

# OPERATION MANUAL



## ***WHITEMAN* SERIES** **MODEL CA4HC** **WALK-BEHIND TROWEL** **(HONDA GASOLINE ENGINE)**

Revision #0 (09/29/06)

**THIS MANUAL MUST ACCOMPANY  
THE EQUIPMENT AT ALL TIMES.**

To find the latest revision of this  
publication, visit our website at:  
[www.multiquip.com](http://www.multiquip.com)



**P/N 21768**



# WARNING



## **CALIFORNIA — Proposition 65 Warning**

Engine exhaust and some of its constituents, and some dust created by power sanding, sawing, grinding, drilling and other construction activities contains chemicals known to the State of California to cause cancer, birth defects and other reproductive harm. Some examples of these chemicals are:

- Lead from lead-based paints.
- Crystalline silica from bricks.
- Cement and other masonry products.
- Arsenic and chromium from chemically treated lumber.

Your risk from these exposures varies, depending on how often you do this type of work. To reduce your exposure to these chemicals: **ALWAYS** work in a well ventilated area, and work with approved safety equipment, such as dust masks that are specially designed to filter out microscopic particles.

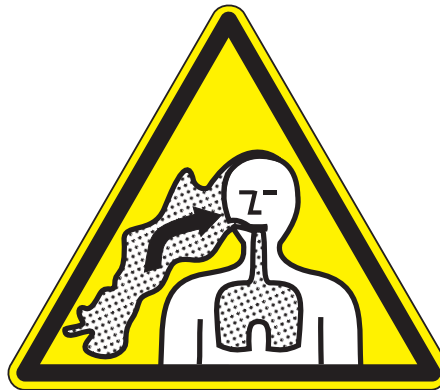
## **WARNING**



### **SILICOSIS WARNING**

Grinding/cutting/drilling of masonry, concrete, metal and other materials with silica in their composition may give off dust or mists containing crystalline silica. Silica is a basic component of sand, quartz, brick clay, granite and numerous other minerals and rocks. Repeated and/or substantial inhalation of airborne crystalline silica can cause serious or fatal respiratory diseases, including silicosis. In addition, California and some other authorities have listed respirable crystalline silica as a substance known to cause cancer. When cutting such materials, always follow the respiratory precautions mentioned above.

## **WARNING**



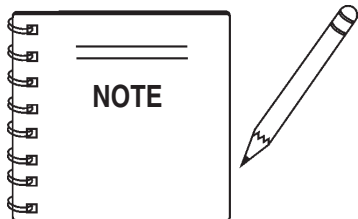
### **RESPIRATORY HAZARDS**

Grinding/cutting/drilling of masonry, concrete, metal and other materials can generate dust, mists and fumes containing chemicals known to cause serious or fatal injury or illness, such as respiratory disease, cancer, birth defects or other reproductive harm. If you are unfamiliar with the risks associated with the particular process and/or material being cut or the composition of the tool being used, review the material safety data sheet and/or consult your employer, the material manufacturer/supplier, governmental agencies such as OSHA and NIOSH and other sources on hazardous materials. California and some other authorities, for instance, have published lists of substances known to cause cancer, reproductive toxicity, or other harmful effects.

Control dust, mist and fumes at the source where possible. In this regard use good work practices and follow the recommendations of the manufacturers or suppliers, OSHA/NIOSH, and occupational and trade associations. Water should be used for dust suppression when wet cutting is feasible. When the hazards from inhalation of dust, mists and fumes cannot be eliminated, the operator and any bystanders should always wear a respirator approved by NIOSH/MSHA for the materials being used.

## MQ WHITEMAN CA4HC WALK-BEHIND TROWEL

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***Specifications and  
part numbers are  
subject to change  
without notice.***

