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SAFETY DETAILS

To ensure the safety of those servicing these vehicles, and to protect the vehicles from possible damage resulting from improper service or maintenance, the procedures in this manual must be followed.

It is important to note that throughout this manual there are statements labeled DANGER, WARNING, or CAUTION. These special statements relate to specific safety issues, and must be read, understood, and heeded before proceeding with procedures. There are statements labeled NOTE, which provide other essential service or maintenance information.

PERSONAL SAFETY

⚠ DANGER

- **A DANGER indicates an immediate hazard that will result in severe personal injury or death. The color associated with Danger is RED.**

⚠ WARNING

- **A WARNING indicates an immediate hazard that could result in severe personal injury or death. The color associated with Warning is ORANGE.**

⚠ CAUTION

- **A CAUTION with the safety alert symbol indicates a hazard or unsafe practice that could result in minor personal injury. The color associated with Caution is YELLOW.**

MACHINE SAFETY

CAUTION

- **A CAUTION without the safety alert symbol indicates a potentially hazardous situation that could result in property damage.**

A CAUTION, without the safety alert symbol, is intended for machine and property safety. It is used throughout this manual followed by specific instructions to prevent machine or property damage. Failure to follow these CAUTION messages could result in machine or property damage.

INFORMATION

NOTE: *Instructions that clarify steps, procedures, or other information in this manual.*

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SPECIFICATIONS	4X2	4X4	4X4 WITH CAB
POWER SOURCE	**GASO-LINE**	**GASO-LINE**	**GASOLINE**
Engine: 4-cycle OHV, 480 cc, 14.0 maximum HP @3600 RPM (per SAE J 1940/1349), twin-cylinder, air-cooled, with pressure lubrication system	•	•	•
Fuel system: Down-draft carburetor with float bowl, fixed jets, fuel filters, and impulse fuel pump	•	•	•
Governor: Internal to engine, centrifugal	•	•	•
Ignition: Transistorized magneto	•	•	•
Transmission: Forward and reverse with neutral (18.19:1 forward, 34.37:1 reverse)	•	•	•
Electrical system: 12 volt starting battery: 525 cca at 0 °F (-17.8 °C). 80-minute reserve capacity (25-amp at 80 °F) 35 amp-hours	•	•	•
Torque converter: Automatic, variable-speed, dry type	•	•	•
STEERING/SUSPENSION/BRAKES			
Suspension: **Front:** MacPherson Strut **Rear:** Independent with coil-over shock absorbers	•	•	•
Steering: Self-adjusting rack and pinion, Ackerman	•	•	•
Brakes: Hydraulic brake system – brake pads and discs on each wheel with separate hand-operated park brake	•	•	•
BODY/CHASSIS			
Frame/Chassis: Box tube steel	•	•	•
Side and rear body: Polypropylene	•	•	•
Cargo bed: Powder-coated steel	•	•	•
Front body: TPO (ThermoPlastic Olefin)	•	•	•
Tires: All Terrain: 25 x 9 – 12 front and rear, tubeless, 4-ply rated load range **Mud:** 25 x 9 – 12 front and rear; tubeless, 4-ply rated load range	•		
Tires: All Terrain: 25 x 9 – 12 front, 25 x 11 – 12 rear, tubeless, 4-ply rated load range **Mud:** 25 x 9 – 12 front, 25 x 11 – 12 rear; tubeless, 4-ply rated load range		•	•
DIMENSIONS/WEIGHT			
Overall length:	105 in. (266.7 cm)		
Overall width:	55.0 in. (139.7 cm)		
Overall height (with ROPS): with all-terrain tires	73.0 in. (185.4 cm)		
Wheelbase	69.5 in. (176.5 cm)		
Ground clearance: under transaxle	9.0 in. (22.9 cm)		
Front wheel track width	44 in. (111.8 cm)		
Rear wheel track width	45 in. (114.3 cm)		
Weight: with all-terrain tires and without brush guard	1200 lb. (544.3 kg)	1210 lb. (548.8 kg)	1275 lb. (578.3 kg)

