracy and material quality — both being continuously monitored — they provide the perfect match for the parts used on our forklift trucks in current production.

Finally, we should like to note that, in accordance with our guarantee requirements, damage due to improper operation, inadequate maintenance, or failure to use original CLARK spare parts absolves us from our guarantee obligations.

General Discription



Clark Forklifts C 500 Y 110 / 135 / 155D

1. Upright
2. Overhead Guard
3. Operator's Seat
4. Steering Wheel
5. Steer Axle Wheel
6. Drive Axle Wheel
7. Counterweight
8. Fork Carriage

General Discription

With the Forklift C 500 Y 110/135/ or 155D, you are assured of excellent performance and smooth operation, even on rough terrain. Your Forklift is mounted on pneumatic tires and has a nominal capacity depending on the model, of 5,000 Kg., 6,000 Kg. or 7,000 Kg. Its smooth performance is assured by the use of a 4 cylinder PERKINS engine model 4.236, or a 6 cylinder GM model L6.292 Gas and LPG as well as a POWER SHIFT transmission.

Forklifts C 500 Y 110/135 and 155D are equipped with hydraulically acti-

vated drum brakes on the front wheels, and a mechanically activated transmission parking brake.

The hydrostatic steering system assures positive control of the steering wheel and minimum maintenance.

The controls are conveniently located to permit easy reach and operation.

Forklifts C 500 Y 110/135 and 155D have built in safety features for operator comfort and safe operation.

Overhead guard, easy to read instruments and a spacious operator's compartment with unobstructed operator visibility.

Work Safely!

Drive Safely!

Be Careful!



Discription of Components

Engine

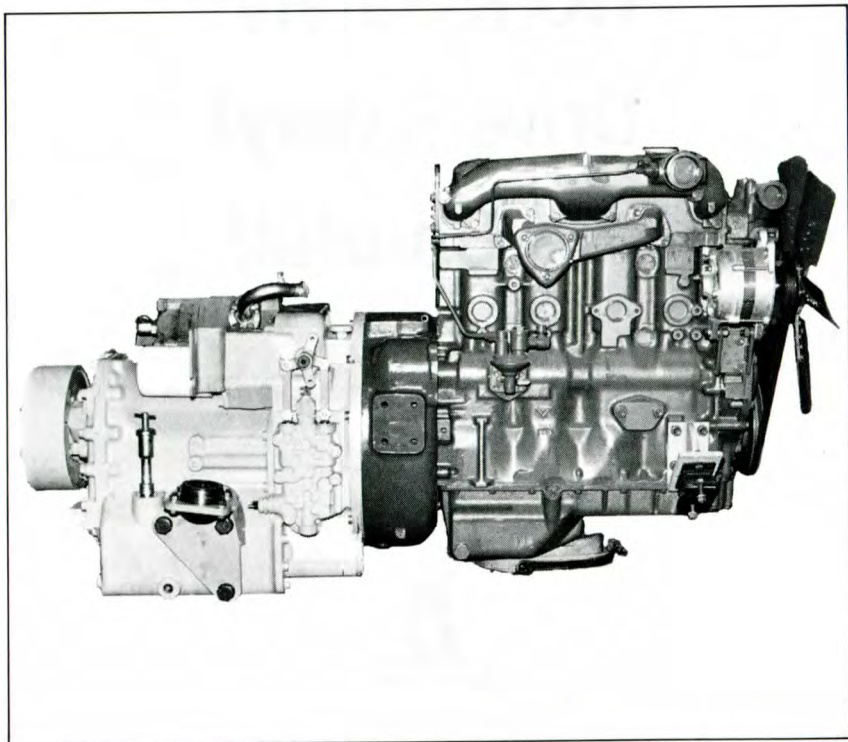
The engine is a four stroke, four cylinder Perkins industrial Model 4236 Diesel. Maximum RPMs are controlled by a speed governor. The engine has a direct-injection combustion system, or a for stroke 6 cylinder GM industrial model L6-292 gas and LPG. Maximum RPMs are controlled by a speed governor.

It has a dry air-filter and the cooling system has a maximum capacity of 14 liters at 48 KPa (7 PSI) of pressure. The fuel tank has a 114 liter capacity.

Transmission

The Clark transmission is a power shift transmission with torque con-

verter especially developed for forklift truck applications. It is a two-speed transmission. In this transmission, all gear teeth are constantly in mesh. Power transmission in the individual shift steps – fast or slow forwards or backwards – is accomplished thru hydraulically operated disc clutches. The fluid needed for this purpose is drawn from the transmission sump by a pump, which simultaneously fills the torque converter with oil and ensures circulation of the oil necessary for transmission cooling and lubrication. From the oil cooler, which forms part of the radiator, the oil flows back to the transmission thru the disc clutches into the transmission sump.



Discription of Components

Drive Axle

The drive axle is connected to the transmission by means of a propeller shaft which puts the differential in motion. From the differential, power is transmitted to the axle ends which in turn move the wheels. The drive axle is of heavy-duty construction and has a differential reduction of 5.83:1.

Main Hydraulic System

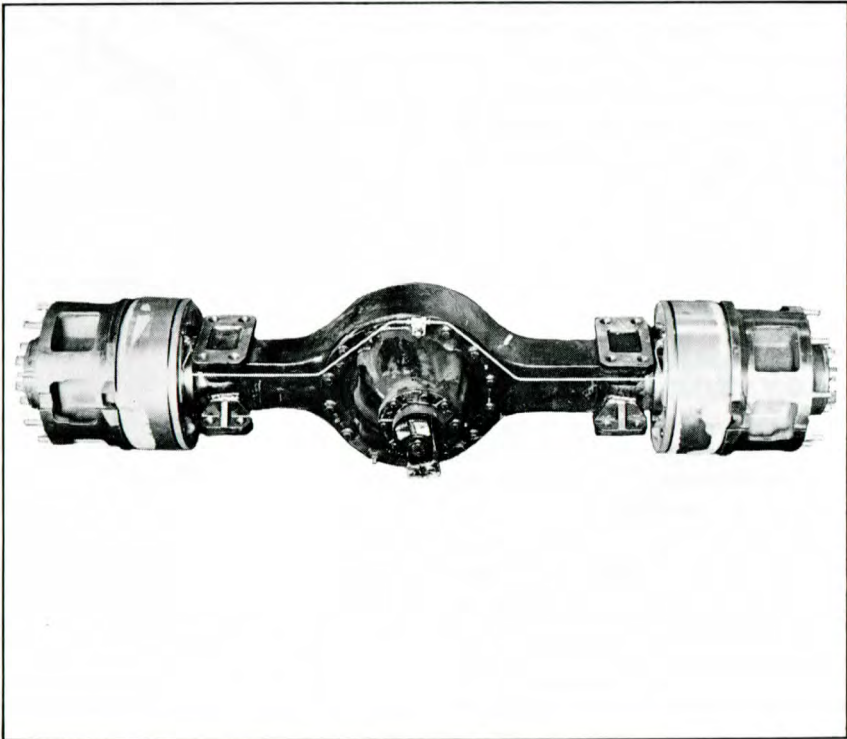
The hydraulic system of the C 500 Y 110/135 and 155D is composed of a main hydraulic pump, a control valve, a lift cylinder, two tilt cylinders, hydraulic hoses, a hydraulic tank, 10

micron hydraulic return filter and a suction filter with a 60 mesh screen.

Accidental or uncontrolled tilt of the upright is prevented by the counter-balance valve located on the tilt circuit of the upright.

The upright has a valve which controls the flow of fluid from the cylinder to the tank, thereby controlling the speed of the forks as they descend.

The main hydraulic system is protected from excessive pressure by an adjustable relief valve located on the main control valve.



Discription of Components

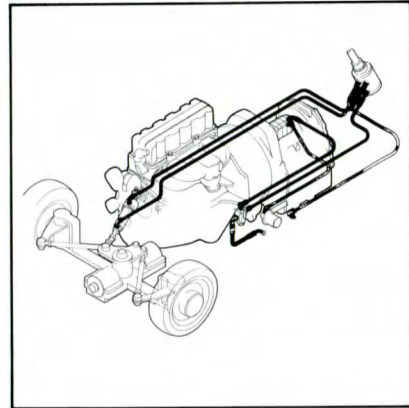
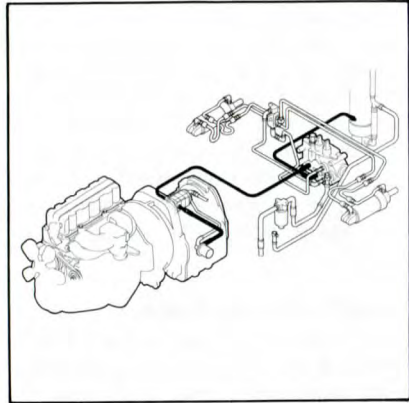
Hydraulic Steering System

The steering system is hydrostatic. In this system, there are no mechanical connections between the steering wheel and the steer axle.

The hydraulic fluid is drawn from the main hydraulic tank, flows through the suction filter, the flow divider valve and then to the steering box and the cylinder which transmits the steering movement to the steer wheels. If the steering wheel is not moved, the steering box is in neutral, allowing the fluid to return directly to the tank.

The hydraulic steering system is composed of a filter, a steering pump (which is a secondary part of the main hydraulic pump), a flow divider valve which maintains a constant flow of fluid to the steering system, a hydrostatic steering box, hydraulic hoses and a steering cylinder.

The hydraulic steering system is protected against excessive pressure by an adjustable relief valve located on the flow divider valve.



Upright

Different uprights are available for C 500 Y 110/135 and 155D.

The lift cylinder is located in the center of the upright; the tilt cylinders are located on each side between the upright and truck frame.

Features commom to all uprights are the internal and external C and I section rails which roll interlocked on friction free rollers. These rollers are permanently lubricated and may be adjusted with shims withouth disassembling the upright fork carriage has 6 internal and 2 external rollers to

Discription of Components

prevent binding of the carriage in the event of off center load transfer. The fork spread is adjustable.

Brakes

C 500 Y 110/155D have a service brake system and a parking brake. The service brake is hydraulically activated and is assisted by a hydrovac. This is a drum brake system and is located on the front driving wheels. The Forklift has two brake pedals which ope-

rate the service brake system. It can therefore be operated with either the left foot or the right foot. The left pedal declutches the transmission so that the engine can be accelerated in order to operate the hydraulic system faster. The brake system will operate with the engine not running. The parking brake is a drum type and is located outside the transmission housing. It is activated mechanically by means of a steel cable connected to a hand brake lever.



**You save time
and money...**

**if you conclud a
maintenance contract
with
your **CLARK** Dealer**

Safety



Only suitable persons of at least 18 years of age who are appropriately trained and have demonstrated, their proficiency may be entrusted to drive a fork-lift truck.



We strongly recommend you to wear clothing adapted to the job. Avoid baggy and loosely-fitting items of clothing. Be sure to wear a safety helmet, safety shoes, and goggles.



Never drive your fork-lift truck with greasy hands or shoes. Feet or hands can slip off. Of the brake pedal or steering wheel and cause you to have an accident.

Safety



Familiarize yourself with the controls of your fork-lift truck. This especially applies if your fork-lift truck is equipped with an attachment. Have yourself thoroughly instructed and also ensure that you follow the operating instructions of the attachment.

