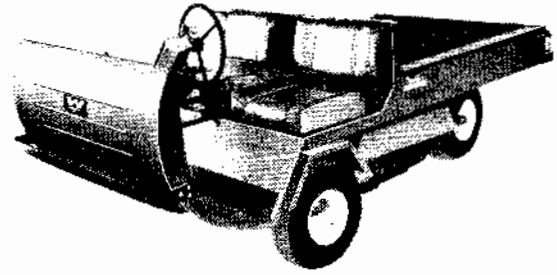
OWNER'S MANUAL

Walker POWER TRUCK



Model 600 Series with Gasoline Engine

WALKER MANUFACTURING CORP.
P. O. Box 570, Mills, Wyoming 82644

MTN STATES LITHO

Your new Walker Power Truck is designed for a wide variety of jobs and is built to perform under severe conditions. However, correct operation is imperative. Please read this manual before operating the truck.

Before being shipped from the factory your Power Truck was road tested and serviced. All you need to do is read this manual and drive away. The engine crankcase contains non-detergent break-in oil which should be replaced after 50 hours.

To start the engine:

1. Place the range selector (gear shift lever) in neutral.

CAUTION

The truck clutch is an automatic centrifugal device that engages any time engine speed exceeds idle. If the range selector is not in neutral, the truck will drive when the engine speed exceeds idle.

2. Turn the Ignition Switch to On.
3. Pull the Starter knob until the starter rope is taut. **Do not jerk.**

To Drive:

1. Reduce the engine speed to idle. Do not attempt to position the Range Selector Transmission with Engine speed above idle.
2. Place the range selector in proper gear for type of operation.
   (3) Travel Range.....For general run about
   (2) Truck Range.....For heavier hauling
   (1) Tractor Range.....For maximum loads
   (R) Reverse.....For reverse drive
3. Disengage Hand Brake if your truck has one.
4. To drive, simply depress the Accelerator Bar. If the truck does not move when engine is accelerated, immediately decelerate engine to idle and shift to a lower range. Avoid prolonged operation at minimum clutching speed.

CAUTION

Do not attempt to shift the range selector while truck is in motion or while the engine speed is above idle.

To Stop, release the accelerator bar. If faster braking is desired, depress the Brake Pedal.

To Park simply release the accelerator and brake pedal. The automatic brakes are normally sufficient for parking. Use the hand brake for more positive mechanical braking and for additional braking for parking on an incline. Since the clutch is automatic, no braking is supplied through the transmission.

CAUTION

When parking always place range selector in neutral to avoid accidental starts.

SERVICE AND MAINTENANCE

ENGINE

Unless you have specified otherwise your truck is powered by a two-cylinder, four-cycle, Onan Industrial Engine, CCK series. For optimum performance use fresh, regular-grade automotive gasoline. In the engine crankcase, use a good quality single-viscosity detergent oil, classified for service DG or MS/DG.

Every 100 operating hours, clean the Air Cleaner Cartridge. Remove the foam wrapper from the cartridge and wash the wrapper in fuel or solvent. Do not wash cartridge. Strike the cartridge gently on a flat service to remove any loose dust. Service air filter more frequently under extreme dust conditions.

For more detailed information, refer to the engine operating and parts manual.

DRIVE SYSTEM

The Differential and Mechanical Gear Range Selector Transmission should be serviced the same as automotive components.

The Automatic Power Flow Transmission should be disassembled, inspected, cleaned, and lubricated every 1000 operating hours.

To remove the Drive Belt:

1. Leave the Range Selector Transmission in gear and engage the brakes. This locks the Drive Shaft and Torque Sheave.
2. Grasp the top of the drive belt and pull it toward the Centrifugal Sheave causing the belt to pull tight and slide in the Torque Sheave. This action causes the flanges of the Torque sheave to open or spread apart and allows the belt to move toward the sheave center.
3. When the torque sheave is fully open, wedge a block of wood between the flanges. (If a belt is not installed, open the torque sheave by simply turning the flanges in opposite directions.)

With the torque sheave wedged open, the belt can be removed.

Two setscrews mount each sheave to the engine and drive shafts. On both sheaves these setscrews are located in the sheave hub between sheave flanges. The setscrews on the Torque Sheave are visible only when the sheave is wedged open.

Refer to the power flow transmission application and maintenance instructions for detailed information.

STEERING SYSTEM

The rear-wheel steering system is designed for maximum utility and minimum maintenance. The Shaft Bearings throughout the steering system are sealed units. No maintenance or lubrication is necessary.

If your truck is Front-Steer or Wide-Track Rear Steering, additional lubrication is required. This is easily done using the five zerk fittings which are furnished at key points in the steering linkage.

Every 1000 hours apply a few drops of lightweight engine oil to the steering column pivot point and remove the Steering Chain Cover and lubricate the Chain with a good grade heavy grease. The chain and sprocket system should rarely need adjustment. However, chain tension can be changed if necessary. The Bearing is mounted eccentric in the Reducer for this purpose. If chain tension adjustment is necessary, loosen the setscrew which locks the reducer, turn the reducer as required for adjustment, and secure with the setscrew.

Remove the Steering Box Cover and lubricate the Worm Gear and Steering Gear mating teeth with a medium weight graphite grease every 1000 operating hours. If required, you may make adjustment for slack caused by wear in the steering sector. To make this adjustment, loosen the mounting bolts

for the worm gear shaft bearings, remove the slack, and retighten the bolts to secure.

