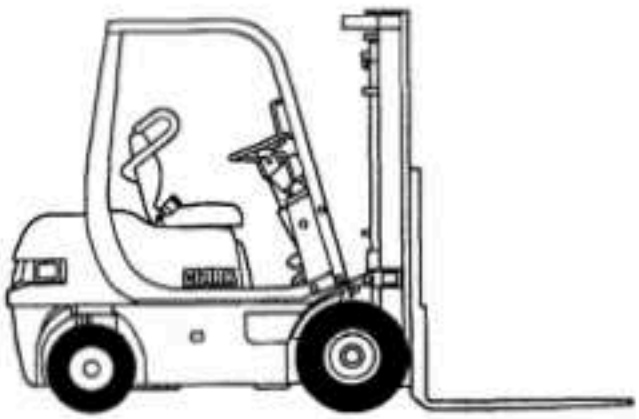
Service Manual

SM 648



CMP 40/45/50S

Revision 1. July, 1999

CLARK
Technical Publications
Lexington, KY
40508

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Section 2.

Lifting, Jacking, and Blocking

Safe Parking 2

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Raising Drive Wheels Off Floor 2

Raising Truck with A Hoist 3

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Raising Rear of Truck 4

Raising Entire Truck 5

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⚠ WARNING

Lifting or jacking any large piece of equipment such as your fork truck presents obvious hazards. It must be done with great care and forethought. Consult the truck weight tabulations in Group 40, "Specifications" to ensure that your lifting equipment is of adequate capacity.

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Pump Troubleshooting

Trouble	Probable cause	Remedy
Pump not delivering fluid.	Driven in the wrong direction of rotation.	The drive direction must be changed immediately to prevent seizure.
	Coupling or shaft sheared or disengaged.	Inspect auxiliary drive and pump input shaft. Replace the necessary parts.
	Fluid intake pipe in reservoir restricted.	Check all strainers and filters for dirt and sludge. Clean if necessary.
	Fluid viscosity too heavy to pick up prime.	Completely drain the system. Add new filtered fluid of the proper viscosity.
	Air leaks at the intake; pump not priming.	Check the inlet connections to determine where air is being drawn in. Tighten any loose connections. See that the fluid in the reservoir is above the intake pipe opening. Check the minimum drive speed which may be too slow to prime the pump.
	Relief valve stuck open. Relief valve spring broken.	Inspect and clean the relief valve. Replace relief valve assembly.
	Damaged internal pump parts.	Disassemble and inspect gears, thurst plates, seals and pump body. Repair or replace pump.
Insufficient pressure build-up.	System relief valve set too low.	Use a pressure gauge to correctly adjust the relief valve.
	Loss of flow from pump.	Worn pump parts. Damaged inlet or pressure line.
Pump making noise.	Pump intake partially blocked.	Service the intake strainers. Check the fluid condition and, if necessary, drain and flush the system. Refill with clean fluid.
	Air leaks at the intake or shaft seal causing cavitation. (oil in reservoir would probably be foamy).	Check the inlet connections and seal to determine where air is being drawn in. Tighten any loose connections and replace the seal if necessary. See that the fluid in the reservoir is above the intake pipe opening.
	Pump drive speed too slow or fast.	Operate the pump at the recommended speed.
	Auxiliary driveshaft misalignment.	Check if the shaft seal bearing or other parts have been damaged. Replace any damaged parts. Realign the coupled shafts.

MORE...

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Section 3. Removal and Replacement

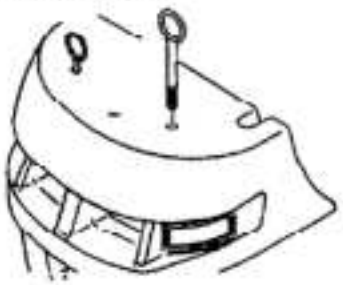
Removal

⚠ CAUTION

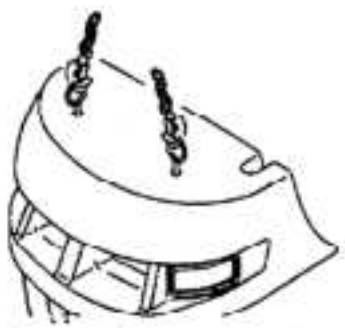
To lift the counterweight use wire ropes or chains that are certified and in good condition and of adequate load rating and length.

Stand clear of the counterweight as it is being hoisted, moved, or mounted.

- Install two eye bolts of adequate size and load rating into the counterweight.



- Connect the lift chains or wire rope slings to the eye bolts and using an overhead hoist of sufficient lifting capacity slowly lift the chains until the slack is removed.



- Remove the mounting capscrews, then raise the counterweight from the truck frame.