# CA4HC TROWEL— DIMENSIONS

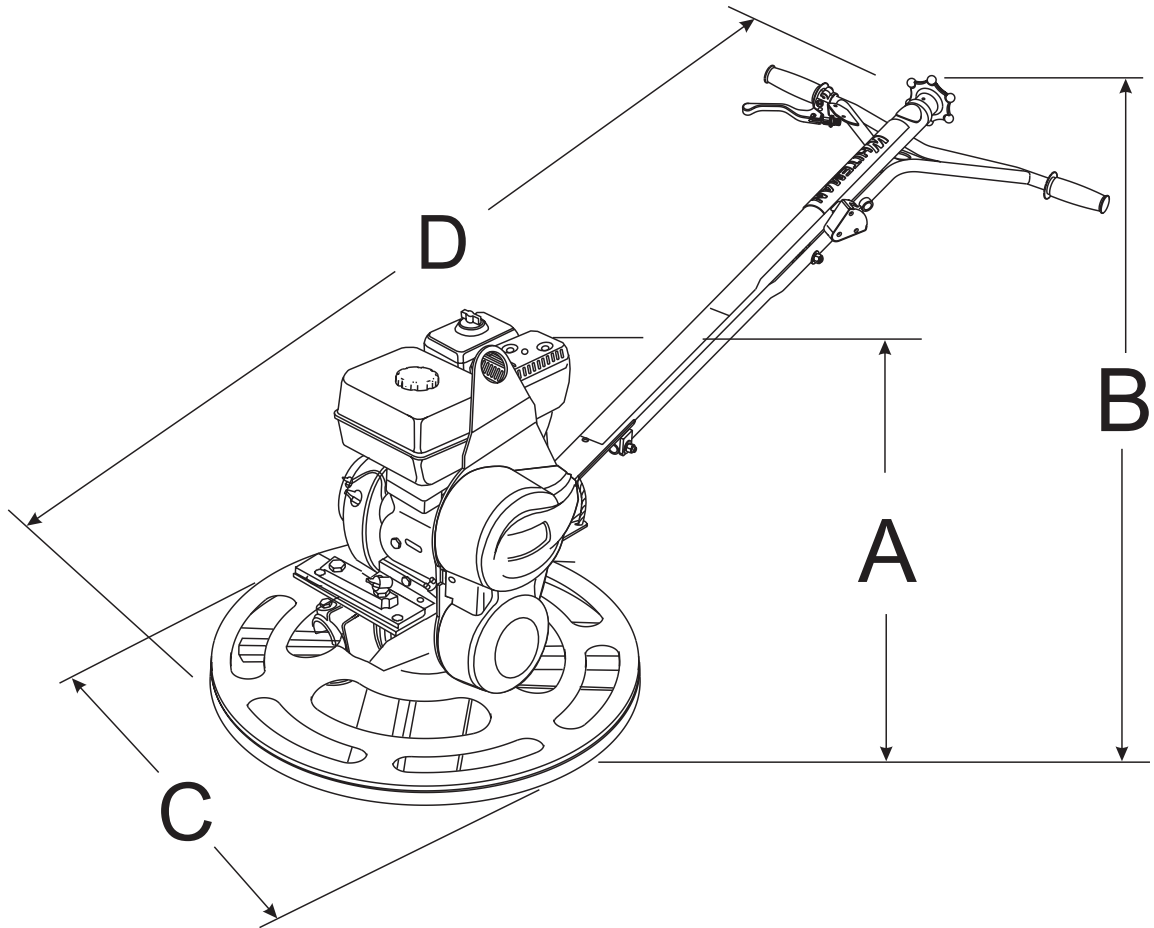


Figure 1. CA4HC Trowel Dimensions

**Table 1. CA4-4HM Trowel Dimensions & Weight**

|                               |                    |
|-------------------------------|--------------------|
| A-Height (Lifting Bale)       | 711 mm (28.0 in.)  |
| B - Height (Engagement Lever) | 921 mm (36.25 in.) |
| C - Width                     | 610 mm (24 in.)    |
| D - Length                    | 1.55 m (5.08 ft.)  |
| Weight                        | 57 kg (125 lbs.)   |

# CA4HC TROWEL— SPECIFICATIONS

## Table 2. CA4HC Trowel Specifications

|  |                       |
|--|-----------------------|
| Number of Blades                         | 4                     |
| Ring Diameter                            | 24.0 in. (61 cm.)     |
| Rotor                                    | 70-130 RPM            |
| Path Width                               | 24 in. (61 cm.)       |
| Vibration (Hand/Arm) <sup>1</sup>        | 18.9 m/s <sup>2</sup> |
| Sound Pressure (A-Weighted) <sup>2</sup> | 83.5 dB(A)            |
| Sound Pressure (Peak, C-Weighted)        | 90.5 dB(C)            |
| Sound Power Level (A-Weighted)           | 97 dB(A)              |

**NOTE:**

1. The vibration level indicated is the maximum RMS (Root Mean Square) value obtained at the handle grip while operating the walk-behind trowel at full throttle on steel plate with blades partially pitched.
2. Sound pressure is a weighted measure. It is measured at the operator's ear position while the walk-behind trowel is operating at full throttle on concrete in a manner most often experienced in "**normal**" circumstances. Sound pressure may vary depending upon the condition of the concrete.

