

SERVICE REPAIR

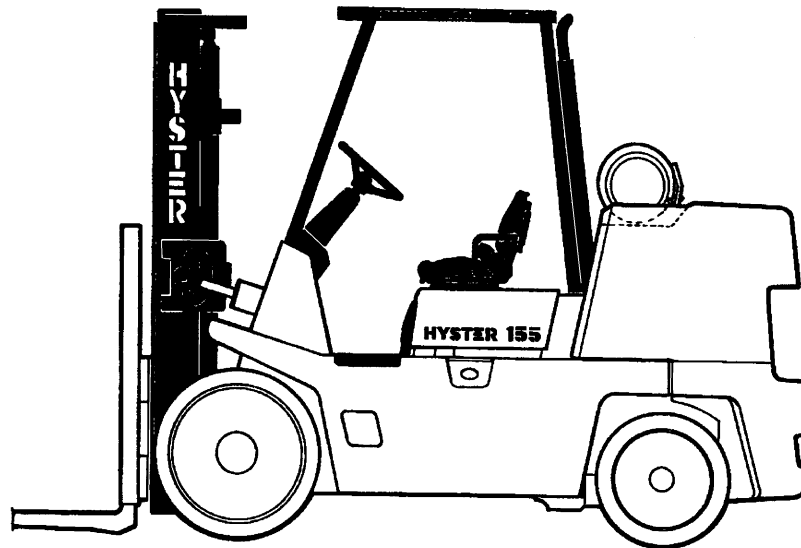
MANUAL

Hyster C024 (S135XL2, S155XL2) Forklift

HYSTER

FRAME

S6.00-7.00XL (S135-155XL) [B024, C024]



HM120054

HYSTER

SAFETY PRECAUTIONS

MAINTENANCE AND REPAIR

- When lifting parts or assemblies, make sure all slings, chains, or cables are correctly fastened, and that the load being lifted is balanced. Make sure the crane, cables, and chains have the capacity to support the weight of the load.
- Do not lift heavy parts by hand, use a lifting mechanism.
- Wear safety glasses.
- **DISCONNECT THE BATTERY CONNECTOR** before doing any maintenance or repair on electric lift trucks.
- Disconnect the battery ground cable on internal combustion lift trucks.
- Always use correct blocks to prevent the unit from rolling or falling. See **HOW TO PUT THE LIFT TRUCK ON BLOCKS** in the **Operating Manual** or the **Periodic Maintenance** section.
- Keep the unit clean and the working area clean and orderly.
- Use the correct tools for the job.
- Keep the tools clean and in good condition.
- Always use **HYSTER APPROVED** parts when making repairs. Replacement parts must meet or exceed the specifications of the original equipment manufacturer.
- Make sure all nuts, bolts, snap rings, and other fastening devices are removed before using force to remove parts.
- Always fasten a **DO NOT OPERATE** tag to the controls of the unit when making repairs, or if the unit needs repairs.
- Be sure to follow the **WARNING** and **CAUTION** notes in the instructions.
- Gasoline, Liquid Petroleum Gas (LPG), Compressed Natural Gas (CNG), and Diesel fuel are flammable. Be sure to follow the necessary safety precautions when handling these fuels and when working on these fuel systems.
- Batteries generate flammable gas when they are being charged. Keep fire and sparks away from the area. Make sure the area is well ventilated.

NOTE: The following symbols and words indicate safety information in this manual:



WARNING

Indicates a condition that can cause immediate death or injury!



CAUTION

Indicates a condition that can cause property damage!

TABLE OF CONTENTS

General	1
Description	1
Counterweight Repair	2
Remove	2
Install	3
Hood Repair.....	3
Remove	3
Install	3
Overhead Guard Repair	4
Remove	4
Install	4
Operator Restraint System Repair	5
Fuel and Hydraulic Tanks Repair.....	5
Inspect	5
Small Leaks, Repair	5
Large Leaks, Repair	5
Clean	6
Steam Method of Cleaning.....	6
Chemical Solution Method of Cleaning.....	6
Additional Preparations for Repair	6
Radiator Repair.....	7
Remove	7
Install	7
Exhaust System Repair	7
Muffler, Remove.....	7
Install	7
Engine Repair	11
Remove	11
Install	11
Safety Labels.....	13

This section is for the following models:

S6.00-7.00XL (S135-155XL) [B024, C024]

**Thanks very much for your reading,
Want to get more information,
Please click here, Then get the complete
manual**

JustClickHere 

NOTE:

