

OPERATION AND MAINTENANCE MANUAL WITH PARTS LIST

MODEL:	B 6 - 10K
SERIAL NO. :	101800 & UP
YEAR:	1992 & UP
MANUAL NO.:	MB-610-03

- IMPORTANT -

READ AND FOLLOW INSTRUCTIONS GIVEN
IN SAFETY & OPERATIONS AND THOSE
SECTIONS RELATED TO YOUR SERVICE
AND REPAIR RESPONSIBILITIES



TAYLOR-DUNN

Commercial and Industrial Vehicles Since 1949

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Section 1.

INTRODUCTION

ABOUT THIS MANUAL

This manual provides you with information you need to safely operate and maintain this vehicle.

We assume that those who will perform maintenance operations are trained vehicle service technicians capable of performing routine maintenance procedures such as changing a tire, using a voltmeter, and so forth.

We also assume that they have or will attend a training program designed to familiarize them with the safe operation and use of this particular vehicle.

This manual contains the following major sections:

SECTION 1: INTRODUCTION

—contains information about how to use this manual, a description of the B 6-10K, how to do an incoming inspection, and vehicle specifications.

SECTION 2: VEHICLE OPERATION

—provides safety rules and guidelines, describes the driver training program, and explains the operation of each control on the B 6-10K.

SECTION 3: MAINTENANCE PROCEDURES

—contains a scheduled maintenance checklist, lubrication diagram, troubleshooting guide, recommended spare parts list, and detailed maintenance procedures.

SECTION 4: SERVICE PROCEDURES

—contains service procedures, in alphabetical order, for each assembly found in the B 6-10K. Each major heading contains procedures organized in logical order.

SECTION 5: ILLUSTRATED PARTS

—includes an illustration and parts list for each assembly that has replaceable parts for the B 6-10K.

NOTATIONAL CONVENTIONS

The following types of notations are used throughout this manual:

WARNING!

A warning alerts you of something that may cause injury to yourself or others. Be sure you exercise special care and follow any instructions provided in a warning message.

Caution!

A caution informs you of something that may cause damage to the vehicle. Be sure you exercise special care and follow any instructions provided in a caution message.

Note: A note provides additional information about a subject.

Tip: A tip is a suggestion that you might find helpful for a specific procedure.

VEHICLE DESCRIPTION

Note: *This manual applies to vehicles with serial numbers starting at 101800.*

The B 6-10K is designed to be driven on smooth surfaces in and around industrial plants, nurseries, institutions, motels, mobile home parks and resorts.

This vehicle is not designed to be driven on public highways. It is not designed to go in excess of 15 mph whether on a level or on a downhill surface. Driving at a speed higher than 15 mph may result in steering difficulty and/or loss of control. It is not designed to be towed in excess of 5 mph.

The vehicle can handle a total payload (cargo, passengers and driver) of up to 1,500 lbs. Various options are available to enable you to customize the vehicle to suit your particular needs (consult your Taylor-Dunn salesperson or representative for current options).

This vehicle conforms to requirements for Type G vehicles as described in O.S.H.A. Standard Section 1910.178 (Powered Industrial Trucks) and with all applicable portions of the American National Standard for Personnel and Burden Carriers (ANSI B56.8-1988).

The model and serial number for this vehicle are imprinted on a decal located under the driver's seat.

STANDARD SPECIFICATIONS, B6-10K

ITEM	SPECIFICATION
Standard Dimensions (Length x Width x Height)	304.8 X 112.4 X 122 cm
	76 $\frac{1}{4}$ " X 44 $\frac{1}{4}$ " X 48"
Dry Weight	517 kg
	1,140 lbs
Turning Radius	312 cm (125")
Hill Climbing Ability	15%
Lubrication System	Wet sump
Transmission system	Automatic variable pitch V-belt transmission Double reduction helical gear 13.87:1
Brakes	Mechanical brake linkage to individual drum brakes on each rear wheel . Parking brake with hand lever release.
Engine	See Next Table, "Engine Specifications"
Tires	5.70 x 8 load range B pneumatic
Tire Pressure	50 psi
Maximum Loading Limit	1,500 lbs. (681 kg.) including driver and passengers
Battery Specifications	Group 24

ENGINE SPECIFICATIONS, B 6-10K

SPECIFICATION			
ITEM	UNITS	M12	M16
Power Rating @ 3600 RPM	hp	12	16
	kw	9.0	11.9
Displacement	cu. in.	29.07	35.9
	cc	476.5	588.2
Bore	in	3.38	3.75
	mm	85.73	95.25
Stroke	in	3.25	3.25
	mm	82.55	82.55
Compression Ratio		6.6:1	7.3:1
Approx. Weight	lb	129	129
	kg	58.5	58.5
Approx. Oil Capacity	US Qt.	2	2.25
	L	1.90	2.13
Oil Required	SAE 30 Type SF or SG Motor Oil		
Spark Plug Type	Champion® or equivalent	RH-10	
Spark Plug Gap	in	.025	
	mm	0.65, +	
Spark Plug Torque	ft-lb	18-22	
	Nm	25-30	

TAKING DELIVERY OF YOUR VEHICLE

THIS VEHICLE SHOULD BE INSPECTED IMMEDIATELY AFTER DELIVERY. Use the following guidelines to make sure there are no obvious problems.

Inspecting the Vehicle

- ◆ Examine the contents of all packages and accessories that may have come in separate packages with this vehicle. Make sure everything listed on the packing slip is there. Nothing should look broken or damaged.
- ◆ Examine any visible wiring for obvious signs of damage. Check that all connections are secure.
- ◆ Check that battery connections are tight and all cells are filled.
- ◆ Inspect the tires for obvious wear or damage. Check the tire pressure. Make sure that all wheel lugs are secure.
- ◆ Check the body, seats, windshield (optional), trim and other external parts for obvious damage.

Checking the Controls

Try each of the following controls before turning on the keyswitch:

- ◆ accelerator pedal
- ◆ brake pedal
- ◆ forward - reverse selector lever

- ◆ parking brake
- ◆ steering wheel
- ◆ horn
- ◆ lights

Each control should move smoothly and easily, without sticking or requiring undue effort.

What To Do If You Find A Problem

If you find a problem with this vehicle, you must immediately file a claim with the carrier. The claim must be filed within 48 hours of receiving this vehicle. Forward a copy of the damage claim to your Taylor-Dunn dealer.

Caution!

Do not repair, modify or adjust any part of this vehicle unless you are authorized to do so. Incorrect repairs may result in injury to yourself and others, and cause the invalidation of your warranty.

Section 2.

VEHICLE OPERATION

SAFETY RULES AND GUIDELINES

Note: *It is the responsibility of the owner of this vehicle to ensure that the operator understands the various controls and operating characteristics of this vehicle, and obeys the following safety rules and guidelines (extracted from the American National Standards Institute, Personnel and Burden Carriers — ANSI B56.8).*

This vehicle is designed to be driven over smooth surfaces in and around places such as warehouses, nurseries, motels, parks and resorts. Before you drive this vehicle, please observe the following safety rules and guidelines:

WARNING!

Do not drive this vehicle on public roads and highways. Do not exceed 15 MPH at any time. Speeds in excess of 15 MPH may cause steering difficulty and loss of control.

- ◆ Do not drive this vehicle unless you are a qualified operator
- ◆ Keep all body parts (head, arms, legs) inside this vehicle while it is moving
- ◆ Drive slowly when making a turn, especially if the ground is wet, slippery, or when driving on an incline

WARNING!

This vehicle may overturn easily if turned sharply when driving at high speeds, especially when on an incline.

- ◆ Drive only on level surfaces or on surfaces having an incline of no more than 10%
- ◆ Do not drive over loose objects, holes or bumps
- ◆ Observe all traffic regulations and speed limits
- ◆ Keep to the right under normal conditions
- ◆ Maintain a safe distance from all objects
- ◆ Keep the vehicle under control at all times
- ◆ Yield right of way to pedestrians, ambulances, fire trucks or other vehicles in emergency situations
- ◆ Do not overtake another vehicle at intersections, blind spots or other dangerous locations
- ◆ Keep a clear view ahead at all times

DRIVER TRAINING PROGRAM

The owner of this vehicle shall conduct an Operator Training program for all those who will be operating this vehicle. The training program shall not be condensed for those claiming to have previous vehicle operation experience. Successful completion of the Operator Training program shall be required for all personnel who operate this vehicle.

The Operator Training program shall include the following:

- ◆ Operation of this vehicle under circumstances normally associated with your particular environment
- ◆ Emphasis on the safety of cargo and personnel
- ◆ All safety rules contained within this manual
- ◆ Proper operation of all vehicle controls
- ◆ A vehicle operation and driving test

Driver Qualifications

Only those who have successfully completed the Operator Training program are authorized to drive this vehicle. Operators must possess the visual, auditory, physical and mental ability to safely operate this vehicle as specified in the American National Standards Institute, Controlled Personnel and Burden Carriers — ANSI B56.9.

The following are minimum requirements necessary to qualify as an Operator of this vehicle:

- ◆ Demonstrate a working knowledge of each control
- ◆ Understand all safety rules and guidelines as presented in this manual. Know how to properly load and unload cargo
- ◆ Know how to properly park this vehicle
- ◆ Recognize an improperly maintained vehicle
- ◆ Demonstrate ability to handle this vehicle under all conditions normally associated with your particular environment

VEHICLE CONTROLS

The following describes the use of each control on this vehicle.

Note: *Some controls are optional equipment and may not be installed on this vehicle.*

Keyswitch / Starter

A keyswitch, located on the right side of the instrument panel, activates the vehicle. Rotate the key clockwise to turn the vehicle on, counterclockwise to turn the vehicle off. Rotate it momentarily all the way clockwise to start the vehicle, just like most cars.

Note: *The vehicle will NOT START unless the forward-reverse shift lever is in the neutral (center) position.*

This switch is also designed to secure and disable the vehicle. You can remove the key ONLY when the keyswitch is in the OFF position.

Deadman Switch

A switch, located under the driver's seat, disables the vehicle when the driver leaves the seat. The driver must be seated for the engine to run.

This is an added safety feature and should never be bypassed.

Choke Knob

The choke knob is located between the front seats, behind the forward-reverse shift lever. When starting a cold engine, pull out the choke knob until the engine responds properly. As the engine warms up, push the knob in.

Forward-Reverse Shift Lever

The forward-reverse shift lever, located between the driver and front passenger seats, determines the direction of travel (forward or reverse) of the vehicle. Push it forward of the neutral (center) position to make the vehicle go forward. Pull it back of the neutral position to go in reverse. Two arrows signify which movement is selected.

Caution

DO NOT SHIFT from forward to reverse or vice-versa while the vehicle is in motion. Make sure the vehicle is completely stopped before shifting. Shift only when the engine is at idle speed. Damage to the transmission may result.

Note: *The shift lever should be in the neutral position whenever the operator leaves the driver's seat.*

Accelerator pedal

The accelerator pedal, located to the right of the brake pedal, controls the speed of the vehicle and is designed for right foot operation. It operates the same way as the accelerator pedal in an automobile and controls the vehicle's SPEED, while the forward/reverse shift lever controls the DIRECTION of motion.

Depress the pedal to speed the vehicle up.
Release the pedal to slow down.

Note: *The foot brake pedal will need to be used to slow this vehicle on a down grade.*

Steering

The steering wheel and steering system is an automotive type. To turn right, turn the steering wheel to the right (clockwise). To turn left, turn the steering wheel to the left (counter clockwise).

Foot brake pedal

The foot brake pedal, located to the right of the steering column, is for operation with the right foot only. It works the same as the brake in an automobile. Applying pressure to the brake pedal slows the vehicle according to the amount of pressure you apply. Removing your foot from the pedal releases the braking action.

Park Brake Lever

The park brake is actuated with a hand lever located on the kick panel between the front seats. To set the park brake, push down on the lever. To release the park brake, pull up on the lever.

Tip: *For easier application of the park brake, step on the foot brake pedal while applying the park brake.*

Horn button

The horn button is located on the floor board the left of the steering column, designed for operation by the left foot. Depress the button to sound the horn, and release the button to turn it off.

Instrument Panel

The headlight switch is located on the left side of the instrument panel. An accessory switch, if any, is adjacent and to the right of it.

Hour Meter

Located to the right of the accessory switch, this tracks the number of hours the engine has been in operation.

Fuel Gauge

Located to the right of the hour meter. The gas filler cap is located behind the front seat on the right hand side.

OPERATION

Before Starting

Pre-start checklist:

- ◆ Check oil level. Add oil if low.
- ◆ Check fuel level. Add fuel if low.
- ◆ Make sure cooling air intake areas and external surfaces of the engine are clean and unobstructed.
- ◆ Check that all air cleaner components and all shrouds, equipment covers and guards are in place and securely fastened.
- ◆ Check that the transmission is in the center (neutral) position.

WARNING!

Never run the engine in a closed building or confined area, and avoid inhaling engine fumes. The exhaust gases contain poisonous carbon monoxide.

Starting

- 1** If the engine is cold, place the choke control in the "ON" position. If the engine is warm (in normal operating temperature), place the choke control in the "OFF" position.
- 2** Step on the accelerator pedal halfway to the floor.

- 3** Rotate the keyswitch clockwise all the way to engage the starter, just like most cars. Release the keyswitch as soon as the engine starts.

Caution!

Do not crank the engine continuously for more than 10 seconds at a time. If the engine does not start, wait 60 seconds before starting again. Failure to follow these guidelines can burn out the starter motor.

Caution!

If the engine starts but does not keep running (a "false start"), wait for the engine to stop completely before restarting. Starting the engine while the flywheel is still rotating can damage the starter.

Caution!

If the starter does not turn the engine, release the keyswitch immediately. Do not try to start the engine again until the problem is corrected. Do not jump start using another battery, as this may burn out the starter motor.

- 4** On a cold engine, gradually return the choke control to the "OFF" position after the engine starts and warms up.

Driving

- ◆ Slow down and sound the horn when approaching a corner or other blind intersection
- ◆ Avoid dangerous activities such as stunt driving or horseplay
- ◆ Do not drive this vehicle in hazardous areas unless this vehicle is approved and labelled for such operation
- ◆ Immediately report any accident or vehicle problem to your supervisor.

Loading and Unloading

- ◆ Do not load cargo that can easily fall off this vehicle.
- ◆ Do not exceed the cargo load capacity of this vehicle.
- ◆ Do not carry more than the maximum number of passengers allowed for this vehicle.
- ◆ Be extra careful when handling cargo that is longer, wider or higher than this vehicle.

Parking

- ◆ Set the parking brake before leaving the vehicle
- ◆ If you will be away from this vehicle, put the forward/reverse shift lever in the off position, set the parking brake, turn off the keyswitch and remove the key
- ◆ If you park this vehicle on an incline, block the wheels; use only the brakes to stop the vehicle on an incline
- ◆ Do not block fire aisles, fire equipment or stairways

Towing

- ◆ To tow this vehicle, attach a tow strap to the front bumper tow bar and place the forward/reverse shift lever in the neutral position.
- ◆ Use another driver to steer this vehicle while it is being towed; be sure the driver uses the brakes when you slow or stop the towing vehicle.

WARNING!

Do not exceed 5 MPH or carry any passengers while towing this vehicle.

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Section 3.

SCHEDULED MAINTENANCE

This section explains how to perform the scheduled maintenance procedures. Use the Maintenance Checklist to determine how often you should perform each procedure.

This section contains the following:

- ◆ Maintenance guidelines
- ◆ Maintenance checklist
- ◆ Lubrication chart
- ◆ Troubleshooting guide
- ◆ Recommended spare parts list
- ◆ Detailed maintenance procedures
- ◆ Avoid fire hazards and have fire protection equipment present in the work area. Do not use an open flame to check level or leakage of fuel, battery electrolyte or coolant. Do not use open pans of fuel or flammable fluids for cleaning parts.
- ◆ Ventilate the work area properly.

MAINTENANCE GUIDELINES

- ◆ Allow only qualified and authorized personnel to maintain, repair, adjust and inspect the vehicle.
- ◆ Before starting any repairs or maintenance, immobilize the vehicle by turning the ignition off, setting the key switch to the "OFF" position and removing the key, and setting the park brake.
- ◆ Block the chassis before working under it.
- ◆ Conduct vehicle performance checks in an authorized area where safe clearance exists.
- ◆ Before starting the vehicle, follow the recommended safety procedures in Section 2, "Vehicle Operation."
- ◆ Regularly inspect and maintain in a safe working condition brakes, steering mechanisms, speed and directional control mechanisms, warning devices, lights, governors, guards and safety devices.
- ◆ Check the fuel system for leaks and condition of parts. If a leak is found, take action to prevent the use of the vehicle until the leak has been eliminated.
- ◆ Inspect and maintain battery, limit switches, protective devices, electrical conductors and connections in conformance with Taylor-Dunn's recommended procedures.
- ◆ Keep the vehicle in clean condition to minimize fire hazards and facilitate detection of loose or defective parts.

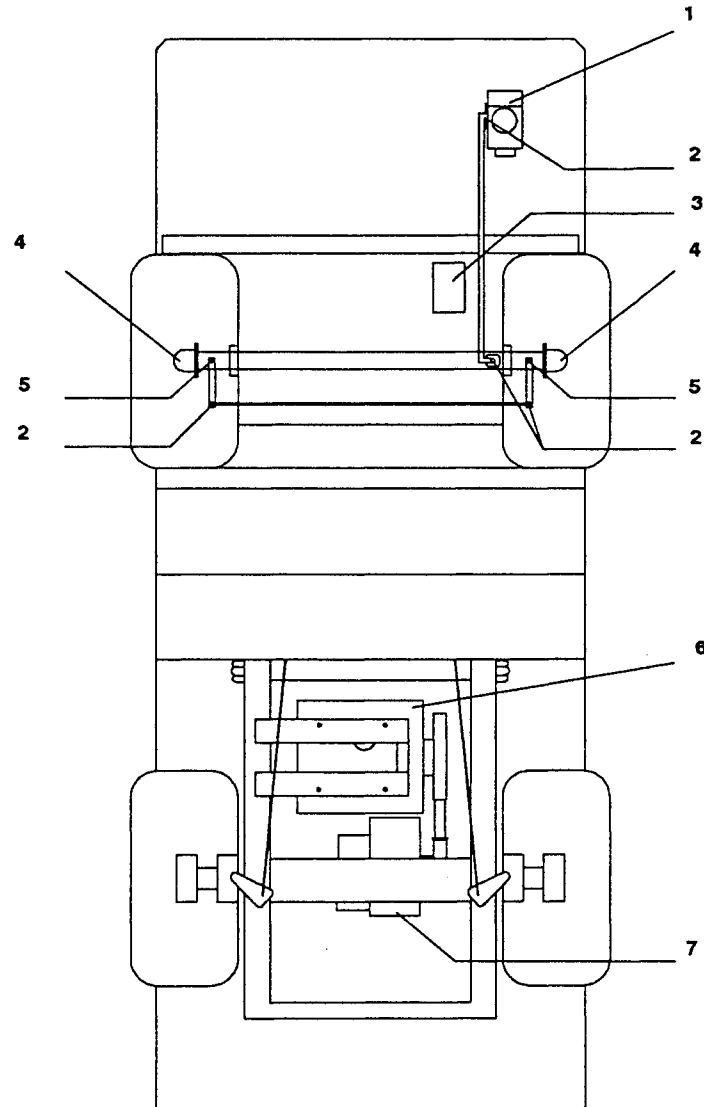
MAINTENANCE CHECKLIST

PERIODIC MAINTENANCE CHECKLIST					
Maintenance Item	Weekly (20 hrs)	Monthly (80 hrs)	Quarterly (250 hrs)	Semi-yearly (500 hrs)	Yearly (1000hrs)
Check tire pressure (50 psi).	✓	-	-	-	-
Check and fill battery (use distilled water only).	✓	-	-	-	-
Check foot brake system. Adjust if necessary.	-	✓	-	-	-
Check belts and mounts.	-	✓	-	-	-
Check steering for play. Adjust as necessary.	-	✓	-	-	-
Check control cables.	-	✓	-	-	-
Lubricate all Zerk fittings.	-	-	✓	-	-
Lubricate all moving parts without Zerk fittings (use all-purpose oil).	-	-	✓	-	-
Clean and tighten all wire connections.	-	-	✓	-	-
Wash battery with water (use soda if necessary)	-	-	✓	-	-
Check brake lining for wear. Adjust as necessary.	-	-	-	✓	-
Check and adjust front wheel bearings.	-	-	-	✓	-
Check rear axle oil	-	-	-	✓	-
Change rear axle oil.	-	-	-	-	✓
Replace air filter element.	-	-	-	-	✓
Check nuts and bolts, particularly engine and drive train.	-	-	-	-	✓
Clean and repack front wheel bearings (use wheel bearing grease).	-	-	-	-	✓
NOTE: For Engine Maintenance, see next table, "Engine Maintenance"					

ENGINE MAINTENANCE

REQUIRED MAINTENANCE	
Maintenance Item	Frequency*
Clean Air Intake Screen	DAILY*
Check Oil Level	DAILY
Fill Fuel Tank	AS REQUIRED
Check/Replace Fuel Filter	AS REQUIRED
Service Foam Precleaner	25 Hrs.*
Change Oil	25 Hrs.
Clean Cooling Fins and External Surfaces	50 Hrs.
Check Replace Paper Air Cleaner Element	100 Hrs.*
Check / Replace Spark Plug	100 Hrs.
Have Valve-Tappet Clearance Checked**	500 Hrs.
Have Cylinder Head Serviced**	500 Hrs.
Have Starter Motor Drive Serviced**	500 Hrs.
*More frequently when the engine is operated under extremely dusty and dirty conditions.	
**Have a Kohler Engine Service Dealer perform these services.	
†250 Hours when leaded gasoline is used.	