TABLE CONTINUED ON NEXT PAGE

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GENERAL INFORMATION

⚠ DANGER

- **See General Warning on page 1-2.**

⚠ WARNING

- **See General Warning on page 1-2.**

⚠ CAUTION

- **Worn or damaged brake discs cannot be machined to refinish them. Replace as necessary.**

This section contains procedures for inspection, troubleshooting, removal, installation, maintenance, and regular servicing of the hydraulic brake system. In order to properly service and maintain this brake system, it is necessary to understand the hydraulic circuit and the functions of all components in the system. If any repair or servicing needs to be performed, we recommend that it be performed by an authorized dealer using OEM parts.

TROUBLESHOOTING

See General Warning on page 1-2.

BRAKE SYSTEM TROUBLESHOOTING

The procedures used in making the checks provided in the following troubleshooting guide can be found in the referenced sections of this maintenance and service manual.

TROUBLESHOOTING GUIDE – HYDRAULIC SYSTEM COMPONENTS		
SYMPTOM	**POSSIBLE CAUSES**	**CORRECTIVE ACTION**
Low pedal – pedal may go to the floor	Excessive clearance between the disc and brake pads	**See Brake Pads and Caliper on page 6-12.**
	Leak in the hydraulic system	Check the master cylinder, brake lines and hoses for leaks. Replace all damaged parts and bleed brake system.
	Air in the hydraulic system	**See Bleeding the Hydraulic Brake System on page 6-16.**
	Weak (bulging) brake line	Replace the worn hose. **See Brake Hose Replacement on page 6-7.**