## Table 3. Engine Specifications

|                                  | Model  | HONDA GX120K1QX2                          |
|----------------------------------|--|---|
| <b>Engine</b>                    | Type   | 4-stroke, Overhead valve, Single Cylinder |
|                                  | Bore X Stroke                                  | 2.4 in. X 1.7 in.<br>(60 mm x 42 mm)      |
|                                  | Displacement                                   | 7.3 cu. in. (119 cc)                      |
|                                  | Max Output                                     | 3.9 H.P. (2.9 kW, 4.0 PS) at 3,600 R.P.M. |
|                                  | Fuel Tank Capacity                             | Approx. 0.66 U.S. Gallons (2.5 Liters)    |
|                                  | Standard Idle Speed                            | 1,400 +200/-150 R.P.M.                    |
|                                  | Fuel   | Unleaded Gasoline                         |
|                                  | Lube Oil Capacity                              | 0.63 U.S. Quarts (0.60 Liters)            |
|                                  | Speed Control Method                           | Centrifugal Fly-weight Type               |
|                                  | Starting Method                                | Recoil Start                              |
| <b>Dimension<br/>(L x W x H)</b> | 11.7 x 13.4 X 12.5 in.<br>(297 X 341 X 318 mm) |   |
| <b>Dry Net<br/>Weight</b>        | 28.7 lbs. (13.0 Kg.)                           |   |



# CA4HC TROWEL— TRAINING CHECKLIST

## TRAINING CHECKLIST

This checklist will lists some of the minimum requirements for machine maintenance and operation. Please feel free to detach it and make copies. Use this checklist whenever a new operator is to be trained or it can be used as a review for more experienced operator's.

| TRAINING CHECKLIST |   |     |      |
|--------------------|---|-----|------|
| NO.                | DESCRIPTION   | OK? | DATE |
| 1                  | Read Operator's Manual completely.  |     |      |
| 2                  | Machine layout, location of components, checking of engine and gearbox fluid level. |     |      |
| 3                  | Fuel system, refueling procedure.   |     |      |
| 4                  | Operation of controls (machine not running).  |     |      |
| 5                  | Safety controls.  |     |      |
| 6                  | Emergency stop procedures.  |     |      |
| 7                  | Startup of machine.   |     |      |
| 8                  | Maneuvering.  |     |      |
| 9                  | Pitching.   |     |      |
| 10                 | Concrete finishing techniques.  |     |      |
| 11                 | Shutdown of machine.  |     |      |
| 12                 | Lifting of machine.   |     |      |
| 13                 | Machine transport and storage.  |     |      |

Operator \_\_\_\_\_ Trainee \_\_\_\_\_

COMMENTS:



# CA4HC TROWEL— DAILY PRE-OPERATION CHECKLIST

## DAILY PRE-OPERATION CHECKLIST

| DAILY PRE-OPERATION CHECKLIST |                        | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
|-------------------------------|------------------------|---|---|---|---|---|---|
| 1                             | Engine Oil Level.      |   |   |   |   |   |   |
| 2                             | Gearbox Fluid Level.   |   |   |   |   |   |   |
| 3                             | Condition of Blades.   |   |   |   |   |   |   |
| 4                             | Blade Pitch Operation. |   |   |   |   |   |   |
|                               |                        |   |   |   |   |   |   |

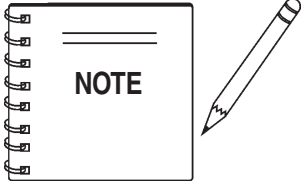
COMMENTS:

# CA4HC TROWEL— SAFETY MESSAGE ALERT SYMBOLS

## FOR YOUR SAFETY AND THE SAFETY OF OTHERS!

Safety precautions should be followed at all times when operating this equipment. Failure to read and understand and comply with the Safety Messages and Operating Instructions could result in injury to yourself and others.