LUBRICATION CHART



ITEM #	DESCRIPTION	LOCATIONS	LUBRICANT TYPE
1	Steering Gear Box	1	General Purpose Grease
2	Steering Ball Joints	4	General Purpose Grease
3	Brake Master Cylinder	1	DOT #5 Brake Fluid (Hydraulic Brake Option Only)
4	Front Wheel Bearings	2	General Purpose Grease
5	King Pin	2	General Purpose Grease
6	Engine	1	SAE 30 Detergent Motor Oil
7	Rear Axle Filler Plug	1	SAE 30 Non-Detergent Oil

TROUBLESHOOTING GUIDE

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
Steering pulls in one direction	Unbalanced front tire pressure	Check and adjust tire pressures
	Bent or misadjusted tie rod	Repair, replace or adjust tie rod
Hard steering	Low tire pressure	Inflate to 50 psi
	Dry pivot points in steering linkage	Lubricate
	Bent or misadjusted king pin	Repair, replace or adjust king pin
Sloppy or loose steering	Loose wheel bearing	Adjust wheel bearing
	Worn king pins or king pin bushings	Replace king pins and/or bushings
	Excess backlash in steering gear box	Adjust backlash
Lack of power or slow operation	Parking brake not completely released	Adjust parking brake
	Incorrect brake adjustment, Dragging brake	Re-adjust brakes
	Tight front wheel bearing	Re-adjust front wheel bearing
	Defective or misadjusted wheel bearing	Adjust or replace bearing
	Bind or drag in primary drive or differential	Check and repair primary drive or differential
	Misaligned front axle	Align front axle
Abnormal noise	Worn gears or bearings in differential	Replace worn gears or bearings
	Defective axle bearing	Replace bearing
	Worn or bent axle	Replace axle
	Loose wheel lug nuts	Tighten lug nuts
	No oil in drive	Add oil
Oil leaks in wheel bearing area	Wheel bearing seal defective	Replace seal
	Wheel bearing gasket defective	Replace gasket
	Drive axle filled above proper level	Drain oil to proper level
Brakes feel soft	Air in brake lines	Fill master cylinder and bleed brake lines

TROUBLESHOOTING GUIDE (continued)

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
Poor brakes	Worn lining	Adjust for lining wear or replace if less than 0.060" thick
	Oil on brake pad lining	Find oil source and correct, replace brake pads
	Wet brake lining	Clean and dry brake lining
	Bind in brake linkage	Loosen and readjust brake linkage
	Incorrect linkage adjustment	Adjust linkage
No brakes	Incorrect linkage adjustment	Adjust linkage
	Broken linkage	Repair or replace linkage
Excessive or grabbing brakes	Oil on lining	Replace lining
	Incorrect linkage adjustment	Adjust linkage
Poor idle or low speed performance	Spark plug/s fouled	Clean or replace spark plug/s
	Choke on	Turn choke off
	Incorrect timing	Reset timing
	Weak spark	Check ignition coil and circuits
	Pilot screw	Clean or adjust as necessary
	Carburetor low speed inoperative	Repair as necessary
	Fuel pump inoperative	Repair as necessary
	Air leak	Repair
	Plugged gas tank vent	Clean or repair

MAINTENANCE PROCEDURES

FUEL

Use clean, fresh, unleaded gasoline with a pump sticker octane rating of 87 or higher (for countries using the Research method, octane rating should be 90 or higher).

Unleaded gasoline is recommended, as it leaves less combustion chamber deposits. Leaded gasoline may be used in areas where unleaded gasoline is not available and exhaust emissions are not regulated.

Caution:

The cylinder head will require more frequent service when leaded gasoline is used.

Do not use gasoline left over from the previous season, to minimize gum deposits in the fuel system and to ensure easy starting. Do not add oil to the gasoline. Do not overfill the fuel tank. Leave room for the fuel to expand.

Gasohol (up to 10% ethyl alcohol, 90% unleaded gasoline by volume) is approved as a fuel for Kohler engines. Other gasoline/alcohol blends are not approved.

Methyl Tertiary Butyl Ether (MTBE) and unleaded gasoline blends (up to a maximum of 15% MTBE by volume) are approved as a fuel for Kohler engines. Other gasoline/MTBE blends are not approved.

WARNING!

Do not add gasoline while the engine is hot or running. Do not start the engine near spilled gasoline. NEVER use gasoline as a cleaning agent.

Fuel Filter

The engine is equipped with an in-line fuel filter. Visually inspect the filter periodically and replace when dirty with a genuine Kohler filter.

OIL

OIL TYPE

Use high-quality detergent oil of API (American Petroleum Institute) service class SF or SG. Select the viscosity based on the air temperature at the time of operation as shown in the table below.

Straight 30-weight oil is recommended.

Recommended SAE Oil Viscosity Grades	
TEMPERATURE RANGE EXPECTED BEFORE NEXT OIL CHANGE	OIL GRADE
32°F (0°C) and Below	5W-20 or 5W-30
0°F to 32°F (-17.8°C to 0°C)	10W-30 or 10W-40
32°F (0°C) and Above	Straight 30 weight

Caution:

SAE 10W-30 and 10W-40 oils are NOT RECOMMENDED above 30°F. Using these oils under these conditions substantially increases oil consumption and combustion chamber deposits.

Caution:

Using other than service class SF or SG oil or extending oil change intervals longer than recommended could cause engine damage which is not covered by the engine warranty.

CHECKING OIL

Note: *Make sure the engine is stopped and resting on a level surface when checking or adding oil. Also make sure the engine is cool and the oil has had time to drain into the sump.*

Check oil BEFORE EACH USE as follows:

- 1** Clean the area around the fill tube to keep dirt and debris out of the engine.
- 2** Remove the oil fill cap/dipstick and wipe oil off. Reinsert the dipstick and push it all the way down into the tube.
- 3** Remove the dipstick and check the oil level. It should be between the "L" and "F" marks.

Caution:

Do not remove or install the dipstick while the engine is running. Severe engine damage may result.

CHANGING OIL

For a new engine, change oil after the first 5 hours of operation. Change oil every 25 operating hours thereafter.

Note: *Drain oil while the engine is warm from operation. The oil will flow more freely and carry away more impurities.*

Note: *Make sure the engine is stopped and resting on a level surface.*

Change oil as follows:

- 1** Place a pan under the vehicle below the drain plug to catch the used engine oil. Remove the oil drain plug and dipstick. Allow all the oil to flow out.
- 2** Reinstall the drain plug. Make sure it is tightened securely.
- 3** Fill with new oil of the proper type to the "F" mark on the dipstick. Always check the level on the dipstick before adding more oil.

Air Cleaner

This engine is equipped with a high-density paper air cleaner element. Some specifications are also equipped with an optional oiled foam precleaner which surrounds the paper element.

Precleaner

If so equipped, wash and reoil the precleaner every 25 operating hours (more often under extremely dusty or dirty conditions).

- 1** Remove the wing nut and air cleaner cover.
- 2** Remove precleaner from the paper element.

Tip: *It is not necessary to remove the element cover or paper element.*

- 3** Rinse the precleaner thoroughly until all traces of detergent are eliminated. Squeeze out excess water (DO NOT WRING). Air dry.
- 4** Saturate precleaner in clean, fresh engine oil and squeeze out excess oil.
- 5** Reinstall precleaner over paper element.

Paper Element

Perform this procedure every 100 operating hours (more often under extremely dirty or dusty conditions).

- 1** Remove the precleaner (if so equipped), element cover and paper element.
- 2** Check the paper element. Replace the element as necessary.

Note: *Do not wash or use pressurized air on the paper element as it will be damaged. If dirty, bent or damaged, replace with a genuine Kohler element. Handle elements carefully. Do not use if surfaces are bent or damaged.*

- 3** With the air cleaner disassembled, check the base plate. Make sure it is secured and not bent or damaged. Also check the element cover, seals, and breather tube for damage or improper fit. Replace all damaged components.

Caution

Damaged or loose components could allow unfiltered air into the engine causing premature wear and failure.

- 4** Reinstall the paper element, element cover, and cover nut. Tighten the cover nut securely.

- 5** If so equipped, install the precleaner (washed and oiled) over the paper element.

- 6** Install air cleaner cover and wing nut. Tighten wing nut until it is snug against cover. Do not overtighten.

IGNITION SYSTEM

Caution

Do not apply 12-V DC to kill terminal of ignition module as module will burn out.

No maintenance, timing or adjustments are necessary or possible with this dependable electronic ignition system, other than periodically checking/replacing the spark plug. If starting problems occur which are not corrected by replacing the plug, see your Kohler Engine service dealer for trouble analysis.

Spark Plug

Perform this procedure every 100 operating hours.

- 1** Clean the area around the spark plug base to keep dirt and debris out of the engine.
- 2** Remove plug and check its condition. Hard starting or engine misfire can be caused by a wrong plug, worn or fouled plug, cracked porcelain or improper spark gap.
- 3** Replace the plug when dirty, or if reuse is questionable. See "Engine Specifications," Section 2, for plug type.

Note: *Do not clean the spark plug in a machine using abrasive grit.*

- 4** Check spark gap (0.025") using a wire feeler gauge. Adjust the gap as necessary by carefully bending the ground electrode.
- 5** Install the plug and torque to 18-22 ft lbs.

SHIFT OPERATION

Over time, the cables which operate the forward/reverse shift mechanism stretch, and may eventually require adjustment to assure adequate gear management.

To check and adjust cable tautness, do the following:

- 1** Place the shift lever in the neutral position.
- 2** Remove the driver's seat to gain access to the shift cable linkages .
- 3** Check the upper cable for tautness between the clevis and the standoff.
- 4** If the cable needs adjustment, loosen the cable adjusting nut on the standoff facing the clevis.
- 5** Adjust cable length using the cable adjusting nut on the other side of the standoff.
- 6** When cable feels taut, tighten the cable adjusting nut on the standoff facing the clevis.
- 7** Repeat steps 3 - 6 for the lower cable.

STEERING LUBE

The B 6-10K uses grease rather than oil to lubricate the steering gearbox. All that is required is the once-a-year check of the quantity and quality of the grease.

- 1** Remove the steering box cover.
- 2** If the grease supply is low or has been contaminated with water or dirt, add grease or clean out the gearbox and replenish with a multi-purpose (chassis) type grease.
- 3** Reinstall the steering gear box cover.

Battery

WARNING!

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid . Avoid contact with skin, eyes, or clothing. DO NOT INGEST!!

Cleaning

- 1** Dry dirt can be readily blown off with low pressure air or brushed off.
- 2** Wetness or wet dirt on the covers indicates battery acid. Using a brush with flexible bristles, wash it off with a strong solution of baking soda and hot water (1 lb. of soda to 1/2 gallon of water). Continue until all fizzling stops, which indicates that the acid has been neutralized. Then rinse thoroughly with clear water.

Tip: Battery acid may be caused by overfilling, leaky seals at posts and covers or of excessive gassing during charging.

Servicing

- 1** Check the electrolyte level. If low, fill with distilled water up to the correct level.
- 2** Clean the battery with water. Thoroughly dry the battery surface using dry rags.

Caution!

Do not overfill the battery. If the top of the battery appears wet before you fill or wash it, it is probably due to leaky or loose cell covers. Tighten or replace covers.

- 3** Clean the cell posts, connectors and steel tray with water.

Caution!

While cleaning the battery, make certain to keep solenoids, controller and battery charger from getting wet or damp.

Charging

WARNING!

Explosive mixtures of hydrogen gas are present within battery cells at all times. Do not work with or charge battery in an area where open flames (including gas furnace or water heater pilots), sparks, cigarettes or any other source of combustion are present. Always provide ample ventilation in rooms where batteries are being charged.

Caution!

Do not use a high amperage boost charger.

Caution!

Do not reverse the battery cables.

To charge the battery, do the following:

- 1** Check the electrolyte level. If low, fill with distilled water up to the correct level.
- 2** Charge the battery as necessary until the specific gravity of the electrolyte reaches $1.260 \pm$ at 26.7°C (80°F).

Battery Storage

The following pointers will help extend the life of the battery when storing your vehicle for the winter season:

- ♦ Clean and check the electrolyte level and charge level of the battery. Do not store a battery low in electrolyte, or in a low state of charge.
- ♦ Recharge a battery not in use every 1 to 2 months.
- ♦ If possible, store the battery in a cool place.

Brake Cables

Visually inspect the brake cables for signs of wear or cracks. Visually inspect the end connections for broken wire strands.

Caution!

Replace any worn or damaged cables immediately.

Tires

- 1** Check the tires for nicks or grooves and replace if necessary.
- 2** Ensure that the tire is properly seated on the rim.
- 3** Ensure that all the lug nuts are installed and secure.
- 4** Check the air pressure in the tires and inflate, if necessary, to the pressure specified.

Slightly lower pressure will assist traction on soft terrain without undue wear.

Refer to the chart below to determine the correct tire pressure for your needs.

Caution!

Avoid over-inflating or under-inflating tires, as both these conditions cause increased tire wear.

Tire Care

Tire pressure is governed by how you want your vehicle to ride and the terrain in which it is most commonly used.

TIRE INFLATION CHART							
Tire Size	Type	Load Range	Rating	Inflation (psi)	5 mph	10 mph	15 mph
					Maximum Load (lbs.)		
4.80-8 / 400-8	Highway Tread	A	2	35	640	505	470
4.80-8 / 400-8	Highway Tread	B	4	70	960	760	710
4.80-8 / 400-8	Steelguard	C	6	100	1,220	960	895
5.70-8 / 500-8	Highway Tread	B	4	60	1,240	980	915
5.70-8 / 500-8	Highway Tread	C	6	90	1,520	1,240	1,,160
5.70-8 / 500-8	Steelguard	C	6	100	1,860	1,470	1,370
16 x 6.50 x 8	Terra Tire	B	4	28		620	
18 x 8.50 x 8	Terra Tire	B	4	22		815	

Front Axle and Steering

Your front axle and wheel assembly consists of an axle mounted on 2 leaf springs with automotive spindles, steering worm and steering linkage.

Zerk type grease fittings have been provided to ensure proper amounts of lubricant reaching wear points.

It is recommended that you follow the maintenance guide and lubrication diagrams, both located in this section, for normal maintenance of the assembly.

The maintenance manual is set up for average vehicle use. For heavier use, lubrication and service should be more frequent.

The steering worm gear box and steering linkage is similar to those used on autos

STORING AND RETURNING CARS TO SERVICE

STORING CARS

If the vehicle will be out of service for two months or more, use the following storage procedure:

- 1** Change oil when the engine is still warm from operation. See "Changing Oil" earlier in this section.
- 2** Drain the fuel tank and fuel system (or run the engine until the fuel tank and fuel system are empty).
- 3** Remove the spark plug and pour one tablespoon of motor oil into the hole. Install the plug but do not connect spark plug lead. Crank the engine two or three revolutions.

- 4** Remove the spark plug. Cover the spark plug hole with thumb and turn engine over until the piston is at the top of its stroke (pressure against thumb is greatest). Reinstall the plug, but do not connect the plug lead.
- 5** Clean exterior surfaces of the engine. Spread a light film of oil over any exposed metal surfaces of the engine to prevent rust.
- 6** Charge the battery (see "Battery", this section).
- 7** Protect the tires from moisture, oil, and ozone (such as is found in the battery charging area).
- 8** Lift the body and clean and dry the chassis.

Note: *Avoid storing in humid areas to prevent rust and corrosion.*

RETURNING CARS TO SERVICE

The following steps must be taken to properly return a car to service after storage.

- 1** Readjust the tire pressure to specifications.
- 2** With the key turned off, check the operation of the brakes, parking brake, accelerator, steering mechanism and choke.
- 3** Start and run the engine for a brief period.
- 4** Operate the car for a short distance to note any problems with the items listed in step 2.
- 5** Clean and wash the car before returning it to service.

Section 4.

SERVICE PROCEDURES

BRAKE SYSTEM

The brake system consists of:

- ◆ Brake cables
- ◆ Brake pedal linkage
- ◆ Park brake lock
- ◆ Rear brakes

Caution!

Do not drive the vehicle if any worn or broken part is detected in any part of the brake system. The cause of the damage must be repaired immediately.

Brake Troubleshooting

IF:	TRY THIS
Brakes feel spongy	Adjust or replace brake shoes
	Replace brake drums
Brake pedal feels low	Adjust or replace brake shoes
	Replace brake drums
Brake pedal feels hard	Adjust or replace brake shoes
	Clean and lubricate brake ledges
Brakes are dragging	Adjust or replace brake shoes
	Replace return spring
	Free up and lubricate cables and linkages
	Adjust or replace wheel bearings
Brakes are grabbing or pulling	Adjust or replace brake shoes
	Tighten or replace return spring
	Replace brake drum
	Adjust wheel bearings

Rear Brakes

The rear brakes are mechanical drum brakes. They are manual adjusting type and will require periodic adjustment to assure safe operation and maximum brake life.

Servicing the rear brake assembly consists of:

- ◆ Adjusting brakes
- ◆ Replacing the brake drum
- ◆ Replacing the brake shoes

Adjusting brakes

To adjust the rear drum brakes, do the following (See Figure 1):

- 1** Raise the vehicle and support it.

WARNING!

Always use jack stands when supporting the vehicle.

- 2** Remove the wheel and tire assembly.
- 3** Insert a brake adjusting spoon into the adjusting slot in the brake drum and engage the lowest possible tooth on the wheel.
- 4** Move the end of the brake spoon downward (moves the starwheel up) and expand the adjusting screw until the brakes lock the wheel.
- 5** Engage the topmost tooth on the starwheel with the brake adjusting spoon.

- 6** Move the end of the adjusting spoon upward (moves the starwheel down) and contact the adjusting screw.
- 7** Back off the adjusting screw starwheel until the wheel spins freely with a minimum of drag.

Note: Keep track of the number of strokes taken with the brake adjusting spoon.

- 8** Repeat steps 2 to 7 for the other side.

Note: The starwheel adjuster must be backed off the same number of strokes as the first side to prevent side to side brake pull.

- 9** Lower the vehicle.
- 10** Test drive the vehicle.

Note: If the front of the vehicle pulls off to one side when braking, adjust (back off) the brake assembly on that side.

Replacing the Brake Drum

To replace the rear brake drum, do the following (see Figure 2):

- 1** Raise the vehicle and support it.

WARNING!

Always use jack stands when supporting the vehicle.

- 2** Remove the wheel and tire assembly.
- 3** Remove the holding washer from the wheel stud.
- 4** Remove the brake drum.

Note: If the drum is grooved or worn, it may be necessary to back off the brake shoe adjustment before removing the brake drum. The brake shoes may need to be replaced if grooved or show uneven wear.