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WIRING DIAGRAM

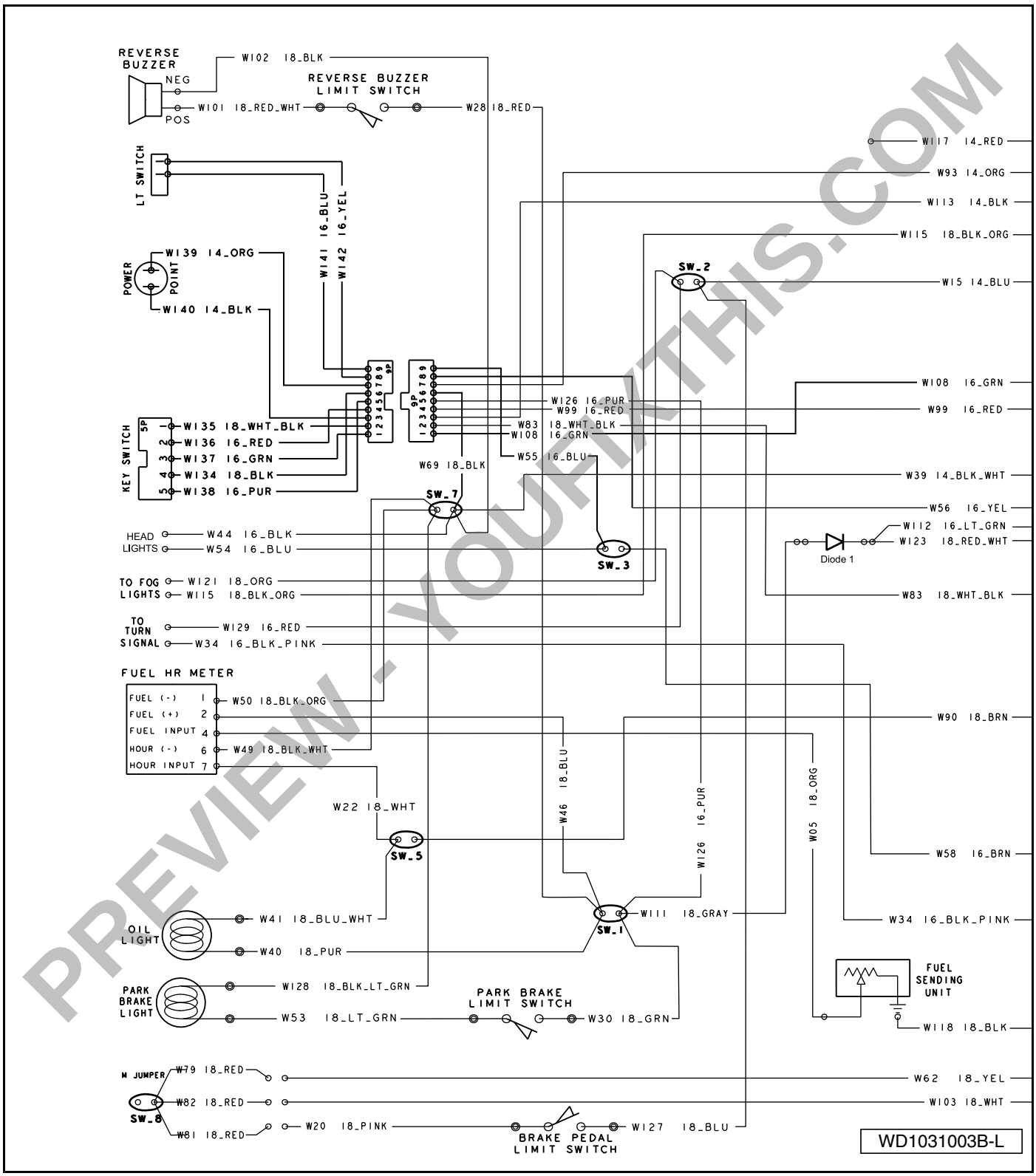


Figure 11-1 Wiring Diagram

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EXPLODED VIEWS

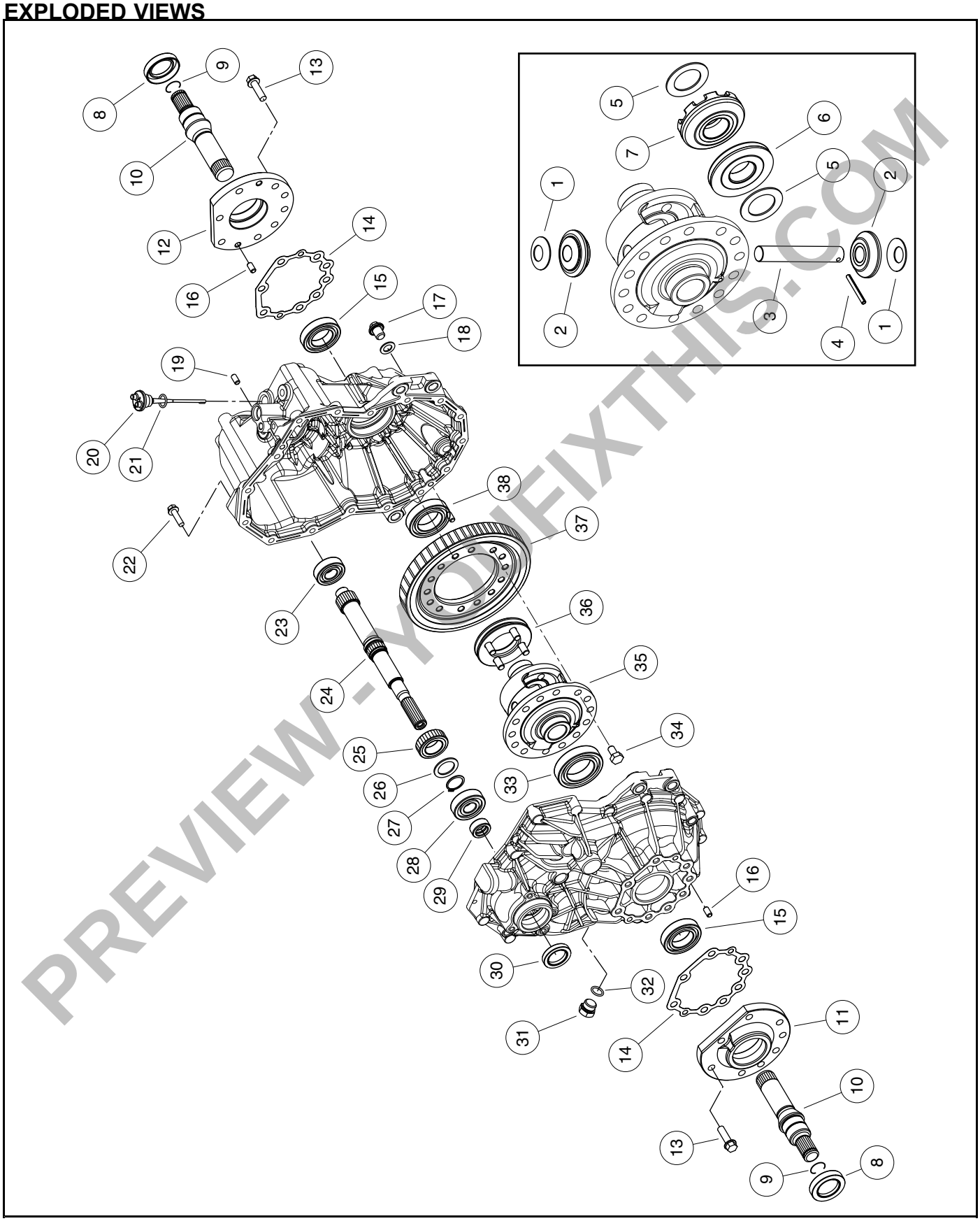


Figure 17-3 Exploded View – Differential, Input Shaft and Output Shafts

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4.5. Plug the fuel tank vent nipple so that it is air tight. The manufacturer recommends using a slip-on vinyl cap.

5. Remove both spark plugs, and pour 1/2 ounce (14.2 mL) of SAE 10 weight oil through each of the two spark plug holes. Rotate the engine crankshaft by hand several times, then install both spark plugs.
6. Change engine oil. **See Engine Oil and Filter Change on page 10-7.**
7. Disconnect the battery cables, negative (–) cable first. **See WARNING "To avoid unintentionally starting..." in General Warning on page 1-2.**
8. The battery should be clean and free of corrosion. Wash the battery top and terminals with a solution of baking soda and water (1 cup (237 mL) baking soda per 1 gallon (3.8 L) of water). Rinse the solution off the battery. Do not allow this solution to enter the battery. Be sure the terminals are tight. Let the terminals dry and then coat them with Battery Terminal Protector Spray (P/N CLC1014305).
9. Adjust the tires to the recommended tire pressure. Section 2 — Vehicle Specifications
10. Perform semiannual periodic lubrication. **See Periodic Maintenance on page 10-1.**