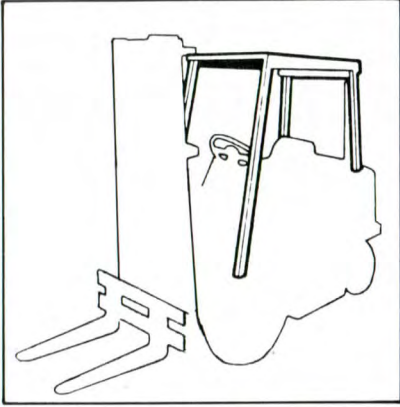
CLARK		① CLARKLIFT	
<small>MARCA REGISTRADA DA CLARK EQUIPMENT CO. U.S.A. IMPORTER FOR BRAZIL: POP EQUIPAMENTOS CLARK LTDA, PRACA EUGENE BRADLEY CLARK, 9 1915 POUENTEIAS, SAO PAULO, BRASIL C.G.C. 47.985.395-0025-20 - INDUSTRIA BRASILEIRA</small>			
②	MODEL NO.	③	TYPE ④
	SERIAL NO.	⑤	
ATTACHMENTS		CAPACITY WITH ATTACH LISTED ABOVE OR WITH NONE ON UPRIGHTS VERTICAL	
LOAD		⑥	
C	C	LB	A B C
A			
FLOOR			
APPROX. WT. ALL TRUCKS		LESS BATT. ELECTRICS	
APPROX. WT. ELECTRICS ONLY		WITH MAX. BATT. WT	⑦
BATTERY WT.		MAX	MIN
CAPACITY		AH ⑧	NO. ⑨
		LB	VOLTS
<small>FOR OTHER CAPACITIES CONSULT MANUFACTURER. AS RELEASED FROM FACTORY THIS TRUCK MEETS THE DESIGN SPECIFICATIONS ESTABLISHED IN AMERICAN NATIONAL STANDARDS FOR POWERED INDUSTRIAL TRUCKS, PART II, ANSI B 56.1-1969. PT. NO 2315709</small>			

Take note of the data indicated on the nameplate, especially those relating to the allowable lifting capacity (5) and hazard class (3) for which your fork-lift truck is approved. The type designation (1) and the model serial number (2) are necessary when ordering spare parts or using the after-sales service.

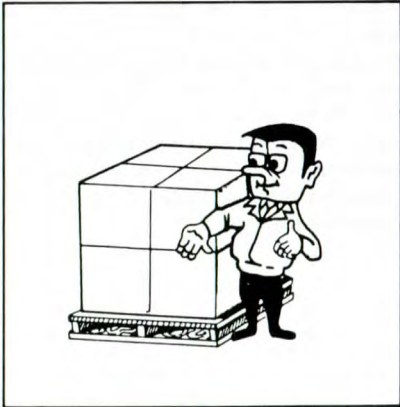


When starting your fork-lift truck, always check the function of all controls, make a special check of the brakes and signalling devices. Immediately report defective checkout results to your superior and do not operate the truck if its is unsafe.

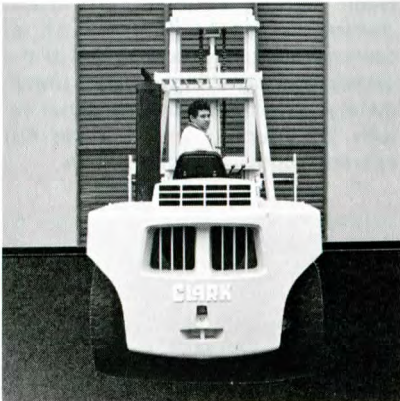
Safety



Do not operate any fork-lift truck without an overhead guard. This device is provided for your safety. Serious accidents may result from failure to drive with an overhead guard.

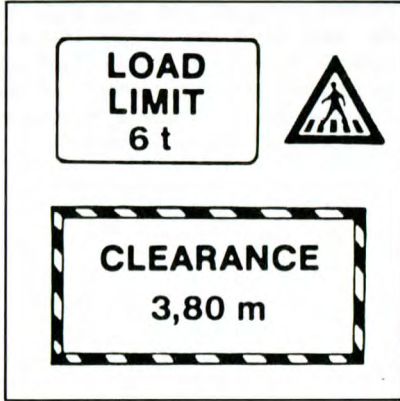


Before moving a load, check its weight and stability. The weight may in no case exceed the truck capacity. If you are in doubt, do not transport the load.



Always look in both directions of travel before putting your fork-lift truck in motion. Only use your fork-lift truck on the roadways provided for that purpose. One-way roadways are advantageous in this respect. If these are not applicable, you should proceed according to the general road traffic rules.

Safety



Take note of all signs which give you instructions on the allowable floor loading as well as on headroom. Do not enter any works areas closed to fork-lift trucks. Observe all traffic signs. Always look out for oncoming traffic, and be especially careful of pedestrian crossings.

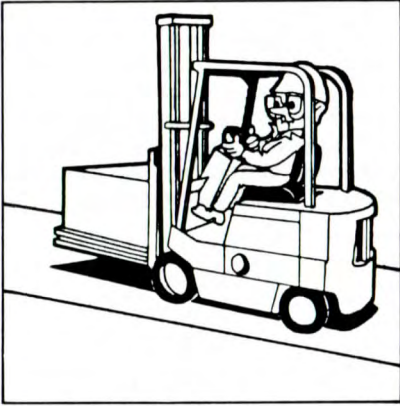


Unsteady and varying loads are a hazard for you and persons in your vicinity. Always ensure that the load is centered and stable. Never lift a load with only one fork.



Never transport a two-tier load, which is unstable and difficult to control. Even an overhead guard cannot assure adequate protection against loads falling from this height.

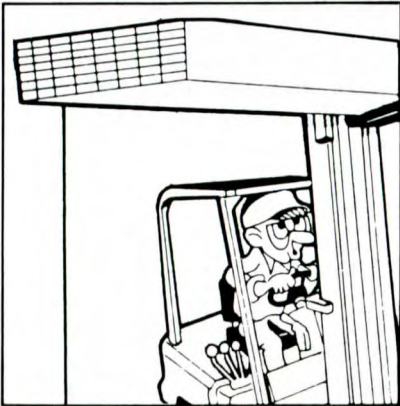
Safety



Always transport the load close to the floor with the upright inclined slightly backwards. Never raise or lower the load during transport. Even during empty running, the forks must be located close to the floor.



Raise the load only to set it down and incline it forwards only over the setting-down surface. Raise and incline loads sensitively and carefully. Never leave your fork-lift truck with raised load.

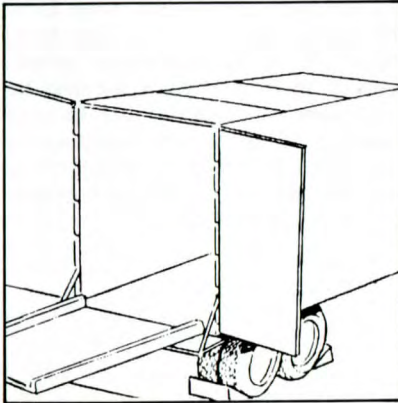


During transport of long beams pipes, and the like, extreme care should be exercised owing to momentum forces occurring at the load ends. Bulky loads that obstruct forward vision are to be transported backwards.

Safety



Always look out for pedestrians as well as for occupied works personel, especially in noise-filled halss and buildings. Give a repeated signal in bends, at entrances and exits, at obstructed locations, and when approaching pedestrians.



When approaching vehicles, ensure that their wheels are chocked. Approach ramps must have adequate stability, adequate width, and at least 75 mm high side protection strips. They must also be arranged so that they cannot slip off.



Take special care when approaching loading ramps. Drive slowly in narrow aisles, in bends, on wet roadways, and in all cases of poor visibility. Avoid abrupt approaches, heavy braking, and sudden changes of direction. Even without a load, you should drive with care.

Safety



When driving up- or downhill, ensure that you transport the load on the up-side.

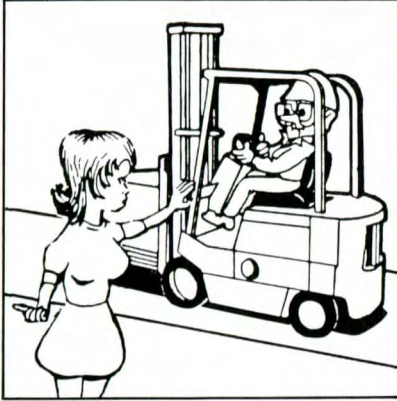


Do not push or tow any other fork-lift truck. Do not allow your fork-lift truck to be pushed or towed. Should your fork-lift truck ever be unmanoeuvrable, report this to your superior at once. Do not harness your fork-lift truck to a rail-mounted vehicle. Also do not push or pull any other vehicles with it.



Keep your distance in teamwork. The distance to the man in front must be adequate to be able to pull up safely and without damage under any necessary braking.

Safety



Have no "truck" with passengers. If your fork-lift truck suddenly needs to change direction, any passengers could fall off and be injured. They also tend to distract, and that could be dangerous for you.



Take note of the turning circle of your fork-lift truck. An overlooked obstacle could damage your health. Quite apart from the damage sustained by works equipments of your fork-lift truck.

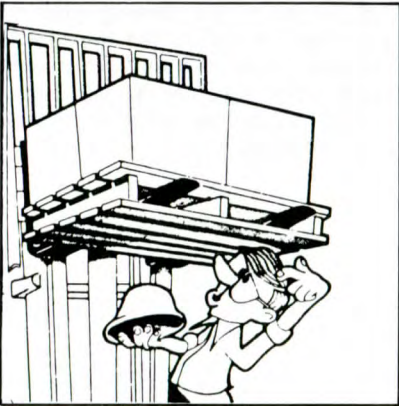


Operate your fork-lift truck only from the driver's seat. Keep your hands and feet on the controls. All parts of the body must be inside the vehicle outline. Operate your fork-lift truck properly and avoid accidents.

Safety



Always Buckle Up
Seat belts can reduce injuries.



Never allow persons to pass under the raised load. Ensure that no persons are present in your immediate working vicinity.



Overloading is extremely hazardous and prohibited. You lose control over your fork-lift truck and cause unnecessary wear.

Safety



Fork-lift trucks may only be parked at specially reserved parks. The forks are to be let down, the upright inclined forwards, the parking brake applied, the direction lever placed in neutral position, and the ignition key withdrawn. LPG-operated fork-lift trucks may not be parked in the immediate vicinity of heating bodies. The shut-off valve on their liquefied gas tank must also be closed.



Fork-lift trucks may only be refueled at specially reserved locations. Switch off the engine when refuelling. Smoking and handling of naked flames during refuelling are strictly prohibited. This prohibition also of course applies to replacement of the liquefied gas tank. Mop up spilt fuel and do not forget to close the fuel tank before restarting the engine.



Maintenance and servicing should only be performed by specially trained personnel according to an established schedule.