**If there is no response to click on the link above,
please download the PDF document first, and then
click on it.**

**Have any questions please write to me:
admin@servicemanualperfect.com**

**"THE
QUALITY
KEEPERS"**

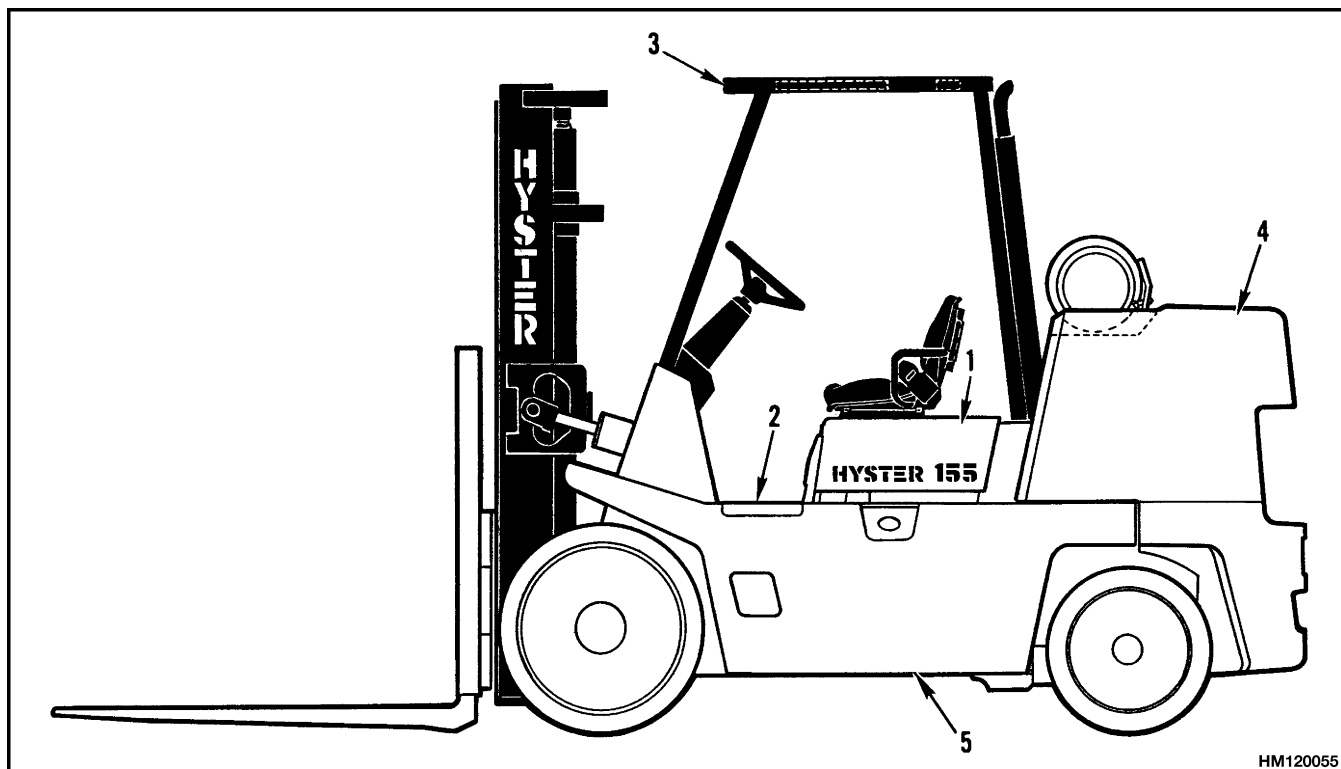
**HYSTER
APPROVED
PARTS**

General

This section has the description and repair procedures for the frame and connected parts. Included in this section are the frame, counterweight, hood, hydraulic and fuel tanks, radiator, and exhaust system. Also included are the instructions for removal and installation of the engine.

Description

The frame is a one-piece weldment and has mounts for the counterweight, upright, overhead guard, engine and transmission, axles, and other parts. See Figure 1.



- 1. HOOD
- 2. FLOOR PLATE
- 3. OVERHEAD GUARD

- 4. COUNTERWEIGHT
- 5. FRAME

Figure 1. Frame and Connected Parts

Counterweight Repair

REMOVE

 WARNING

The lift truck must be put on blocks for some types of maintenance and repair. The removal of the following assemblies causes large changes in the center of gravity: upright, drive axle, engine and transmission, and the counterweight. When the lift truck is put on blocks, put additional blocks in the following positions to maintain stability:

- a. Before removing the upright and drive axle, put blocks under the counterweight so that the lift truck cannot fall backward.
- b. Before removing the counterweight, put blocks under the upright assembly so that the lift truck cannot fall forward.

The surface must be solid, even, and level when the lift truck is put on blocks. Make sure that any blocks used to support the lift truck are solid, one piece units.

Do not operate the lift truck if the capscrews for the counterweight are not installed. When the capscrew is removed, the counterweight can fall from the lift truck.

 WARNING

Make sure any lifting devices have the correct capacity for the parts being moved. See Figure 2.

- 1. If the lift truck has an LPG fuel system, remove the LPG tank and bracket so that the counterweight can be removed. See Figure 2.

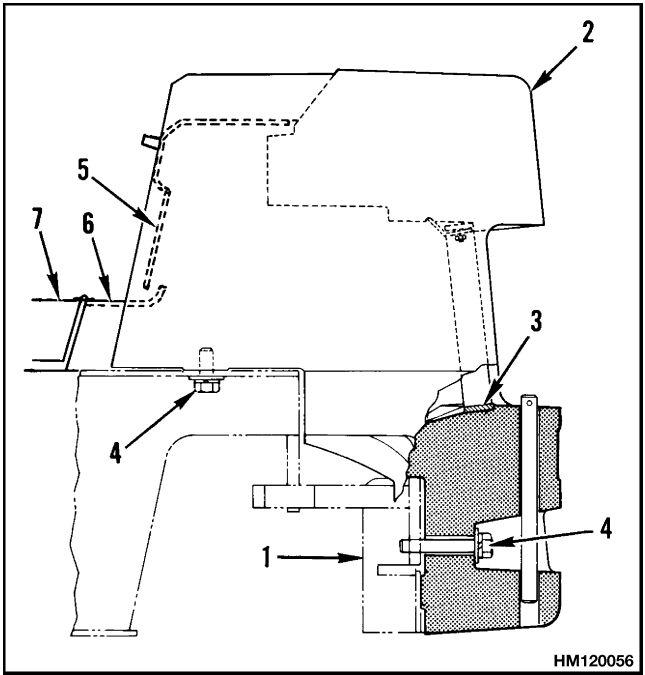
 WARNING

LPG can cause an explosion. Do not cause sparks or permit flammable material near the LPG system. LPG fuel systems can be disconnected indoors only if the lift truck is at least 8 m (25 ft) from any open flame, motor vehicles, electrical equipment, or ignition source.

Close the fuel valve on the LPG tank before any part of the engine fuel system is disconnected. Run the engine until the fuel in the system is used and the engine stops.

If the engine will not run, close the fuel valve on the LPG tank. Loosen the fitting on the supply hose from the LPG tank where it enters the filter unit. Permit the pressure in the fuel system to decrease slowly. Fuel leaving the fitting removes heat. Use a cloth to protect your hands from the cold fitting.

- 2. Use the following procedure to remove the LPG tank:
 - a. Removable LPG tanks can be removed and replaced indoors only if the lift truck is at least 8 m (25 ft) from any open flame or ignition source.
 - b. Move the lift truck to the area where tanks are changed.



Weight of Counterweights	
S6.00XL (S135XL) 2873 to 2953 kg (6335 to 6511 lb)	S7.00XL (S155XL) 3330 to 3420 kg (7343 to 7541 lb)

- 1. LIFT TRUCK FRAME
- 2. COUNTERWEIGHT
- 3. GRILL
- 4. CAPSCREW
- 5. ACCESS DOOR
- 6. TRANSITION PLATE
- 7. HOOD

Figure 2. Counterweight

- c. Turn the tank fuel valve clockwise until the valve is completely closed.
 - d. Run the engine until it stops, then turn the key switch to the **OFF** position.
 - e. Disconnect the quick disconnect fitting.
 - f. Release the LPG tank latch and remove the tank from the bracket.
3. Open the access door between the counterweight and the hood. Remove the LPG tank and tank bracket if the unit has the LPG fuel system.
 4. Install a lifting eye in the hole in the top of the counterweight. Connect a lifting device to the lifting eye. Remove the two vertical capscrews and the capscrew behind the tow pin that hold the counterweight to the frame.

5. Lift the counterweight from the frame. Put the counterweight in a position so that it has stability and will not fall.

INSTALL

1. Connect a lifting device to the lifting eye on the counterweight. Lift the counterweight into position on the frame. See Figure 2.
2. Install the capscrews for the counterweight. Tighten the capscrews to 655 N•m (485 lbf ft).
3. Close the access door. Install the LPG tank on LPG units.

