

**muck-truck** 

*It doesn't cost the earth to move it!*

***PEDESTRIAN DUMPER MKII***

***OWNERS & OPERATORS  
INSTRUCTION MANUAL***

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# ***HINTS FOR SAFE OPERATION***

- DO*** Study engine manual before operating your **muck-truck**
- DO*** Check all nuts, bolts, & wheel studs daily.
- DO*** Be safety conscious & dress appropriately when operating your **muck-truck**. Always wear substantial footwear and a hard hat in relevant areas.
- DO*** Exercise extreme caution with the controls when working on steep or slippery surfaces. Especially, when people are near to the working area.
- DO*** Ensure that all safety guards are in place when operating the **muck-truck**.
- DO*** Disengage drive by releasing clutch lever **before** operating gear change lever.

# ***ATTENTION***

- DO*** Handle fuel with extreme caution. Wipe off any spilled petrol before starting the engine.
- DO*** Keep the engine free of any accumulation of dirt, grease, oil or other flammable material.
- DO*** Allow the engine to cool before storing in a confined space.

***BE SAFE : FOLLOW INSTRUCTIONS AT ALL TIMES***

# ***SAFETY***

- DO NOT*** Allow anyone lacking in age or experience to operate your **muck-truck**.
- DO NOT*** Carry “passengers” on your **muck-truck**.
- DO NOT*** Start work without completing the daily maintenance checks.
- DO NOT*** Activate gear change lever until clutch lever is released.
- DO NOT*** Operate the **muck-truck** without exercising appropriate safety precautions.
- DO NOT*** Use other than recommended lubricants or fuels.

# ***ATTENTION***

- DO NOT*** Refuel your engine when hot or in the vicinity of any naked flame or burning cigarette etc.
- DO NOT*** Run the petrol engine in a confined area.
- DO NOT*** Run engine with air filter clogged or restricted.
- DO NOT*** Allow debris or any flammable or foreign matter to build up near the exhaust.
- DO NOT*** Store the **muck-truck** in a location where fuel fumes may accumulate or reach a spark or open flame.
- DO NOT*** Pressure wash directly onto engine electronics.

***BE SAFE : EXERCISE COMMON SENSE AT ALL TIMES***

# OPERATING INSTRUCTIONS

## Getting Started:

1. Fill tank with unleaded 4 stroke petrol
2. Set the machine on firm level ground and check fuel & oil levels
3. To start the engine set the choke by pushing the throttle lever fully forward. After 2 or 3 pulls the engine will start.
4. Move the throttle lever, (**No 4**) backward slightly to disengage the choke and set the engine speed to fast. Allow the engine to warm.

## To Move Forward:

1. Select required speed with gear change lever (**6**). Hold down the Deadmans/brake handle. Gently engage clutch lever (**9**).
2. Control engine speed with the throttle lever (**4**)

## To Reverse:

Stop the **muck-truck**. Move gear change lever (**6**) to position R (reverse), check behind for obstacles, and then gently engage clutch (**9**).

## To Stop:

Release the clutch lever. Disengage the Deadmans/brake handle. Reduce engine speed with the throttle control lever.

## To Empty Skip:

1. Stop the machine and disengage the skip release lever (**10**)
2. Jerk both handles upwards; the skip will pivot forward and dump the load with gravity force.

## To Reset Skip:

Pull back on the skip and engage the locking catch which holds the skip closed.

**NOTE:** Check that the locking catch has engaged before moving off.

# MAINTENANCE

## For Engine Maintenance, Please see your Engine Manual

Routine checks of your **muck-truck** will ensure trouble free operation with less 'down' time.

