
DEPARTMENT OF THE ARMY TECHNICAL MANUAL

TECHNICAL MANUAL
OPERATOR AND ORGANIZATIONAL
MAINTENANCE MANUAL
TRUCK, FORK, LIFT
GASOLINE, PNEUMATIC-TIRED
4,000 POUND CAPACITY
144 INCH LIFT HEIGHT
ARMY MODEL MHE 221
BAKER MODEL FJF-040
FSN 3930-151-4428

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Operator and Organizational Maintenance Manual

TRUCK, FORKLIFT, GASOLINE, PNEUMATIC TIRED,

4000 POUND CAPACITY, 144 INCH UFT HEIGHT,

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		Paragraph	Page
LIST OF ILLUSTRATIONS			iii
CHAPTER 1.	INTRODUCTION		
Section I.	General	1-1	1-1
	Description and Data	1-5	1-3
CHAPTER 2.	OPERATING INSTRUCTIONS		
Section I.	Service on Receipt of Material	2-1	2-1
	Controls and Instruments	2-5	2-1
	Operation Under Usual Conditions	2-8	2-3
	Operation Under Unusual Conditions	2-11	2-4
CHAPTER 3.	OPERATOR'S MAINTENANCE INSTRUCTIONS		
Section I.	Basic Issue Items	3-1	3-1
	Lubrication Instructions	3-2	3-1
	Preventive Maintenance Services and Checks	3-4	3-1
	Troubleshooting	3-6	3-2
	Maintenance of Components	3-7	3-2
CHAPTER 4.	ORGANIZATIONAL MAINTENANCE INSTRUCTIONS		
Section I.	Service on Receipt of the Truck	4-1	4-1
	Repair Parts, Special Tools and Equipment	4-2	4-1
	Lubrication Instructions	4-5	4-1
	Preventive Maintenance Service	4-7	4-1
	Troubleshooting	4-9	4-3
	Radio Interference Suppression	4-10	4-4
	Maintenance of the Engine	4-14	4-5
	Fuel System	4-21	4-10
	Cooling System	4-29	4-16
	Electrical System	4-31	4-18
	Transmission	4-38	4-23
	Brakes	4-39	4-23
	Wheels.	4-42	4-28
	Steering	4-47	4-31
	Hydraulic Lift Components	4-50	4-32

			Paragraph	Page
	XV.	Hydraulic Lift Components	4-50	4-32
CHAPTER	5.	ADMINISTRATIVE STORAGE AND DESTRUCTION OF MATERIEL TO PREVENT ENEMY USE		
	I.	Administrative Storage	5-1	5-1
	II.	Demolition	5-2	5-1
APPENDIX	A.	References		A-1
	B.	Maintenance Allocation Chart		B-1
	C.	Basic Issue Items List		C-1

LIST OF ILLUSTRATIONS

Number	Title	Page
1-1	FJF-040 Fork Lift Truck	1-2
1-2	Engine	1-4
1-3	Steering System.....	1-5
1-4	Mast Features	1-6
1-5	Hydraulic System	1-7
1-6	Instrument Panel.....	1-8
1-7	Wiring Diagram	1-9
2-1	Controls.....	2-2
4-1	Engine, Right Side View.....	4-5
4-2	Cylinder Head Tightening Order	4-6
4-3	Adjusting Valve Clearance	4-7
4-4	Engine Oil Filter Arrangement.....	4-7
4-5	Intake and Exhaust Manifold, Installed	4-9
4-6	Governor, Mounted on Engine	4-10
4-7	Fuel Tank and Lines	4-12
4-8	Fuel Pump.....	4-13
4-9	Fuel Filter, Exploded View	4-14
4-10	Accelerator Linkage	4-15
4-11	Engine Front View.....	4-17
4-12	Alternator Test Setup	4-18
4-13	Voltage Regulator Test Setup.....	4-19
4-14	Regulator Adjustment Screw	4-19
4-15	Distributor, Installed	4-21
4-16	Distributor, Partly Exploded View.....	4-21
4-17	Using Ignition Timing Light.....	4-22
4-18	Hand Brake Lever and Cable Replacement	4-24
4-19	Brake Master Cylinder Replacement	4-24
4-20	Axle End and Wheel Brake Removal.....	4-26
4-21	Service Brake.....	4-27
4-22	Brake and Inching Pedal Adjustment.....	4-28
4-23	Steering Wheel and Bearings, Exploded View	4-29
4-24	Drive Wheels.....	4-30
4-25	Steering Arrangement.....	4-32
4-26	Hydraulic System, Layout.....	4-33
4-27	Lift Chains	4-35

CHAPTER 1

INTRODUCTION

Section I. GENERAL

1-1. Scope

These instructions constitute the operation and organizational maintenance instructions for the gasoline engine powered fork lift truck, pneumatic tires, Baker model FJF-040. See figure 1-1.