11. Thoroughly clean the front body, rear body, seats, cargo bed, engine compartment, and underside of vehicle.
12. Do not engage the park brake. Chock the wheels to prevent the vehicle from rolling.

RETURNING THE STORED VEHICLE TO SERVICE

1. Make sure the key switch is in the OFF position and the Forward/Reverse handle is in the NEUTRAL position. Chock the wheels.
2. Restore the fuel system to operation**.**
   2.1. Remove the plug from the fuel tank vent.
   2.2. Connect the vent tube to the fuel tank vent.
3. Connect the battery cables, positive (+) cable first, and tighten the terminals to 80 in-lb (9 N·m). Coat terminals with Battery Terminal Protector Spray (P/N CLC1014305).
4. Completely open the fuel shut-off valve **(Figure 3-7, Page 3-4)**. Ensure the valve is fully open. A partially closed fuel shut-off valve combined with the use of the choke can result in a fouled spark plug and engine failure.
5. Place the Forward/Reverse handle in the NEUTRAL position. Crank the engine until fuel is pumped into the carburetor and the fuel lines and the engine starts. Turn the engine off. **See following NOTE.**

NOTE: *Due to the oil added to the gasoline engine in preparation for storage, the engine may smoke excessively for a short time when it is run for the first time after storage.*

6. Perform the Pre-Operation and Daily Safety Checklist and the Performance Inspection on page 10-2.

LIFTING THE VEHICLE

See General Warning on page 1-2.