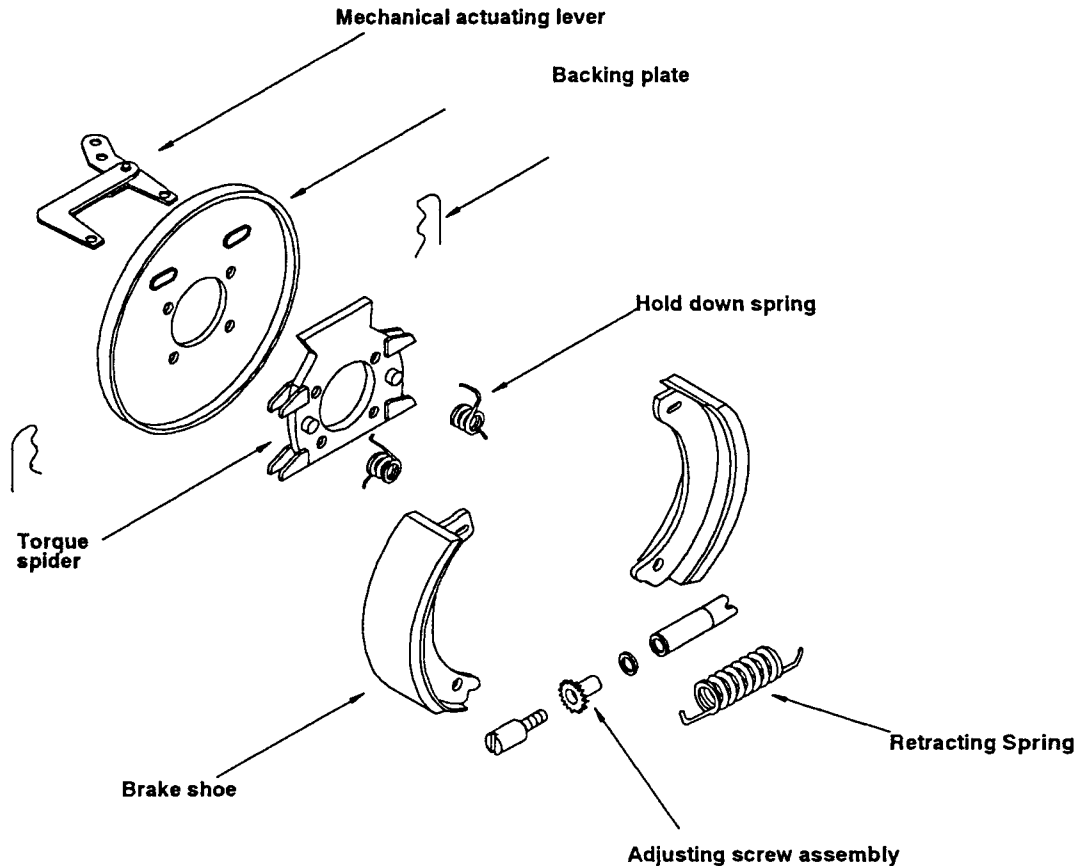


Figure 2 - Adjusting the rear drum brakes.

- 5** Remove any protective coating from the new brake drum using carburetor degreaser or other solvent.
- 6** Install the new brake drum.
- 7** Adjust the brakes.
- 8** Replace the wheel and tire assembly.
- 9** Remove the jackstands and lower the vehicle.
- 9** Test drive the vehicle.

Replacing the Brake Shoes

To replace the rear brake shoes, do the following (see Figure 3).

- 1** Raise the vehicle and support it.

WARNING!

Always use jack stands when supporting the vehicle.

- 2** Remove the wheel and tire assembly.
- 3** Remove the brake drum.
- 4** Remove the brake shoe retracting springs.
- 5** Remove the hair pins from the mechanical actuating lever.

NOTE: *Make sure you note the position of the mechanical actuating lever when removing it from the brake assembly.*

- 6** Remove the brake shoe holddown spring from each shoe.
- 7** Remove the brake shoes and adjusting screw assembly.

NOTE: *Make sure you note the position of the adjusting screw assembly when removing from brake assembly.*

- 8** Disassemble and clean the adjusting screw assembly.
- 9** Apply Hi-Temp grease to the adjusting screw assembly, the holddown and retracting spring contacts on the brake shoes, and the torque spider contact points on the brake shoes.
- 10** Install the brake shoes on the torque spider.
- 11** Install the adjusting screw assembly.
- 12** Install the brake shoe retracting springs
- 13** Install the brake shoe holddown springs.
- 14** Assemble the backing plate and mechanical actuating lever.
- 15** Connect the hair pins to the mechanical actuating lever.

NOTE: *Be sure to install each adjusting screw and mechanical actuating lever on the correct side of the vehicle.*

- 16** Adjust the brakes after installing the brake drums.
- 17** Install the wheels.
- 18** Lower and road test the vehicle.

Note: *New brakes may pull slightly to one side or the other before they are seated. If the brakes continue to pull or braking seems erratic, readjust the brakes.*

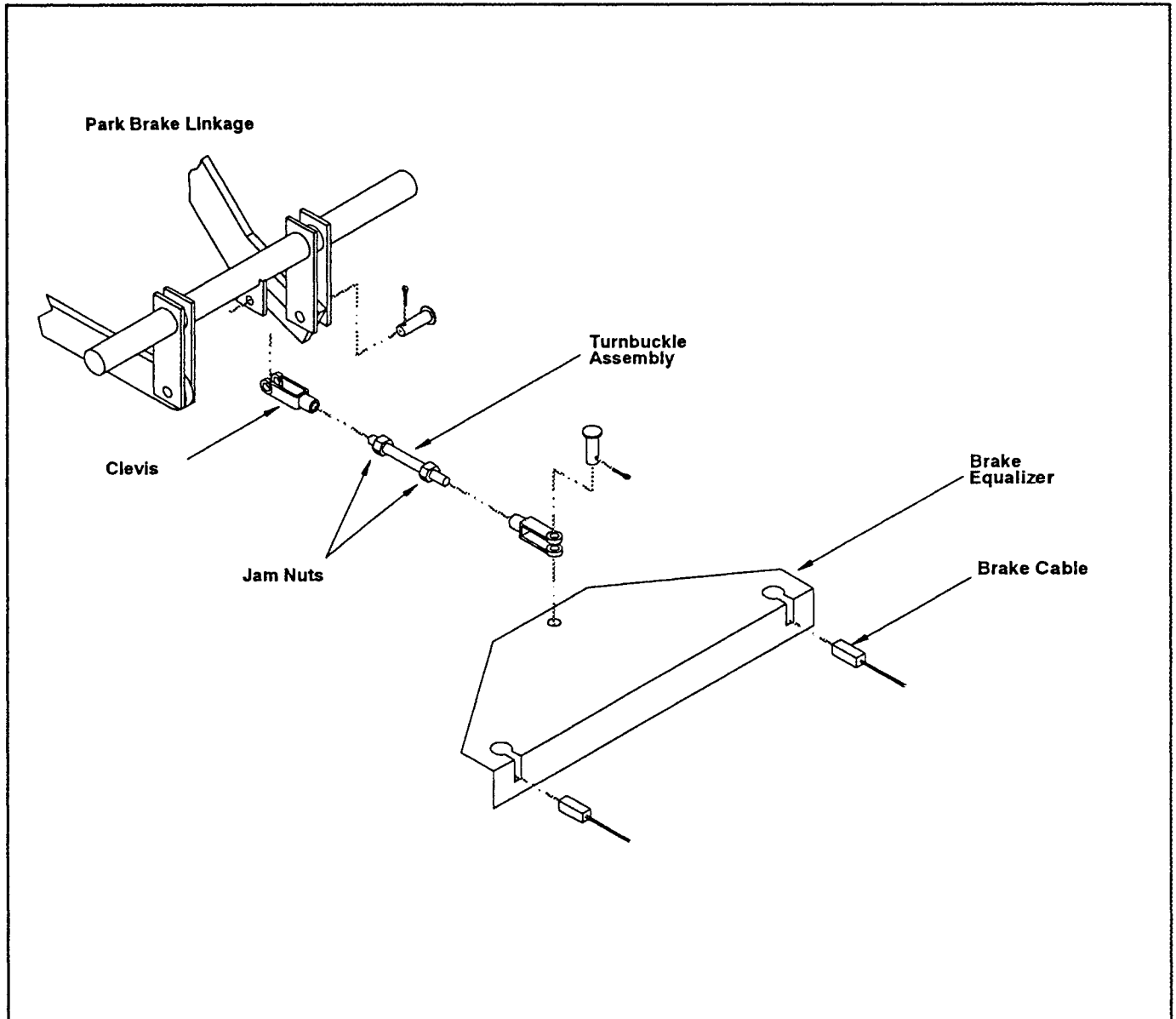


Figure 3 - Adjusting Brake Pedal Linkages

Brake Pedal Linkage

To adjust the brake pedal linkage, do the following (see Figure 1):

Note: You must adjust the rear brakes before adjusting the brake pedal linkage.

- 1** Loosen the two jam nuts on the turn buckle assembly.

Tip: The turn buckle assembly is located under the floorboard.

- 2** Turn the turn buckle assembly until the brake cables are slightly tight.

Note: There should be some slack on the brake cables after adjusting.

- 3** Tighten the two jam nuts to the clevis.

Note: The brake pedal should have about $\frac{1}{2}$ " of play before the brakes engage.

FRONT AXLE AND STEERING

The front axle and wheel assembly consists of an axle mounted on 2 leaf springs with automotive spindles, steering worm and steering linkage. The wheels revolve on Timken roller bearings and the spindles are mounted with heavy kingpins.

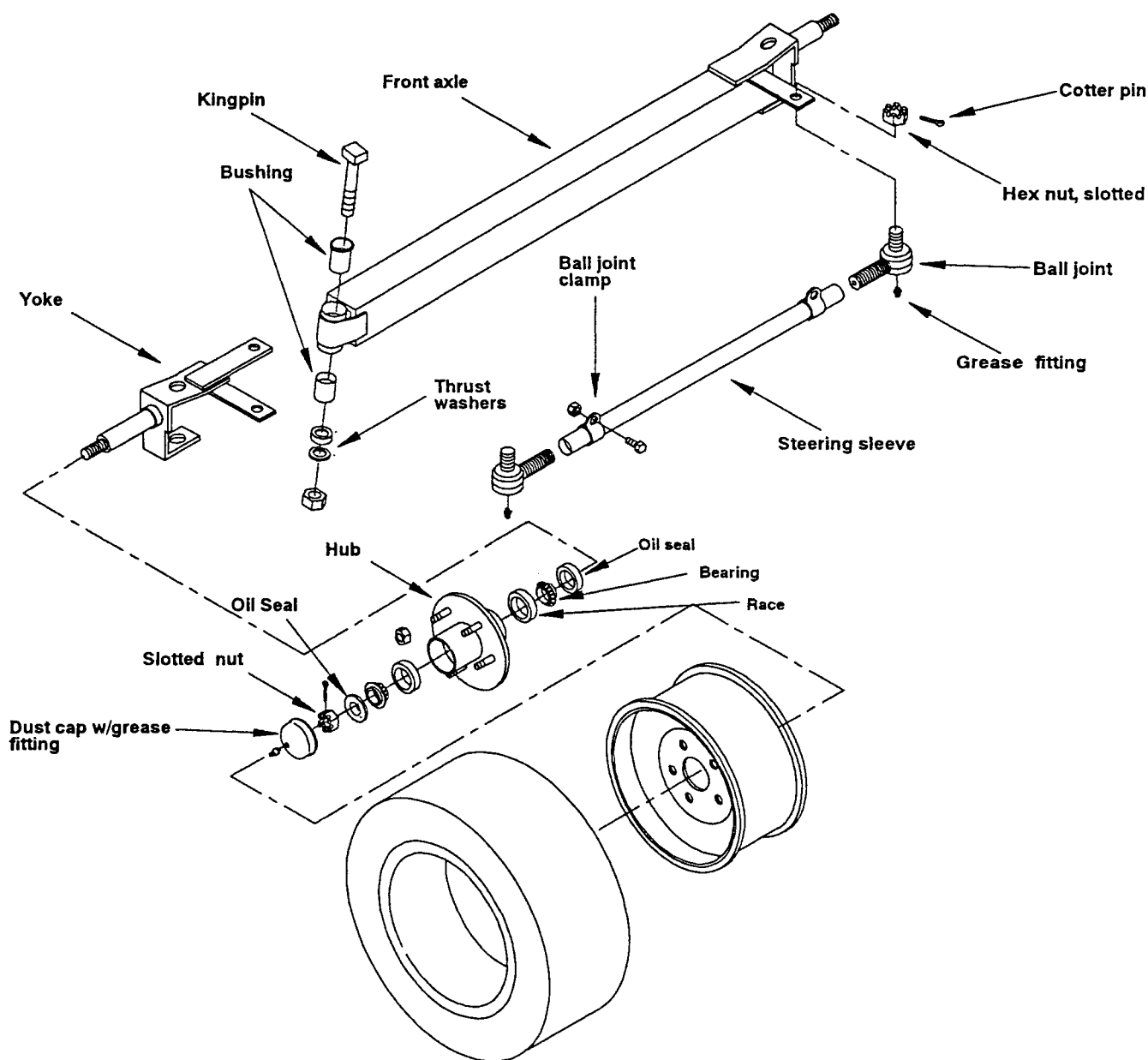


Figure 4 - Front axle

Aligning the Front End/ Adjusting Toe-in

Note: *Caster and camber are set at the factory and do not require adjustment.*

To adjust toe-in, do the following (See Fig. 4):

- 1** Raise the front end of the vehicle off the ground.
- 2** With a pencil, make a mark around the center of tread of tire by holding the pencil point against the tire while turning the wheel. Mark both front tires.
- 3** Lower the vehicle to the ground. Loosen tie rod sleeve clamps at each end of tie rod so the adjusting sleeve can be turned.
- 4** With wheels in straight forward direction, measure the distance between pencil lines at the front and the rear of the tires.
- 5** Adjust the tie rod sleeve until the distance from mark to mark across the front of the tires is the same as the distance from mark to mark across the rear.
- 6** Tighten the adjusting sleeve clamp nuts securely, taking care to avoid changing the position of the adjusting sleeve.

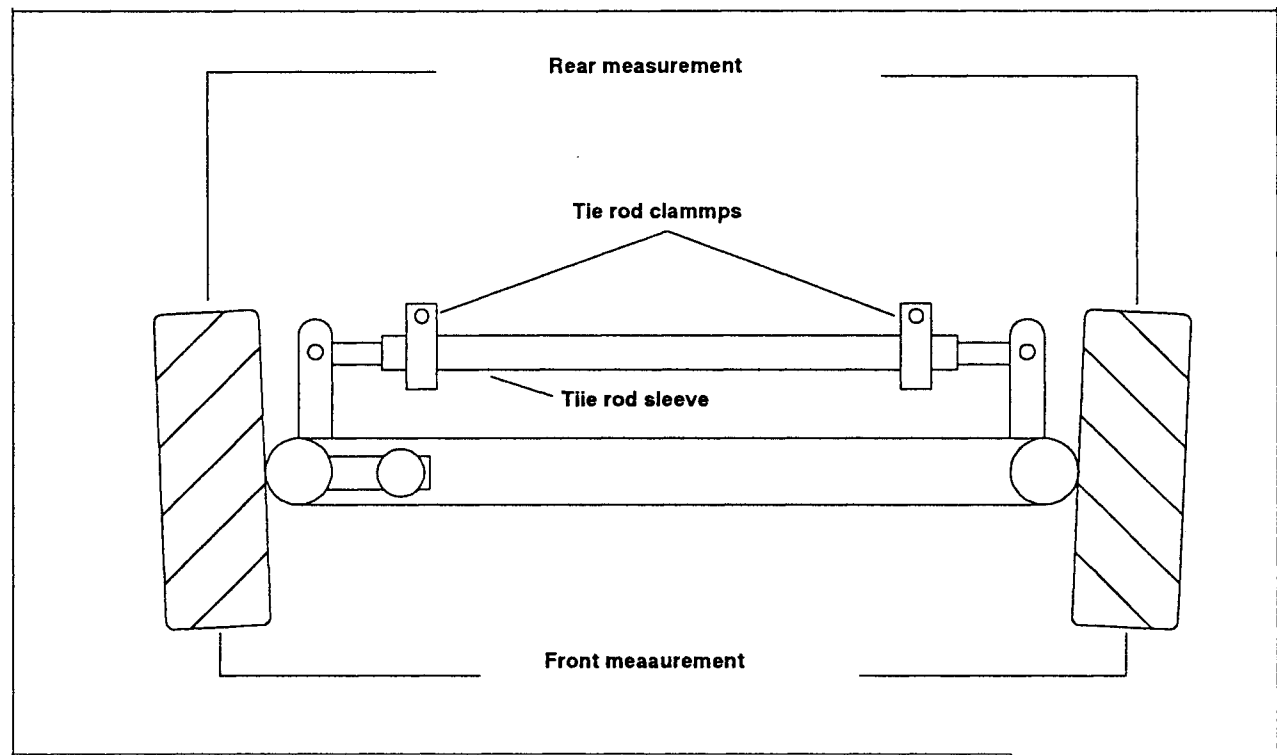


Figure 4 - Aligning the front end

Removing and Installing Wheel Hubs

- 1** Remove wheel cover.
- 2** Remove dust cap.
- 3** Remove cotter pin and unscrew spindle nut.
- 4** Remove outer washer and bearing.
- 5** Remove wheel, tire and hub assembly.
- 6** Thoroughly clean the bearings, spindle and hub assembly. Inspect bearings for wear or damage. Examine inner seal. Replace damaged or worn parts.
- 7** Generously pack bearings with wheel bearing grease.
- 8** Re-assemble in reverse order. Adjust wheel bearings before installing cotter pin.
- 9** Install cotter pin, dust cap and wheel cover.

Adjusting Wheel Bearings

To adjust front wheel bearings, do the following:

- 1** Tighten spindle nut until bearing drag barely occurs.
- 2** Back off spindle nut approximately $\frac{1}{4}$ turn. The wheel should turn freely without noticeable bearing end play.
- 3** The wheel hub has one zerk fitting for periodic lubrication of bearing without disassembling the hub. Refer to the Lubrication Chart, Section 3.

King Pins and Bushings

Removing King Pins and Bushings

To remove and install king pins and bushings, do the following:

- 1** Remove wheel and hub from spindle. See preceding subsection.
- 2** Remove the ball joints from steering arms.
- 3** Remove the cotter pin and nut.
- 4** Rap the stud sharply with a soft hammer to loosen the tapered stud from the steering arm.
- 4a** Disconnect the drag link ball joint at the Pitman Arm, remove the cotter pin and nut, rap the stud sharply with a soft hammer to loosen the tapered stud from the Pitman Arm.
- 5** Remove the $\frac{7}{8}$ " locknut which retains the spindle and steering arm assembly to the king pin.
- 6** Remove the king pin from the axle. If it is necessary to force the king pin from the axle, use a soft rod such as bronze or aluminum.
- 7** Remove the spindle and steering arm assembly, and thrust bearing from the axle yoke.
- 8** Press bushings from the spindle.

- 9** Thoroughly clean the bushing housing and king pin before installing new bushings.

Installing King Pins and Bushings

- 10** Press bushings into sleeve. If proper press is not available, most automotive supply and repair shops can perform this service.
- 11** Reassemble in reverse order. Lightly oil the king pin and tap into place in the axle.

Note: *Where force is necessary to assemble components, use a soft hammer or punch.*

- 12** When yoke and king pin are assembled to the axle, drive the king pin home to seat serrations into the top yoke plate.
- 13** Install nut to barely touch lower yoke plate.

WARNING

DO NOT DRAW YOKE PLATES TOGETHER !

- 14** After re-assembly, tighten ball joints securely.
- 15** Lubricate bushings and king pin through the grease fitting.
- 16** Adjust wheel bearing as described in earlier subsection. Align front end as described in next section, "Aligning the Front End."

Ball Joints

Removing Ball Joints

- 1** Remove cotter pin and nut.
- 2** Loosen the sleeve clamp.
- 3** Rap the ball joint stud sharply with a soft hammer to loosen the tapered stud from the steering arm.
- 4** Either measure the position of the ball joint or count the number of threads exposed from the sleeve. Remove the ball joint by unscrewing from sleeve.

Note: *One end will have left-handed thread while the other will have right-handed thread.*

Installing Ball Joints

- 5** Install the new ball joint and position the same way as the one removed.
- 6** Install the tapered stud in the steering arm or Pitman Arm.
- 7** Replace nut, tighten securely and replace cotter pin before tightening the ball joint in the Pitman Arm. Make any necessary adjustments to center the steering wheel when tires are aligned.
- 8** If the ball joint replaced is part of the tie rod, check the toe-in and adjust if necessary - as described in above subsection titled "Aligning the Front End / Adjusting Toe-in."
- 9** Tighten both sleeve clamps securely.
- 10** Lubricate the ball joint through zerk fittings. Refer to Lubrication Chart in Section 3.