1-2. Forms and Records

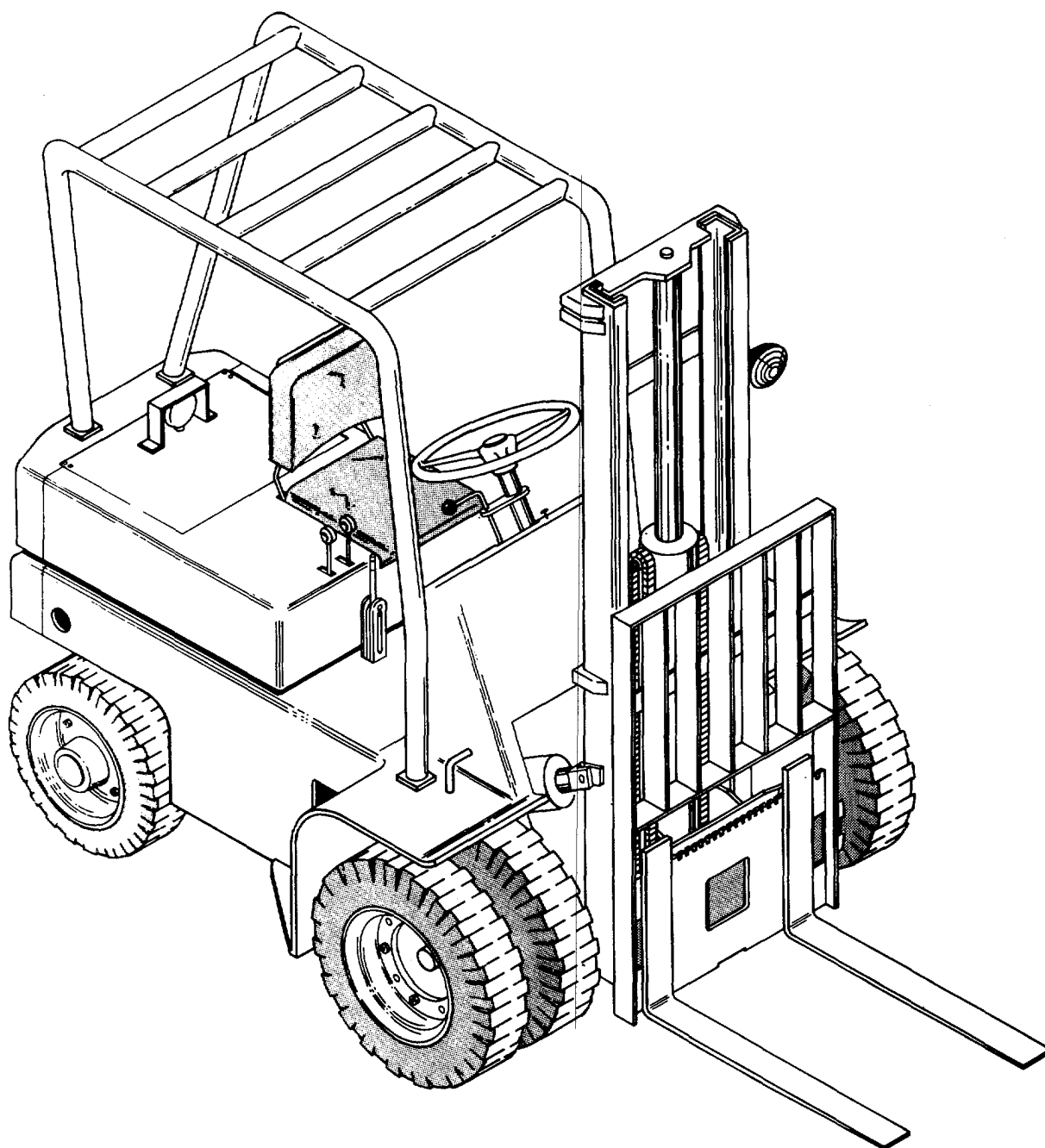
Maintenance forms, records and reports to be used by maintenance personnel at all levels of maintenance are listed in and prescribed by TM 38-750.

1-3. Equipment Serviceability Criteria

This paragraph is not applicable to the fork lift truck.

1-4. Reporting of Errors

Reporting of errors, omissions, and recommendations for improving this publication by the user is encouraged. Reports should be submitted on DA Form 2028, (Recommended Changes to Publications) and forwarded direct to Commanding General, U. S. Army Mobility Equipment Command, ATTN: AMSME-MP 4300 Goodfellow Boulevard, St. Louis, Mo. 63120.



