SM-520R
GCS/GCS



CLARK Technical Publications Lexington, KY 40508

MidWestTech | Clark GCS Series Forklift Service Manual | Publication SM-520R

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Condenser

1. When indicated, check the capacity of the condenser.

Condenser capacity: 0.27 µF

If it is not within specification, replace the condenser. Incorrect condenser capacity will cause lowering of secondary voltage or burning of the points.

Centrifugal Advance Governor Mechanism

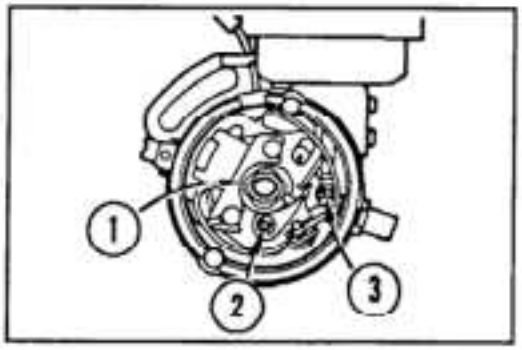


1. Install the rotor. Turn (rotate) the rotor clockwise and release it to confirm that the rotor returns to the original position smoothly.

Vacuum Advance Control and Line

1. Check the diaphragm in the vacuum advance unit and the line to the manifold for leakage. If the diaphragm is ruptured, the vacuum advance housing and linkage must be replaced.

Lubrication

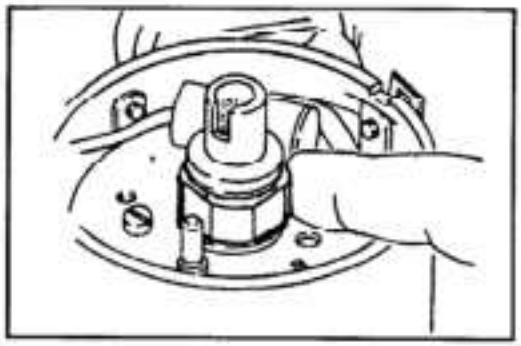


1. Wipe off the distributor cam to thoroughly clean it.

2. Apply a thin coating of cam lubricant to the rubbing surface of the cam (1), breaker arm spindle pivot (2), and vacuum control pin (3).

Note - Use special cam lubricant, Clark Part No. 1800636.

Replacing Ignition Points



1. Remove the defective ignition point set and condenser. Clean the inside of the distributor and distributor cam. Inspect the vacuum advance linkage.

2. Apply special cam lube to the distributor cam, breaker arm spindle and vacuum control rod pin, as previously noted (see Lubrication). (Typical view of a distributor rotor shown.)



3. Install the new point set and condenser by reversing the procedure of removal.

NOTICE - Always replace the condenser when installing new points.