Hood Repair

REMOVE

1. Remove the capscrews that fasten the transition plate. Do NOT remove the plate. See Figure 2.
2. Open the access door, reach under the transition plate, and remove the radiator overflow hose from the two J clamps.
3. Raise the hood and disconnect the gas assist cylinder at the hood. Remove the hood, transition plate, and access door.

INSTALL

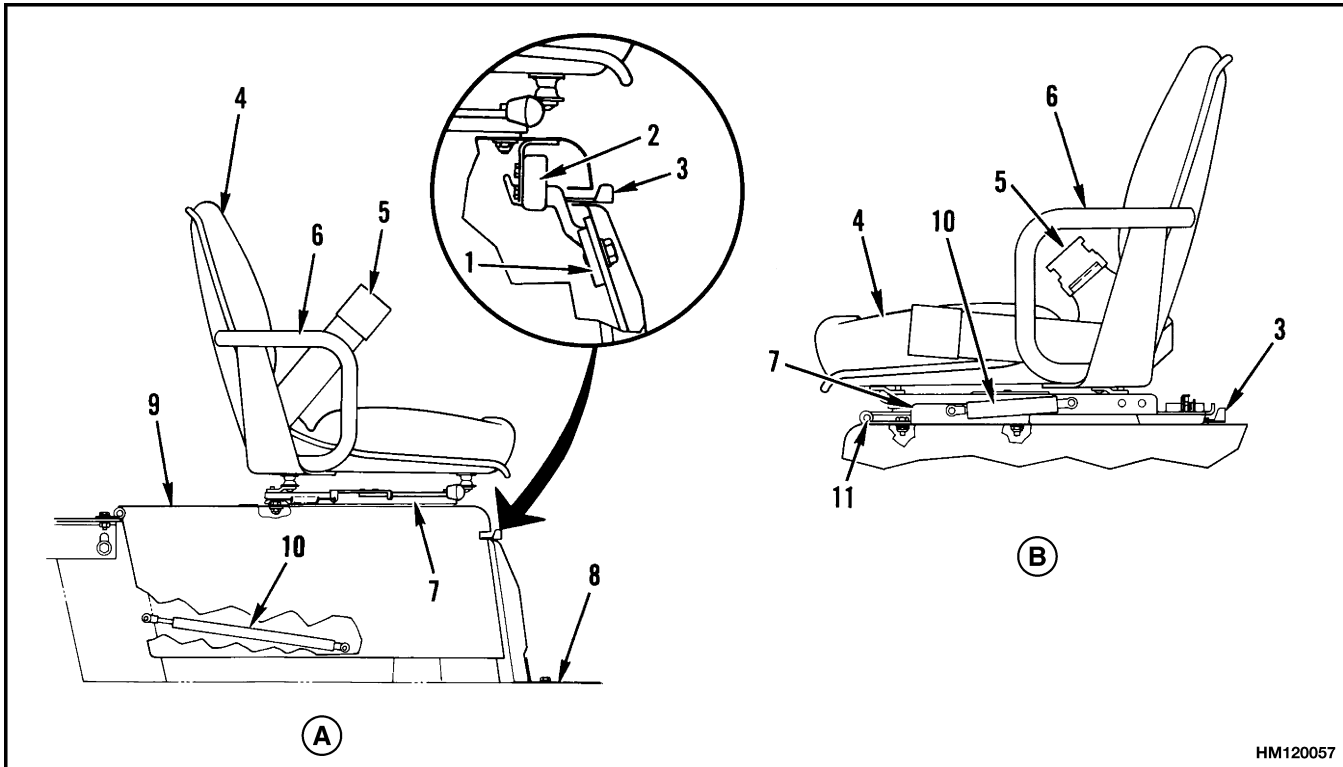
1. Install the hood, transition plate, and access door in position on the lift truck. Install the capscrews for the transition plate. Connect the gas assist cylinder to the hood. Align the hood for the latch on the front cover. Tighten the capscrews for the transition plate.
2. Install the overflow hose in the J clamps. Close the access door.



WARNING

The hood, hood latch, and latch striker must be correctly adjusted for the correct operation of the operator restraint system.

3. Use the following procedure to adjust the hood latch (see Figure 3):
 - a. Install the floor plates and tighten the capscrews.
 - b. Install the latch striker in the highest slot position on the rear floor plate. Check that the latch striker is in the center of the jaws of the hood latch.
 - c. Close the hood to the fully-closed position. The hood latch has two positions. The hood is fully closed after two clicks of the latch.
 - d. Loosen the capscrews for the latch striker just enough to let the striker move. Push the hood down until the hood just touches the rubber bumpers on the frame. Make sure the latch striker is still in the center of the hood latch. Tighten the capscrews for the latch striker.
 - e. Check the operation of the hood latch. Have an operator sit in the seat. Make sure the hood is fully closed (two clicks). Also check that the hood touches the rubber bumpers. If necessary, repeat Step d.



HM120057

A. GAS/DIESEL ARRANGEMENT B. LPG ARRANGEMENT

- | | | |
|------------------|--------------------|------------------|
| 1. LATCH STRIKER | 5. SEAT BELT LATCH | 9. HOOD |
| 2. HOOD LATCH | 6. HIP RESTRAINT | 10. GAS CYLINDER |
| 3. LATCH LEVER | 7. SEAT RAIL | 11. HINGE |
| 4. SEAT | 8. FLOOR PLATE | |

Figure 3. Hood and Seat Latches Check

Overhead Guard Repair

REMOVE



WARNING

Do not operate the lift truck without the overhead guard correctly fastened to the lift truck.

Changes that are made by welding or by drilling holes that are too big in the wrong location, can reduce the strength of the overhead guard. See the instructions for Changes to the Overhead Guard in the Periodic Maintenance section included with this lift truck.

Connect a lifting device to the top of the overhead guard. If installed, remove the overhead exhaust and LPG fuel line clamps. If installed, disconnect the light wiring harness. Remove the capscrews that hold the overhead guard to the frame. Remove the

capscrews that hold the overhead guard to the cowl. Lift the overhead guard from the lift truck.

INSTALL

1. Connect a lifting device to the top of the overhead guard. Put the overhead guard in position on the lift truck.
2. Install the capscrews at the rear of the overhead guard. Install the capscrews that hold the overhead guard to the cowl. Tighten the rear and top front capscrews to 90 N•m (67 lbf ft). Tighten the front capscrews under the cowl to 165 N•m (122 lbf ft).
3. If removed, install the overhead exhaust and LPG fuel line. Connect the light wiring harness.