LIFTING ONLY THE FRONT

1. Place vehicle on a level surface.
2. Turn the key switch OFF and remove the key. Place the Forward/Reverse handle in NEUTRAL and set the park brake. Chock the rear wheels.

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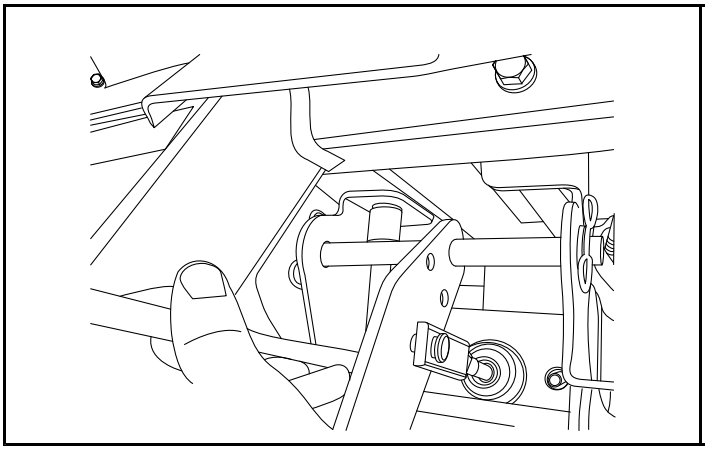
PERIODIC SERVICE SCHEDULE		
REGULAR INTERVAL	**SERVICE**	
Daily service by owner	Pre-Operation and Daily Safety Checklist	**See Pre-Operation and Daily Safety Checklist on page 10-2.**
	Performance Inspection	**See Performance Inspection on page 10-3.**
	Engine/exhaust area	Remove/clean grass and debris from area
Daily service by owner or trained technician	Engine	Check engine oil level; add if necessary. **See Engine Oil Level Check on page 10-6.**
	Brakes	Check brake fluid; add if necessary. Check brake pedal for proper operation. **See Performance Inspection on page 10-3.**
Monthly service by owner or trained technician	Engine	Check engine circulating air passage; visually inspect unshrouded area around engine exhaust for grass and debris and clean if necessary.
	Tires	Check air pressure and adjust if necessary. Section 2 — Vehicle Specifications
	Transmission and differentials	Check lubricant levels. Add if necessary. **See Lubrication Level Check – Front Differential and Rear Transaxle on page 10-11.**
	General vehicle	Wash engine compartment and underside of vehicle. Do not wash engine when hot.
Semiannual service by trained technician only (or every 50 hours of operation, whichever comes first)	Battery	Clean terminals and wash dirt from casing; check electrolyte level. Add distilled water if necessary. **See page 11-10.**
	Front wheel alignment and toe-in	Check and adjust if necessary. **See Steering and Front Suspension on page 7-1.**
	Electrical wiring and connections	Check for tightness and damage.
	Brake system	Inspect master cylinder, brake lines, and hoses for damage or leakage.
		Check park brake cables for damage; replace if necessary.
		Check brake pads and discs; replace if necessary. **For brake wear-in procedure, see Hydraulic Brakes in the Pre-Operation and Daily Safety Checklist on page 10-2. See also Brakes on page 6-1.**
	Spark arrestor	Inspect spark arrestor for damage
	Engine air intake system	Clean pre-cleaner and air filter element. **See Air Intake System on page 10-13.**