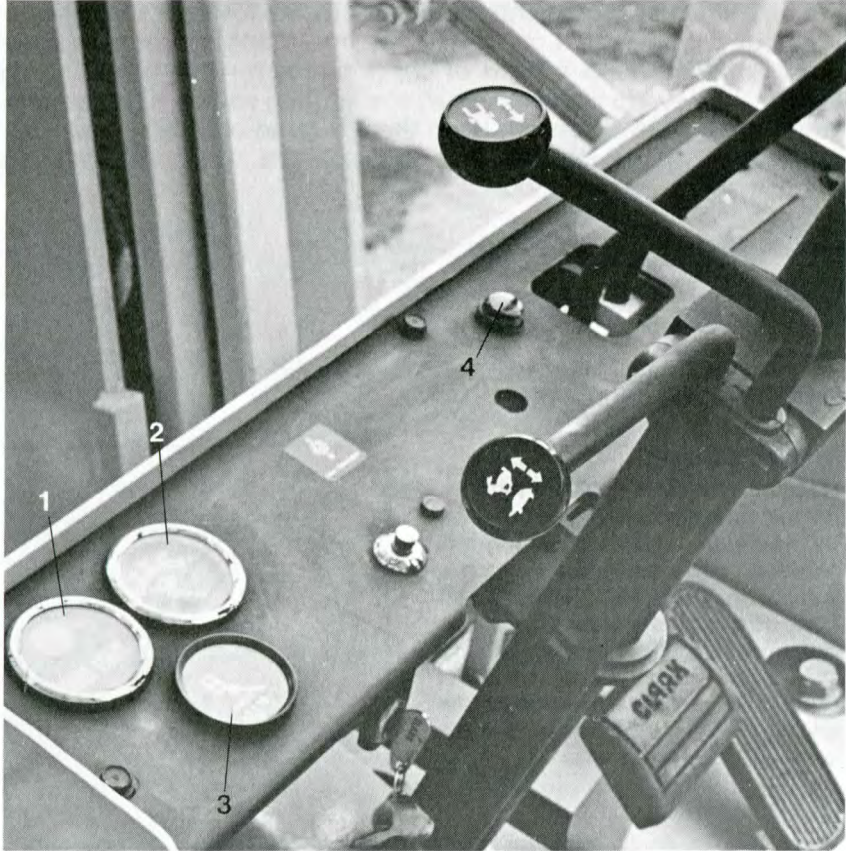
Know Your Fork-Lift



Controls

1. Directional Lever.
2. High and low - Speed Lever.
3. Hydraulic System Lever - Fork Lifting.
4. Hydraulic System Lever - Fork Tilting.
5. Brake Pedals.
6. Accelerator Pedal.
7. Horn
8. Cold Start Button

Know Your Fork-Lift



Indicator Instruments

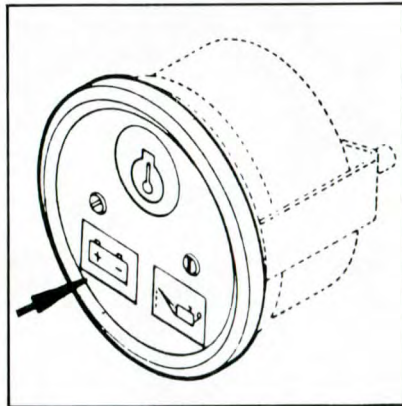
1. Triple Function Indicator: (Warning Pilot Lamp) - Battery Charge - Engine Oil - Engine Temperature
2. Fuel Gauge
3. Hourmeter.
4. Transmission Oil Temperature Warning Lamp

Know Your Fork-Lift

All instruments, gauges and meters are located within the range of vision of the operator's seat. They give important information about your Fork-lift. Make a habit of checking them while operating the machine. They are activated when the ignition switch is turned on or when the engine is started. Keep them in good operating condition, repairing or replacing any that show defects. Clustered indicator lights with universal symbols warn of:

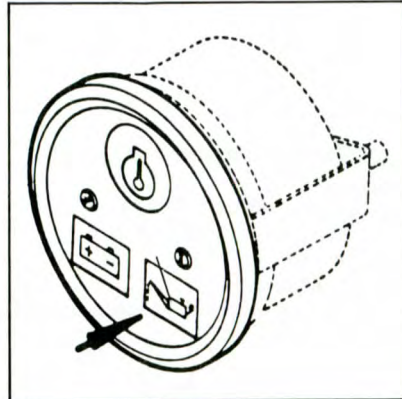
Battery Charge

It shows whether or not the alternator is functioning properly. This is shown by means of a warning lamp which comes on when the ignition switch is turned to the "on" position, and goes off when the engine begins to function. If the lamp remains lit once the engine has started, or if it lights during the engine's operations, the engine should be shut down and the cause of the problem checked.



Engine Oil Pressure Indicator

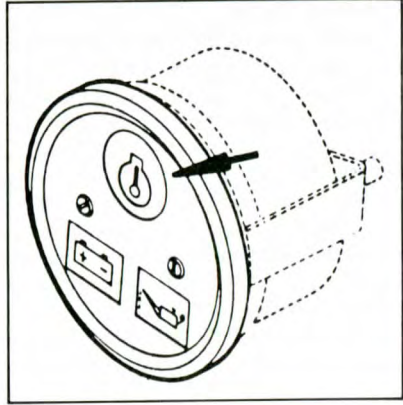
The engine oil lubrication pressure is registered by a warning lamp on the instrument panel. Be sure it is functioning properly. When the ignition switch is in the "on" position and the engine *not* running, the lamp should be lit. If the lamp stays lit after 15 seconds of the engine running, or if it should light while the engine is in operation, immediately shut down engine until trouble is located.



Know Your Fork-Lift

Engine Temperature

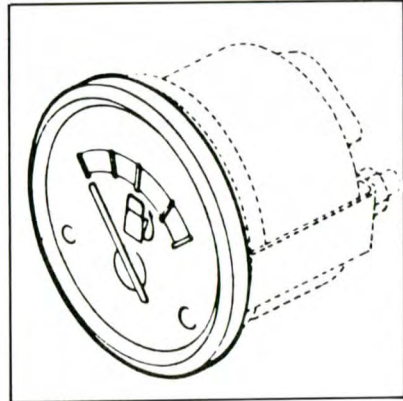
An abnormal operating temperature of the engine is indicated by a warning lamp on the instrument panel. When the engine temperature rises above 100°C, the lamp lights. If the lamp lights during the operation of the engine, shut down the engine immediately and check the cause of the problem. For this purpose the engine cooling system and engine should be checked.



Fuel Gauge

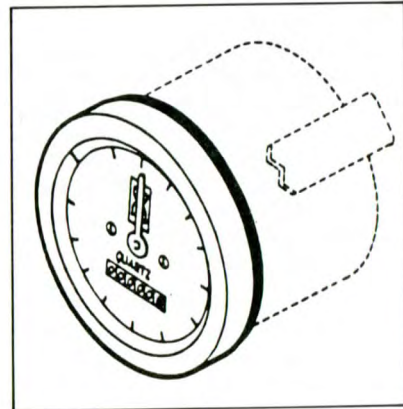
The fuel gauge shows you the fuel supply. Ensure that the fuel tank is always adequately filled.

On LPG-operated fork-lift trucks, the fuel gauge is located on the liquefied gas tank.



Hourmeter

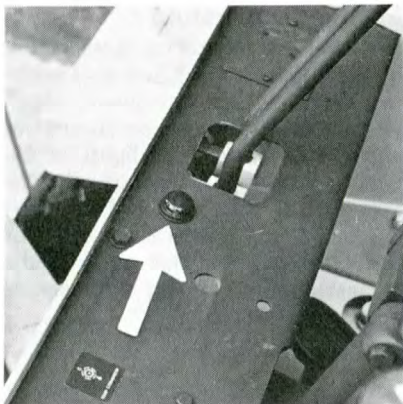
The hourmeter registers the number of hours of operation of the machine. This meter begins to function when the ignition switch is switched on. The indicated hours are used for planned maintenance.



Know Your Fork-Lift

Warning Lamp (Transmission Oil Temperature)

This light will come on when the key switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker, but this will do no harm. If the light should remain on during normal driving speeds, it may be that oil temperature has reached more than 250 degrees F. (120°C). If oil does not cool sufficiently to turn light off... shut engine down until the cause of the trouble can be located and corrected.



Key Switch

A 3 position key switch is standard equipment. To start engine, rotate key clockwise. Release to "run" position when engine starts.



Cold Starting

The Perkins Diesel has a cold starting aid, consisting of a manifold heater. If the weather is cold, depress the "heater button" for 15 seconds with the key switch in run position. Now crank engine by turning key to start. If the engine does not start, repeat procedure holding start button in for a further 10 seconds.

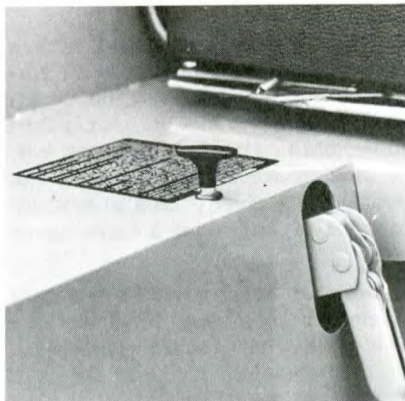
At temperature below 0°F. (-18°C), depress button for an additional 10 seconds while engine is running.



Know Your Fork-Lift

Engine Stop

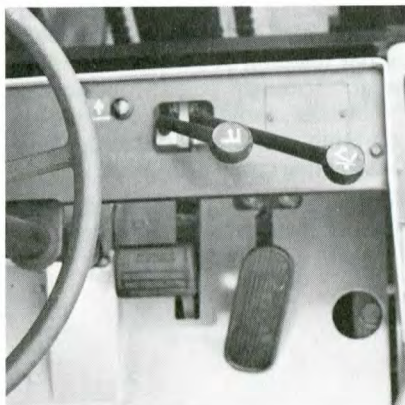
Diesel engine stop (if equipped). An engine stop control is provided on Diesel models. To stop the engine, allow it to idle for a few moments, then pull out stop control. After engine stops, push control in and turn key switch to "off" position.



Hydraulic Control Levers

The hydraulic control levers are installed on the right side of the steering column. The lever on the left side controls lifting and lowering, and the lever on the right side controls tilting.

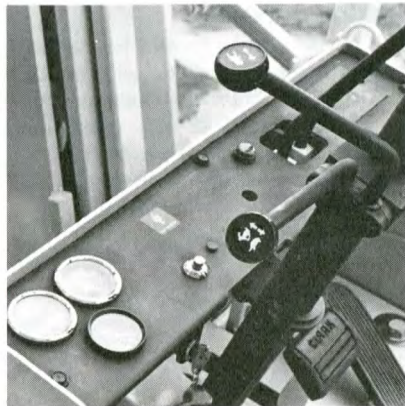
Familiarize yourself with the different functions of the hydraulic system and learn to operate the control levers precisely and efficiently. The control levers are equipped with springs so they automatically return to the neutral position when they are released. Fork-Lifts equipped with accessories have additional control levers.



Direction Control Lever

The direction control lever is located to the left of the steering column, next to the speed control lever. Be sure that the Fork-Lift has stopped *completely* before you shift the direction control lever from forward to reverse or vice-versa.

NOTE: For safety reasons, Clark Fork-Lifts are equipped with a neutral starting switch which allows the engine to be started *only* in *neutral*. If the engine starts with the direction control lever in the forward or reverse positions, the neutral switch should be checked or replaced.