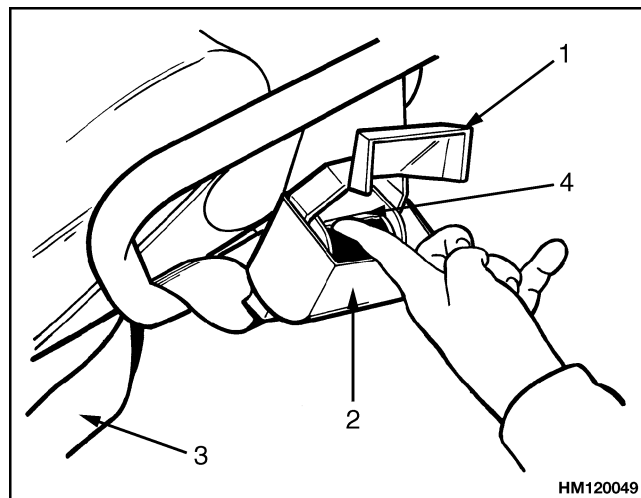
Operator Restraint System Repair

The seat belt, hip restraint brackets, seat and mounting, hood, latches, and floor plates are all part of the operator restraint system. Each item must be checked to make sure it is attached securely, functions correctly, and is in good condition.

The end of the seat belt must fasten correctly in the latch. Make sure the seat belt pulls from the retractor assembly and retracts smoothly. The seat belt must be in good condition. A seat belt that is damaged or worn will not give protection when it is needed. If the seat belt cannot be pulled from the retractor assembly, remove the screw that keeps the cover on the retractor. Push the bar to release the spool. Straighten the belt so that it will pull and retract smoothly from the retractor assembly. See Figure 4.

Make sure the seat rails and latch striker are not loose. See Figure 3. The seat rails must lock tightly in position, but move freely when unlocked. The seat rails must be correctly fastened to the mount surface. If the mount surface is the hood, the hood must be fastened to the floor plate with the latch. The floor plate must be fastened to the lift truck frame. Try to lift the hood to make sure it is fastened correctly and will not move.

Adjust the hood, hood latch, and latch striker when any of the parts of the operator restraint system are installed or replaced. See the Hood Repair section for more details.



- | | |
|------------------------|--------------|
| 1. OPEN COVER | 3. SEAT BELT |
| 2. SEAT BELT RETRACTOR | 4. BAR |

Figure 4. Release Jammed Seat Belt

Fuel and Hydraulic Tanks Repair

INSPECT

Make a visual inspection of all sides of the tank. Inspect the welds for cracks and leakage. Check for wet areas, accumulation of dirt, and loose or missing paint caused by leakage. Areas of the tank that are not easily seen can be checked with an inspection mirror and a light that is approved for locations with flammable vapors.

SMALL LEAKS, REPAIR

Use the following procedure to repair small leaks:

1. Use steam to clean the area around the leak. Remove all paint and dirt around the leak.



WARNING

Do not use tools that can make sparks, heat, or static electricity. The vapors in the tank can cause an explosion.

2. Apply Loctite® 290 to the leak. Follow the instructions of the manufacturer.

LARGE LEAKS, REPAIR

1. Use one of the procedures described under Clean in this section to clean and prepare the tank for repairs.
2. Use acceptable welding practices to repair the tank. See the American National Standard *Safety In Welding and Cutting* AWS Z 49.1 - 1999.

CLEAN



WARNING

Special procedures must be followed when large leaks or other repairs need welding or cutting. All work must be done by authorized personnel. If the tank is cleaned inside a building, make sure there is enough ventilation. See the following manuals for additional information:

- *Safe Practices for Welding and Cutting Containers That Have Held Combustibles*, American Welding Society, F4.1 - 1999.
- *Safety In Welding and Cutting*, American National Standard, AWS Z 49.1 - 1999.

When cleaning the tank, do not use solutions that make dangerous gases at normal temperatures or when heated. Wear eye and face protection. Protect the body from burns.

When cleaning with steam, use a hose with a minimum diameter of 19 mm (0.75 in.). Control the pressure of the steam by a valve installed at the nozzle of the hose. If a metal nozzle is used, it must be made of a material that does not make sparks. Make an electrical connection between the nozzle and the tank. Connect a ground wire to the tank to prevent static electricity.

Steam Method of Cleaning

Use the following procedure to clean the tank with steam:

1. Remove all the parts from the tank. Install the drain plug.
2. Fill the tank 1/4 full with a solution of water and sodium bicarbonate or sodium carbonate. Mix 0.5 kg (1 lb) per 4 liter (1 gal) of water.
3. Mix the solution in the tank using air pressure. Make sure all the surfaces on the inside of the tank are flushed with the solution. Drain the tank.
4. Put steam into the tank until the tank does not have odors and the metal is hot. Steam vapors must come from all the openings.
5. Flush the inside of the tank with boiling water. Make sure all the loose material is removed from the inside of the tank.

6. Make an inspection of the inside of the tank. If it is not clean, repeat Step 4 and Step 5 and make another inspection. When making inspections, use a light that is approved for locations with flammable vapors.
7. Put plugs in all the openings in the tank. Wait 15 minutes, then remove the inlet and outlet plugs. Test a sample of the vapor with a special indicator for gas vapors. If the amount of flammable vapors is above the lower flammable limit, repeat the cleaning procedures.

Chemical Solution Method of Cleaning

If the tank cannot be cleaned with steam, use the following procedure:

1. Mix a solution of water and trisodium phosphate or a cleaning compound with an alkali base. Follow the instructions given by the manufacturer.
2. Fill the tank with the cleaning solution. Use compressed air to mix the solution in the tank.
3. Drain the tank. Flush the inside of the tank with hot (boiling) water. Make sure all the cleaning compound is removed.
4. Make an inspection of the inside of the tank. If the tank is not clean, repeat Step 1 through Step 3. Make another inspection of the tank. When making inspections, use a light that is approved for locations with flammable vapors.
5. Check the tank for flammable vapors using special indicator for gas vapors. If the amount of flammable vapors is not below the lower flammable limit, repeat the cleaning procedures.

ADDITIONAL PREPARATIONS FOR REPAIR

If nitrogen gas or carbon dioxide gas is available, prepare the tank for welding using these gases. See the manual *Safe Practices for Welding and Cutting Containers That Have Held Combustibles* by the American Welding Society, F4.1 - 1999. If these gases are not available, another method using water can be used as follows:

1. Fill the tank with water to just below the point where the work will be done. Make sure the space above the level of the water has a vent.

2. Use acceptable welding practices to repair the tank. See the American National Standard

Safety In Welding and Cutting AWS Z 49.1 - 1999.

Radiator Repair

REMOVE

NOTE: To make radiator removal easier, remove the counterweight as described in Counterweight Repair, Remove.