Steering Worm Assembly

Removing the Steering Worm

- 1** Pry the steering wheel cap up to expose the locknut. Remove locknut.
- 2** Remove the steering wheel with a wheel puller.
- 3** Remove the steering arm with a wheel puller.
- 4** Remove the 3 mounting bolts at the bottom of the steering assembly.
- 5** Remove the U-bolt and lift out the steering assembly.

Installing the Steering Worm

- 6** Install the new steering gear with 3 mounting bolts removed earlier.
- 7** Install the U-bolt.

- 8** Align wheels straight ahead.
- 9** Install the steering wheel loosely.
- 10** Center the steering gear, turn full left, return one and three quarters. The steering gear is now centered.
- 11** Install the steering arm.
- 12** Center the steering wheel and tighten nut.
- 13** Check that the steering mechanism will turn equally in both directions. If it does not, the steering arm was not properly installed, and will have to be removed and replaced in the proper position.
- 14** Lubricate the steering worm through the zerk fitting located on the worm housing.

CARBURETOR

To adjust the air-fuel mixture in the carburetor, do the following:

- 1** With the engine stopped, turn the adjusting needles in (clockwise) until they bottom lightly.
- 2** Turn the adjusting needle out (counterclockwise) from lightly bottomed as follows:

Caution

Avoid turning the adjusting needles too hard to avoid damaging the tapered portion of the screw.

- 3** Start the engine and run at half-throttle for 5 to 10 minutes to warm up before proceeding.

Main Fuel Needle Setting

Note: You will need a tachometer for this procedure.

- 4** Run the engine at full throttle. Set engine speed to 3,100 rpm. Turn the adjusting needle out (counterclockwise) until the engine speed decreases (rich). Note the position of the needle.
- 5** Turn the adjusting needle in (clockwise). The engine speed may increase, then decrease as the needle is turned in (lean). Note the position of the needle.
- 6** Set the adjusting needle midway between the rich and lean settings. Reset engine speed to 3,100 rpm.

Note: Turning the screw clockwise makes the mixture leaner, counter-clockwise makes it richer.

Idle Speed Setting

- 7** Attach the tachometer to the engine according to tachometer's mounting instructions. Run the engine at idle speed.
- 8** Set the idle speed to 1200 ± 75 rpm by turning the idle speed adjusting screw in or out.

Idle Fuel Needle Setting

- 9** Place the throttle control into the idle or slow position.
- 10** Turn the idle fuel adjusting needle out (counterclockwise) until the engine speed decreases (rich). Note the position of the needle.
- 11** Turn the adjusting needle in (clockwise). The engine speed may increase, then decrease as the needle is turned in (lean). Note the position of the needle.
- 12** Set the adjusting needle midway between the rich and lean settings. Reset the idle speed to 1200 ± 75 rpm.

Note: The idle speed must not exceed 1500 rpm when setting the idle fuel needle.

MECHANICAL DRIVE ASSEMBLY

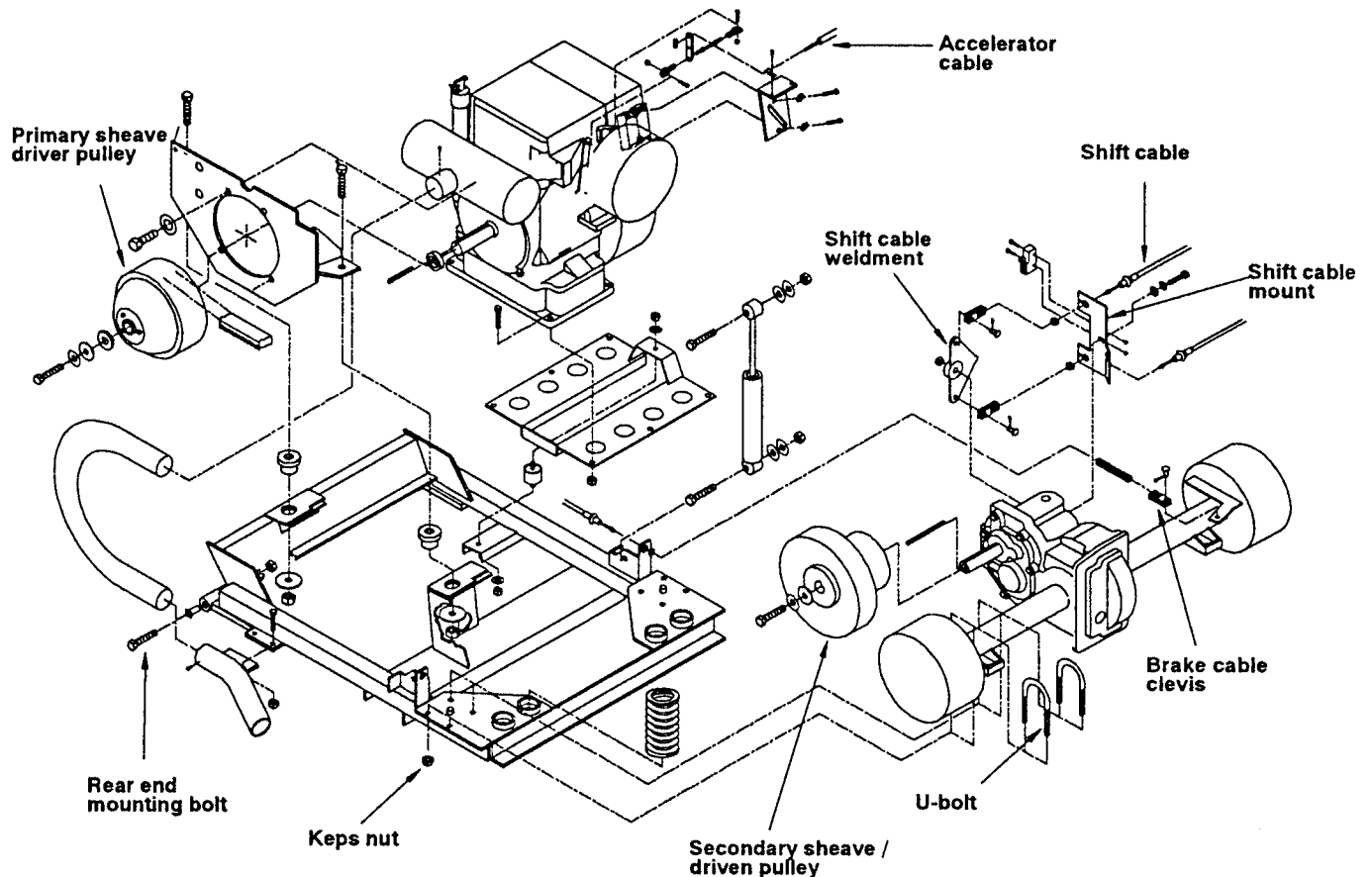


Figure 5 - Mechanical Drive Assembly

Drive Belt and Sheaves

Drive Belt

Caution:

Disconnect both battery leads to prevent accidental engagement of power while servicing the vehicle.

Removing the Drive Belt

- 1** Set the shift lever to neutral position.
- 2** Pull up on the belt, at the same time pulling it outward over the edge of the secondary fixed sheave (see Figure 5).
- 3** Rotate the secondary sheave clockwise to roll the belt off the secondary sheave.

- 4** Slip the belt over the primary sheave for complete belt removal.
- 5** Inspect the drive belt for wear and damage. Replace if necessary.
- 6** Measure belt width. New belt width is 1.22 inches. Minimum allowable is 1.06 inches. Replace if necessary.

Installing the Drive Belt

- 1** Slip the belt over and around the primary sheave.
- 2** Push the belt firmly into the secondary sheave at about the 10 o'clock position.
- 3** Rotate the secondary sheave clockwise until the belt rolls into position around the secondary sheave.

Primary Sheave

Removal

- 1** Remove the drive belt - refer to Previous section titled "Replacing or Adjusting the Drive Belt."
- 2** Remove the sheave mounting bolt, lockwasher, heavy-duty flat washer, and sheet cap washer.
- 3** Remove primary sheave assembly. If necessary, remove the keyway and spacer behind the primary sheave.
- 4** Inspect all parts for damage or deformation. Replace all damaged or bent parts as necessary.

Installation

- 5** Reverse steps 2 and 3.
- 6** Check the sheave's operation by pushing and pulling by hand. In case of rough operation, remove the sheave and reinstall.

Secondary Sheave

Removal

- 1** If not yet removed, remove the drive belt - refer to Previous section titled "Replacing or Adjusting the Drive Belt."
- 2** Remove the secondary sheave mounting bolt, lock washer, and heavy-duty flat washer.
- 3** Remove the secondary sheave. If necessary, remove the keyway and spacer.

Installation

- 4** Reverse steps 2 and 3.
- 5** Check the sheave's operation by pushing and pulling by hand. In case of rough operation, remove the sheave and reinstall.

REMOVING THE MECHANICAL DRIVE ASSEMBLY

To remove the mechanical drive assembly, do the following:

- 1** Disengage main battery cables.
- 2** Unscrew and remove the exhaust pipe from the muffler.
- 3** Remove the left and right brake cable clevis.
- 4** Remove shift cable mount and shift cable weldment from rear axle.
- 5** Unscrew ground wire and unplug distributor pickup.
- 6** Remove choke and accelerator cables from engine.
- 7** Remove fuel hose from engine.

CAUTION

Gasoline will spill from the fuel hose. Lift the end of the hose higher than the fuel tank to let the gasoline flow back into the tank. Wipe the spill with a rag.

- 8** Place a roller capable of supporting the weight of the entire rear end under the front side of the drive assembly.

WARNING

The next step will cause the front side of the drive assembly to disengage from the vehicle. Make sure the front side of the assembly is properly supported, and that no part of your body is under the vehicle for the next step.

- 9** Remove top bolts of shock absorbers.
- 10** Remove rear end mounting bolts.
- 11** Hoist up the vehicle from the rear end of the frame. The rear drive mechanical assembly - rear axle, differential, rear suspension, engine - can be rolled out from under the vehicle.
- 12** To reinstall the drive assembly, reverse procedures 1 - 11.

REAR AXLE

Removing the Rear Axle

- 1** Remove the drive belt (Refer to "Drive Belt and Sheaves," this Section).
- 2** Remove the secondary sheave.
- 3** Remove shift cable mount and shift cable weldment from rear axle.
- 4** Remove the 4 U-bolts mounting the rear axle to the rear end.
- 5** Remove the brake cables from the axle.
- 6** Hoist up the rear end to free the rear axle.
- 7** Remove the rear wheel nuts.
- 8** Remove the wheels.

Installing the Rear Axle

- 9** To reinstall the rear axle, reverse steps 1 - 8.

REMOVING AND INSTALLING THE ENGINE

To remove the engine, first disengage the mechanical drive assembly (see above, "Disengaging the Mechanical Drive Assembly"). Then do the following:

- 1** Remove the primary sheave (See "Removing the Primary Sheave," this Section), including the keyway and spacer.
- 2** Remove the four mounting bolts from the side engine mounting bracket.
- 3** Remove the nut and washer holding the bottom mounting bracket to the swing arm.
- 4** Hoist the engine out.
- 5** If necessary, remove the four mounting bolts from the bottom engine mounting bracket.
- 6** To reinstall the engine, reverse procedures 1 - 5.

PARK BRAKE LINKAGE

The only adjustment to the park brake linkage is done with the knob at the end of the handle. Turn the knob clockwise to tighten, and counterclockwise to loosen the park brake.

SHIFT LEVER LINKAGES

Centering the Shift Lever

- 1** Place shift lever in neutral position.
- 2** Make sure the outer adjusting nuts on the rear ends of the shift cables are flush to the tip of the threaded end.
- 3** Remove cable slop by rotating the adjusting nuts on the front ends of the shift cables.
- 4** Start the engine.
- 5** Move lever back until transmission starts making a grinding sound that indicates it is about to engage. Mark the position of the lever.
- 6** Repeat Step 4, this time moving the lever forward of the neutral position.

- 7** Compare forward and reverse marks. They should be the same distance (or "throw"), approximately $\frac{1}{2}$ " from the center position. If not, proceed with the subsequent steps.

- 8** If the forward throw is more than the reverse, loosen the inner adjusting nut on the upper shift cable, so that it moves back by approximately half the difference between the forward and reverse throws. Tighten the outer adjusting nut to take up the slack.

Note: If the reverse throw is more than forward, this and the subsequent steps will still apply, but with the terms "upper" and "lower" shift cables interchanged.

- 9** Loosen outer adjusting nut on the lower shift cable, so it moves forward by the same distance as the upper adjusting nuts. Tighten the inner adjusting nut to take up the slack.

- 10** Repeat steps 8 and 9 until the forward and reverse throws of the shift lever are approximately equal.

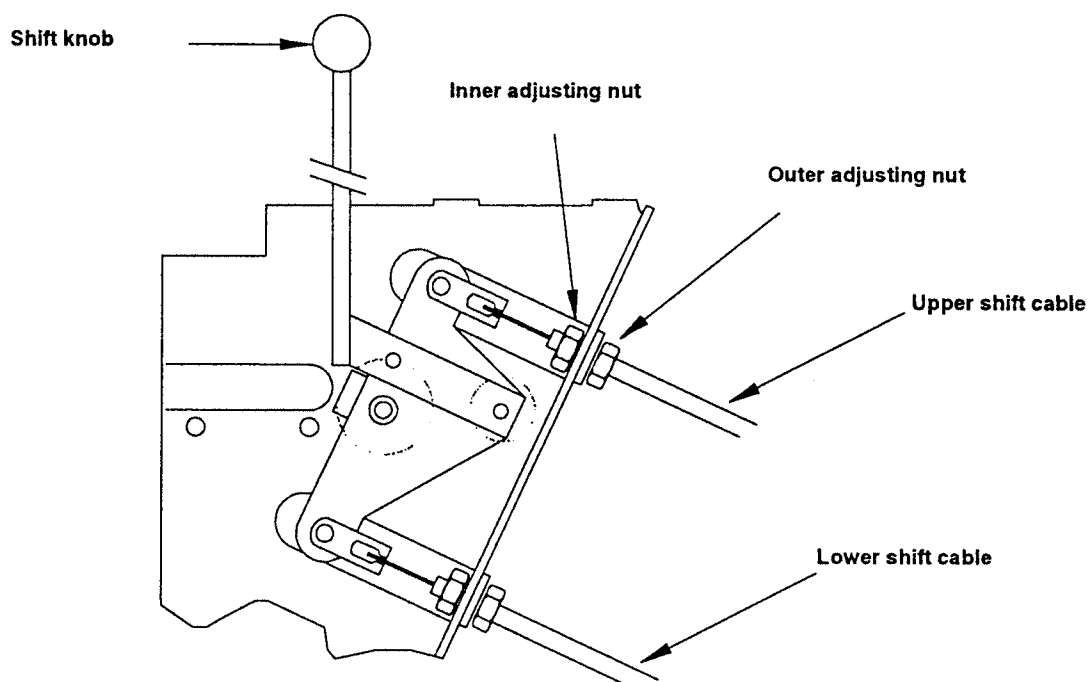


Figure 6 - Adjusting shifter linkages.

ENGINE

For engine servicing, refer to Kohler Engine Manual (attached).

REAR AXLE DIFFERENTIAL

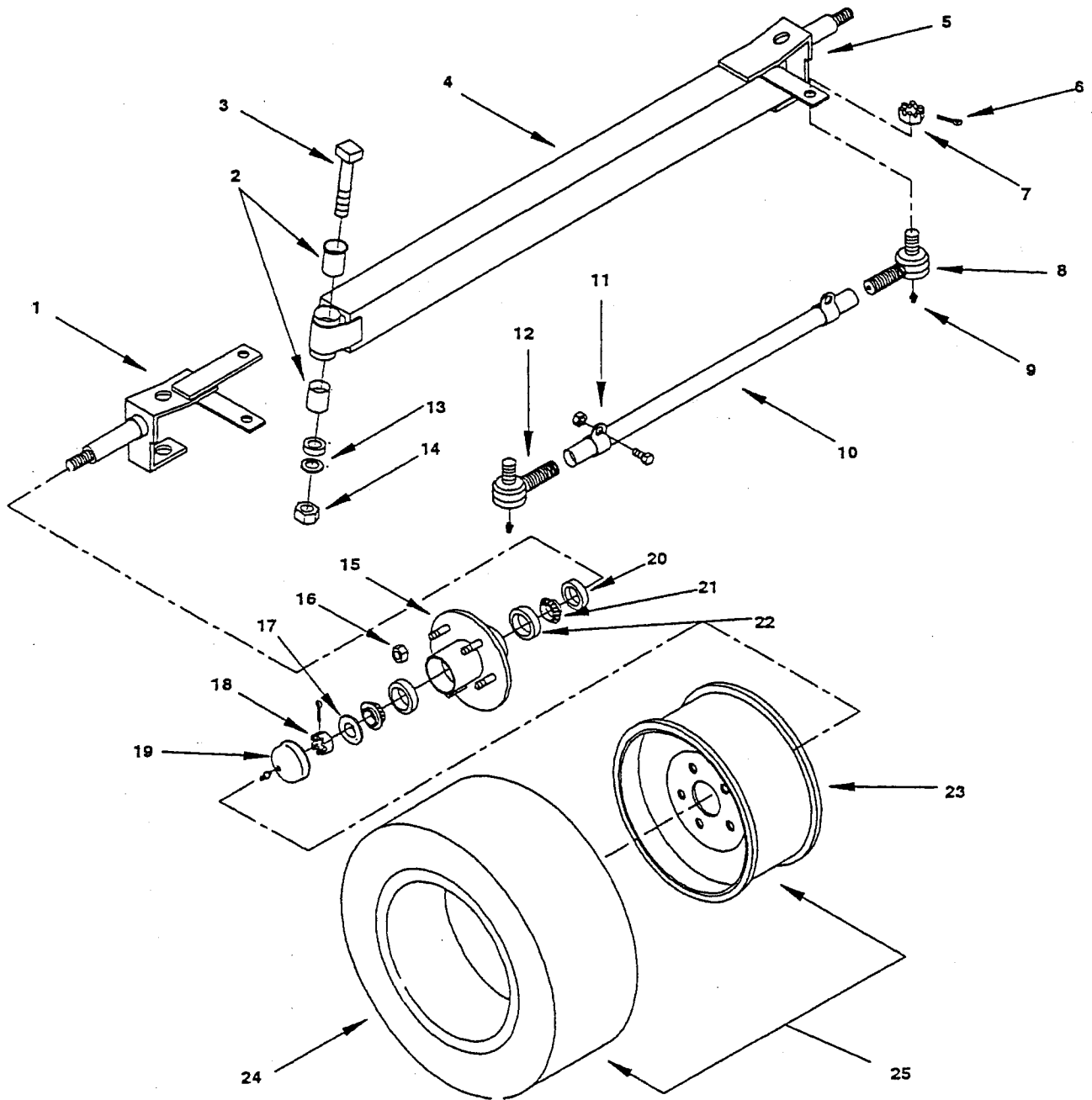
For REAR AXLE DIFFERENTIAL servicing, refer to Dana Drive Manual (attached).

Section 5.