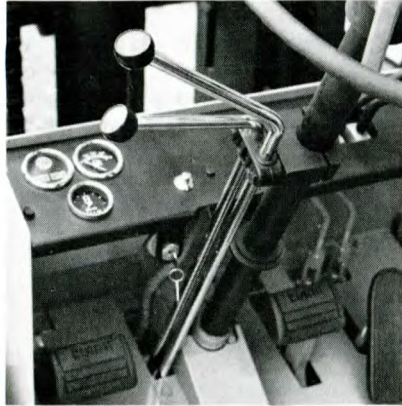
Know Your Fork-Lift

Brake Pedals

Your Fork-Lift is equipped with a "Powershift" transmission and a torque converter. As a result, the clutch used in conventional vehicles is thus superfluous. The pedal on the left, or inching, serves as a second brake pedal, being chiefly used in practice as what is known as a creep speed pedal.

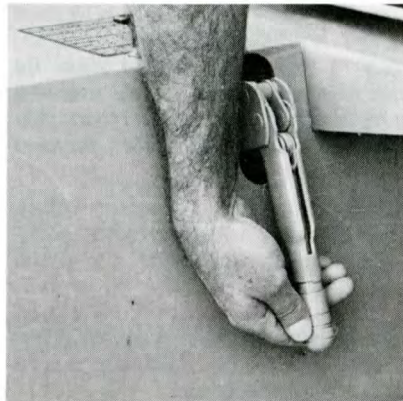
Running at "creep speed" is necessary if circumstances (e.g. small working aisle widths) call for slow speed with simultaneous fast raising of the load. For "creep speed" running, you must accelerate with the right foot and simultaneously regulate the speed of motion with the left foot through partial treading of the left foot brake pedal. Through partial treading of the brake pedal, the transmission operating pressure is reduced, thereby affecting speed of motion.

Further depressing on the left pedal actuates the service brake system.



Parking Brake

The parking brake should hold a fully loaded truck on a grade with an 18" rise in 10 ft. (15%) or the maximum grade negotiated in the operation, whichever is less. Tension can be regulated by rotating the knob on the lever.



Know Your Fork-Lift

Speed Shift Lever

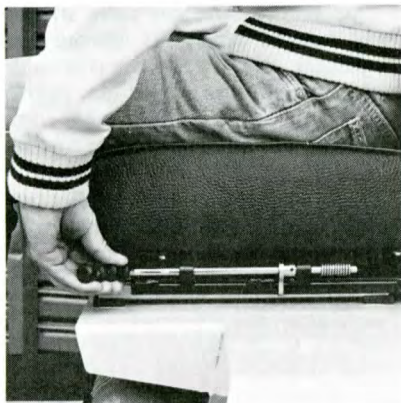
The speed shift lever permits the use of two speeds. Low speed is recommended on ramps and irregular ground. Use high speed only when conditions permit. Speeds can be changed while the Fork-Lift is in motion.

NOTE: When changing speed ranges, learn to regulate engine speed to minimize load jarring shocks. Decrease engine speed when changing from low to high and increase engine speed when changing to low.



Adjustment of Operator's Seat

To adjust operator's seat, release the lever on the right side of the seat, position the seat to facilitate easy access to controls and pedals and check to see that the seat is locked into the desired position.



Changing the Liquefied Gas Tank

To change the liquefied gas tank, follow this procedure:

1. With the engine running, close the shut off valve of the liquefied gas tank by rotating it clock-wise as far as the stop. Wait until the engine stops itself.

CAUTION!

Smoking, sparks or flames are strictly prohibited during the liquefied gas tank replacement. Liquefied gas tank may *not* be replaced in a garage.

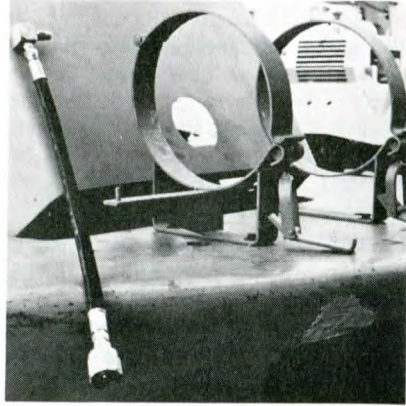


Know Your Fork-Lift

2. Switch off ignition.
3. Disconnect hose from the liquefied gas tank.
4. Loosen the tank mountings and remove empty liquefied gas tank.
5. Replace with a full tank.
6. Attach the tank mounting and re-connect the hose.
7. Open the shut off valve by rotating slowly in a counter-clockwise motion as far as the stop.

CAUTION!

The shut off valve is fitted with a safety valve which prevents excessive escape of gas (in case of a damaged hose, for example). For this reason, the gas valve should be opened *slowly*. If opened too quickly, the safety valve is activated, preventing flow of gas. If this happens, close the gas valve completely and then open again slowly. Spare parts should be ordered by type designation and serial number. The serial number is inscribed in the frame beside the name plate indication.



Your **CLARK** Dealer
keeps all spare parts
available for you

Before starting the Engine

At the beginning of every working day, you should check your Fork-Lift's Maintenance and Lubrication Chart. We also recommend you to use the daily check-list. This list draws advance attention to any problem, which can then be quickly eliminated without further cost or downtime.

Check your Fork-Lift for obvious defects or malfunctions.

Put this information on the daily check-list.

CLARK EQUIPMENT		GAS LIFT OR DIESEL TRUCK DRIVER'S DAILY CHECKLIST	
Truck No. _____	Date _____	Operator _____	Supervisor's Or _____
Hour meter reading _____ Mile per Day _____			
Start of Day _____	Location _____	Shift _____	Remarks _____
Visual Checks			
<input type="checkbox"/> Engine oil level	<input type="checkbox"/> Battery	<input type="checkbox"/> Hydraulic oil level	<input type="checkbox"/> Parking brake
<input type="checkbox"/> Fuel level	<input type="checkbox"/> Tire condition	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Electrical damage and wear	<input type="checkbox"/> Fueling device	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Tire condition	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Head and tail light	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Warning light	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Rear view	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
<input type="checkbox"/> Other gauges and instruments	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic hoses	<input type="checkbox"/> Hydraulic connections
Remarks _____			

Checking Procedure

The side panels of the engine compartment are attached to the rear part of the machine by means of hinges. Press the front part of the panel to release it, and tip it backward so that the panel rests against the counterweight.



Raise the engine cover and first check the oil level. Check the engine compartment for obvious defects. Check that all the hydraulic and fuel lines are properly connected.



Before starting the Engine

Check the condition of the overhead guard, making sure that it is securely tightened.

Check the brake pedal by pressing down on it with your foot. If it is "spongy" or can be pressed to the floor with little or no effort, do *not* under any circumstances operate the machine.

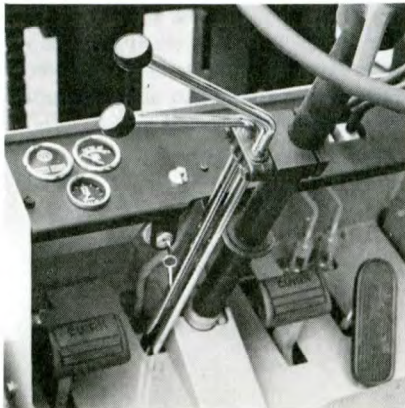
Repair the brake immediately.

Check the neutral starting switch. To do this, apply the brake firmly, move the direction control lever to the forward position, and try to start the engine. Repeat with the lever in the reverse position. If the engine starts with the direction control lever in the forward or reverse positions, the neutral switch should be checked or replaced. Next, start the engine, checking that all meters and indicators on the instrument panel are functioning properly.

Check hydraulic system functions with the engine running. All movements of the upright and of the Fork Carriage should be free and smooth with no sticking or jamming. Tilt the upright forward and backward as far as it will go. Raise the Fork Carriage to its maximum height. If it does not reach its normal maximum height, the hydraulic fluid level is low.

Check the steering, turning the steering wheel to the right and to the left.

Observe the operation of the Fork-Lift as you work, taking note of any irregularity and correcting as soon as possible.



Operating Instructions

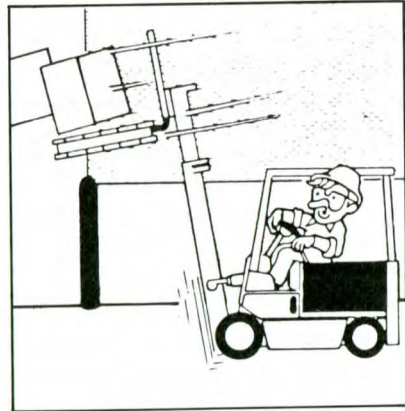
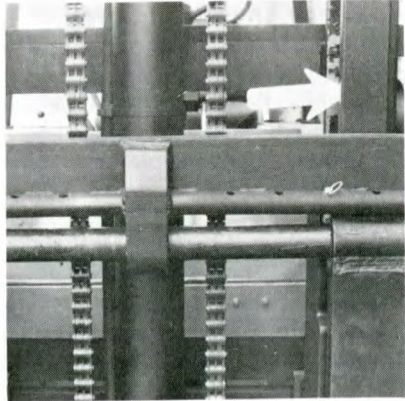
Be sure that the roadway is clear. Depress the accelerator pedal until the Fork-Lift begins to move. Continue depressing the pedal until the desired speed is reached.

When picking up the load, make sure that the weight is centered. Both forks should penetrate as deeply as possible.

The forks are adjustable to enable you to work with wide and narrow loads. Remove the two locking pins and slide the forks along the Fork Carriage shaft until they are in the desired position. Remember to replace the fork locking pin once it is positioned.

When unloading, tilt the upright forward slightly, and put the load in a place where it will be secure and well-positioned.

While driving, raise the forks about 10 cm. above the ground and tilt the upright backward slightly.



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Maintenance

Checking Engine Oil Level

Remove the dipstick and wipe with a clean cloth. Place it back in as deeply as possible. Remove the dipstick and check the oil level. The level should be between the maximum and minimum marks.

HINT

Do not check engine oil level immediately after switching off the engine. The oil circulation takes at least a few minutes to flow back into the oil sump.

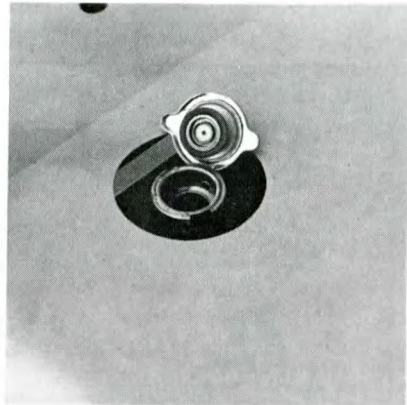


Checking Coolant Level

Check the coolant level in the radiator with the engine cold and stopped. Remove the radiator cap. The coolant level should be about 13 mm below the sealing surface in the fill nozzle. Add coolant if necessary, start the engine, and allow it to idle. The internal combustion engines of Clark Fork-Lifts use a mixture of 50% water and 50% ethyleneglycol. To avoid freezing and protect against corrosion, always use this same mixture.

HINT

If it is necessary to check the coolant, or to add coolant to the radiator while the engine is hot, special precautions must be observed. To avoid being scalded, place a cloth on the radiator cap and, pressing *firmly*, unscrew the cap slowly and carefully. Never add cold coolant to a hot cooling system. This can result in cracks in the engine.