1. Open the access door between the hood and the counterweight. Remove the cover plate over the radiator. If installed, remove the LPG tank and bracket.
2. Drain the coolant from the radiator. Remove the radiator hoses. Disconnect the oil lines at the radiator. Put caps on the open lines.
3. Remove the remote fill assembly and radiator hoses to the engine. Disconnect the hose to the auxiliary coolant reservoir.
4. Remove the hood and transition plate as described in Hood Repair, Remove. Remove the fan shroud and fan. Loosen the exhaust band clamp on the gasoline and LPG units. Remove the engine water outlet on diesel units.
5. Remove the muffler and inlet exhaust pipe to the muffler. Remove the capscrews that fasten the radiator. Move the exhaust pipe for clearance of the radiator flange.
6. Tip the radiator forward over the engine as you lift and remove the radiator.

INSTALL

NOTE: The installation of the radiator is easier if the counterweight is removed. See Counterweight Repair, Remove in this section.

1. Tip the radiator forward over the engine as you install the radiator in the lift truck. Move the exhaust pipe for clearance to the radiator flange.
2. Install the capscrews that fasten the radiator. Install the muffler and inlet exhaust pipe at the muffler.
3. Install the engine water outlet on diesel units. Tighten the exhaust band clamp on gasoline or LPG units. Install the fan and fan shroud. Install the hood and transition plate as described in the Hood Repair, Install section.