ILLUSTRATED PARTS

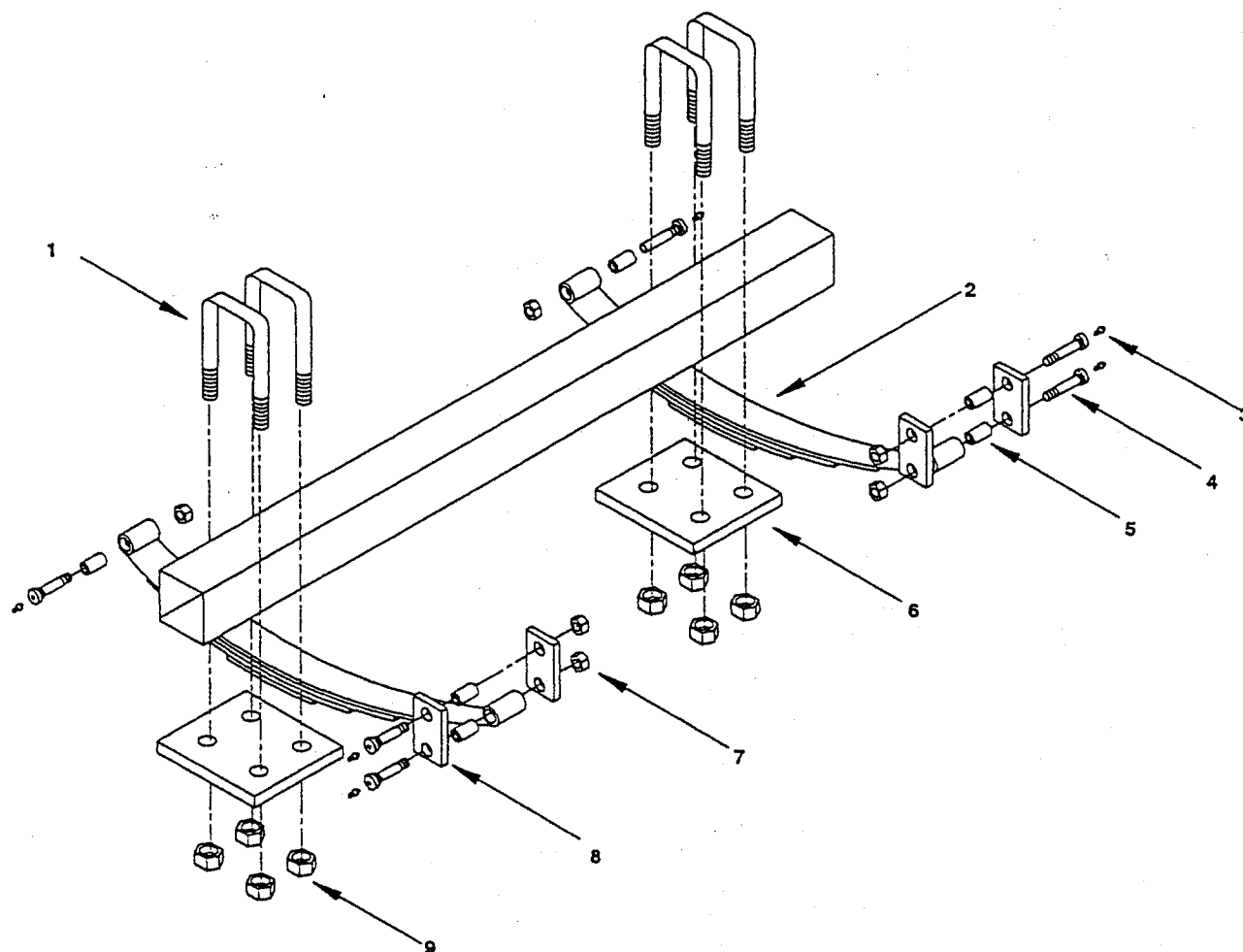
BREAKOUT

FRONT AXLE

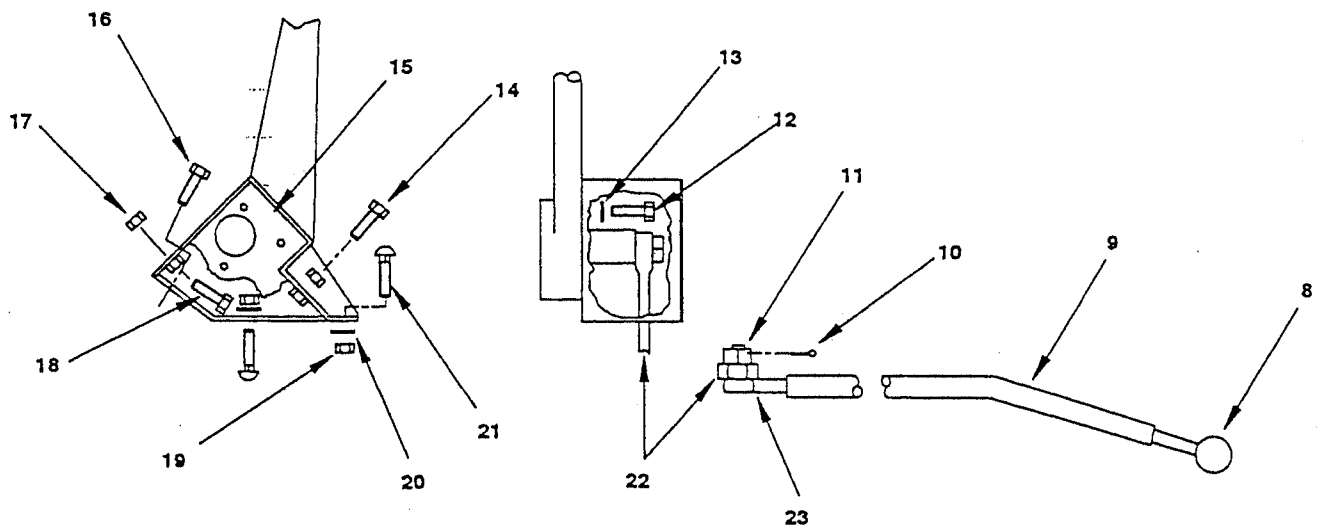


FRONT AXLE			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	14-210-98	Yoke, Front Axle, Left	1
2	32-240-55	Bearing, Metal-backed Teflon	4
3	21-020-15	Kingpin, $\frac{5}{8}$ x $4\frac{1}{4}$, with Fittings	2
4	15-210-00	Front Axle Weldment	1
5	14-210-99	Yoke, Front Axle, Right	1
6	88-527-11	$\frac{1}{8}$ x 1 Cotter Pin, Steel	4
7	88-159-85	$\frac{1}{2}$ -20 NF Hex Slotted Nut	2
8	86-501-99	Ball Joint, F1 and P2, Right	1
9	87-074-00	Grease Fitting, $\frac{1}{4}$ "	4
10	18-041-00	Sleeve, Steering, Adjustable, 22.5"	1
11	86-510-00	Assembly, Ball Joint Clamp #25469-H	2
12	86-501-98	Ball Joint, F1 and P2, Left	1
13	97-180-55	$\frac{5}{8}$ Thrust Washer, Metal-backed Teflon	4
14	88-189-81	$\frac{5}{8}$ NC Nylock Hex Nut	2
15	92-104-00	Dust Cap with Grease Fitting	2
16	88-239-85	$\frac{3}{4}$ NF Hex Slotted Nut	2
17	88-228-60	$\frac{3}{4}$ " Washer, SAE	2
18	97-236-00	$\frac{1}{2}$ " Tapered Lug Nut	10
19	12-124-00	Hub, Wheel, 5-stud, 1" ID Bearing	2
20	45-338-00	Oil Seal	2
21	80-017-00	Tapered Roller Bearing	2
22	80-103-00	Tapered Bearing Race	2
23	12-012-00	Wheel, 5-hole	2
23A	12-042-00	Split Rim Wheel, 5-hole	2
23B	12-020-00	7.00" Rim Width Wheel, 5-hole	2
24	10-081-00	Tire, 5.70 x 8 Load Range B, Highway Tread, Tubeless (needs #23 or #23A)	2
24A	10-086-00	Tire, Soft Solid, 5.00 x 8 Mantoter (needs #23A)	2
24B	10-093-00	Tire, 18 X 8.5 X 8, Power Rib, Tubeless (needs #23B)	2
25	13-742-00	Tire and Wheel Assembly (includes #23 and #24)	2
25A	13-742-11	Tire and Wheel Assembly (includes #23A and #24)	2
25B	13-742-10	Tire and Wheel Assembly (includes #23A and #24A)	2
25C	13-742-11	Tire and Wheel Assembly (includes #23B and #24B)	2

FRONT AXLE SUSPENSION

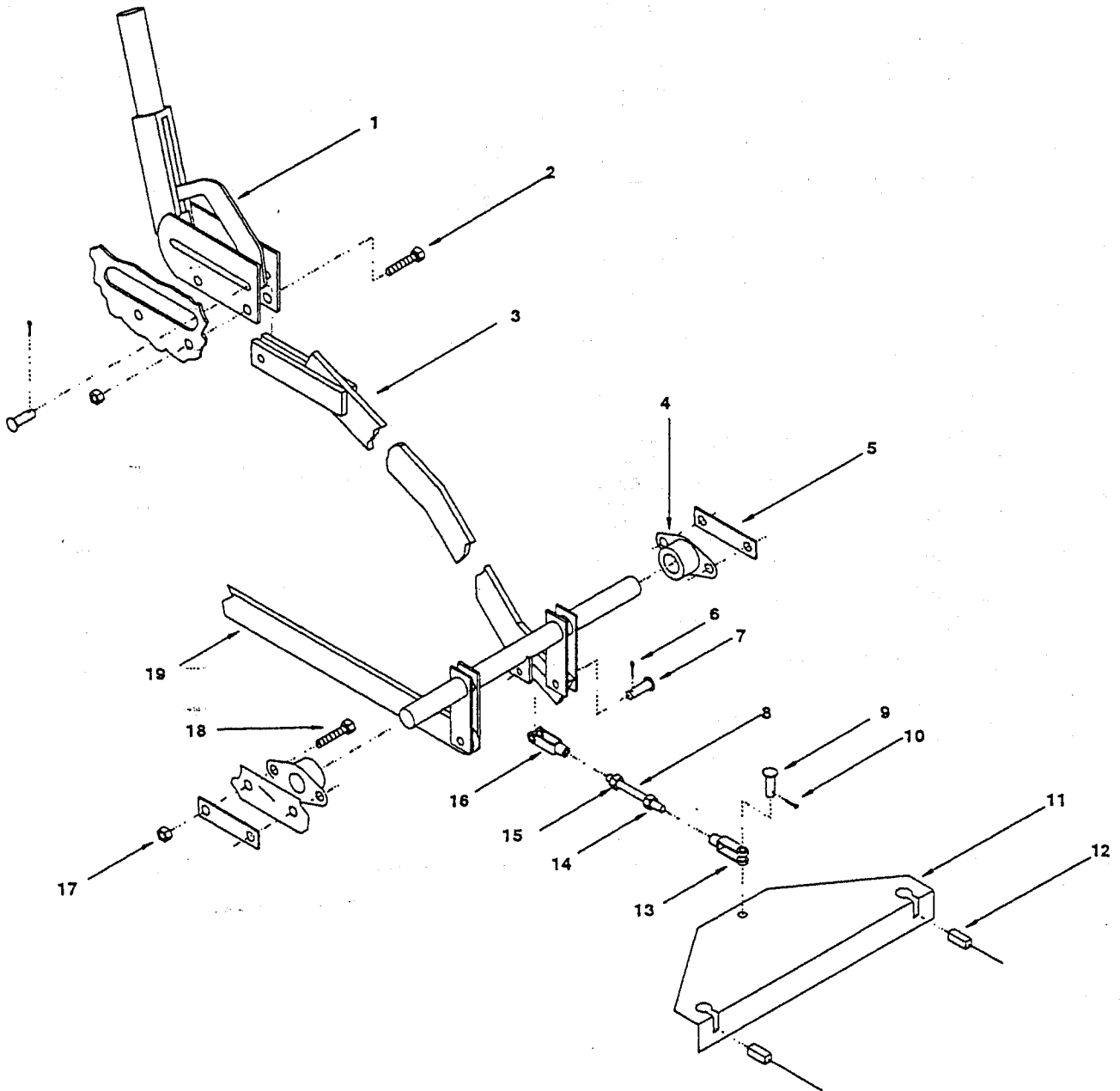


FRONT AXLE SUSPENSION			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	96-123-00	U-bolt	4
2	85-512-10	Spring, 4-leaf, 1 $\frac{3}{8}$ " Wide x 27 $\frac{3}{8}$ " Eye to Eye	2
3	87-074-00	Grease Fitting, $\frac{1}{4}$ "	6
4	96-248-01	Shackle Bolt with Grease Fitting, 3 x $\frac{9}{16}$	6
5	32-213-00	Bushing, Nylon	6
6	16-865-02	Plate, 1 $\frac{3}{4}$ " Spring x 2 Sq. Axle	2
7	88-109-81	$\frac{3}{8}$ " Locknut	8
8	16-870-10	2 $\frac{1}{4}$ " Link Plate	2
9	88-169-82	$\frac{9}{16}$ -18 NF Locknut	6



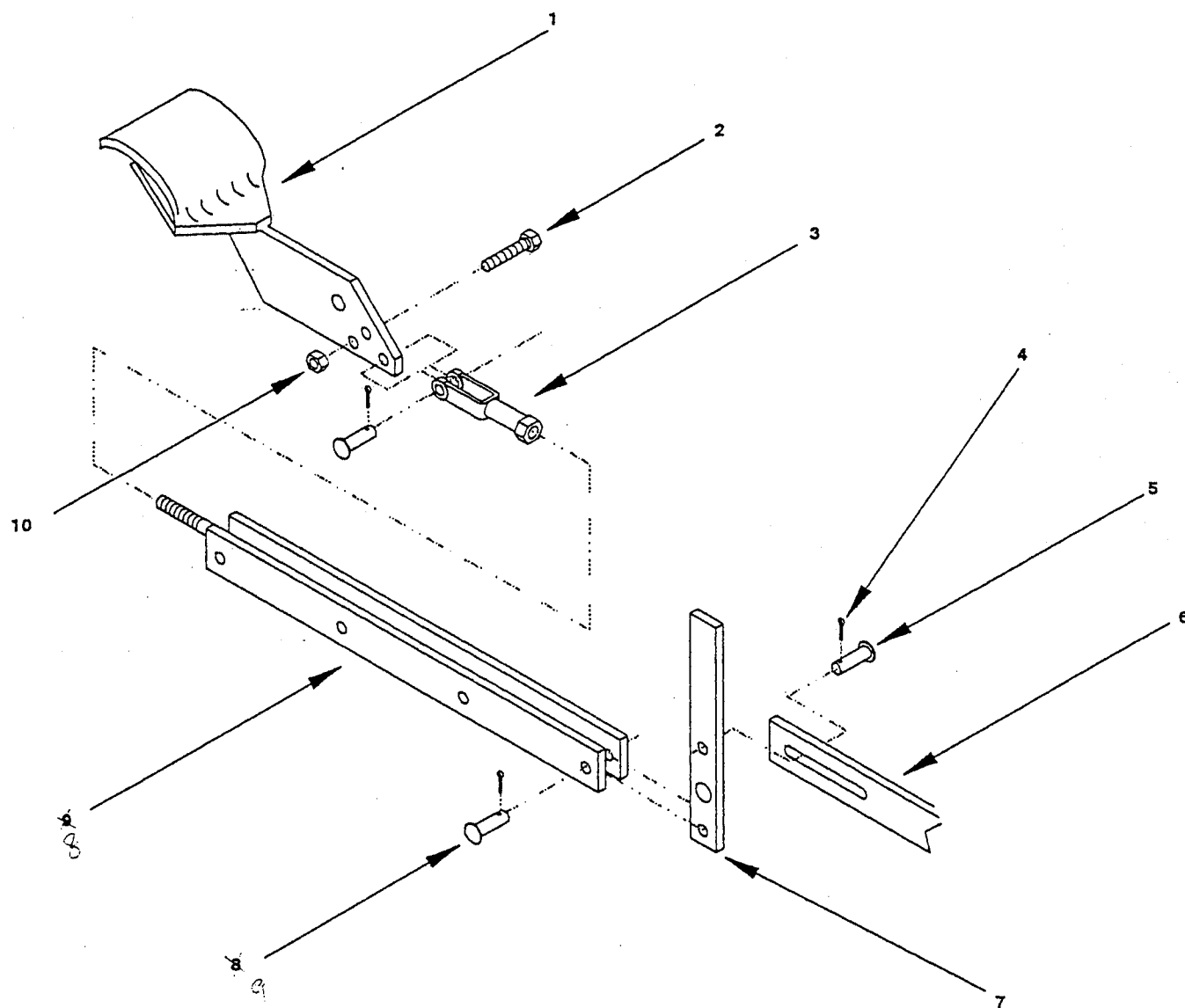
STEERING ASSEMBLY			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	18-311-10	Assembly, Steering Gear, 26" V Length	1
2	88-069-81	1/4" Nylon Insert Locknut, Plated	2
3	96-124-02	U-bolt, 1/4" NC, 15/8 x 2" Long	1
4	19-011-20	Cover, Steering Wheel	1
5	88-199-82	5/8" NF Hex Head Jam Nut	1
6	19-011-25	Steering Wheel, 3-Spoke	1
7	88-069-83	3/8" Brass Acorn Nut, Nickel Plated	2
8	86-501-99	Ball Joint, F1 and P2, Right	1
9	18-057-10	Assembly, Steering Sleeve, 1" OD	1
10	88-527-11	1/8 x 1" Steel Cotter Pin	2
11	88-159-85	1/2-20 NF Hex Slotted Nut	2
12	88-120-11	7/16 x 1" NC Hex Head Cap Screw	3
13	88-128-62	7/16 Lock Washer	3
14	88-151-16	1/2 x 2 Hex Head Screw, Grade 5	1
15	00-210-16	Steering Gear Weldment	1
16	88-100-11	3/8 x 1" NC Hex Head Screw	1
17	88-159-82	1/2" NF Jam Nut	1
18	88-151-13	1/2 x 1/4 NF Grade 5 Hex Screw	1
19	88-109-81	3/8" NC Locknut	4
20	88-108-60	3/8" Washer	5
21	88-102-09	3/8 x 3/4 NC Carriage Bolt	2
22	18-111-00	Arm, Steering	1
23	86-501-98	Ball Joint, F1 and P2, Left	1

PARK BRAKE LINKAGES



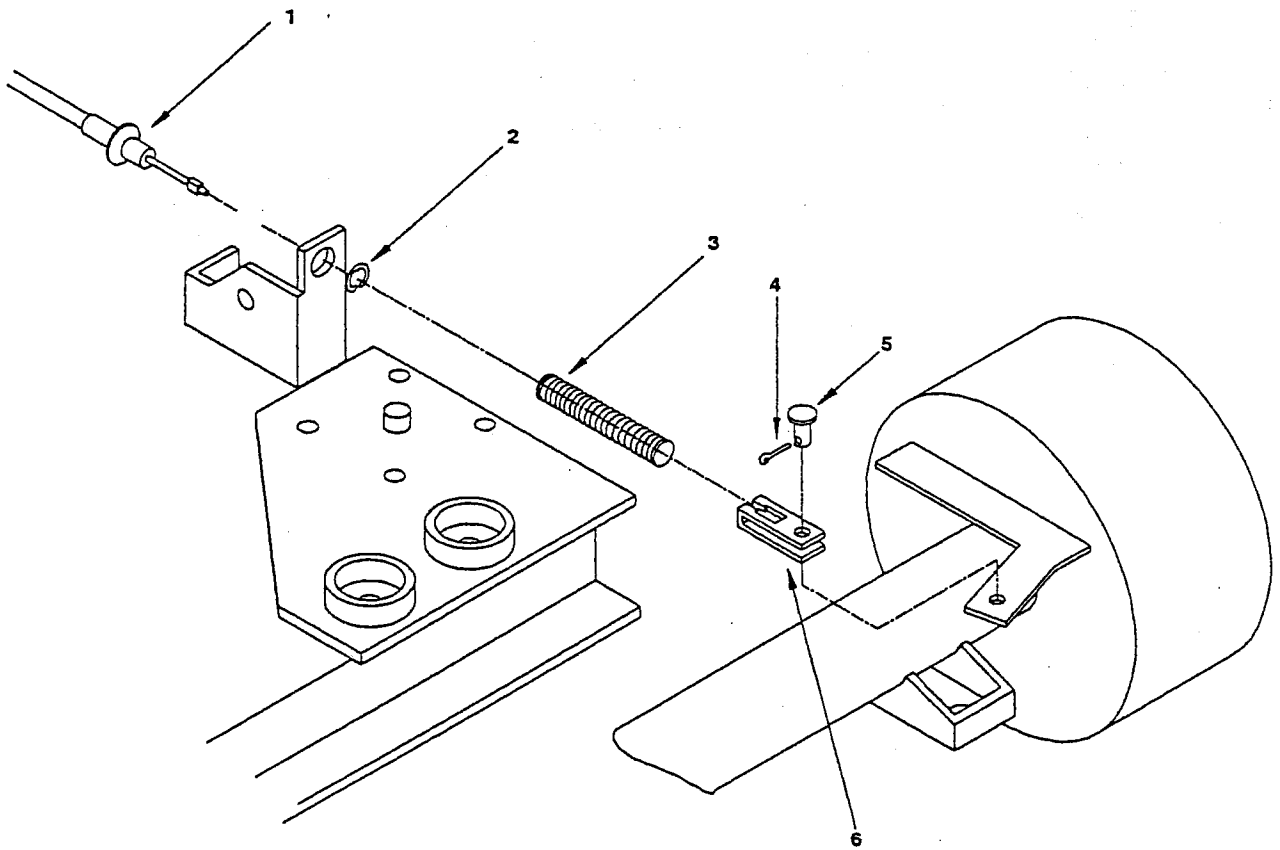
PARK BRAKE LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	51-340-30	Lever, Hand Park Brake, Short	1
2	88-100-15	$\frac{3}{8}$ x $1\frac{3}{4}$ " NC Hex Hd Screw	2
3	00-610-20	Weldment, Park Brake Linkage	1
4	80-410-20	$\frac{3}{8}$ " NF Hex Head Nut	1
5	02-610-25	Plate, Bearing Cover	2
6	88-517-09	Cotter Pin, Steel, $\frac{3}{32}$ x $\frac{3}{4}$ "	3
7	96-772-00	Pin, Clevis, $\frac{3}{8}$ x 1"	2
8	96-343-00	Screw, Brake Adjusting	1
9	96-773-00	Pin, Clevis, $\frac{5}{16}$ x 1"	2
10	88-527-11	Cotter Pin, Steel, $\frac{3}{8}$ x 1"	1
11	02-610-16	Equalizer, Brake	1
12	96-826-12	Brake Cable	2
13	96-763-00	$\frac{5}{16}$ " Clevis Cast, NF	1
14	88-099-80	$\frac{5}{16}$ " NF Hex Head Nut	1
15	88-099-81	$\frac{5}{16}$ " NF Nut, Left Hand Thread	1
16	96-765-00	$\frac{5}{16}$ " Clevis Cast, NF Left Hand Thread	1
17	88-109-81	$\frac{3}{8}$ " NC Locknut	5
18	88-100-09	$\frac{3}{8}$ x $\frac{3}{4}$ " NC Hex Hd Screw	4
19	06-210-10	Bar, Pedal Linkage	1