This Owner's Manual has been developed to provide complete instructions for the safe and efficient operation of the MQ Whiteman CA4HC TROWEL. For engine maintenance information, please refer to the engine manufacturer's instructions for data relative to its safe operation.



**Before using this WALK-BEHIND TROWEL, ensure that the operating individual has read, understands, and complies with all instructions in this manual.**

## SAFETY MESSAGE ALERT SYMBOLS

The three (3) Safety Messages shown below will inform you about potential hazards that could injure you or others. The Safety Messages specifically address the level of exposure to the operator, and are preceded by one of three words: **DANGER**, **WARNING**, or **CAUTION**.

### **DANGER**

You **WILL** be **KILLED** or **SERIOUSLY INJURED** if you **DO NOT** follow these directions.

### **WARNING**

You **CAN** be **KILLED** or **SERIOUSLY INJURED** if you **DO NOT** follow these directions.

### **CAUTION**

You **CAN** be **INJURED** if you **DO NOT** follow these directions.

Potential hazards associated with trowel operation will be referenced with Hazard Symbols which appear throughout this manual, and will be referenced in conjunction with Safety Message Alert Symbols.

## HAZARD SYMBOLS



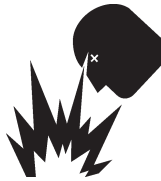
### Lethal Exhaust Gases



Engine exhaust gases contain poisonous carbon monoxide. This gas is colorless and odorless, and can cause death if inhaled. **NEVER** operate this equipment in a confined area or enclosed structure that does not provide ample free flow air.



### Explosive Fuel



Gasoline is extremely flammable, and its vapors can cause an explosion if ignited. **DO NOT** start the engine near spilled fuel or combustible fluids. **DO NOT** fill the fuel tank while the engine is running or hot. **DO NOT** overfill tank, since spilled fuel could ignite if it comes into contact with hot engine parts or sparks from the ignition system. Store fuel in approved containers, in well-ventilated areas and away from sparks and flames. **NEVER** use fuel as a cleaning agent.



### Burn Hazards



Engine components can generate extreme heat. To prevent burns, **DO NOT** touch these areas while the engine is running or immediately after operations. **NEVER** operate the engine with heat shields or heat guards removed.



### Guards and Entanglement Hazards



**NEVER** operate equipment with covers, or guards removed. Keep **fingers, hands, hair** and **clothing** away from all moving parts to prevent injury.



### Rotating Blades Hazards



**NEVER** place hands or feet inside the guard rings while the engine is running.

# CA4HC TROWEL— SAFETY MESSAGE ALERT SYMBOLS



## Accidental Starting



**ALWAYS** place the engine **ON/OFF** switch in the **OFF** position, when the trowel is not in use.



## Respiratory Hazard



**ALWAYS** wear approved respiratory protection.



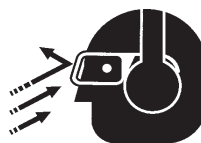
## Over Speed Conditions



**NEVER** tamper with the factory settings of the engine governor or settings. Personal injury and damage to the engine or equipment can result if operating in speed ranges above maximum allowable.



## Sight and Hearing hazard



**ALWAYS** wear approved eye and hearing protection.



## Equipment Damage Messages

Other important messages are provided throughout this manual to help prevent damage to your trowel, other property, or the surrounding environment.



## CAUTION

This walk-behind trowel, other property, or the surrounding environment could be damaged if you do not follow instructions.

# CA4HC TROWEL — RULES FOR SAFE OPERATION


## RULES FOR SAFE OPERATION

### **WARNING**

Failure to follow instructions in this manual may lead to serious injury or even death! This equipment is to be operated by trained and qualified personnel only! This equipment is for industrial use only.


The following safety guidelines should always be used when operating the CA4HC.

### SAFETY

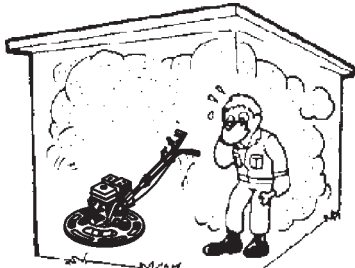
- **DO NOT** operate or service this equipment before reading this entire manual. The manual must be kept available and accessible to the operator. 
- This equipment should not be operated by persons under the minimum statutory age limit.
- **NEVER** use this machine for any purpose other than those described in this manual.
- **NEVER** operate the trowel without proper protective clothing, shatterproof glasses, steel-toed boots and other protective devices required for the job.