4. Connect the hose to the auxiliary coolant reservoir. Install the remote fill assembly and radiator hoses to the engine. Make sure the hose clamp screws have an access at the wheel wells.
5. Connect the oil lines at the radiator. Install the cover plate over the radiator and fill the radiator with the coolant specified in the table in the **Periodic Maintenance** 8000 SRM 393.
6. If removed, install the counterweight as described in the Counterweight Repair, Install section. If the LPG tank and bracket were removed, install them.

Exhaust System Repair

MUFFLER, REMOVE

1. Remove the grill by removing the retaining plate at the top of the grill. See Figure 5, Figure 6, and Figure 7.
2. Disconnect the exhaust pipes and remove the clamps.
3. Remove the clamp from the muffler outlet and remove the muffler.

INSTALL

1. On overhead exhaust units, install the counterweight exhaust pipe on the muffler, but do NOT tighten. See Figure 5, Figure 6, and Figure 7.
2. Install the muffler and, on units with the overhead exhaust, rotate the muffler so the outlet is at the top. Install the other exhaust pipes and tighten the clamps. Rotate the counterweight exhaust pipe so that it points straight back and down at a 45° angle.

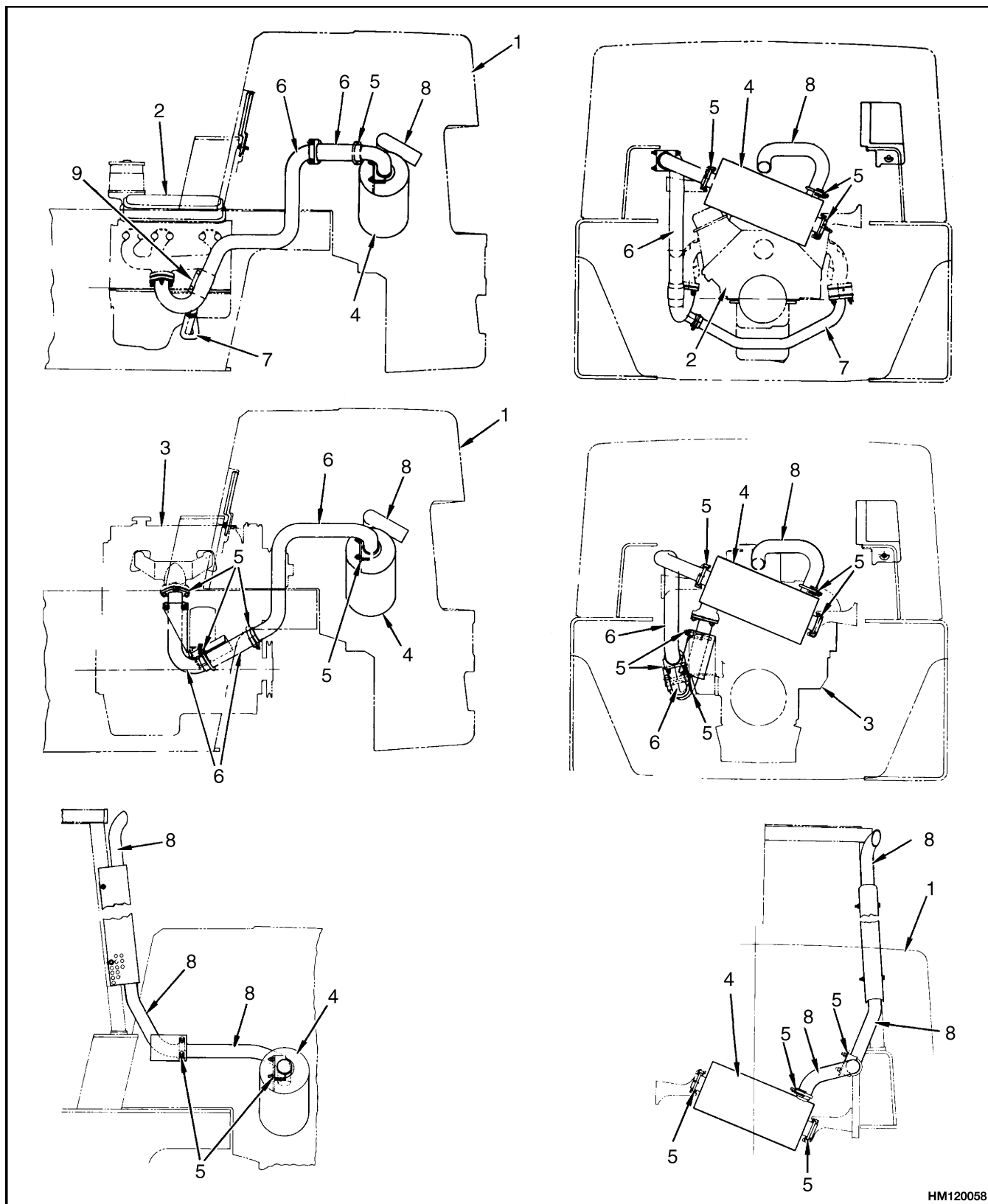
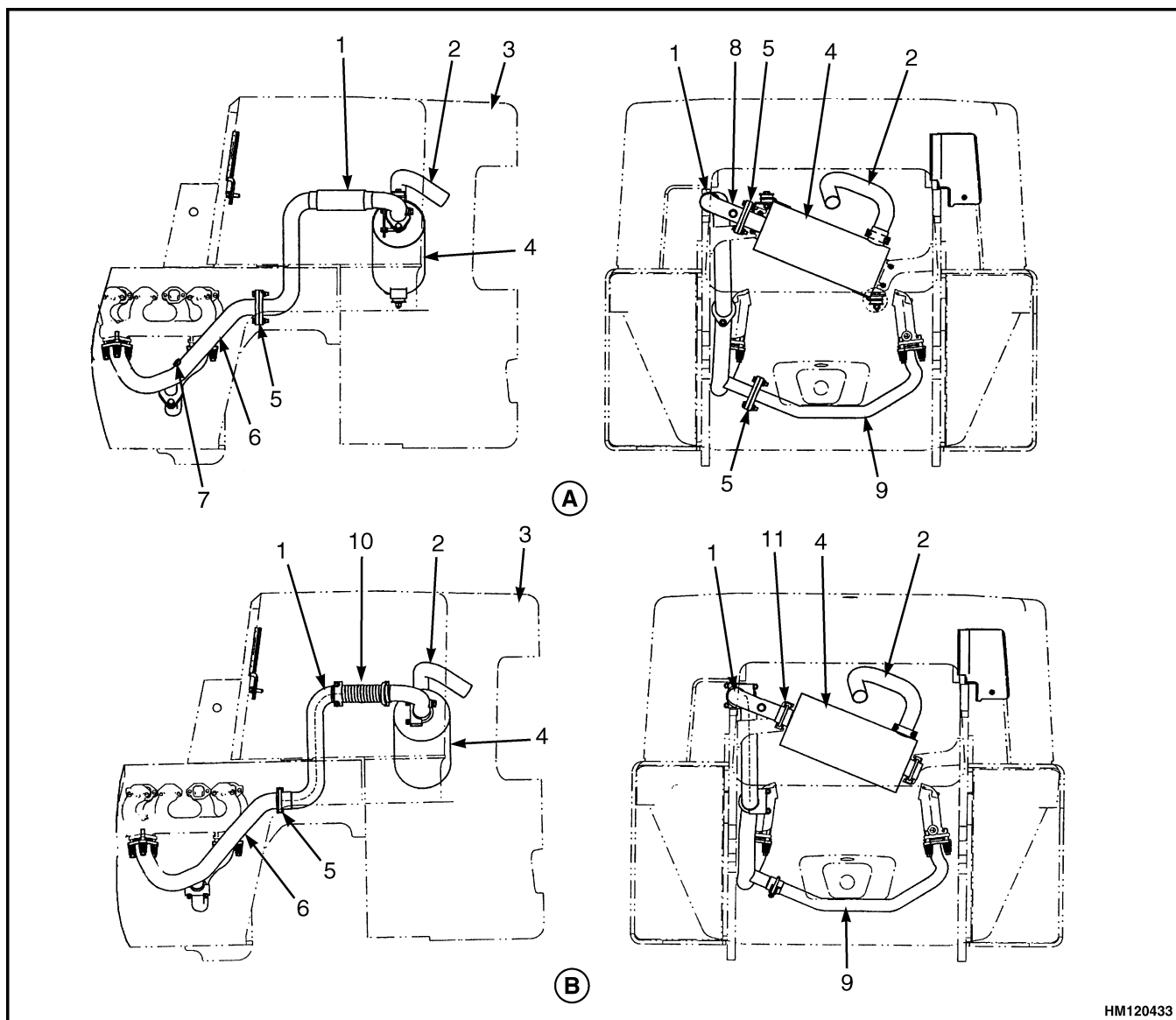