BRAKE PEDAL LINKAGES



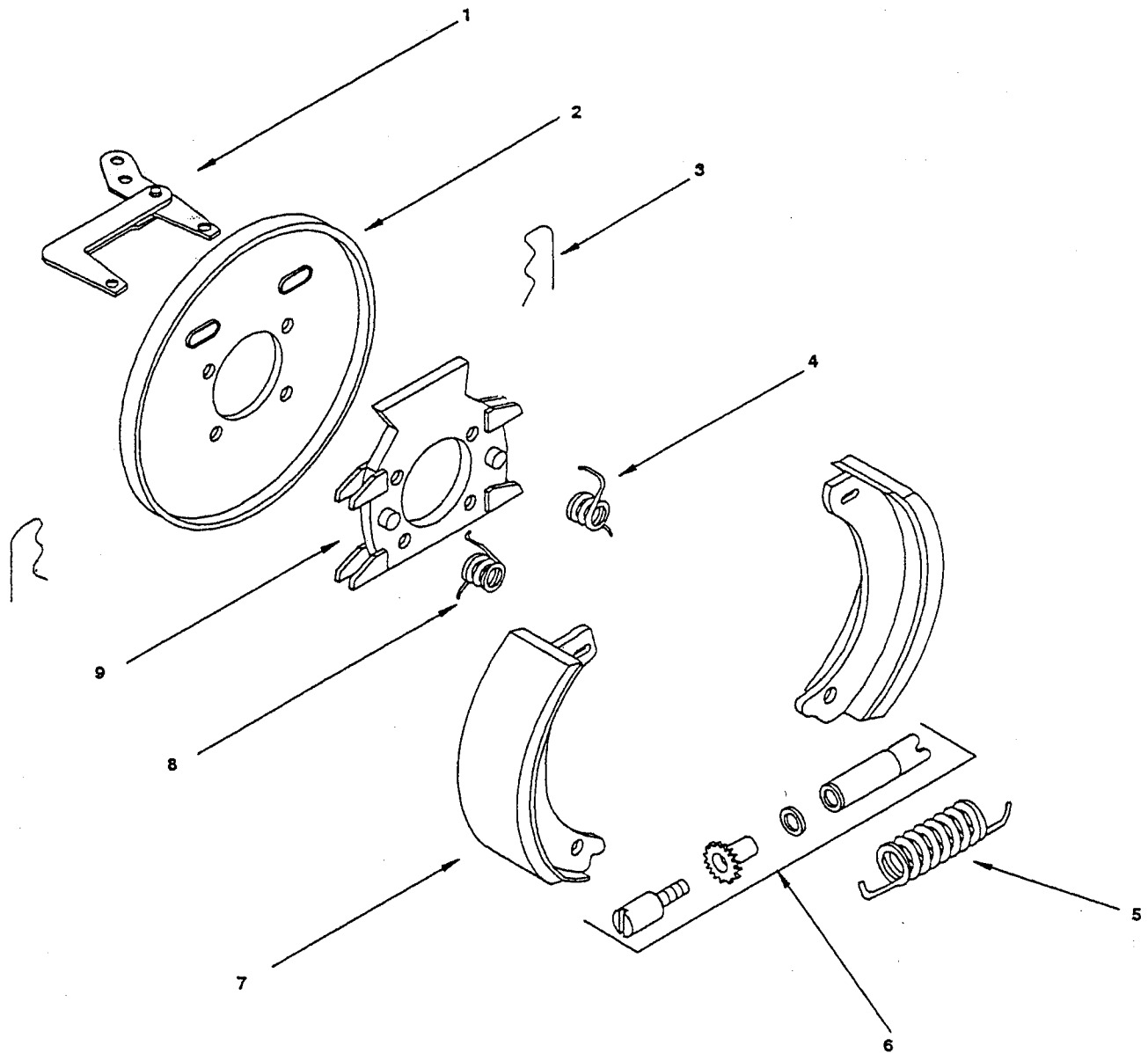
BRAKE PEDAL LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	05-210-97	Assembly, Brake Pedal	1
2	88-100-11	$\frac{3}{8}$ " x 1 NC Hex Hd Screw	1
3	96-762-00	$\frac{3}{8}$ " Clevis Cast	1
4	88-119-80	$\frac{3}{8}$ " NF Hex Head Nut	1
5	88-517-09	Cotter Pin, Steel, $\frac{3}{32}$ x $\frac{3}{4}$ "	3
6	96-771-00	Pin, Clevis, $\frac{3}{8}$ x $\frac{3}{4}$ "	1
7	06-210-10	Bar, Pedal Linkage	1
8	05-210-36	Pivot Bar Assembly, Brake	1
9	96-772-00	Pin, Clevis, $\frac{3}{8}$ x 1"	2
10	05-210-79	Bar, Push, Foot Brake	1
11	88-109-81	$\frac{3}{8}$ " NC Locknut	1

REAR BRAKE LINKAGES



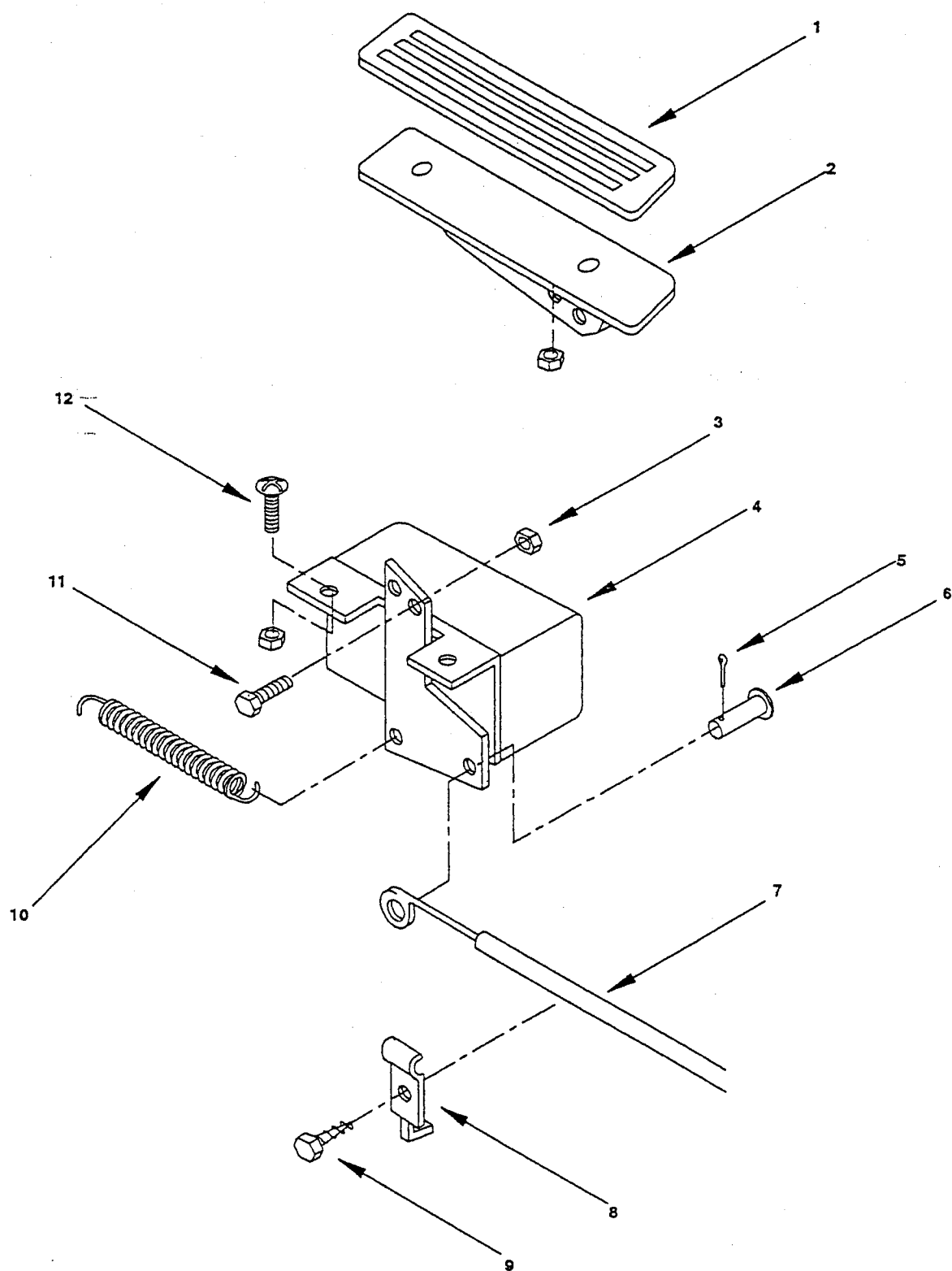
REAR BRAKE LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	96-826-12	Assembly, Park Brake Cable, Rear	2
2	88-847-08	Retainer, $\frac{5}{8}$ " E-ring	2
3	85-125-00	Spring, Compression, .546 OD x 4 $\frac{1}{2}$ "	2
4	88-527-11	Cotter Pin, Steel, $\frac{1}{8}$ x 1"	2
5	96-773-00	Pin, Clevis, $\frac{5}{16}$ x 1"	2
6	96-762-00	Clevis Cast, $\frac{3}{8}$ "	2

REAR BRAKE ASSEMBLY



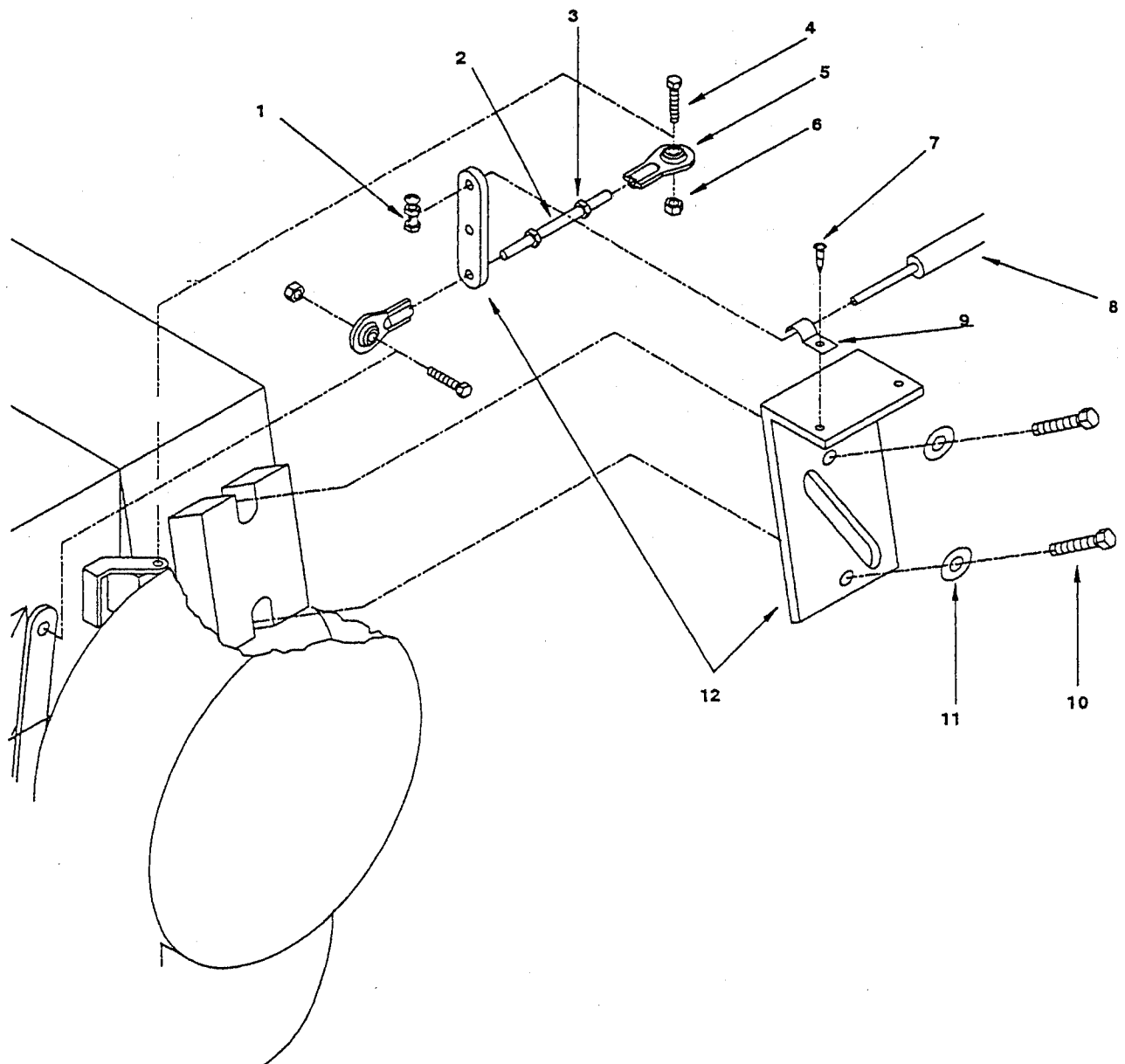
REAR BRAKE ASSEMBLY			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	41-347-15	Assembly, Strut and Lever	2
2	41-347-00	Plate, Backing	2
3	97-300-10	Hairpin	4
4	85-411-10	Spring, Torsion, Green	1
5	82-215-00	Spring, Compression	2
6	41-347-30	Screw, Adjusting	2
7	41-635-00	Brake Shoes with Pads	2
8	85-411-15	Spring, Torsion, Red	1
9	41-347-25	Torque Spider	2

ACCELERATOR PEDAL LINKAGE



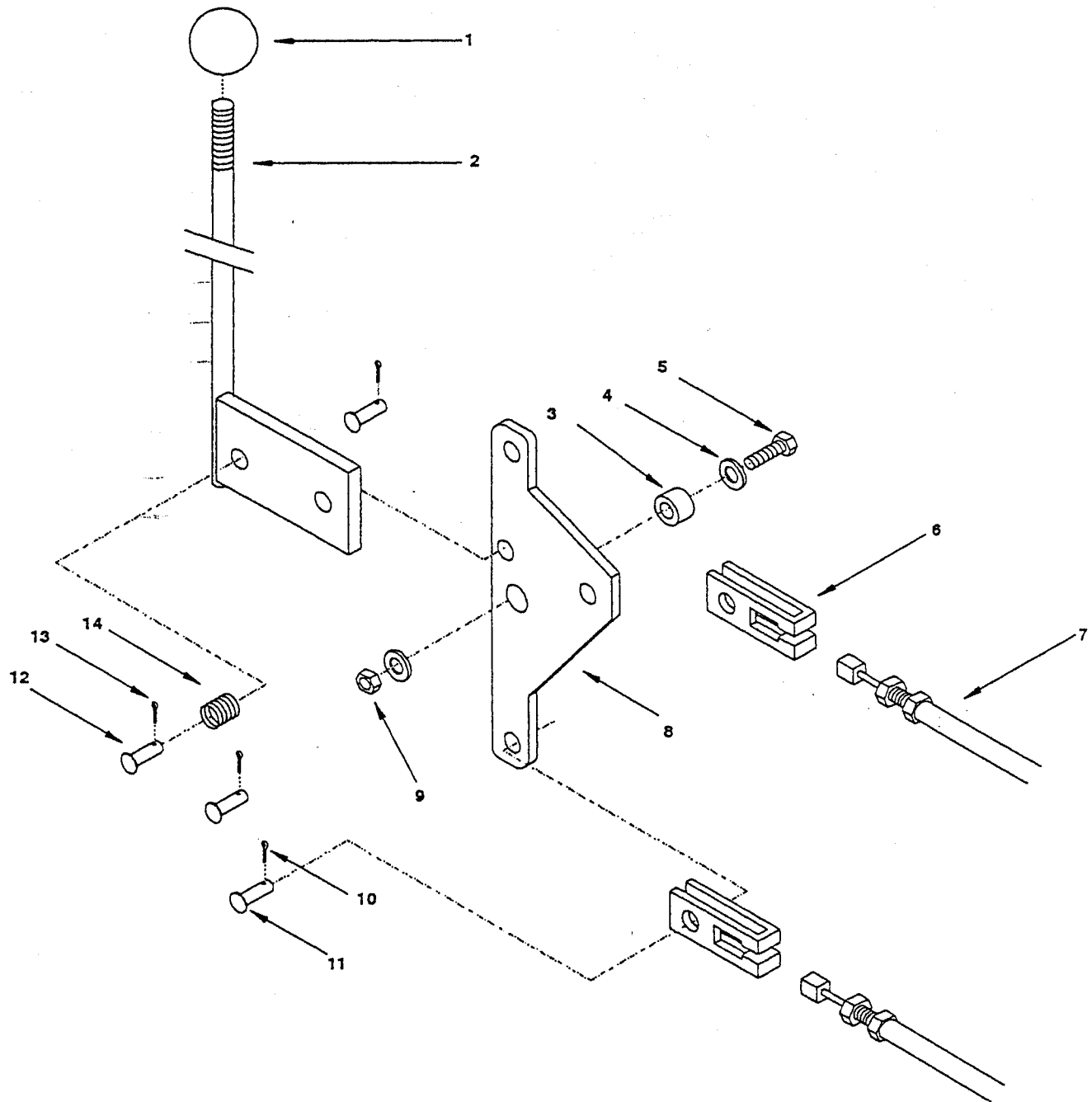
ACCELERATOR PEDAL LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	98-254-00	Pad, Aluminum, Accelerator Pedal	1
2	98-254-25	Weldment, Pedal, Raised	1
3	88-069-81	1/4 NC Nylon Ins Locknut, Plated	6
4	62-033-30	Accelerator Pedal	1
5	88-517-11	3/32 x 1" Steel Cotter Pin	1
6	96-772-00	3/8 x 1" Clevis Pin	1
7	96-871-00	Cable, Accelerator, 86"	1
8	96-871-01	Clamp, Cable, Accelerator	1
9	88-817-07	#8 x 1/2" OV CS Sp Hd Tpg Screw	1
10	85-295-00	Spring, Extension, Accelerator	1
11	88-060-09	1/4 x 3/4 NC Hex Head Cap Screw	2
12	88-065-08	1/4 x 5/8 NC Phillips Truss Head	2