Remove the Rear Wheel Hubs and inspect the Wheel Bearings every 1000 hours. Replace the bearings if indicated by visual inspection. On reinstallation pack the bearings with a good quality wheel bearing grease.

ELECTRICAL SYSTEM

The Power Truck has a standard 12-volt electrical system made up of the best quality automotive components. It consists basically of a Battery, Alternator, Starter, and other standard units.

Service the battery in accordance with standard automotive practices.

Alternator bearings are sealed with lifetime grease supply. Lubrication is not required. Periodically inspect the Alternator Belt for correct tension. If required, adjust the tension by loosening the bolt which attaches the alternator to the Starter Rope Pulley Mounting Bracket. Refer to the alternator service bulletin for more specific details.

The starter bearings, with sealed-in grease supply, do not require maintenance. Adjust the Starter Belt by loosening both starter mounting bolts. Maintain sufficient slack in the belt to eliminate drag and prevent belt turning after the engine is started. Be sure the Starter Pulley is aligned.

During use the starter belt is made taut when the Startet Rope pulls the idler pulley on the Starter Actuator Arm against the belt. As the belt becomes taut, the Starter Switch should be actuated. Adjust the Starter Switch Actuator Bolt to actuate the starter switch at the proper belt tension. With proper adjustment, the starter will perform with an easy pull on the Starter Knob.

BRAKES AND THROTTLE

The Accelerator and Brake Pedal Assembly integrates throttle and brake controls, When released, the spring-loaded control provides automatic braking through the truck's hydraulic brake system. As the accelerator cross bar is depressed, the brakes are released and the throttle is opened to provide acceleration.

Check the control linkages periodically for freedom of movement. Lubricate hinge points throughout the linkages with a few drops of lightweight engine oil. Periodically check and maintain fluid level in the Master Brake Cylinder. Remove the Brake Drums to inspect the Brake Shoes for wear.

Adjust the brake shoes in the following manner:

1. Depress the accelerator cross bar to relieve pressure in the brake system.
2. Release the hand brake.
3. Adjust the Brake Adjustment Mechanism in accordance with standard automotive practices. Turn the adjustment bolt in to set the shoes up, out to set the shoes back. The working surface on the adjustment bolt is four-sided and adjustment must be made in quarter turns.

Since both brake and throttle are controlled by an integrated mechanism, critical inter-related adjustment is required. It is possible to adjust control linkages improperly so that the throttle begins to open before brake release is complete. This condition would cause excessive wear on the drive belt and brake shoes.

Due to the critical nature of the adjustment, the system is designed in a manner that allows this adjustment to be made

one time at the factory. Under normal conditions, the linkages will never require adjustment after the truck leaves the factory. If automatic braking becomes insufficient it is probably because the brake shoes need adjusting or because there is a bind in the linkages. Check the system thoroughly before attempting an adjustment involving the Master Brake Cylinder or the Throttle Cable.

When the system is adjusted properly, the accelerator cross bar will bottom out approximately 3 inches above the floorboard, and the Throttle Cable Keeper on the end of the Throttle Cable will rest ⅜ inch from the Governor Spring.

In event unusual circumstances indicate, adjust the linkage as follows:

1. Remove the Master Brake Cylinder linkage bracket from the Brake Lever.
2. Adjust the bracket on the master cylinder push rod as required to provide 3 inches clearance between the accelerator cross bar and the floorboard.
3. Reinstall the bracket to the brake lever.
4. Check the clearance between the Throttle Cable Keeper and the Governor Spring. Loosen Keeper with screwdriver, adjust to ⅜ inch clearance and tighten.

SPECIFICATIONS

Gasoline—Regular Grade

Crankcase—Single-viscosity, detergent oil, classified for service DG or MS/DG. Use SAE number for prevailing temperature conditions.

Temperature	*Oil*
Above 90° F	SAE 50
30° F to 90° F	SAE 30
0° F to 30° F	SAE 10
Below 0° F	SAE 5

(Crankcase Capacity—3 Quarts)

Spark Plug Gap—0.025 Inch

Breaker Point Gap—0.020 Inch

Differential—SAE 80 Grease

Range Selector Transmission—SAE 80 Grease

Steering Chain—Heavy Grease

Steering Gears—Medium-Weight Graphite Grease

Steering Column Pivot Point—Lightweight Engine Oil

Rear Wheel Bearings—Wheel Bearing Grease

Brake and Throttle Linkages—Lightweight Engine Oil

Brake Fluid—Heavy-Duty Hydraulic Fluid

Speedometer Cable—Graphite

Standard Tire—10 pounds for best ride. Increase for heavy load.

Turf Tire—8 to 10 pounds

MAINTENANCE SCHEDULE

At Fuel Stop

Check crankcase oil level.

Inspect engine for leaks, loose connections, etc.

Keep engine clean.

Check battery water level.

Check tire pressure.

100 Hours

Change crankcase oil.

Check crankcase breather.

Clean, adjust, and check spark plugs.

Clean air filter cartridge.

Check master cylinder brake fluid level.

500 Hours

Perform minor engine tuneup. See engine manual.

Check belt tensions.

Inspect fuel system for leaks.

Replace air filter cartridge.

Check battery charge condition.

Check differential and range selector transmission lubricant level.

Lubricate brake and throttle control linkages.

Adjust brake shoes.

1000 Hours

Perform major engine tuneup. See engine manual.

Replace fuel filter.

Disassemble, clean, and lubricate the power flow transmission.

Lubricate steering chain, steering gears, and steering column pivot point.

Inspect brake shoes.

Lubricate rear wheel bearings.

Lubricate speedometer cable.

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