Maintenance

Checking Tire Pressure

Improper tire pressure can endanger the stability of your Fork-Lift. Check tire pressure regularly.

Correct tire pressures are as follows:

- Double tires - standard
Driving wheels - 100 Psi (7.00 KPa)
Steering axle wheels - 100 (Psi 7.00 KPa)



While checking tire pressure, also check for defects in the wheels and tires. Do not drive with defective tires or wheels.

Any defect should be repaired immediately.

Also check the torque of the wheel bolts. The correct torques are as follows:

- Drive wheels - 105 to 120 Lbs/ft. (142-162 N.m)
- Steering wheels - 450 to 500 Lbs/ft. (610-678 N.m)



Cleaning the Air Filter

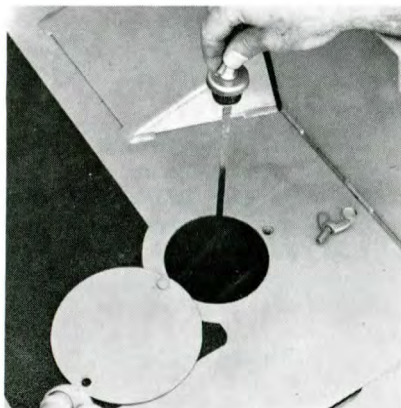
A dirty air filter impairs the performance of the engine and frequently causes engine failure. Give special attention to the air filter, cleaning it at regular intervals. The time intervals for changing depend on the degree of contamination. During use in a dust-free environment, weekly cleaning may be adequate. Application in a dust-laden environment, however, calls for daily cleaning. To clean the filter, remove the cover and take out the filter element. Clean the filter element with compressed air at no more than 29.5 Psi. Wipe the cover with a cloth.



Maintenance

Checking Transmission Fluid Level

The transmission fluid level is checked with the engine running. Remove the cap located on the left side of the floor. Remove the dipstick and wipe it with a clean cloth. Replace dipstick into the dipstick opening and remove it again, checking the fluid level. The level should reach the max. mark on the dipstick. Add more fluid if necessary. Replace dipstick and close securely to prevent leakage.

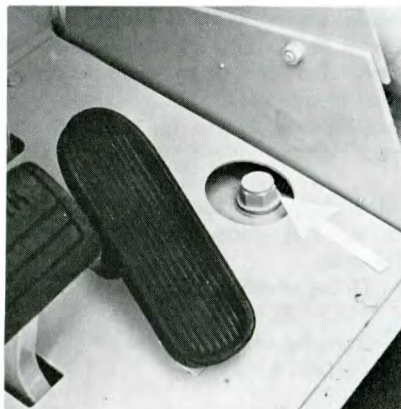


Checking Brake Fluid Level

To check brake fluid level, remove cap on main brake cylinder. The fluid level should be about 1 cm below the level of the cylinder supply opening. Add more fluid if necessary.

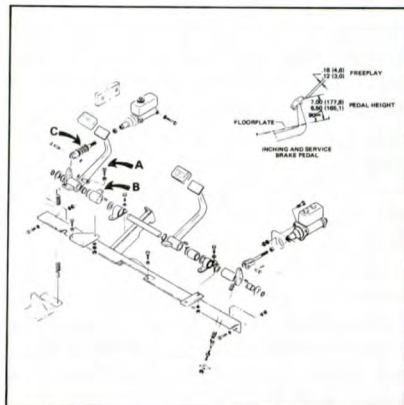
HINT

Clean the upper part of the main brake cylinder, especially the cap, to prevent dirt from contaminating the brake fluid.



Brake Pedal Adjustment:

1. After brake system is bled, adjust service brake pedal to the right height above floorplate including freeplay.
2. After inching system is bled, adjust inching pedal to the right height above floorplate including freeplay.
3. Push down on service brake pedal to take up freeplay and hold. Next push down on inching pedal to point where actuator spring (C) just starts to move. Hold this position and turn screw (A) against service brake actuator lever (B). Release inching pedal and turn screw (A) two full turns clockwise. Tighten lock nut.
4. When all adjustments are done, pedal must not strike the other side of floorplate in the up position.



Maintenance

Checking Hydraulic Oil Level

The hydraulic oil level must be measured with the upright let down and the forks on the floor. Remove the dipstick from the hydraulic oil tank, wipe it with a clean cloth and replace it in the tank nozzle. Withdraw the dipstick again and ascertain the oil level. It must be between the marks "full" and "add" and may not fall below the "add" mark. Adequately replenish hydraulic oil as necessary.

Take this opportunity to check the condition of the breather filter. A damaged breather filter must be replaced and a contaminated one cleaned. For this purpose, wash the breather filter in a cleaning fluid and then allow it to dry thoroughly.



Checking Water Level in Battery

The battery must always be filled to 5mm above the plate top edges or to the acid level indicators with battery acid, if the acid level is below this, distilled water is to be added.

ATTENTION!

Only replenish with distilled water. Never top up with battery acid. Take this opportunity to check the pole terminals. Grease the pole terminals with acid protection grease. Keep the battery clean and dry.

Lubrication

Thoroughly lubricate your forklift truck on the basis of the Lubrication and Maintenance Chart. Before lubricating, clean the lubrication nipples and, after lubricating, remove the grease which has emerged at the lubrication points. Take this opportunity to lubricate all joints and linkages (shifting linkages, hydraulic control linkages, etc.) with a squirt oiler.



Maintenance

Lifting Chain Adjustment Check

The lifting chains are correctly adjusted if the lower fork carrier rollers reach their end position around 13mm from the lower edge of the inner rail. To be able to check this, proceed as follows: Raise the upright around 1.5m. Grease the running surfaces in the lower region of the inner rail so that you can recognize distinct running tracks. Lower the upright and pick up a load according to the allowable rated capacity of your forklift truck.

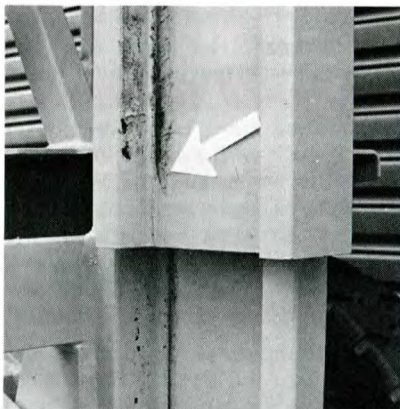
HINT

It is important to perform the lift chain adjustment check with the nominal load to allow consideration of chain stretching.

Incline the upright slightly backwards and let it down completely. Set down the load and raise the upright again around 1.5m. You can now see on the basis of the running tracks whether the chains are adjusted as prescribed. Corrections of the setting are to be performed on the upper chain anchors through tightening or loosening of the anchoring nuts.

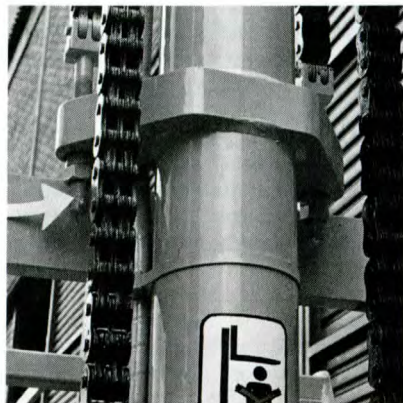
ATTENTION!

If the chains have stretched by more than 3% of their original lengths, they must be replaced for safety reasons. For this purpose, contact your CLARK dealer.



Lifting Chain Lubrication

Lubrication of the lifting chains forms an important part of maintenance operations. The lifting chains are exposed to heavy loadings and can attain maximum life if they are regularly and adequately lubricated. For this purpose, use CLARK chain lubricant your CLARK dealer stocks it – which is sprayed on and assures proper lubrication.



Maintenance

Engine Oil Change

Engine oil and engine oil filter must first be changed after 25-50 operating hours and thereafter, depending on conditions of use, every 50-250 operating hours.

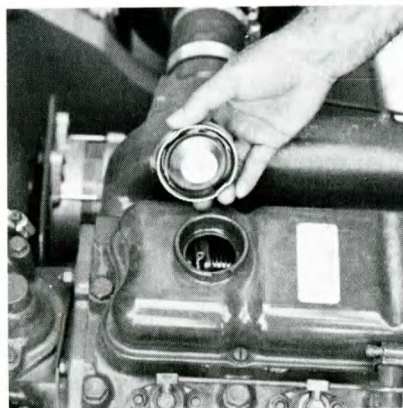
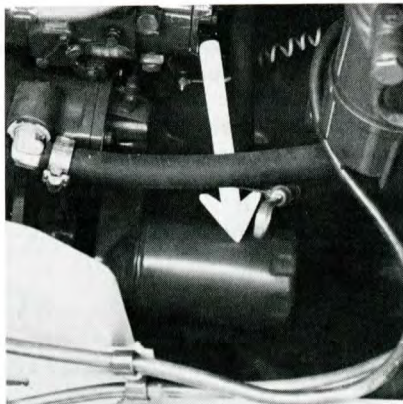
For this purpose, place your forklift truck on a level surface. Push a flat container holding at least 6 litres below the drain outlet of the oil sump and remove the drain plug.

HINT

Ensure that no dirt enters the engine. Before changing oil and filter, clean the area around the outlet opening, around the oil fill opening in the valve cover, and the engine oil filter region. To ensure good draining of the old engine oil, the engine should be at operating temperature during oil drainage.

Change the engine oil filter while the old engine oil is draining. The filter is unscrewed counter-clockwise. Clean the sealing surface of the filter housing and then screw in a new engine filter. Wet the sealing ring of the filter beforehand with clean engine oil, tighten it securely by hand and then retighten it one quarter of a revolution with a filter spanner.

After the old engine oil has drained screw, the drain plug back into the oil sump and tighten it securely. Now fill around 7.5 litres of new engine oil through the fill opening in the valve cover. Then let the engine run for a few minutes and check whether drain plug and engine oil filter are tight. Then switch off the engine and finally check the engine oil level with the dipstick. It should be between the two max. and min. marks and may not fall below the min. mark. Replenish engine oil as necessary.



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Maintenance

Changing the Transmission Oil

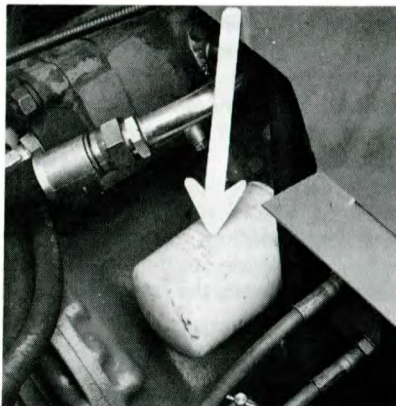
The transmission oil should be changed after 1,000 hours of operation.

ATTENTION:

Remove the drain plug and screen from the transmission sump.

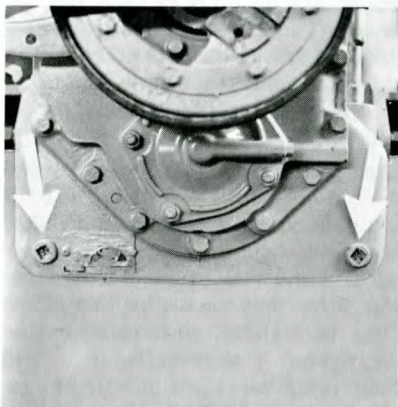
Check conditions of "O" ring, if damaged replace it.