ACCELERATOR LINKAGE



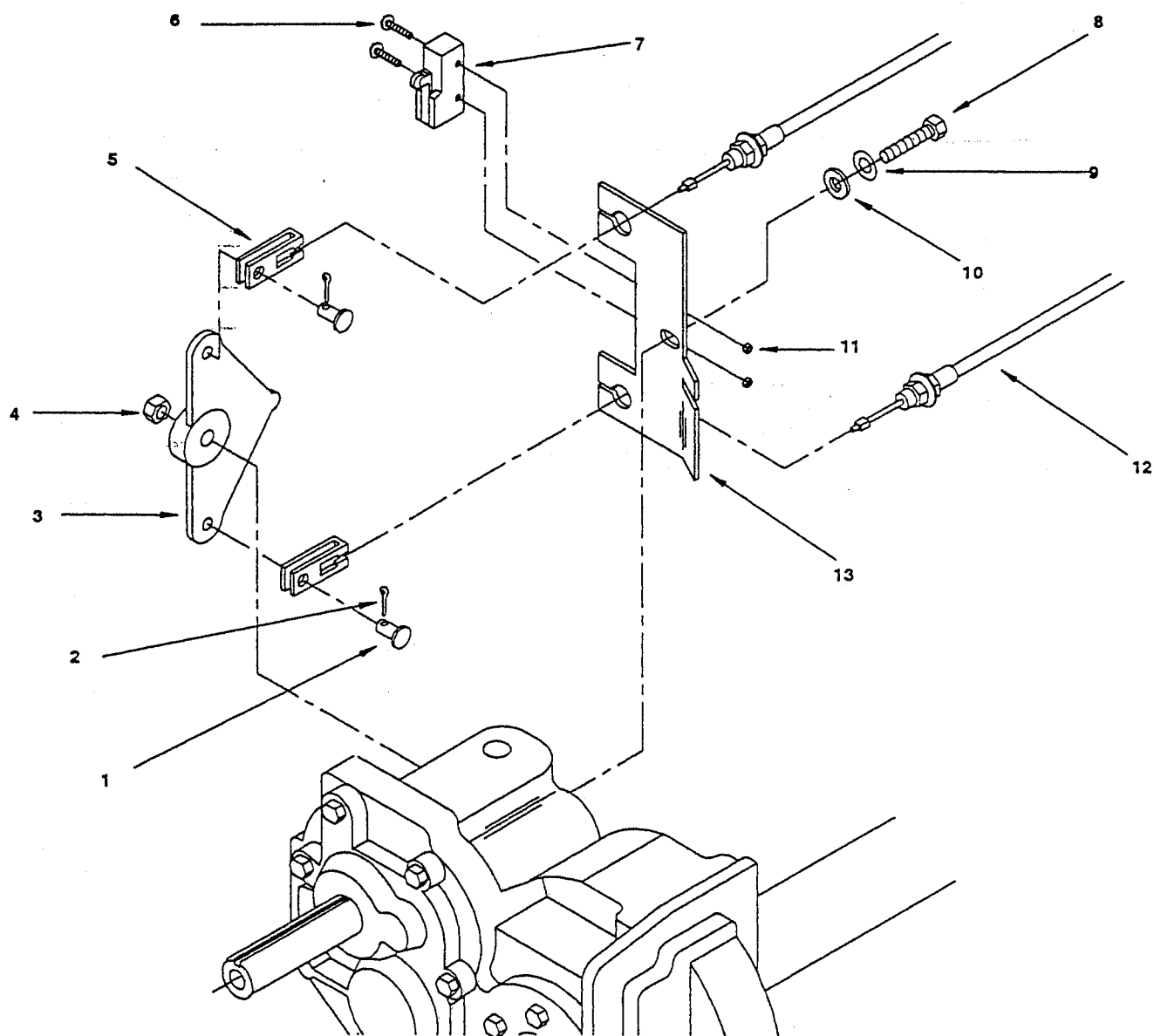
ACCELERATOR LINKAGES, ENGINE SIDE			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	96-871-02	Stop, Accelerator Wire	1
2	50-001-00	Rod, 10-32 x 2", All Thread	1
3	88-049-80	10-32 Hex Nut	2
4	88-047-09	10-32 x 3/4" Hex Head Screw	2
5	86-503-79	Rod End, 10-32, Female, Right	2
6	88-049-86	10-32 Flexlock Nut	2
7	88-817-06	#8 x 1/2" Sheet Metal Screw, Hex Hd Ws	1
8	96-871-00	Cable, Accelerator, 86"	1
9	96-871-01	Clamp, Cable, Accelerator	1
10	88-060-13	1/4 x 1/4" NC Hex Head Screw	2
11	88-068-62	1/4" Lock Washer	2
12	02-610-15	Mount, Cable, Accelerator	1

SHIFT LEVER LINKAGES



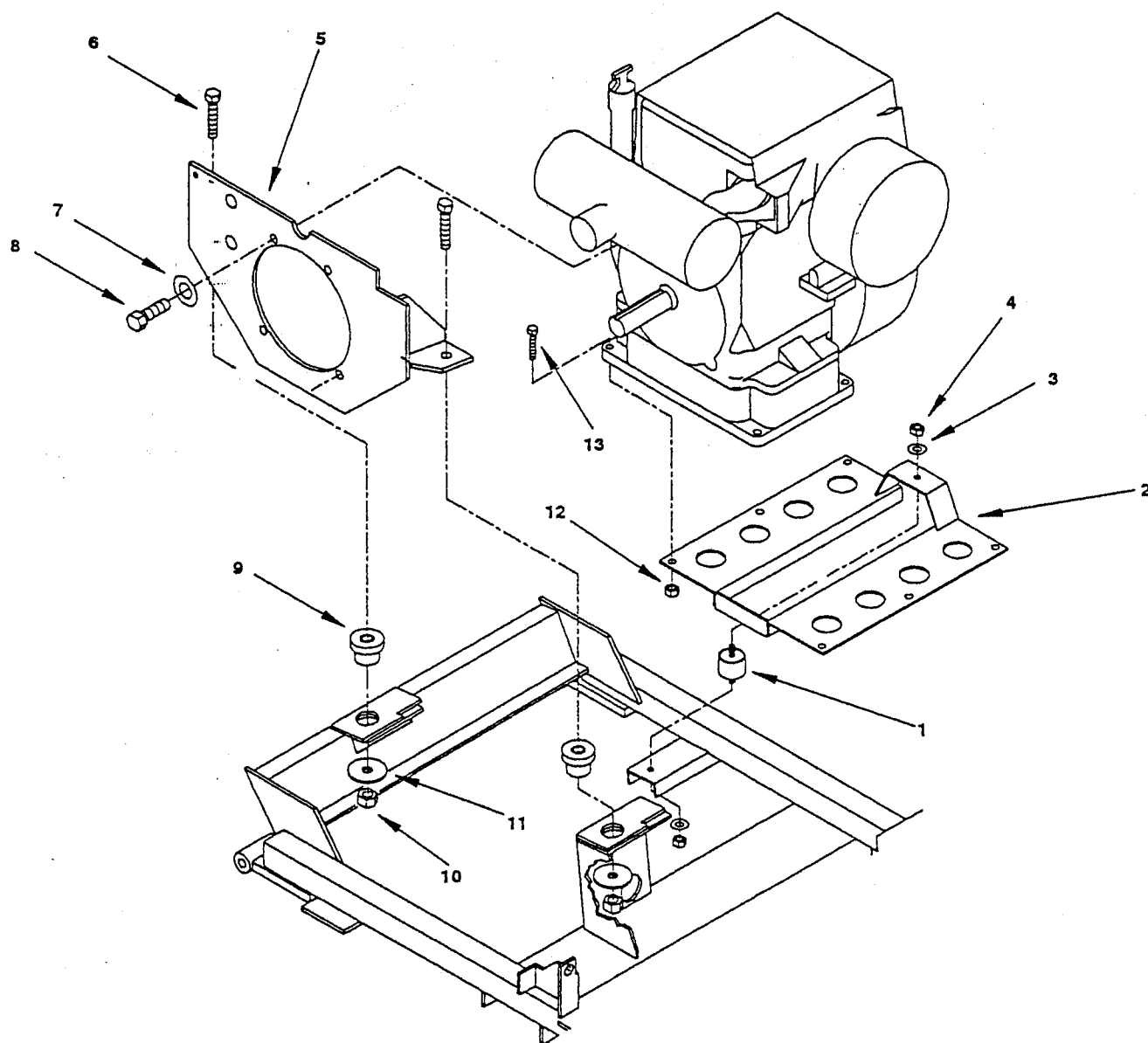
SHIFT LEVER LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	95-907-00	Knob, 1 1/4"	1
2	00-610-16	Weldment, Gear Lever	1
3	32-207-00	Bushing, Bronze	1
4	88-108-60	3/8" Washer	2
5	88-100-14	3/8" x 1 1/2" NC Hex Head Screw	1
6	96-775-00 →	Clevis, Cable, 5/16" Pin, 17/8" Overall Length <i>96-755-00</i>	2
7	96-850-00	Cable, Shift, 64-312"	2
8	00-610-12	Weldment, Gearshift	1
9	88-109-81	3/8" Locknut	2
10	88-527-11	1/8 x 1 Steel Cotter Pin	2
11	96-773-00	Pin, Clevis, 5/16 x 1"	2
12	96-773-10	Pin, Clevis, 5/16 x 1 1/8"	1
13	88-517-09	3/32 x 3/4" Steel Cotter Pin	1
14	85-030-00	Spring, Compression, Anchor Pin	1

SHIFT CABLE LINKAGES



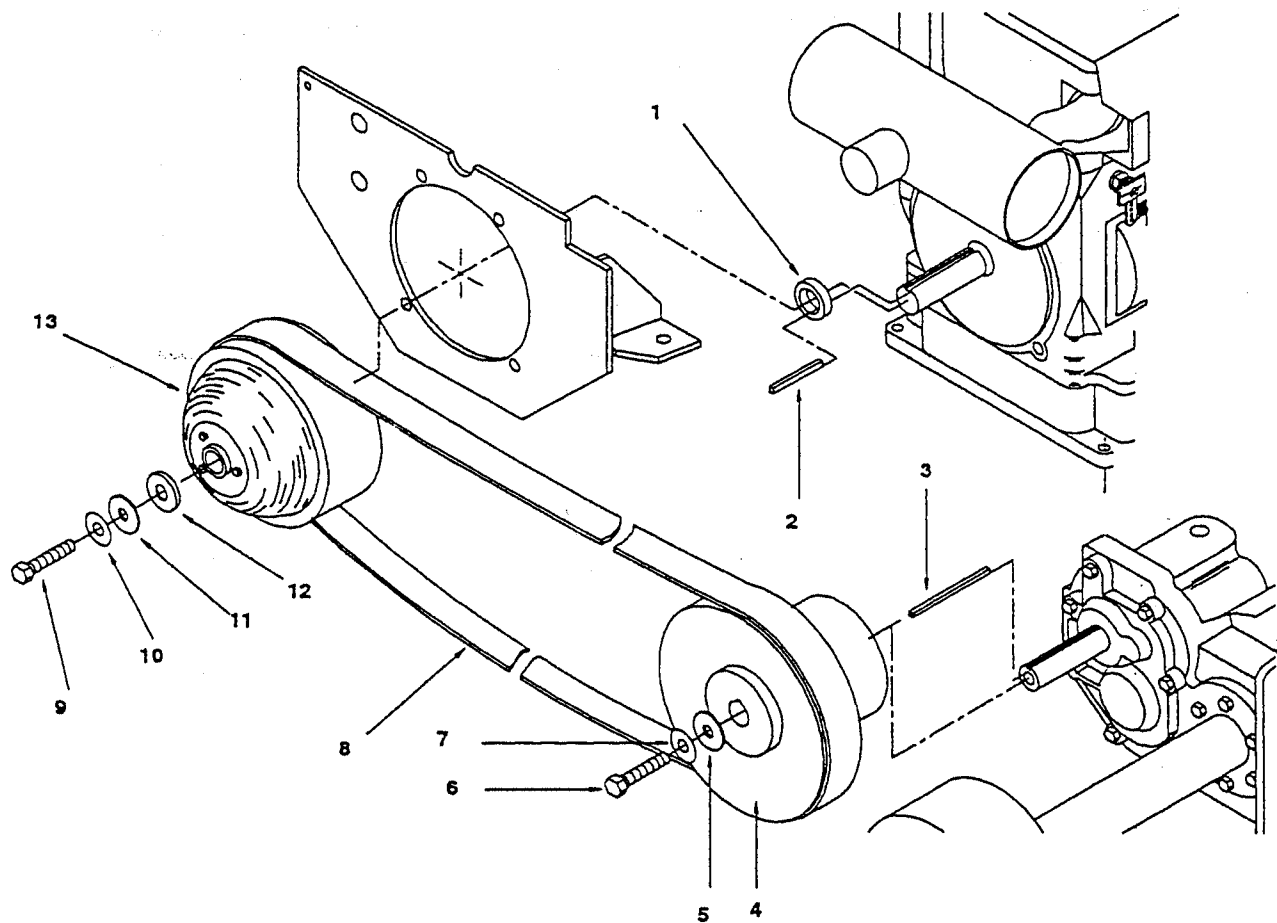
SHIFT CABLE LINKAGES			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	96-773-00	Pin, Clevis, $\frac{5}{16}$ x 1" Long	2
2	88-527-11	$\frac{1}{8}$ x 1" Steel Cotter Pin	2
3	00-610-11	Weldment, Shift Transmission	1
4	89-089-81	M8 x 1.24 Locknut	1
5	96-755-00	Clevis, Cable, $\frac{5}{16}$ " Pin, $1\frac{7}{8}$ " Overall Length	1
6	88-014-13	6-32 x $1\frac{1}{4}$ " Round Head Screw	2
7	71-130-01	Switch, with Roller, Dust Proof	1
8	88-100-09	$\frac{3}{8}$ " x $\frac{3}{4}$ " Hex Head Screw	1
9	88-108-62	$\frac{3}{8}$ " Lock Washer	1
10	88-108-61	$\frac{3}{8}$ " SAE Washer	1
11	88-019-86	6-32 Locknut Fibre Insert	2
12	96-850-00	Cable, Shift, 64.312"	
13	02-610-11	Mount, Shift Cable	1

ENGINE MOUNT



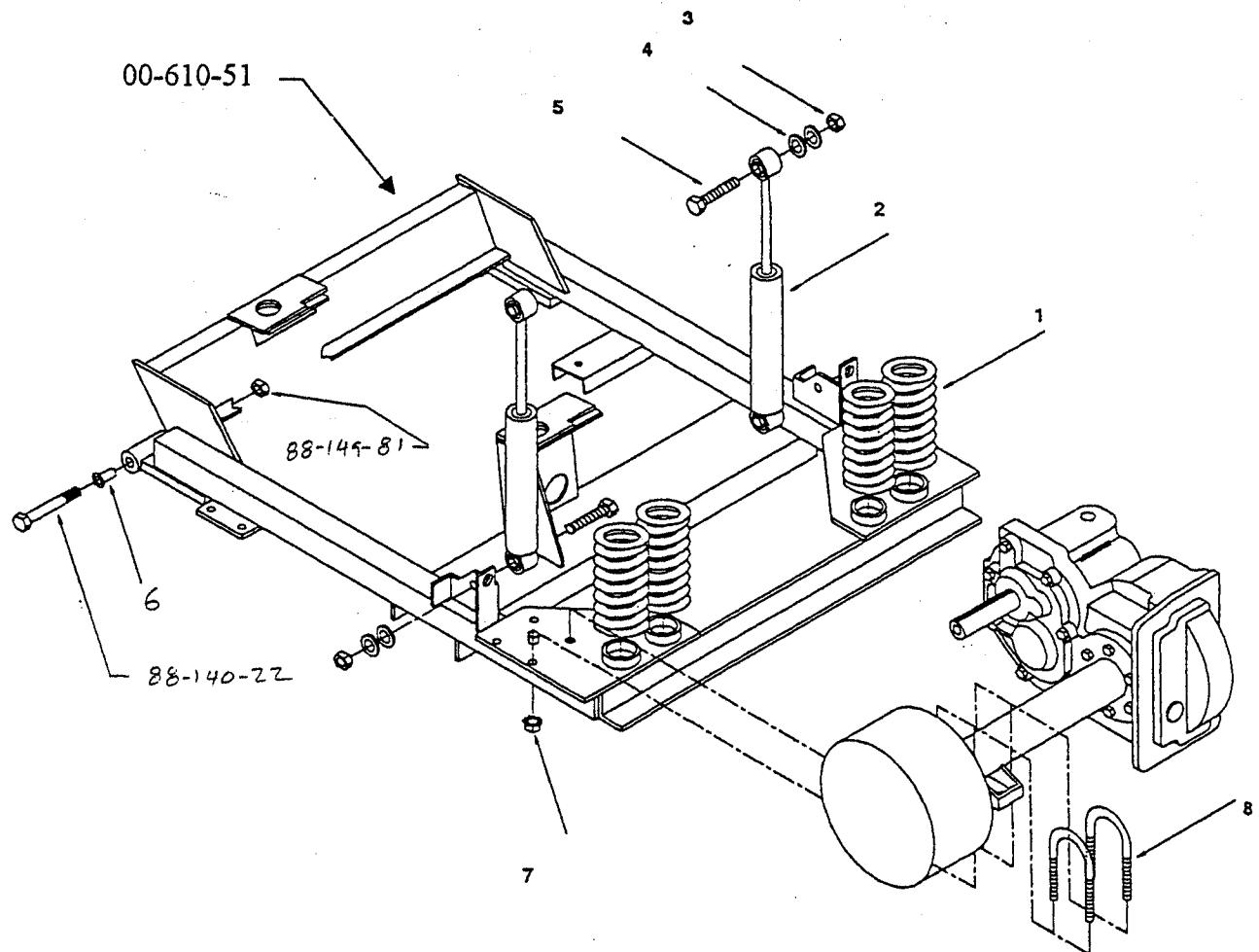
ENGINE MOUNT			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	97-701-00 → 98-701-00	Mount, Rubber Cylinder, 2 Studs	1
2	00-610-14	Weldment, Bottom Plate, Engine Mounting	1
3	88-088-62	5/16" Lock Washer	2
4	88-089-91	5/16" NC Hex Jam Nut	2
5	00-610-13	Weldment, Side Plate, Engine Mounting	1
6	88-140-16	1/2 x 2" NC Hex Head Screw	2
7	88-128-62	7/16" Lock Washer	4
8	88-120-11	7/16" NC Hex Head Cap Screw	4
9	98-601-50	Mount, Rubber, 1/2" ID	2
10	88-149-81	1/2" NC Locknut	2
11	98-601-51	Washer, Mount, 1/2" ID	2
12	88-109-81	3/8" NC Locknut	4
13	88-101-13	3/8 x 1 1/4" Hex Head Screw Grade 5	4