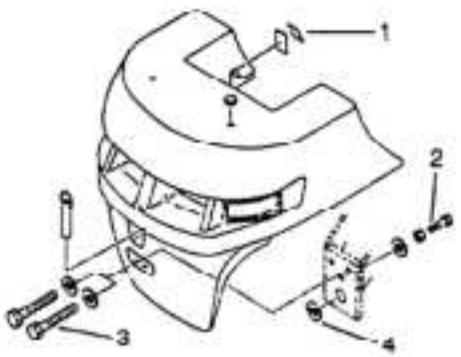


- Slowly lower the counterweight on to a sturdy pallet. As a precaution block the counterweight to prevent it from shifting when the pallet is moved.

Installation

Installing the counterweight is the reverse procedure of removal.

- Install the shims in the original position, or set the counterweight on the frame and determine the thickness of shims required (1).
- Remove the counterweight and install the shims on the frame.
- Set the counterweight on the frame, and adjust capscrew (2) to level the counterweight. Lock the jam nut.
- Insert the mounting capscrews (3) and install washer (4) as required between the frame plate and counterweight.

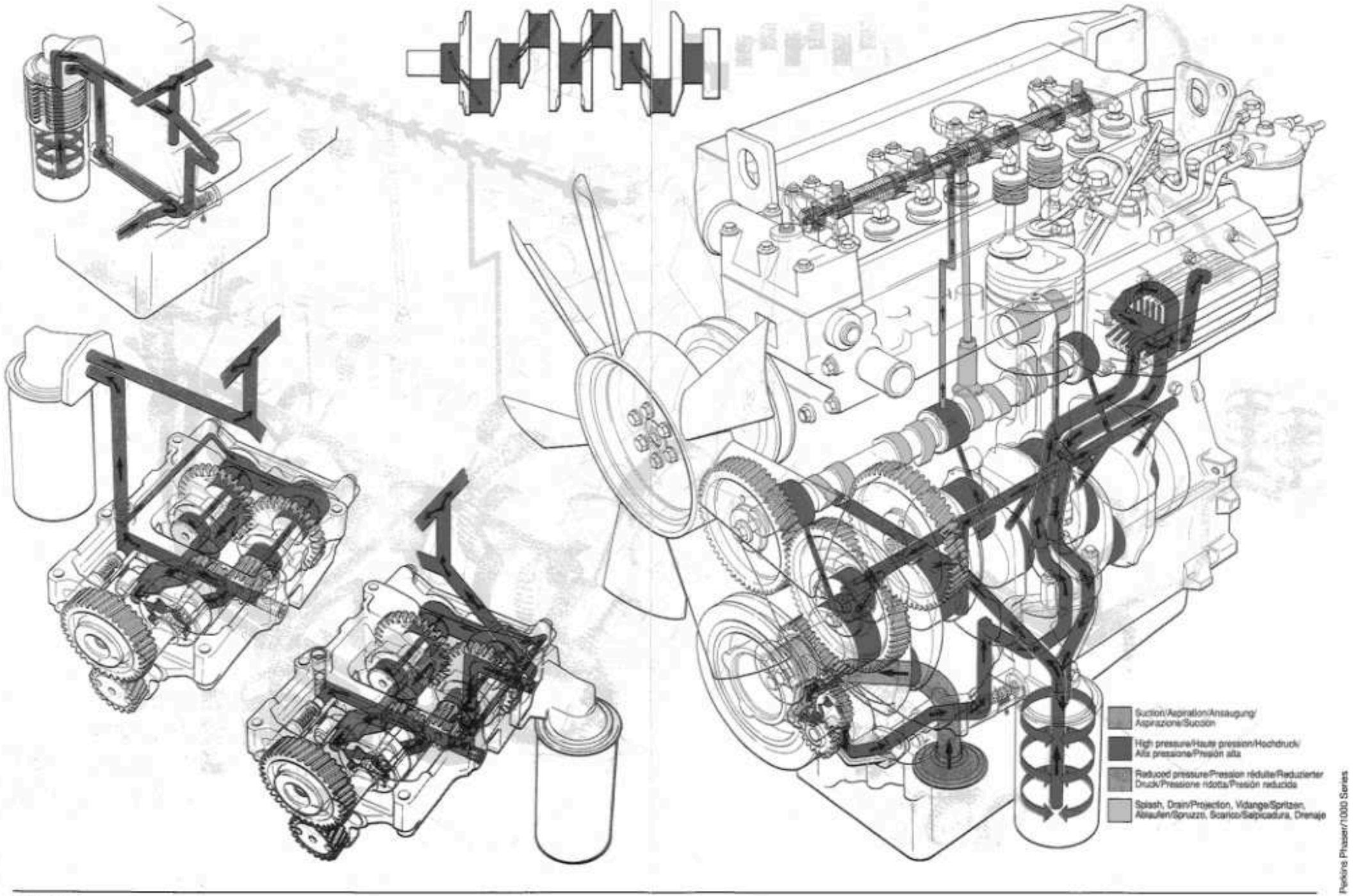


- Tighten mounting capscrews to specification. Apply Loctite #277.

  Torque: 45-50 kgf•m (289-362 lbf•ft)

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Perkins Phaser/1000 Series

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