- **NEVER** use accessories or attachments which are not recommended by Multiquip for this equipment. Damage to the equipment and/or injury to user may result.
- Manufacturer does not assume responsibility for any accident due to equipment modifications. Unauthorized equipment modification will void all warranties. Any modification which could lead to a change in the original characteristics of the machine should be made only by the manufacturer who shall confirm that the machine is in conformity with appropriate safety regulations.

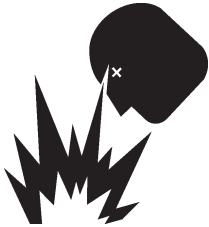
- **NEVER** operate this equipment when not feeling well due to fatigue, illness or taking medicine.
- **NEVER** operate the trowel under the influence of drugs or alcohol.
- Replace nameplate, operation and safety decals when they become difficult to read.
- **ALWAYS** check the trowel for loosened hardware such as nuts and bolts before starting.
- **NEVER** touch the hot exhaust manifold, muffler or cylinder. Allow these parts to cool before servicing the trowel. 


- **High Temperatures** – Allow the engine to cool before adding fuel or performing service and maintenance functions. Contact with **hot!** components can cause serious burns.

- The engine of this trowel requires an adequate free flow of cooling air. **NEVER** operate the trowel in any enclosed or narrow area where free flow of the air is restricted. If the air flow is restricted it will cause serious damage to the engine and may cause injury to people. Remember the engine gives off **DEADLY** carbon monoxide gas. 

- **ALWAYS** refuel in a well-ventilated area, away from sparks and open flames.

- **ALWAYS** use extreme caution when working with **flammable** liquids. When refueling, **STOP** the engine and allow it to cool.

- **NEVER** operate the trowel in an explosive atmosphere where fumes are present, or near combustible materials. An explosion or fire could result in severe **bodily harm or even death**. 

- **NEVER** **smoke** around or near the machine. Fire or explosion could result from **fuel vapors**, or if fuel is spilled on a **hot!** engine. 

- Topping-off to filler port is dangerous, as it tends to spill fuel.
- **NEVER** use fuel as a cleaning agent.

# CA4HC TROWEL — RULES FOR SAFE OPERATION

- **NEVER** Run engine without air filter. Severe engine damage may occur. Service air filter frequently to prevent carburetor malfunction.
- **NEVER** place your **feet** or **hands** inside the guard rings while starting or operating this equipment.
- **AVOID** wearing jewelry or loose fitting clothing that may snag on the controls or moving parts as this can cause a serious injury.
- **ALWAYS** keep clear of **rotating** or **moving parts** while operating the trowel.
- **Moving Parts** – Shut down the engine before performing service or maintenance functions. Contact with moving parts can cause serious injury.
- **ALWAYS** check to make sure that the operating area is clear before starting the engine.
- **NEVER** leave the machine **unattended** while running.
- **ALWAYS** be sure the operator is familiar with proper safety precautions and operations techniques before using trowel.
- **ALWAYS** keep the work area well organized.
- **ALWAYS** clear the work area of any debris, tools, etc. that would constitute a hazard while the trowel is in operation.

## **WARNING**

**ALWAYS** check to make sure that the operating area is clear before starting the engine.

- No one other than the operator is to be in the working area when the trowel is in operation.
- Always observe all applicable compulsory regulations relevant to environmental protection, especially, fuel storage, the handling of hazardous substances, and the wearing of protective clothing and equipment. Instruct the user as necessary, or, as the user, request this information and training.
- **ALWAYS** store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children.

## Transporting

- **ALWAYS** shutdown engine before transporting.
- Tighten fuel tank cap securely and close fuel cock to prevent fuel from spilling.
- Drain fuel when transporting trowel over long distances or bad roads.

- When placing the trowel inside a truck-bed for transport, always tie-down the trowel.
- **ALWAYS** use proper lifting techniques when moving the trowel.

## Maintenance Safety

- **NEVER** lubricate components or attempt service on a running trowel.
- **ALWAYS** allow the trowel a proper amount of time to cool before servicing.
- Keep the trowel in proper running condition.
- Fix damage to the trowel immediately and always replace broken parts.
- Dispose of hazardous waste properly. Examples of potentially hazardous waste are used motor oil, fuel and fuel filters.
- **DO NOT** use food or plastic containers to dispose of hazardous waste.