Remove old transmission filter.



NOTE:

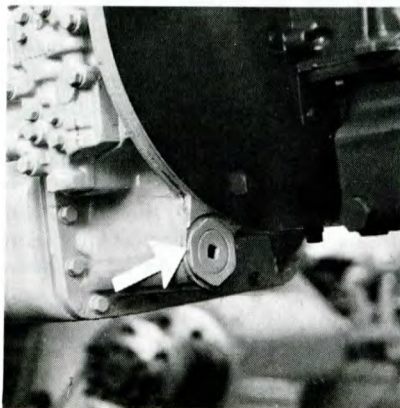
The transmission fluid filter should be changed for the first time after 50 hours of operation, the second time after 100 hours of operation, and from then on, after every 500 hours of operation.



Clean the screen, the drain plug, and the sealing surfaces of the transmission fluid filter. Replace the drain plug, and tighten.

Replace the screen and a new transmission filter.

Add up to 17 liters of new transmission fluid via the transmission dipstick opening. Run the engine at idle for a few minutes and check for leakage from the drain plug, the screen flange or the filter. Lastly, check the fluid level with the engine running and add more if necessary.



Maintenance

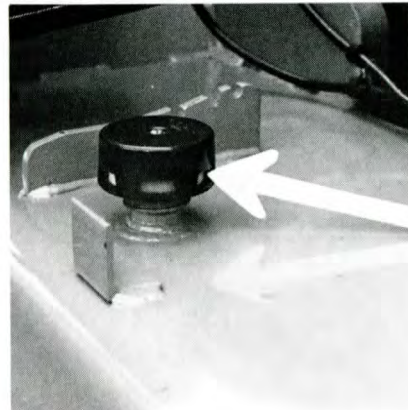
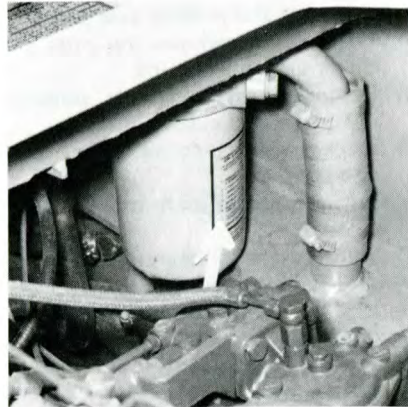
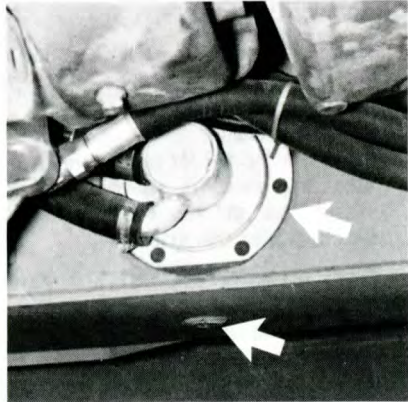
Changing the Hydraulic Oil

The hydraulic oil should be changed every 2,000 hours or once a year, whichever comes first. To change the hydraulic oil, park the Fork-Lift on a level surface. Put the upright in a vertical position and shut off the engine. Lower the forks to the ground. Place a 30 liter container under the hydraulic oil tank. Remove the drain plug and the breather filter, and drain the oil at operating temperature. With every fluid change, the breather filter on the tank cap should be cleaned or changed. Disconnect the suction filter hoses, remove the filter screws, and remove the filter unit.

Wash the screen-type filter, replace the gasket, and mount them on the tank. Reconnect the suction hoses and tighten the clamps firmly.

Loosen the bolt on the return filter cover and remove filter element. Before replace a new filter element, clean the filter cover and change the sealing ring.

Flush the hydraulic tank with 5 liters of clean hydraulic oil. Drain oil used for flushing completely. Replace drain plug and hydraulic filter. Fill tank with new hydraulic oil up to maximum level on dipstick. Use *only* Clark MS-68 hydraulic oil. Start engine and operate lifting and tilting levers several times. Check hydraulic fluid level on dipstick and add if necessary. Lastly, check drain plug, suction hoses and filter tube connections for leakage.



Maintenance

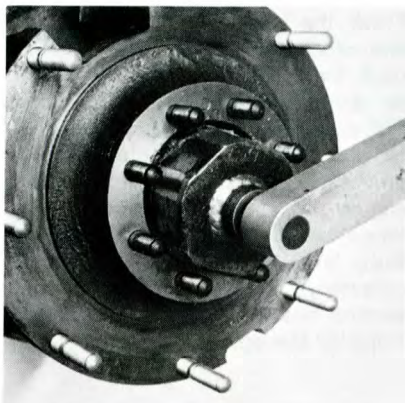
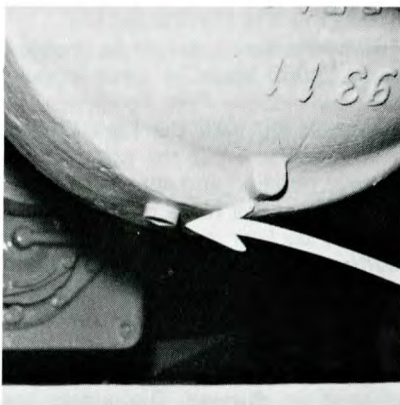
Changing the Diferential Oil

The differential oil and the driving wheel hub grease should be changed every 1,000 hours of operation. Follow these steps:

1. Park the Fork-Lift on a level surface and raise it so the driving wheels are off the ground. Place blocks under the axle.

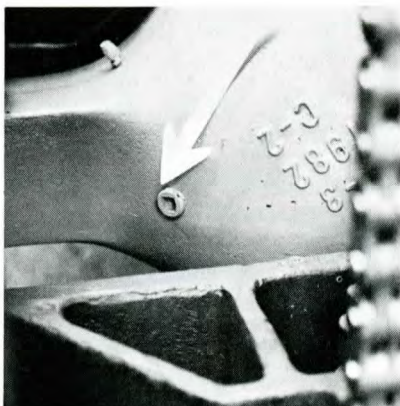
ATTENTION: Support the axle securely to avoid accidents.

2. Place a pan under the differential and remove the drain plug.
3. While the differential oil is being drained, remove the driving wheels. Take the nuts off of the axle ends and remove axle ends.
4. Loosen and remove the nuts on the driving wheel hubs.
5. Remove hubs from axle, remove old grease and clean hubs.
6. Inspect all parts for wear, bearings and caps.
7. Put new grease on hubs and replace on axle.
8. To adjust hub bearings, position the 1st nut and tighten with 50 Lbs/ft. Rotate the wheel in both directions checking to see that the hub rotates freely. Loosen nut 1/4 turn.
9. Put on a new lock-washer and the 2nd nut, tightening with 100 to 200 Lbs/ft.
10. Reinstall axle ends and tighten nuts with 145 to 180 lbs/ft.



Maintenance

11. After mouting and adjustment of wheel hubs, replace differential drain plug and add the recommended oil.



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Checking LPG Installation

LPG installation must be checked every 250 hours of operation.

ATTENTION:

Perform this check in a well-ventilated area. Do not park Fork-Lift over holes or depressions. LPG is heavier than the air and therefore stratifies at deepest location on the floor.

Smoking and the use of flames is prohibited during these checks.

Make sure there is no flame or spark near the check area. Lines may not

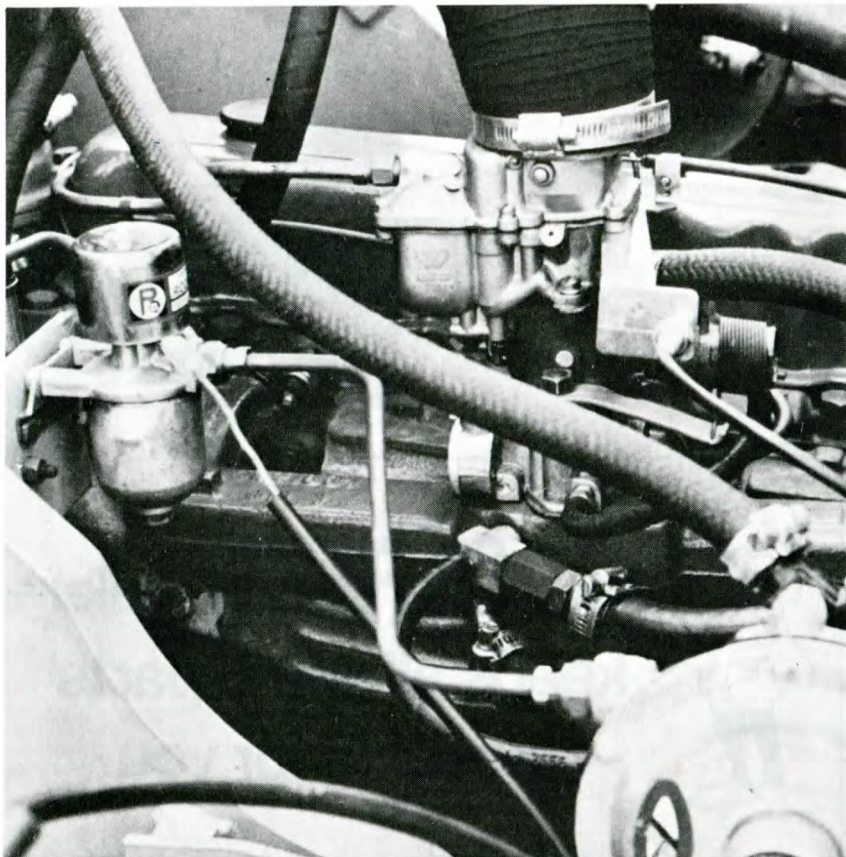
be removed while the exhaust pipe is hot. LPG is extremely explosive.

Before the check, clean all hoses and their connections.

If you smell gas or find cold areas while cleaning, this indicates that there is a leak in your LPG installation. To find a suspected leak, sponge soapsuds on to the area to be checked.

A leak is indicated by the bubbling of the soapsuds. In this case have the LPG installation sealed by your Clark Dealer.

Maintenance



Spare parts may only be ordered from your authorized CLARK dealer. The type designation and serial number of your fork-lift truck must thereby be indicated.

Also contact your authorized CLARK dealer about all technical enquiries. He will always be glad to assist you.