DRIVE TRAIN / TORQUE CONVERTER



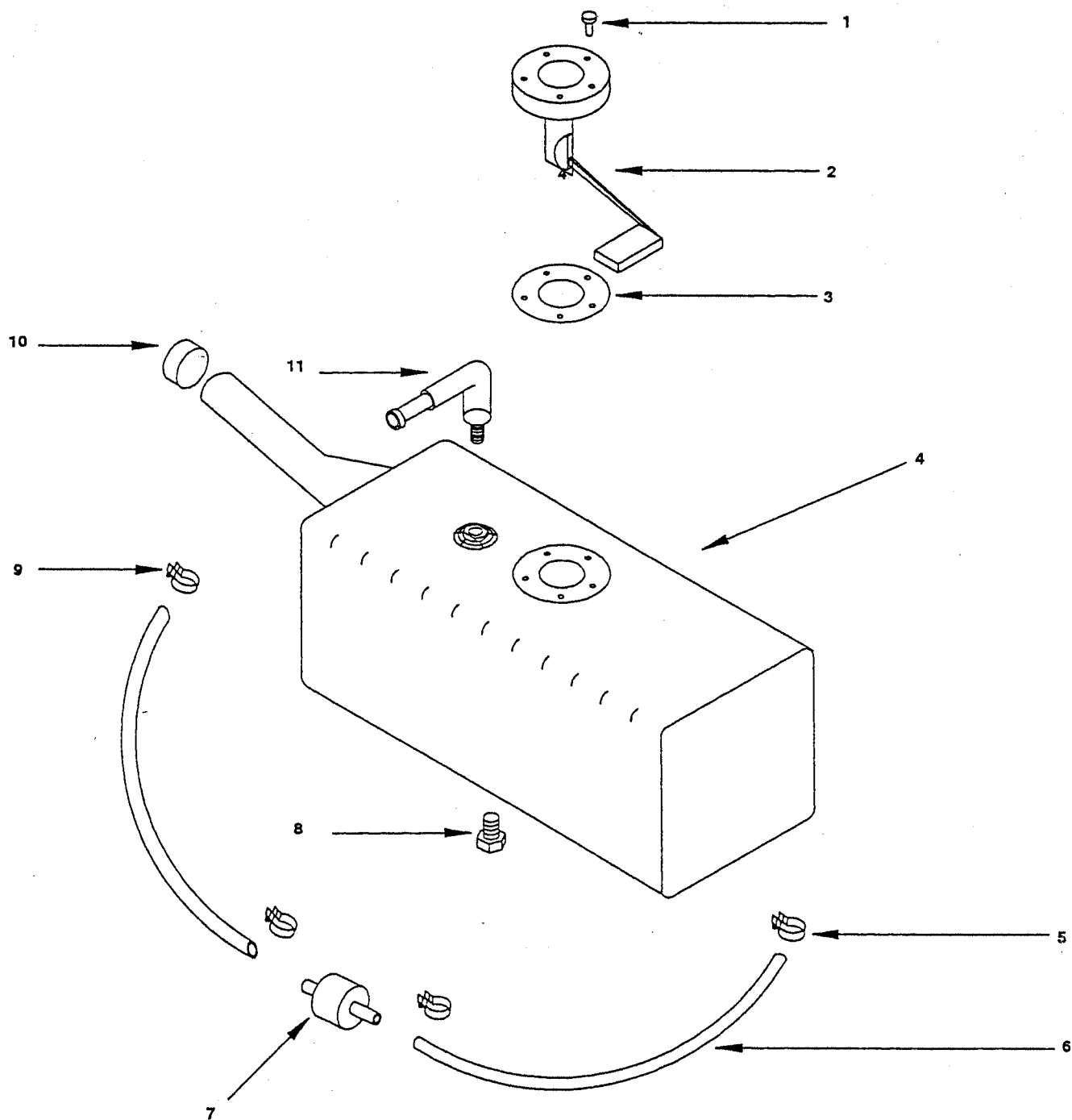
DRIVE TRAIN /TORQUE CONVERTER			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	16-409-10	Spacer, 1" ID x 1.5" OD x .37"	1
2	97-030-20	Key, Rectangular, $\frac{3}{16}$ x $\frac{1}{4}$ x $2\frac{1}{2}$ "	1
3	97-030-10	Key, Rectangular, $\frac{3}{16}$ x $\frac{3}{16}$ x 3"	1
4	30-180-50	Pulley Assembly, Driven, CVT	1
5	98-601-51	Washer, $\frac{1}{2}$ " ID Mount,	
6	89-112-30	M12 x 1.75 x 50 mm Hex Head Screw	1
7	88-148-62	$\frac{1}{2}$ " Lockwasher	1
8	30-680-00	Belt, CVT, 704096	1
9	88-130-20	$\frac{7}{16}$ x 3" NF Hex Head Screw, Grade 5	1
10	88-128-62	$\frac{7}{16}$ " Lock Washer	1
11	88-159-61	Washer, $\frac{1}{2}$ ", Heavy Duty	1
12	97-182-00	Washer, $\frac{7}{16}$ ", Cup Type	1
13	30-180-00	Pulley Assembly, Driver, CVT	1

REAR AXLE SUSPENSION



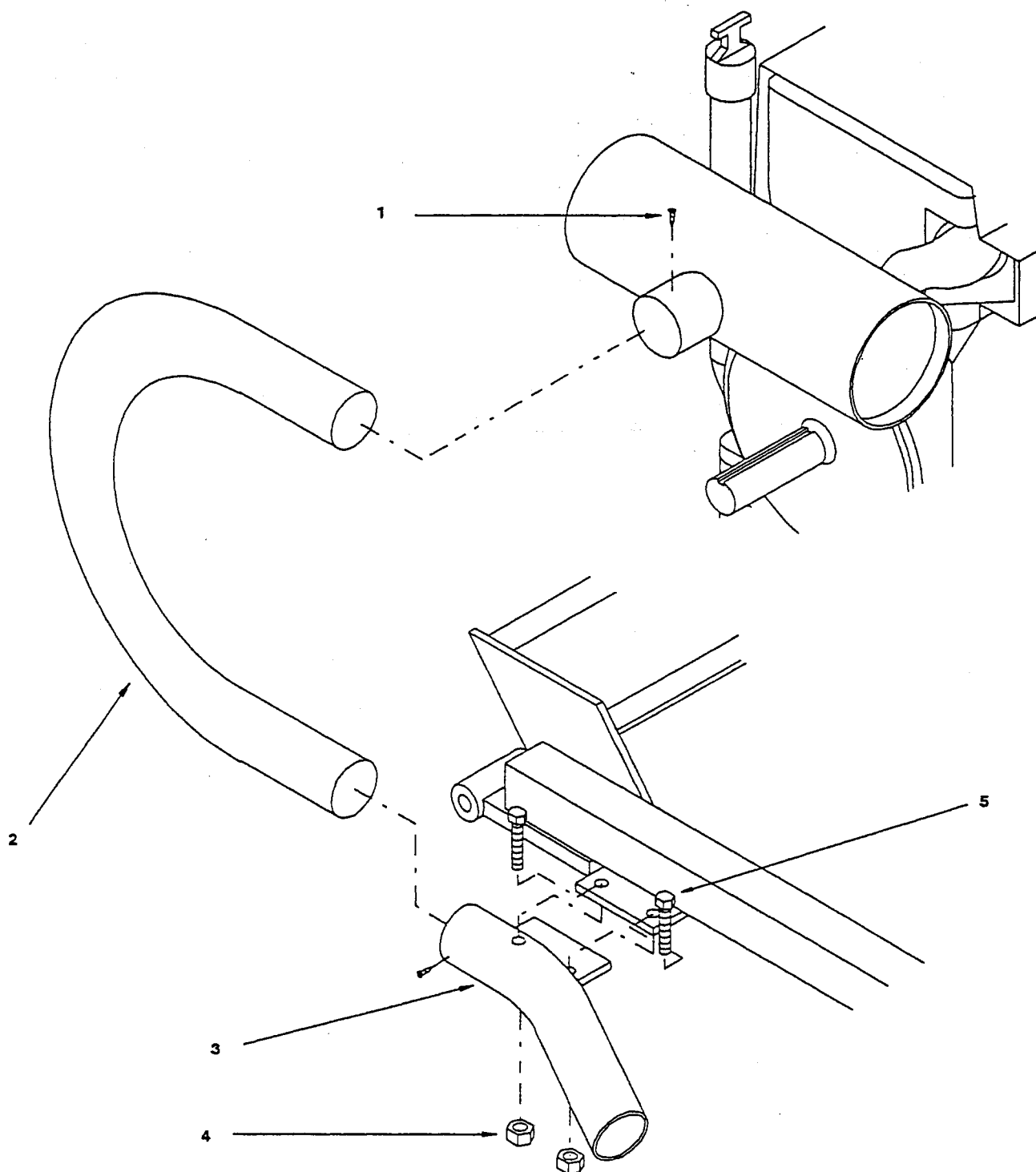
REAR AXLE SUSPENSION			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	85-140-00	Spring, Compression	4
2	86-602-00	Shock Absorber	2
3	88-129-81	7/16" NC Locknut	4
4	88-148-61	1/2" Washer	8
5	88-120-17	7/16" x 2 1/4" Hex Head Screw	4
6	32-215-00	Bearing, Flange, Turcitef	4
7	88-109-87	3/8" NC Keps Nut	8
8	96-123-50	U-Bolt, 3/8 x 2 x 4"	4

FUEL TANK



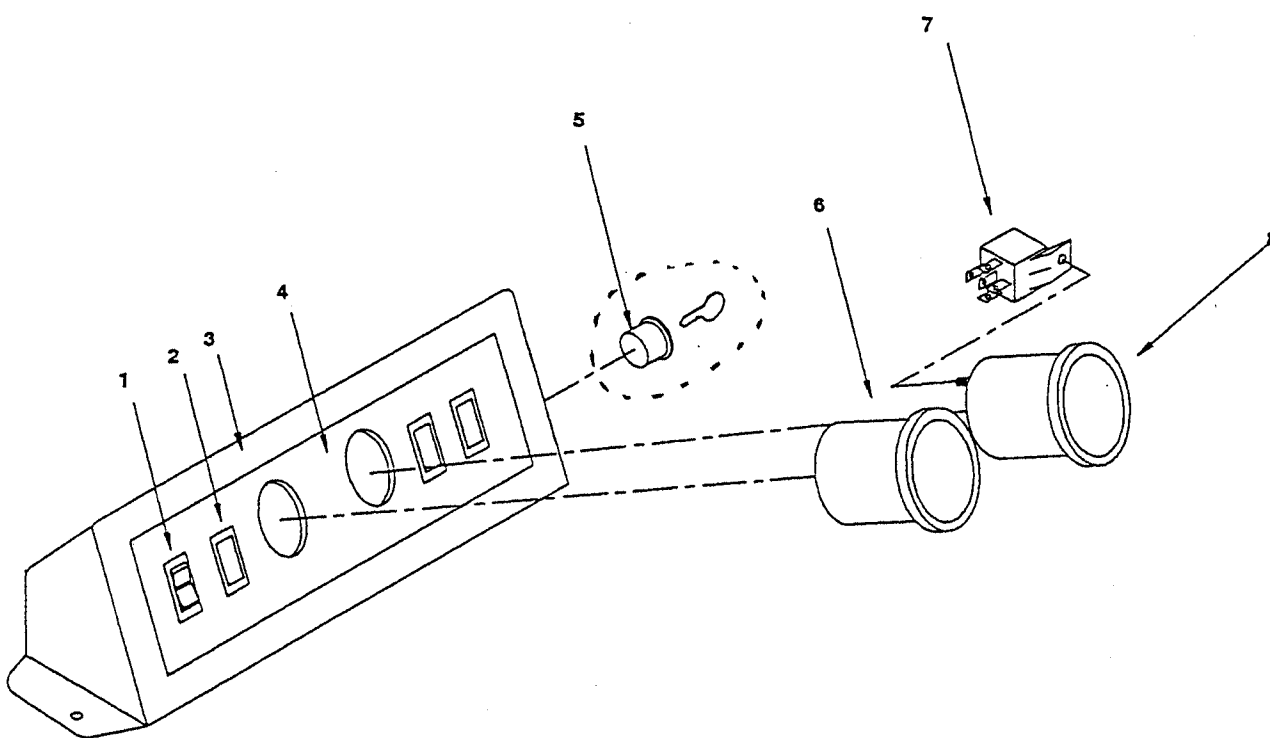
FUEL TANK ASSEMBLY			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	74-009-23	Sender Hardware	1
2	74-009-21	Fuel Gauge Sender	1
3	74-009-22	Sender Gasket	1
4	05-210-78	Fuel Tank	1
5	96-608-05	Clamp, Vacuum Hose, 1	
6	98-512-17	Hose, Fuel, $\frac{5}{16}$ x 17	2
7	05-210-02	Fuel Filter	1
8	96-154-00	Plug, $\frac{1}{4}$ NPT, $\frac{9}{16}$ Hex	1
9	96-608-10	Clamp, Hose, 8	
10	05-210-01	Gas Cap	1
11	96-154-10	Elbow, $\frac{1}{4}$ NPT x $\frac{5}{16}$	1

EXHAUST



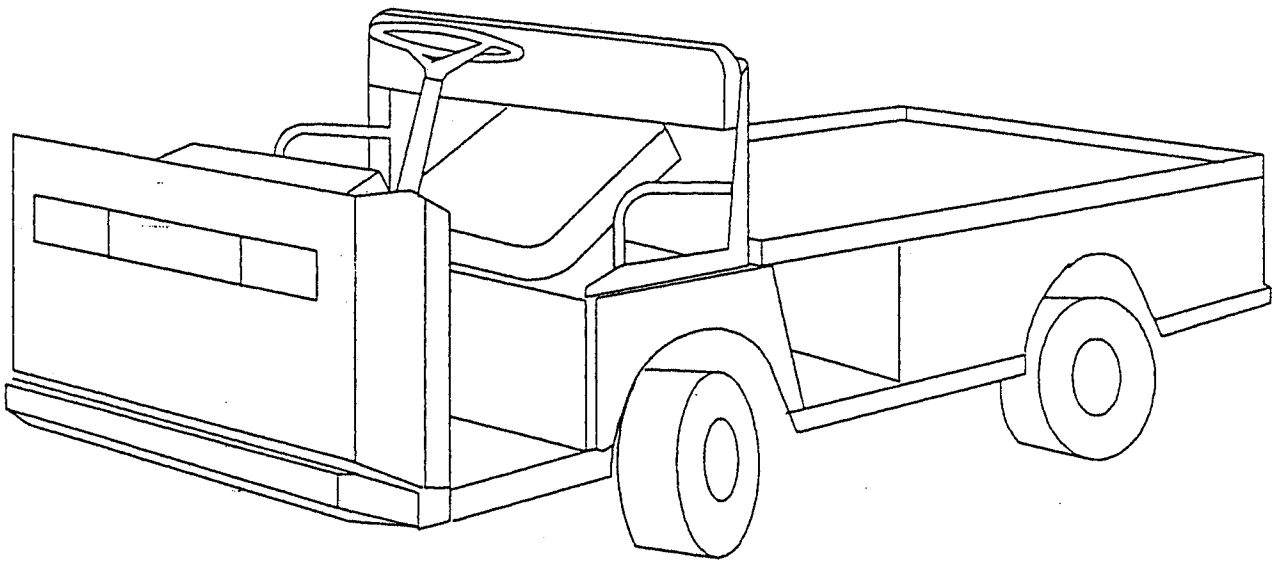
EXHAUST			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	88-828-09	#10 x 3/4 Hex Washer Head Screw, Self-drilling	2
2	66-400-45	Tube, Flex, 1 3/8" ID x 29"	1
3	00-610-17	Weldment, Tail Pipe	1
4	88-109-81	3/8" NC Locknut	2
5	88-100-11	3/8 x 1" NC Hex Head Screw	2

INSTRUMENT PANEL



INSTRUMENT PANEL			
ITEM #	PART NUMBER	DESCRIPTION	QTY
1	71-039-10	Switch, 1 Pole, Single Throw, with Seal	1
2	71-039-20	Plug, Rocker Switch Hole	3
3	00-610-01	Instrument Console	1
4	94-304-18	Panel, Instrument, Gas	1
5	00-000-00	Keyswitch, Ignition, with Key	1
6	71-303-01	Relay, SPDT, 12V Coil, 20/30 Amperes	1
7	74-000-00	Hour Meter	1
8	74-009-20	Fuel Gauge	1

B 6-10 KOHLER



VEHICLE OPTIONS

VEHICLE OPTIONS (Kits)	
PART NUMBER	DESCRIPTION
BATTERIES	
YG-001-12	12V, 61 Amp Hour
YG-001-11	Less Batteries
FUEL	
YG-001-11	Less Gasoline
DRIVE	
B6-103-00	12 HP 4-cycle Kohler Engine, Two wheel 7" Mechanical Drum Brakes
B6-103-01	16 HP 4-cycle Kohler Engine, Two wheel 7" Mechanical Drum Brakes
PAINT COLOR	
V2-004-01	Safety Orange (Standard)
V2-004-02	Traffic Yellow
V2-004-04	Taylor-Green
V2-004-03	Azure Blue (Per Unit)
V2-004-08	White (Per Unit)
KV-P00-00	Paint, Special Color (Per Unit)
V2-004-30	Undercoating (Per Unit)
SEAT COLOR	
B6-141-00	Black Seats, 2-Passenger
XX-XXX-XX	Special Color (Per Unit)
R3-114-00	Black Seats, 4-Passenger, Requires BED TYPE R4-106-13
V2-105-33	Seat Belts, Front, 2-Passenger
V2-105-24	Seat Belts, 2-Passenger , 2nd or 3rd Seat
TIRES / WHEELS	
V2-007-00	5.70 x 8 Pneumatic Load Range B, Highway Tread
V2-007-40	5.70 x 8 Pneumatic Load Range B, Highway Tread, on Split Rims
V2-017-50	18 x 8.50 x 8 Terra Tire, Pneumatic
V2-007-35	5.70 x 8 Pneumatic Load Range B, Highway Tread in Front, Extra Grip Tread in Rear, on Split Rims
V2-007-84	5.00 x 8, Soft Solid Tires, on Split Rims
V2-007-99	Flat Out Tire Treatment (Requires Tire Option from this Table)
V2-057-00	Chrome Wheel Covers for Drop Center Wheel
V2-057-40	Chrome Wheel Covers for Split Rim Wheel
V2-057-50	Chrome Wheel Covers for 8.50 x 8 Wheel
FRAME TYPE	
B6-104-01	2-Passenger, 41¼ Bed Size with Full Front Cowl

VEHICLE OPTIONS (Kits)	
PART NUMBER	DESCRIPTION
B6-104-03	Steel Cab, Safety Glass Front and Rear Windows on Above Frame. See "Options and Accessories" for Doors
B6-104-05	Safety Glass Windshield in Metal Frame on Standard Frame. Not available with cabs.
B6-104-20	Export Frame, 2-Passengers, 41¼ X 75¼ Bed Size with Full Front Cowl
DECKBOARDS	
B6-104-60	Deckboard, 2-Passenger
B6-104-67	Diamond Plate Deck, 16-Gauge over Plywood, 2-Passenger
B2-108-60	Metal Sides, 12" High, Bolt-on with Drop Tailgate and Deckboard
B6-104-69	Galvanized with Ambulance Deckboard, Requires B6-116-00 and B2- 108-70
B2-104-63	Less Deckboard and Bed rails
B6-104-61	Deckboard, 4-Passenger
B6-104-50	Deckboard, Foldaway 2nd Seat, Requires B2-119-00
OPTIONS AND ACCESSORIES	
B6-105-09	Hour Meter
B6-105-17	Directional Signals
V2-105-34	Light, Red, Flashing, Cowl-mounted
V2-105-35	Strobelight, Amber on Top of Cab (Requires Cab Option from "FRAME TYPE")
B2-105-25	Strobelight, Amber, on Pole Behind Seat, N/A with Cab
B2-105-30	Windshield Wiper, Electric (Requires Cab Option from "FRAME TYPE")
V4-104-54	Doors, Metal Slam, with Locks and Safety Glass Windows, Removable (Requires cab)
V2-104-51	Doors, Naugahyde, with Plastic Windows, Removable (Requires cab)
B2-104-70	Stake Sides, Removable, and End Gate (14" High), N/A with Ambulance Options
B2-104-74	Stake Sides, Foldaway 2nd Seat, Requires B2-119-00
B2-104-71	Stake Sides, Removable, with End Gate (14" High), 4-passenger (Requires B6-114-00)
B2-108-21	Hitch, Pintle
B2-108-21	Hitch, Automatic Coupling
B2-105-50	Mirror, Left Side View
B2-105-51	Mirror, Right Side View
V2-008-35	Mirror, Center, Rear View, 5½" X 8", Inside Cab Mount
KB-M50-00	Mirror, Winks, Center of Cab, Requires Cab
B2-106-90	Surrey Top, White Cover, over Tubular Top Frame (N/A with Cab)
B2-106-91	Fiberglass Top Cover over Tubular Top Frame (N/A with Cab)
B2-009-00	Shock Absorbers, Front Axle, 2 Each, Bolt-on

VEHICLE OPTIONS

VEHICLE OPTIONS (Kits)	
PART NUMBER	DESCRIPTION
B6-114-00	2nd Seat, Center, Facing Forward, Bolt-on, Black Cushions
B2-119-00	Foldaway, Center Seat, Bolt-on, Black Cushions
B6-124-00	2nd and 3rd Seats, Center Facing Forward, Rear Facing Rear, Bolt-on, Black Cushion
B6-116-00	Ambulance Rear Seat for Nurse, Black, Requires B2-108-70, B6- 104-69 Recommended
B2-108-70	Ambulance Drop Rails on Right Side and Rear. Includes Decal - Red Cross Emblem. Requires B2-108-70, B6-104-69 Recommended
B2-008-04	Steel Panel Box, 71" L x 45" W x 48" H, with Double Locking Doors on Driver's Side and Rear. Safety Glass Front and Rear Windows. Requires B2-104-63. N/A with B2-106-90/91.
B2-104-90	Side Frame Doors to Convert Center Frame Area to a Tool Storage with Lockable Doors. N/A with 2nd Seat Options.
B2-104-91	Rear Frame Doors to Convert Rear Section of Frame Under Deck to a Tool Enclosure with Lockable Doors. N/A with Hitches or B6-124-00.
V9-001-09	Less T/D Decals and Emblems