4. Be careful not to get cam lube on the point faces. Be sure all fasteners are tightened correctly.



5. Check the point contact surfaces for correct alignment and squareness (even and complete

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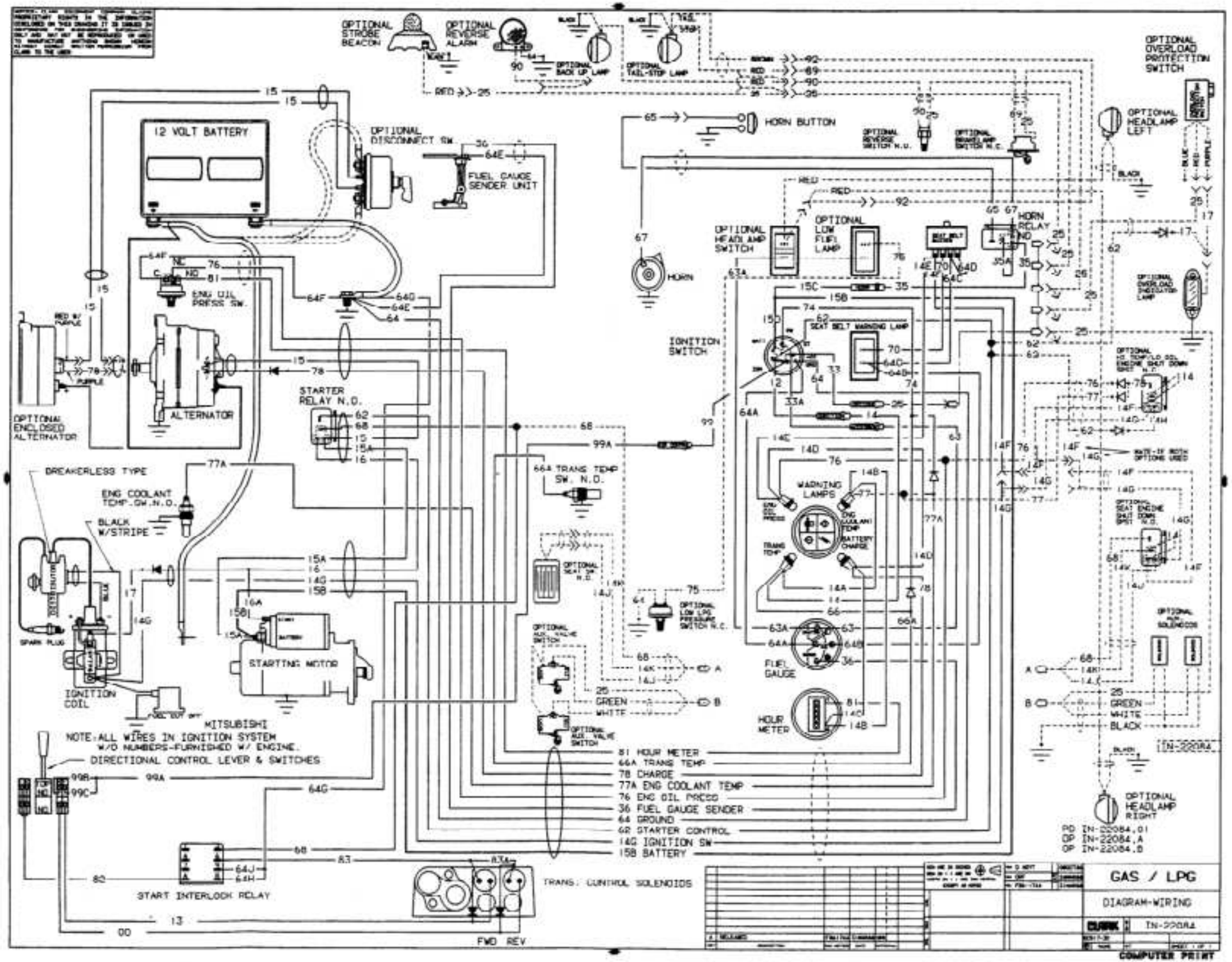
Inching Troubleshooting Guide

Inching and braking system for trucks with TA18 transaxle

Condition *Probable Cause*	*Remedy*
1 - Will not inch and/or partial clutch disengagement. *(Cont'd)*	
6. Transmission inching valve spool sticking. 1) Spool or bore scored or burrs evident. 2) Contamination 3) Inching spool oversize or not concentric. 4) Inching bore undersize or not concentric.	1) Replace control valve body if in bore. Replace spool if spool bad or repair by smoothing with crocus cloth. 2) Disassemble and wash. 3) Replace spool. 4) Replace valve body.
7. Inching spool does not fully travel.	1) Bleed down brake pedal and block as noted in bleeding procedure. 2) Measure clutch pack pressure with parking brake applied, inching pedal fully depressed, and engine idling. 3) Clutch pressure should be 6-12 psi. If greater, replace inching balance spring.
8. Clutch piston bleed hold plugged.	1) Complete transaxle removal, disassembly, and cleaning required.
9. Clutch return spring stack has too high or too low spring force.	1) Remove and repair transaxle.
2 - Will not inch in reverse only.	
1. Lube oil leaking into reverse clutch.	1) Remove and repair transaxle.
3 - Abrupt shift from neutral to reverse or forward.	
1. Contamination in modulator.	1) Remove modulator spool and clean orifice in spool.
2. Modulator spool or bore burrs.	1) Replace control valve body if in bore. Replace spool if spool bad or repair by smoothing with crocus cloth.

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