**You save time
and money...**

**if you conclude a
maintenance contract**

**with
your **CLARK** Dealer**

Maintenance and Lubrification Chart

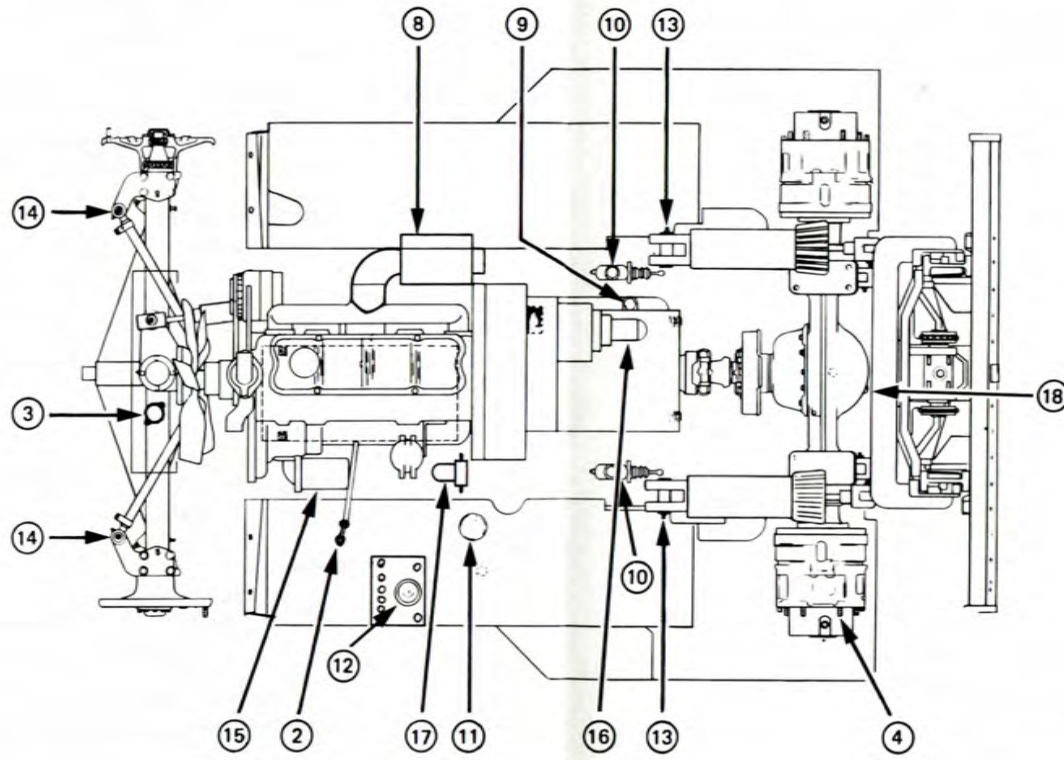
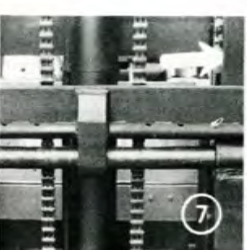
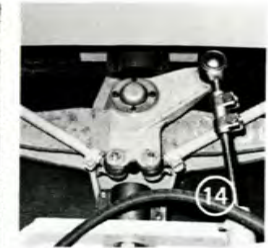
Type of lubricant	Frequency	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
◇ Engine Oil	Every 8 hrs of operation																			
+ Hydraulic Fluid	After 25.50 hrs of oper.																			
★ Transmission Fluid	Every 50 to 250 hrs of oper. * *																			
▲ Brake Fluid	Every 400 hrs of oper.																			
■ Grease	Every 500 hrs of oper.																			
△ Chain Lubricant	Every 1,000 hrs of oper.																			
○ Differential Oil	Every 2,000 hrs of oper.																			
1	Check Fork-Lift for obvious damage																			●
2	Check Engine Oil level, add if necessary																			● △
3	Check Coolant level, add if necessary																			●
	Check condition of tires																			●
4	Check Wheel Nuts for tightness																			●
	Check Tire Pressure																			●
	Check Fuel level																			●
5	Check Instrument Panel																			●
	Check Horn																			●
	Check Steering																			●
6	Check Service Brake																			●
	Check Parking Brake																			●
7	Check Upright																			●
8	Clean Air Filter																			●
	Check LPG Installation																			●
9	Check Transmission Fluid level, add if nec.																			● ★
10	Check Brake Fluid, add if nec.																			● ▲
11	Check Hydraulic Oil Level																			●
11	Check and Clean Air Filter on Hydraulic Tank																			●
12	Check Battery, add distilled water if nec.																			●
7	Lubricate Bearings on Upright *																			●
13	Lube front Pins on Tilting Cylinder *																			● ■
13	Lube rear Pins on Tilting Cylinder *																			● ■
	Lube Axle stub *																			● ■
14	Lube Steering Bar *																			● ■
14	Lub Steering plate bearing																			● ■
	Check Bracing of Operator's Protector																			●
	Lube (Spray) lifting Chains																			● △
	Lube all Pins and Rods																			● ◇
	Change Grease on Wheel Hubs																			● ■
8	Change Air Filter																			●
2	Change Engine Oil																			● ◇
15	Change Engine Oil Filter																			● ●
16	Change Transmission Fluid Filter * * *																			● ●
	Change Fuel Filters																			●
7	Check and Adjust Lifting Chains																			●
9	Change Transmission Fluid																			● ★
11	Change Hydraulic Fluid																			● +
17	Change Return Filter for Hydraulic Fluid																			●
18	Change Differential Oil																			● ○

* right and left sides.

** depending on operating conditions.

*** 1st transmission filter change after 50 hrs, 2nd after 100 hrs, then every 500 hrs.

Maintenance and Lubrication Chart



Recommended Lubricants

◇ Engine Oil

Regular specifications MIL-L-46152

For severe operating conditions MIL-L-2104 C.

Examples: B.P. – Energol Hd or Vanellus Multigrade.

MOBIL OIL – Delvac-Super.

SAE 10W W -18 to -10°C

SAE 20/20W - 1 to 27°C

SAE 30W above 27°C

+ Hydraulic Fluid

Clark specification MS-68.

Examples: B.P. – Energol HPL-D-32 (HD)

MOBIL OIL – Mobil DTE OIL 24

○ Differential Oil

Type SAE EP (API - GL5 - MIL-L-2105C 80 W 90)

★ Transmission Fluid

GM specification Dexron

Examples: B.P. – Autran DX Dexron

MOBIL OIL – ATF 220 Dexron

▲ Brake Fluid

Specification SAE J-1703 – DOT-3

Examples: ATE Original DOT-3 Brake Fluid-S

IGOL Super Block Fluid

■ Grease

Clark specification MS-9-C and MS-107C

Examples: B.P. – Multi Purpose Grease L2

MOBIL OIL – Mobilgrease MP

△ Chain Lubricant

Clark Chain Lubricant n° 886399

OBS.: The oil manufacturers mentioned here are listed only for their product's type of application, classification and availability. This is not a recommendation of their products nor a condemnation of other oil manufacturers that have not been mentioned.

Specifications

Capacities:

Fuel Tank		114 liters
Hydraulic Tank		76 liters
Engine Crankcase	Diesel	7.5 liters (with filter)
	Gas	6.0 liters (with filter)
Cooling System		14 liters
Transmission sump		17 liters
Differential		12 liters

Engine Oil Pressure

Max. 60 Psi (42 KPa)

Radiator Pressure Cap

7 Psi (49 KPa)

Hydraulic System Pressure

2,500 Psi (17225 KPa)

Hydraulic System:

Main Pump (Priority Sys. for Steer)

Type	Gear
Capacity	(60,6 L/min) or 16 GPM 2400 r/min & (117237 KPa) or 2500 Psi
Priority Sys.	Controlled (24,6 L/min) or 6.5 GPM with relief valve setting (15513 KPa) or 2250 Psi

Tire Pressure

Drive	100 Psi (700 KPa)
Steer	100 Psi (700 KPa)

Torque on Wheel Nuts

Drive	105 to 120 lb/ft or 142 to 162 N.m.
Steer	450 to 500 lb/ft or 610 to 678 N.m.

Battery

Diesel	12 Volts 172 AH
Gas	12 Volts 45 AH

Truck Capacities

Note: Capacities shown are computed with upright in vertical position. Load centers are determined from top and front face of forks. Capacities are based on a 1200 mm (48-in) cube load configuration with the center of gravity (C.G.) at the true center of the cube, and standard forks.

Truck capacities with upright in forward tilt position will be less. Long forks, and unusually wide or tall loads may also reduce capacity. Contact Clark representative for capacity information on irregular loads.

Specific capacities are shown on truck nameplates.

General Data

Upright Table

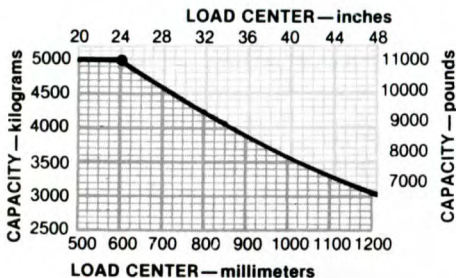
Maximum Fork Height		Overall Height Lowered		Overall Height Raised	
mm	in	mm	in	mm	in
*3480	137	2692	106	4877	192
4394	173	3150	124	5791	228
5232	206	3607	142	6629	261

*Indicates preferred standard sizes.

Other uprights available, contact Clark Representative.

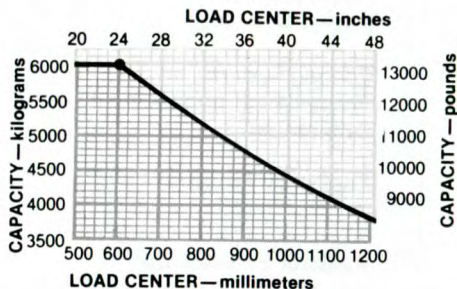
Model C500 Y110 D

Rated Capacity	Load Center	Max. Fork Height at full rated capacity
5000 kg	600 mm	5385 mm
11,000 lbs.	24 in	212 in



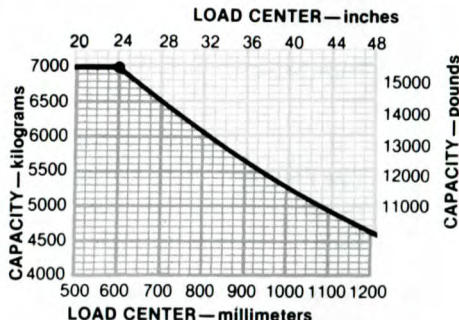
Model C500 Y135 D

Rated Capacity	Load Center	Max. Fork Height at full rated capacity
6000 kg	600 mm	5385 mm
13,500 lbs.	24 in	212 in



Model C500 Y155 D

Rated Capacity	Load Center	Max. Fork Height at full rated capacity
7000 kg	600 mm	5385 mm
15,500 lbs.	24 in	212 in



Notes

- See Upright Table. Contact Clark Representative for additional lift heights.
- Weights and performance information are given for the truck with the most commonly requested upright.
- Engines rated per SAE J-816 29°C (85°F) @ 152 m (500 ft.) altitude.

