

**IC110  
IC  
Planned Maintenance**



**CLARK<sup>®</sup>**  
***TECHNICAL TRAINING***

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the accelerator pedal to the maximum position. Take the tachometer reading and note whether the reading is correct, too high, or too low. When you have finished, turn the truck around and do the same for forward. Record reading on the PM check sheet.

**Note** To prevent shock or jarring, place the truck in gear, press on the accelerator pedal slowly, and make sure that the truck is contacting an immovable object.

The stall test tachometer readings should be between the maximum and minimum rpm values listed in the service manual for the truck model you are testing.

If engine rpm in either forward or reverse is **higher** than the recommended stall rpm, the cause could come from one of these sources:

- Slipping clutch packs
- Low oil pressure
- Damaged converter fins.

If the tachometer reading is in the **slightly below** the recommended stall rpm (usually 300 rpm or less below normal stall point), then the engine is losing power and needs a major tune-up.

If the engine speed drops **well below** the recommended stall rpm, about 50%, the converter stator is slipping and the converter must be replaced.

Next, check the exhaust for excessive smoking.

00 ENGINE	
a. Mounting	
* b. Head Bolt Torque	
c. RPM - Idle	
Gov. No Load	
Tilt By-Pass	
d. Stall RPM	
Fwd	Rev
High	Low
e. Inspect Exhaust for Smoke	

## Exhaust System

1. Check the condition of the muffler and the exhaust and tailpipes.
2. Check the tail pipe to make sure that exhaust is not blowing into the radiator.

02 AIR INTAKE & EXHAUST			
a. Air Filter Condition/Replace			
b. Hoses & Clamps			
c. Muffler & Exhaust			

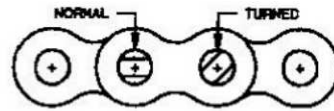
9. Inspect the condition of the brake lines, hoses, and cables.

<b>23 BRAKE SYSTEM</b>	
a. Check for Leakage	
b. Cylinder Fluid Level	
c. Clean Vent Cap	
d. Pedal Free Travel	
e. Pedal Drift	
f. Cylinder/Valve Mounting	
g. Service Brake Wear/Adjustment	
h. Parking Brake Wear/Adjustment	
i. Brake Line/Cable Condition	

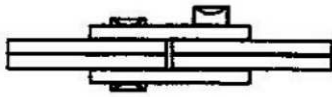
- Carefully check the condition of the chains. Look for edge wear, turning or protruding of pins, cracked plates, strenght failure, or tight joints.



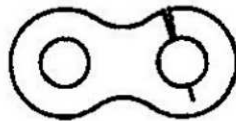
**Edge Wear**



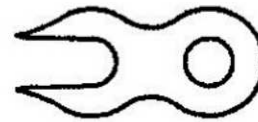
**Turned Pins**



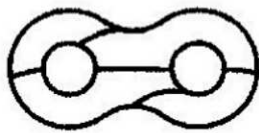
**Protruding Pins**



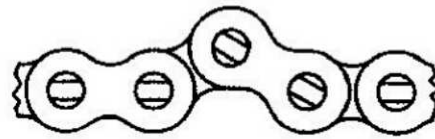
**Cracked Plates**



**Strength Failure**



**Stress-Corrosion Cracking**



**Tight Joints**

- Check that the two tension pin nuts are jammed and that the cotter key is in place.
- Check the condition of the chain anchors.
- Check chain adjustment. Align the upright so it is straight up and down, ( $0^\circ$  tilt). With the forks fully lowered, the heels of the forks should be about  $\frac{1}{2}$  to 1 inch from the floor. If the heels are not  $\frac{1}{2}$  to 1 inch from the floor, adjust the chains.
- Inspect the condition of all stops and latches.
- Inspect the lift cylinder rod for nicks and scoring.
- Inspect the packing glands between the cylinder and the cylinder rod for leaks. It is normal for the top of the cylinder to be damp with oil, but oil should not be running down the cylinder.
- Check the forks for cracks, breaks, bends, and excessive wear. Neither fork tip should be more than  $\frac{1}{4}$  inch higher than the other. Measure the heal wear using the **Clark Fork Gauge part # 1803641**. The forks will need replacing if the wear exceeds 10%.

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