Component	Daily	Weekly
Skip Catch Spring	✓	
Belt tension	✓	
Brake adjustment	✓	
Control Cables	✓	
Air Cleaner	✓	
Engine Oil Check	✓	
Tyre Pressure		✓
All Nuts/Bolts		✓

Engine Oil: SAE 10W-30

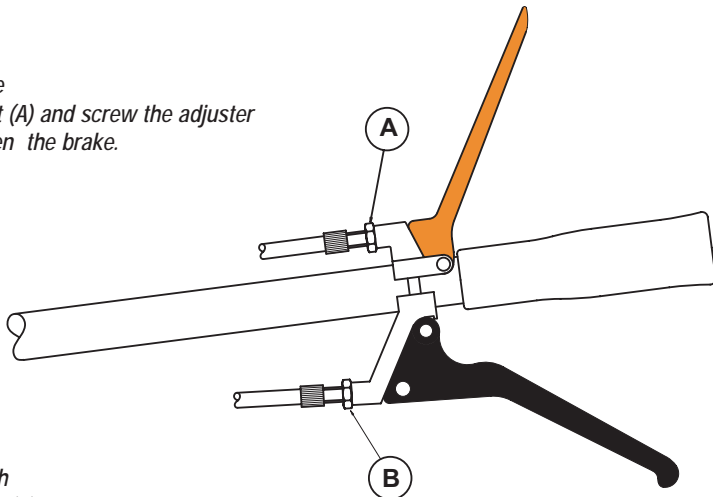
Change: After 1st 2hrs; thereafter every 20 hrs of continuous use

**Remember** - A daily check takes only minutes but could save you hours.

Be Proud - look after your **muck-truck**.

*To adjust the brake*

*Loosen the locknut (A) and screw the adjuster clockwise to tighten the brake.*



*To adjust the clutch*

*Loosen the locknut (B) and screw the adjuster anti-clockwise to tighten the clutch*

# SPARE PARTS LIST

Part No.	Description	Part No.	Description
DP02	Forward/Reverse Lever Grip	DP0502001	Forward/Reverse lever
DP03	Handle Bar Grip	DP0502003	Handle Bar Cowling
DP14	Honda Engine	DP0502004	Skip Catch
DP18	Clutch/Skip Cable Spring	DP0502005	6 cu ft skip
DP21	Transaxle	DP0502006	Main Frame
DP24	Front Wheel Complete	DP0502007	Bottom Plate
DP30	Rear Wheel	DP0502008	Power Drive Bracket
DP31	Lynch Pin	DP0502009	Left/Right Torque Stays
DP32	25mm Star Lock	DP0502012	Clutch Reinforcement Plate
DP35	Decal Set	DP0502013	Forward/reverse tie rod
DP45	4" Wheel	DP0502014	Skip Catch lever
DP54	Gear Change Grommet	DP0502015	Clutch Lever
DP80	Front Wheel Plastic Cap	DP0502016	Brake Lever
DP83	19mm Star Lock	DP0502017	Brake/Clutch/Skip Cable
DP87	Throttle Lever C/W Cable	DP0502018	Drive belt
DP04001	Drive Pulley	DP0502019	Belt Guide Tube
DP04002	Engine Pulley	DP0502021	Clutch pulley bracket
DP04003	Clutch Pulley	DP05023	Shifter Plate
DP05041	Wheel Hub		

Engine information on -

[www.honda-engines-eu.com](http://www.honda-engines-eu.com)