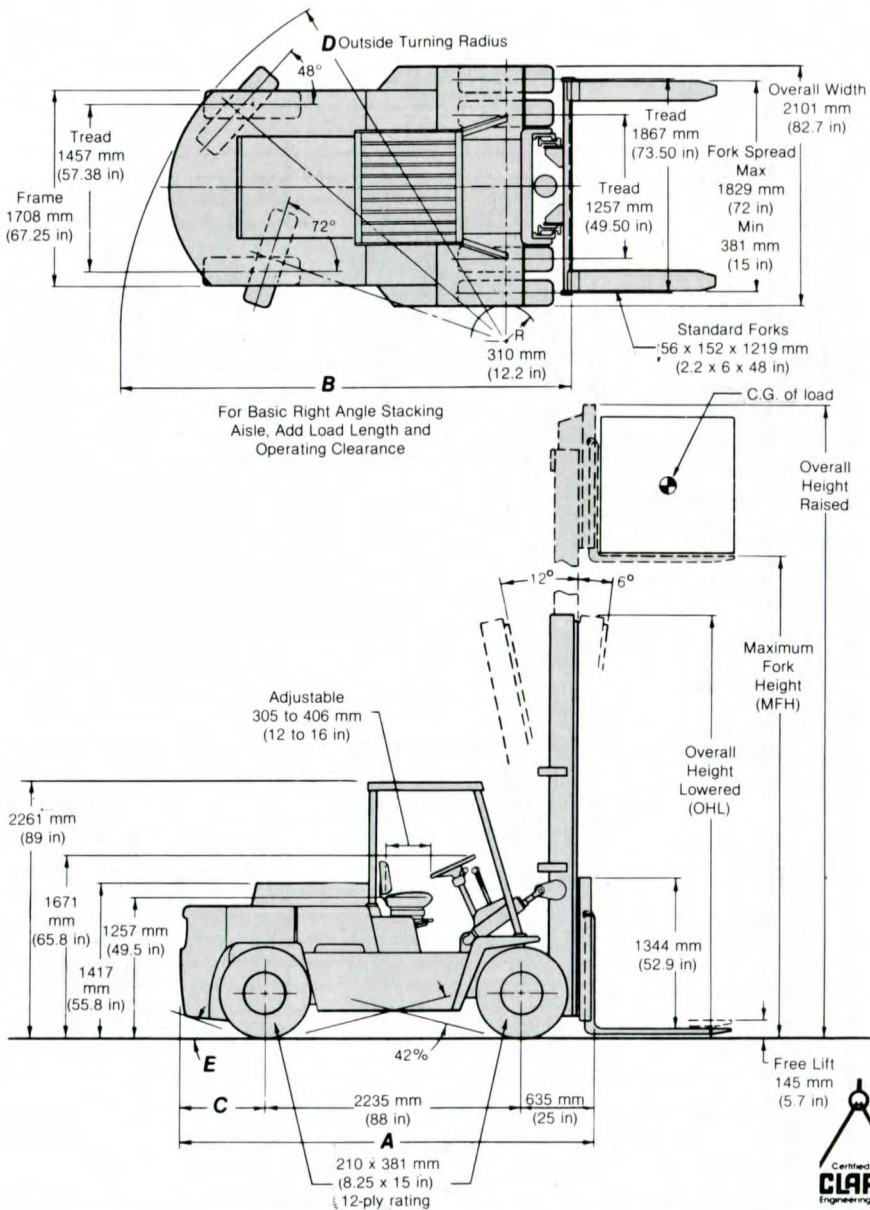
Clark products and specifications are subject to change without notice.

Clark is registered trademark of Clark Equipment Company.

Product Specifications

			Clark		Clark		Clark		Clark		Clark							
			C500 Y 110		C500 Y 110D		C500 Y 135		C500 Y 135D		C500 Y 155		C500 Y 155D					
General Information	1	Manufacturer			Clark		Clark		Clark		Clark		Clark					
	2	Model	Mtr designation		C500 Y 110		C500 Y 110D		C500 Y 135		C500 Y 135D		C500 Y 155		C500 Y 155D			
	3	Load Capacity	kg	lbs	5000 11000		6000 13500		7000 15500		7000 15500		7000 15500		7000 15500			
	4	Load Center	Fork face to load CG		mm	in	600 24		600 24		600 24		600 24		600 24			
	5	Power Unit	Type		Gasoline-LPG		Diesel		Gasoline-LPG		Diesel		Gasoline-LPG		Diesel			
	6	Operator Type			Rider-Counterbalanced		Rider-Counterbalanced		Rider-Counterbalanced		Rider-Counterbalanced		Rider-Counterbalanced		Rider-Counterbalanced			
	7	Tire Type			Pneumatic		Pneumatic		Pneumatic		Pneumatic		Pneumatic		Pneumatic			
	8	Wheels (x = driven)	front/rear		4x/2		4x/2		4x/2		4x/2		4x/2		4x/2			
Basic Dimensions	9	Upright ¹	Max lift ht, full capacity		mm	in	5385 212		5385 212		5385 212		5385 212		5385 212			
	10		Lift height (preferred size)		mm	in	3480 137		3480 137		3480 137		3480 137		3480 137			
	11		Free lift		mm	in	145 5.7		145 5.7		145 5.7		145 5.7		145 5.7			
	13		Std fork size (baxwd)		mm	in	56x150x1219 22x6x48		56x150x1219 22x6x48		56x150x1219 22x6x48		56x150x1219 22x6x48		56x150x1219 22x6x48			
	14		Tilt, forward/backward		degrees		6/12		6/12		6/12		6/12		6/12			
	15	Overall Dimensions	Length to fork face		mm	in	3513 138.3		3586 141.2		3645 143.5		3645 143.5		3645 143.5			
	16		Width		mm	in	2100 82.7		2100 82.7		2100 82.7		2100 82.7		2100 82.7			
	17		Height, upright lowered		mm	in	2692 106		2692 106		2692 106		2692 106		2692 106			
	18		Height, upright extended		mm	in	4877 192		4877 192		4877 192		4877 192		4877 192			
	19	Turning Radius			mm	in	3302 130.0		3366 132.5		3404 134.0		3404 134.0		3404 134.0			
20	Load Center Distance	Ctr drive axle to fork face		mm	in	635 25.0		635 25.0		635 25.0		635 25.0		635 25.0				
22	Right Angle Stack Aisle	1.2x1.2 m 48x48 in pallet		mm	in	5156 203.0		5220 205.5		5258 207.0		5258 207.0		5258 207.0				
23	Stability	According to ANSI/DIN		Yes		Yes		Yes		Yes		Yes		Yes				
Performance ²	24	Travel Speeds, Max	With load		km/h	mph	24.8 15.44		23.2 14.42		24.5 15.22		22.8 14.21		24.1 15.0		22.5 14.0	
	Without load		km/h	mph	27.0 16.75		24.8 15.44		26.6 16.5		24.5 15.22		26.1 16.25		24.1 15.0			
	25	Lift Speeds	With load		m/s	ft/min	0.36 72		0.34 68		0.33 66		0.33 66		0.33 66			
	Without load		m/s	ft/min	0.40 79		0.40 79		0.40 79		0.40 79		0.40 79		0.40 79			
	26	Lower Speeds	With load		m/s	ft/min	0.36 72		0.36 72		0.36 72		0.36 72		0.36 72			
	Without load		m/s	ft/min	0.41 80		0.41 80		0.41 80		0.41 80		0.41 80		0.41 80			
	27	Drawbar Pull, Max	With load		N	lbs	47838 10755 40165 9030		47682 10720 40032 9000		47682 10720 40032 9000		47682 10720 40032 9000		47682 10720 40032 9000			
	Without load		N	lbs	25731 5785		25798 5800		25264 5680		25264 5680		25264 5680		25264 5680			
	28	Gradeability	At 1.6 km/h (1 mph) without load		%		31.5		26.6		24.0		24.0		24.0			
	29		Maximum		%		38.0 33.0		32.3 28.0		28.9 25.0		28.9 25.0		28.9 25.0			
Weights ²	30	Service Weight	kg	lbs	7663 16878 7903 17408		8647 19046 8888 19576		9225 20320 9466 20850		9225 20320 9466 20850		9225 20320 9466 20850		9225 20320 9466 20850			
	31	Axle Loading	With load, front		kg	lbs	11622 25600 11727 25832		13426 29573 13531 29806		14881 32777 14986 33010		14881 32777 14986 33010		14881 32777 14986 33010			
			With load, rear		kg	lbs	1090 2401 1160 2554		1269 2795 1338 2948		1427 3143 1496 3296		1427 3143 1496 3296		1427 3143 1496 3296			
			Without load, front		kg	lbs	3228 7111 3317 7306		3641 8020 3730 8215		3884 8555 3973 8750		3884 8555 3973 8750		3884 8555 3973 8750			
			Without load, rear		kg	lbs	4434 9767 4586 10102		5006 11026 5158 11361		5341 11765 5493 12100		5341 11765 5493 12100		5341 11765 5493 12100			
Chassis	32	Tires	Number, front/rear		4/2		4/2		4/2		4/2		4/2		4/2			
	33	Size, front	8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating			
	34		Size, rear		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating		8.25x15 in, 12-ply rating			
	35	Wheelbase	mm	in	2235 88.0		2235 88.0		2235 88.0		2235 88.0		2235 88.0		2235 88.0			
	36	Track	Front (outside duals)		mm	in	1867 73.5		1867 73.5		1867 73.5		1867 73.5		1867 73.5			
			Rear		mm	in	1458 57.4		1458 57.4		1458 57.4		1458 57.4		1458 57.4			
	37	Ground Clearance	Minimum, with load		mm	in	173 6.8		173 6.8		173 6.8		173 6.8		173 6.8			
	38		At center of wheelbase		mm	in	297 11.7		297 11.7		297 11.7		297 11.7		297 11.7			
39	Brakes	Service		Power assisted, drum in axle		Power assisted, drum in axle		Power assisted, drum in axle		Power assisted, drum in axle		Power assisted, drum in axle		Power assisted, drum in axle				
40		Parking		Mechanical drum on transmission output shaft		Mechanical drum on transmission output shaft		Mechanical drum on transmission output shaft		Mechanical drum on transmission output shaft		Mechanical drum on transmission output shaft		Mechanical drum on transmission output shaft				
Drive Line	Steering				Hydrostatic		Hydrostatic		Hydrostatic		Hydrostatic		Hydrostatic		Hydrostatic			
	46	I.C. engine	Mtr/Model		GM / 6-292		Perkins / 4236		GM / 6-292		Perkins / 4236		GM / 6-292		Perkins / 4236			
			Rated output per SAE J816 ³ HP @ rpm		110 @ 2800		80 @ 2800		110 @ 2800		80 @ 2800		110 @ 2800		80 @ 2800			
			Speed, Max governed		rpm		2800		2800		2800		2800		2800			
			Cycle/cylinders/displacement-L (cu in)		4 / 6 / 4.8 (292)		4 / 4 / 3.9 (236)		4 / 6 / 4.8 (292)		4 / 4 / 3.9 (236)		4 / 6 / 4.8 (292)		4 / 4 / 3.9 (236)			
	50	Transmission	Mtr/Type		Clark / Power shift		Clark / Power shift		Clark / Power shift		Clark / Power shift		Clark / Power shift		Clark / Power shift			
			Type of gear change		Lever		Lever		Lever		Lever		Lever		Lever			
No of speeds, forward/reverse			2 / 2		2 / 2		2 / 2		2 / 2		2 / 2		2 / 2					
53	Hydraulic Pressure	For attachments		kPa	psi	17225 / 2500		17225 / 2500		17225 / 2500		17225 / 2500		17225 / 2500				
54																		
55																		
56																		

Dimensions



Truck
Model

A

B

C

D

E

C500 Y110 D	3513 mm	138.3 in	3937 mm	155.0 in	643 mm	25.3 in	3302 mm	130.0 in	41%
C500 Y135 D	3586 mm	141.2 in	4001 mm	157.5 in	715 mm	28.2 in	3366 mm	132.5 in	38%
C500 Y155 D	3645 mm	143.5 in	4039 mm	159.0 in	775 mm	30.5 in	3404 mm	134.0 in	34%

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