Figure 5. Exhaust System

Legend for Figure 5

- | | | |
|-------------------|-----------------|-------------------|
| 1. COUNTERWEIGHT | 4. MUFFLER | 7. CROSSOVER PIPE |
| 2. GM-V6 ENGINE | 5. CLAMP | 8. TAIL PIPE |
| 3. PERKINS ENGINE | 6. EXHAUST PIPE | 9. BAND CLAMP |



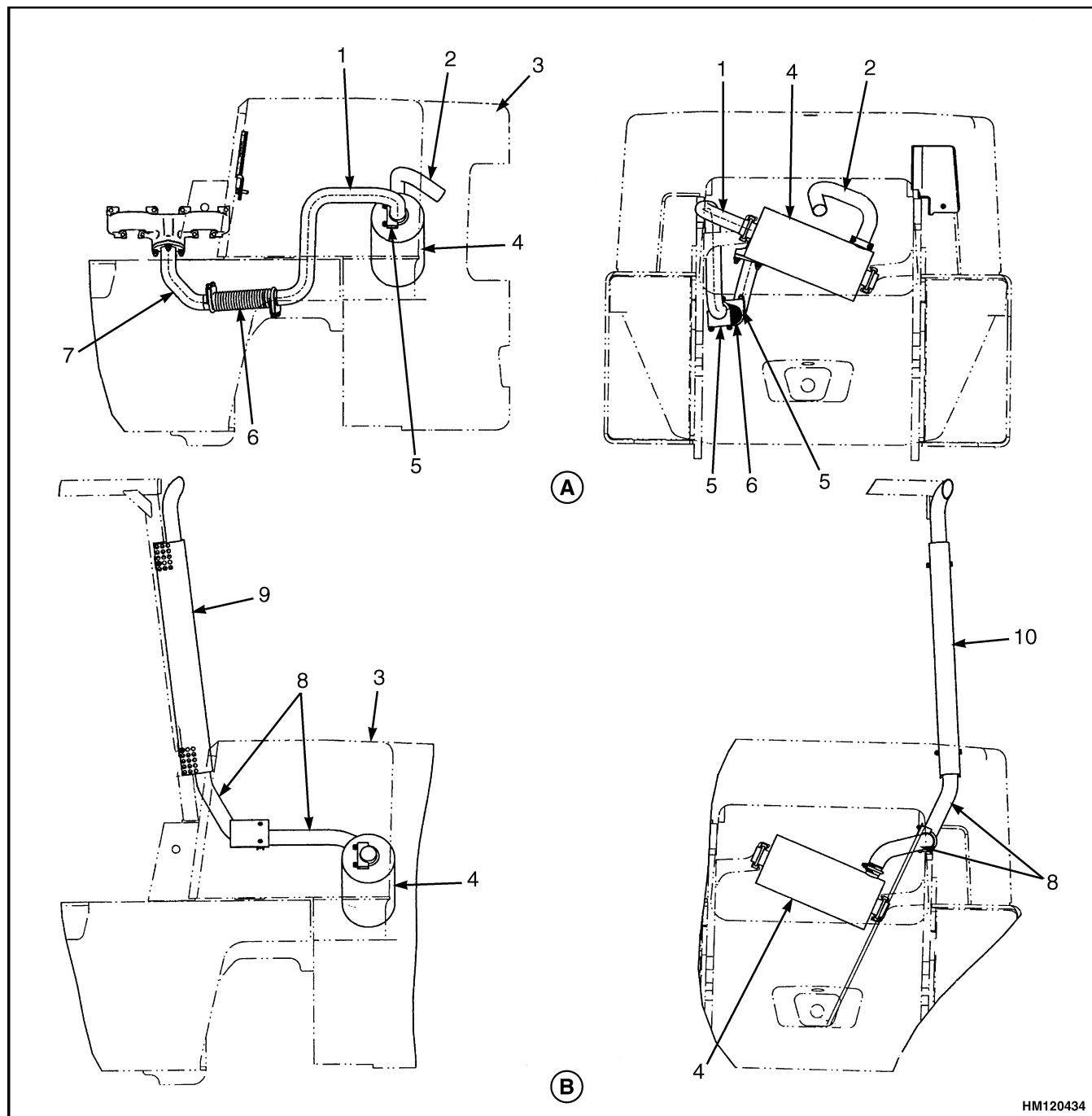
HM120433

- A. GAS/LPG COUNTERWEIGHT EXHAUST EPA COMPLIANT**
B. GAS/LPG COUNTERWEIGHT EXHAUST NON-EPA COMPLIANT

- | | | |
|-----------------------|-----------------------|-------------------|
| 1. UPPER EXHAUST PIPE | 5. GASKET | 9. CROSSOVER PIPE |
| 2. TAIL PIPE | 6. LOWER EXHAUST PIPE | 10. FLEX PIPE |
| 3. COUNTERWEIGHT | 7. RAW GAS CHECK PORT | 11. CLAMP |
| 4. MUFFLER | 8. OXYGEN SENSOR PORT | |

Figure 6. Exhaust System EPA Compliant Engine

3. Install the grill and align the end of the counterweight exhaust pipe so that it is between the grill bars.



HM120434

- A. DIESEL COUNTERWEIGHT EXHAUST EPA COMPLIANT**
B. GAS/LPG/DIESEL OVERHEAD EXHAUST

- | | |
|-----------------------|-----------------------|
| 1. UPPER EXHAUST PIPE | 6. FLEX PIPE |
| 2. TAIL PIPE | 7. LOWER EXHAUST PIPE |
| 3. COUNTERWEIGHT | 8. OVERHEAD TAIL PIPE |
| 4. MUFFLER | 9. OUTER SHIELD |
| 5. CLAMP | 10. INNER SHIELD |

Figure 7. Exhaust System, Diesel EPA Compliant

Engine Repair

REMOVE

NOTE: The lift truck can have a powershift or a manual transmission. The powershift transmission and the torque converter are attached to the engine. The engine and powershift transmission are normally removed as a unit. The manual transmission is attached to the drive axle housing. This engine is removed without removing the manual transmission.

1. Put the lift truck on blocks. See the **Operating Manual** or the **Periodic Maintenance** 8000 SRM 393 for the correct procedures to put the lift truck on blocks. Remove the overhead guard, hood, transition plate, and access door. See the Hood Repair, Remove section for more details. Remove the floor plates.
2. Disconnect the cables at the battery. Remove the battery, air cleaner inlet duct, and battery tray. Disconnect the brake fluid reservoir and engine crankcase breather lines.
3. Remove the fan and fan shroud. Disconnect the exhaust pipe at the exhaust headers.
4. Disconnect the fuel lines at the engine. Disconnect the throttle linkage at the engine. Disconnect the wires and wiring harnesses at the engine and powershift transmission.
5. Disconnect the oil lines at the hydraulic pumps. Drain the hydraulic tank and put plugs in the open ports. Disconnect the oil cooler lines from the powershift transmission.
6. **Powershift transmission.** Do the following procedure:
 - a. Disconnect the linkage between the transmission and the pedals at the transmission.
 - b. Disconnect the hydraulic lines to the brake booster.
 - c. Disconnect the brake line at the booster. Disconnect the electrical wiring.
 - d. Remove the pedal bracket.
 - e. On units without the MONOTROL® pedal, disconnect the direction control linkage at the transmission.

- f. Disconnect the drive line at the universal joint.

7. **Manual transmission.** Do the following procedure:

- a. Disconnect the drive line at the universal joint near the clutch.
- b. Disconnect the hydraulic and brake lines. Disconnect the push rod to the brake booster. Disconnect the electrical wiring.