Transmission information on -

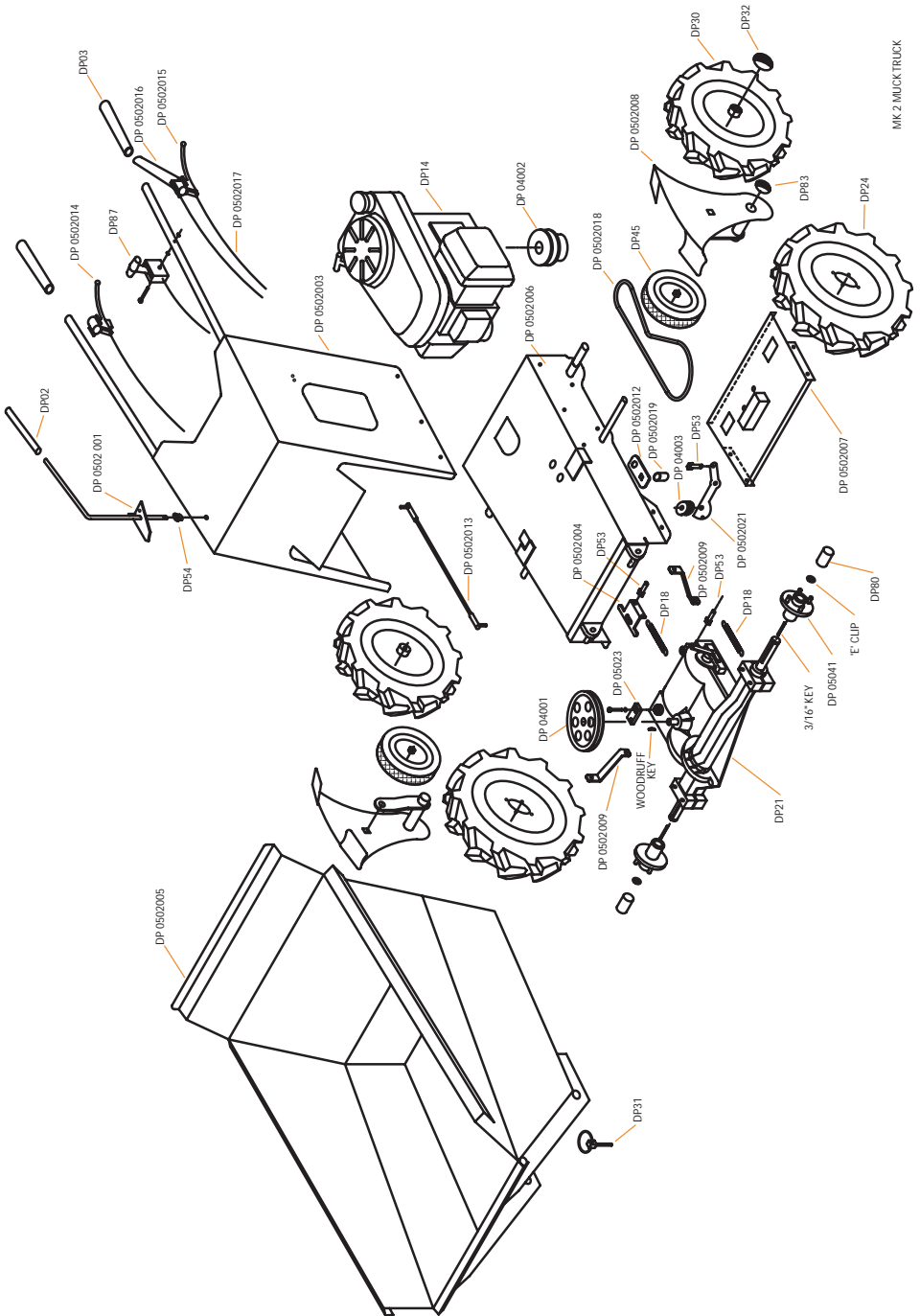
[www.tecumseh.com](http://www.tecumseh.com)

## Tyre Pressures

Front Wheel 30 psi

Middle Wheel 30 psi

Rear Wheel 30 psi



MK 2 MUCKTRUCK

# BELT FITTING

Remove only the inspection plate located on the rear of the Chassis (Photo 1).

1. Loosen the M12 Nut on the Guide Bolt (E).
2. Make sure the belt goes around transmission (B) pulley first.
3. Then put the entire belt to the right hand side of the clutch/jockey pulley (C), which pushes at the back of the left hand side of the belt (Flat side).
4. Make sure the belt is located between both of the threaded bolts (D) push the belt onto the engine pulley (A).
5. Re-tighten the M12 nut on the Guide Bolt (E).

**Important Note** – The belt goes between the long threaded bolts (D) which are beneath/through the inspection plate.

1.



2.





# MKII Muck-Truck Belt Fitting Diagram

Remove the inspection plate located within the chassis below the engine.

1. Slacken the nut on the top of the belt guide tube (E)
2. Make sure that the belt goes round the transmission pulley (B) first
3. Then put the belt to the right hand side of the clutch/jockey pulley (C) which pushes at the back of the left hand side of the belt (flat side)
4. Make sure the belt is located BETWEEN both of the treaded bolts (D) fitted to either the chassis or the inspection plate. Push the belt over the transmission pulley (A)
5. Re-tighten the nut on the top of the belt guide tube (E)