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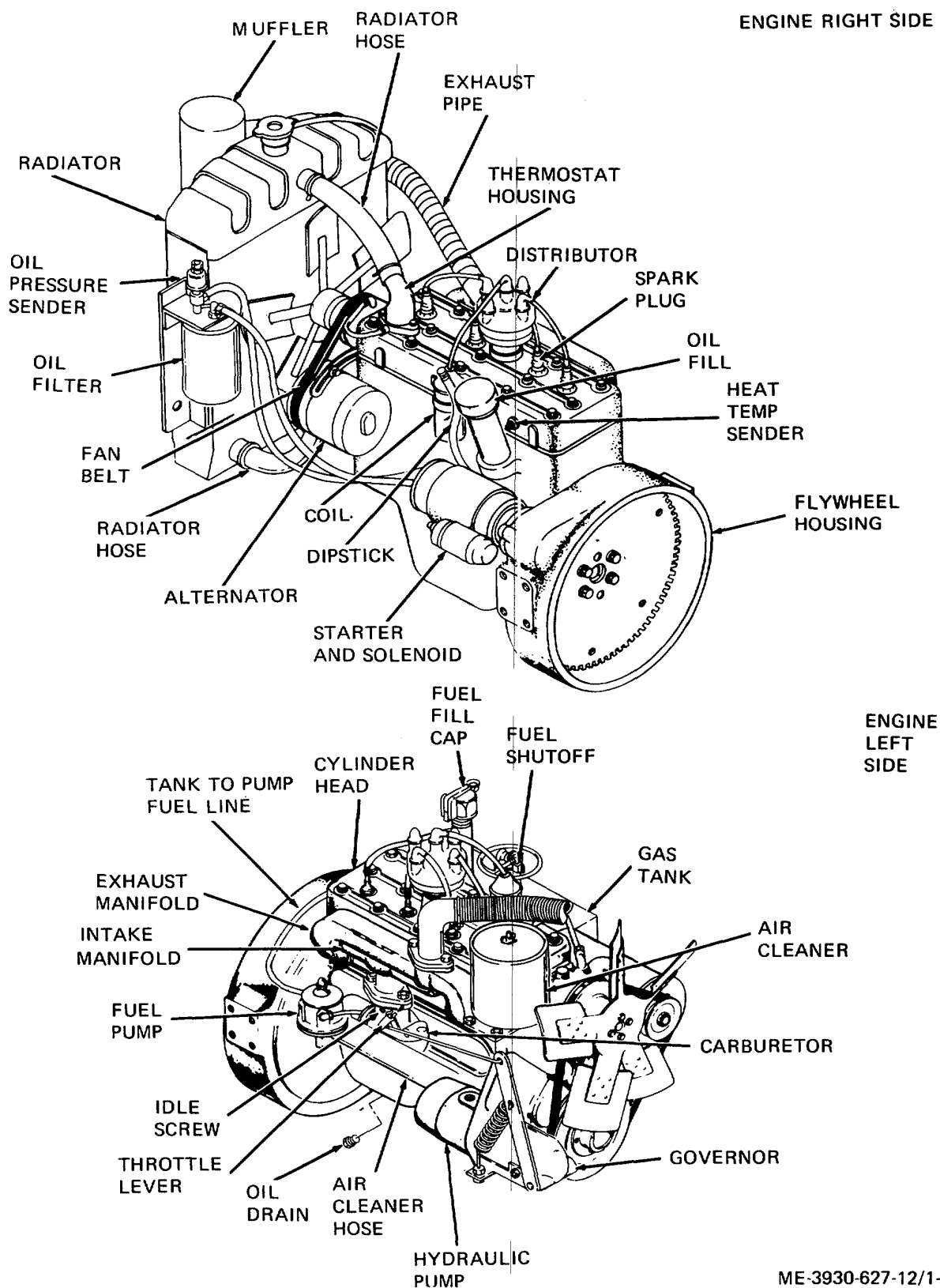
Figure 1-1. FJF-040 Fork lift truck.

Section II. DESCRIPTION AND DATA

1-5. Description

a. General. The Baker Model FJF-040 fork lift truck is non-tactical materials handling equipment, suitable for use in warehouse and yard operations. The pneumatic tires permit use on unpaved surfaces. The truck is designed for the handling and stacking of palletized and packaged loads to a load limit of 4000 pounds at a 24 inch load center on the forks. The truck can lift and stack a load to a height of 144 inches.

b. Engine. The trucks are powered by four-cylinder Continental FS-162 Military Standard engines. See figure 1-2. Operation of the engines is conventional. The fuel system includes an updraft carburetor and mechanical fuel pump. The ignition system is battery powered, and includes radio interference suppression, but not shielding. An alternator with an external voltage regulator supplies current for operation of the electrical system, and for charging the battery.



ME-3930-627-12/1-2

Figure 1-2. Engine.