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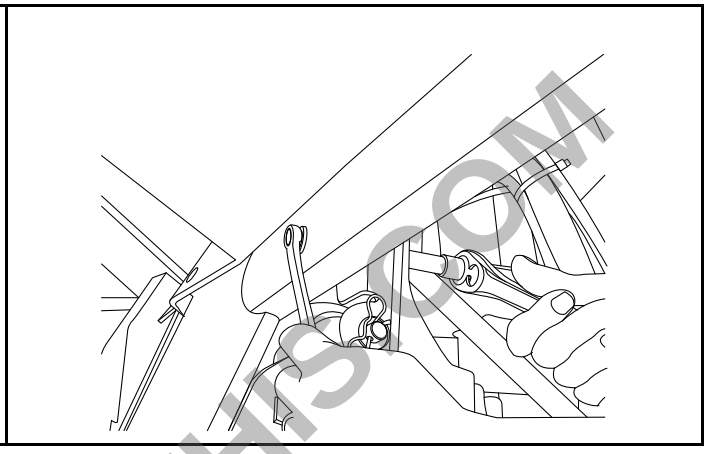
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11. Remove hardware securing the pedal group assembly to chassis **(Figure 5-8, Page 5-3) and (Figure 5-9, Page 5-3)**.



1190
Figure 5-8 Accelerator Pedal Removal – pedal assembly hardware



1191
Figure 5-9 Accelerator Pedal Removal – pedal assembly hardware

12. With pedal group loose, maneuver it to a position that will allow the accelerator pedal return spring to be detached from the bracket. Loosen spring retaining nut if necessary.
13. Slide accelerator pedal out of pedal group bracket.

ACCELERATOR PEDAL INSTALLATION

1. Installation is reverse of removal procedure.
2. Check return spring height and adjust if necessary **(Figure 5-10, Page 5-4)**.
3. Tighten pedal group hardware to 180 in-lb (20 N·m).
4. Adjust accelerator cable. **See Accelerator Cable Adjustment on page 5-7.**
5. Connect battery and spark plug wire(s). **See Connecting the Battery – Gasoline Vehicles on page 1-4.**

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DIODE TROUBLESHOOTING GUIDE				
DIODE	**IN-LINE WIRE LOCATION (WIRES)**	**FUNCTION**	**FAILURE CONDITION**	**SYMPTOM/COMMENT**
Diode 1	w111 and w123	Blocking diode for carburetor solenoid control (powers carburetor solenoid when key switch is in the ON position)	Open	Engine will shut off shortly after key switch is moved from START to ON position.
			Closed	Oil light may illuminate when key is in START position until oil pressure rises. Hour meter will be powered when key switch is in the START position.
Diode 2	w124 and w125	Carburetor solenoid coil flyback diode	Open	Will contribute to the premature failure of the key switch contacts.
			Closed	The 10-amp fuse (on w99) will blow repeatedly, when key is in ON position, until the diode has been replaced.
Diode 3	w131 and w132	Starter solenoid coil flyback diode	Open	Will contribute to the premature failure of the start relay contacts.
			Closed	The 10-amp fuse (on w99) will blow repeatedly, when key is in START position, until the diode has been replaced.
Diode 4	w112 and w130	Carburetor solenoid control (powers carburetor solenoid when key switch is in the START position)	Open	Engine will not start.
			Closed	Starter will be activated when key switch is in the ON position.

Test Diode 1 on wire 111 and 123

See General Warning on page 1-2.

1. Turn the key switch OFF and remove the key. Place the Forward/Reverse handle in NEUTRAL and set the park brake. Chock the wheels.
2. Disconnect the battery cables and spark plug wires as instructed. **See WARNING "To avoid unintentionally starting..." in General Warning on page 1-2.**
3. Disconnect the white bullet connector in the carburetor solenoid red wire **(Figure 11-17, Page 11-19)** and the 18-gauge green wire (w30) from the park brake limit switch mounted on the side of the park brake handle assembly **(Figure 11-18, Page 11-19)**.
4. Set the multimeter to the diode test function.
5. Connect the black (–) probe of the multimeter to the 18-gauge green wire (w30) at the park brake limit switch **(Figure 11-18, Page 11-19)**.
6. Connect the red (+) probe of the multimeter to the male side of the carburetor solenoid bullet connector.

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