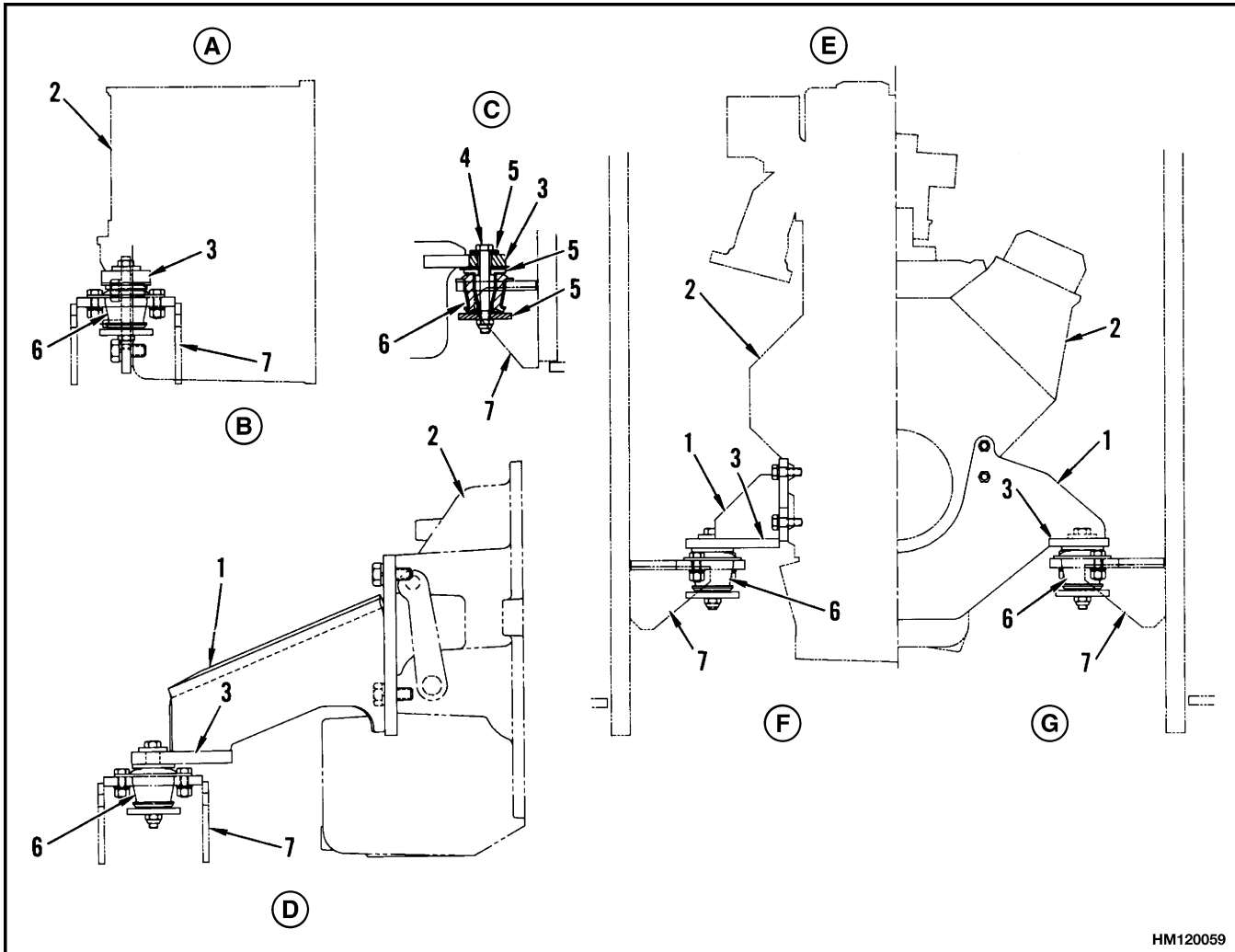
WARNING

Do NOT leave the clutch pedal free in the up position with the over-center spring installed. The spring is under tension and can cause an injury. Fasten the clutch pedal so that it cannot move down, remove the spring or carefully move the pedal to the down position to remove the tension.

- c. Remove the brake booster. Disconnect the clutch push rod from the clutch cover.
8. Connect a lifting device to the engine. Make sure the lifting device has a capacity of at least 450 kg (1000 lb). Remove the four motor mount bolts. Raise the engine from the frame. Be careful of the hydraulic pump. Make sure that all wires and hoses are disconnected. Put the engine in a position so that it has stability and will not fall.
9. Remove the powershift transmission from the engine as described in the **Two Speed Powershift Transmission-Troubleshooting and Repairs** 1300 SRM 325. On units with the manual transmission, remove the oil clutch housing and clutch cover from the engine.

INSTALL

1. Install the engine mounts on the engine as follows (see Figure 8):
 - a. **GM V-6:** Tighten the capscrews that hold the engine mount to the fan end of the engine to 30 N•m (22 lbf ft). Tighten the bolts that hold the engine mounts to the mount plate to 65 N•m (48 lbf ft).



- A. FRONT MOUNTS
 B. PERKINS, POWERSHIFT
 C. GM-V6, POWERSHIFT ONLY
 D. PERKINS, GM-V6 MANUAL ONLY

1. ENGINE OR TRANSMISSION MOUNT
 2. ENGINE, TRANSMISSION, OR CLUTCH HOUSING
 3. MOUNT PLATE

- E. REAR MOUNTS
 F. PERKINS
 G. GM-V6

4. BOLT
 5. WASHER
 6. RUBBER MOUNT
 7. FRAME MOUNT WELDMENT

Figure 8. Engine Mounts

- b. PERKINS:** Apply a sealant to the threads of the capscrews and tighten the capscrews that hold the engine mounts to the fan end of the engine to 65 N•m (48 lbf ft).



CAUTION

Apply a sealant (Hyster Part Number 264159) to the flange of the flywheel housing. Make sure

the torque converter or clutch is installed correctly and engaged with the oil pump. If the parts are not engaged, the oil pump or torque converter will be damaged.

2. If removed, install the torque converter and powershift transmission on the engine as described in the **Two Speed Powershift Transmission-Troubleshooting and Repairs 1300**

SRM 325. If removed, install the oil clutch housing and cover on the engine.

3. Connect a lifting device to the engine. Make sure the lifting device has a capacity of at least 450 kg (1000 lb). Install the engine in the unit. Be careful of the hydraulic pump. Make sure that all wires and hoses are not damaged. Install the four motor mount bolts. Connect all hoses and wiring. Make sure the clamp screws for the radiator hoses are aligned for access from the wheel wells.
4. Install the bolts for the engine mounts. See Figure 5. Tighten the bolts to 120 N•m (89 lbf ft).
5. **Powershift transmission:** do the following procedure:
 - a. Connect the drive line at the universal joint.
 - b. On units without the MONOTROL pedal, connect the direction control linkage at the transmission.
 - c. Install the pedal bracket. Connect the brake line at the booster.
 - d. Connect the hydraulic lines to the brake booster.
 - e. Connect the linkage between the transmission and the pedals at the transmission.
 - f. Connect the oil cooler lines for the transmission.
6. **Manual transmission:** do the following procedure:
 - a. Install the brake booster. Connect the clutch push rod to the clutch cover.
 - b. Connect the hydraulic and brake lines. Connect the push rod to the brake booster.
 - c. Connect the drive line at the universal joint near the clutch.
7. Connect the oil lines at the hydraulic pumps. Fill the hydraulic tank with the oil specified in the **Periodic Maintenance** 8000 SRM 393.
8. Connect the fuel lines at the engine. Connect the throttle linkage at the engine.
9. Connect the exhaust pipe at the exhaust header. Install the fan and fan shroud.
10. Connect the engine crankcase breather and the brake fluid reservoir lines. Install the battery tray, air cleaner inlet duct, and battery. Connect the cables at the battery.
11. Install the floor plates. Install the overhead guard and the hood, transition plate, and access door. See the Hood Repair, Install in this section. Remove the blocks that support the lift truck using the reverse of the installation procedure in the **Periodic Maintenance** 8000 SRM 393 or in the **Operating Manual**.
12. Check all of the fluid levels and fill as necessary. Remove the air from the brake system.

Safety Labels



WARNING

Safety labels are installed on the lift truck to give information about operation and possible hazards. It is important that all safety labels are installed on the lift truck and can be read.

DO NOT add to or modify the lift truck. Any change to the lift truck, the tires, or its equipment can change the lifting capacity. The lift truck must be rated as equipped and the nameplate must show the new capacity rating. Contact your dealer for Hyster lift trucks for a replacement nameplate.

If a label must be replaced, use the following procedure to install a new label (see Figure 9):



WARNING

Cleaning solvents can be flammable and toxic and can cause skin irritation. When using cleaning solvents, always follow the recommendations of the manufacturer.

1. Make sure the surface is dry and has no oil or grease. Do not use solvent on new paint. Clean the surface of old paint with a cleaning solvent.
2. Remove the paper from the back of the label. Do not touch the adhesive surface.