## Emergencies

- **ALWAYS** know the location of the nearest **fire extinguisher**.



- **ALWAYS** know the location of the nearest **first aid kit**.



- In emergencies **always** know the location of the nearest phone or **keep a phone on the job site**. Also know the phone numbers of the nearest **ambulance, doctor** and **fire department**. This information is invaluable in the case of an emergency and could keep a serious situation from becoming a tragic one.



# CA4HC TROWEL— OPERATION AND SAFETY DECALS

## OPERATION AND SAFETY DECALS

The CA4HC walk-behind trowel is equipped with a number of operation, safety and maintenance decals. Should any of these decals become unreadable, replacements can be obtained from your dealer.



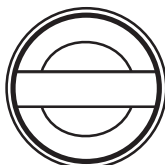
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CONTACT  
PARTS  
DEPARTMENT



P/N: 13118



P/N: 1492  
(STANDARD MODEL)



P/N 35168



P/N 2942 WHITE TEXT 13"



P/N 35137



P/N 20816



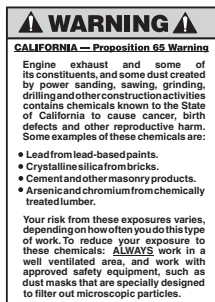
P/N 11092



P/N 36099 (ISO Blue)



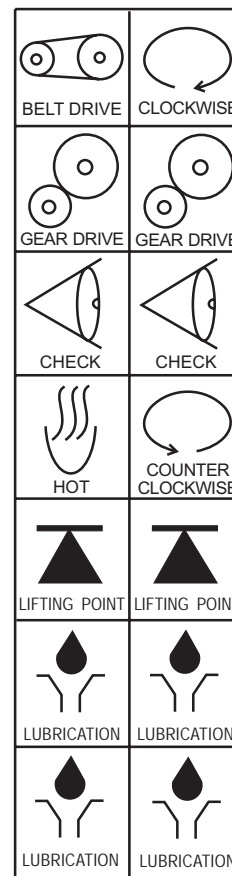
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Figure 2. Operation and Safety Decals

# CA4HC TROWEL—GENERAL INFORMATION

## Intended Use

Operate the CA4HC Trowel, tools and components in accordance with the manufacturer's instructions. Use of any other tools for stated operation is considered contrary to designated use. The risk of such use lies entirely with the user. The manufacturer cannot be held liable for damages as a result of misuse.

## CA4HC Trowel Familiarization

This walk-behind trowel is designed for the **floating** and **finishing** of concrete slabs.

Take a walk around the trowel. Take notice of all the major components (see Figure 2) like the engine, blades, Standard or Quick Pitch™ handle, etc.

**Read** all the safety instructions carefully. Safety instructions will be found throughout this manual and on the trowel. Keep all safety information in good, readable condition. Operators should be well trained on the operation and maintenance of the trowel.

Before using your trowel, test it on a flat watered down section of finished concrete that is free of any debris and other objects.

This trial test run will increase your confidence in using the trowel and at the same time it will familiarize you with the trowel's controls. In addition you will understand how the trowel handles under actual conditions.

## Engine

This trowel is available with an 4 HP **HONDA gasoline engine**. Refer to the engine owner's manual for instructions regarding the operation and maintenance of your engine. Please contact your nearest Multiquip Dealer for a replacement should the original manual disappear or otherwise become unusable.

## Drive System

Power is transferred from the engine to the gearbox input shaft via a **V-belt pulley drive system**. The pulley engages using a centrifugal clutch. See Parts section of this manual.

## Gearbox

The **gearbox** is located beneath the engine and transfers power to the spider assembly. The gearbox controls the rotational speed of the trowel and is equipped with two shafts (input and output).

## Spider

The vertical output shaft of the gearbox connects to a machined hub called the **spider**. The spider has 4 arms that extend outward that are used for attachment of blades or other accessories. Remember as the gearbox output shaft rotates so does the spider assembly.

## Guard Ring

This unit is equipped with a special rotating **guard ring**. It is designed to allow the operator to run the machine alongside walls, pipes, and obstructions without marring the surface.

## Blades

The blades of the trowel finish the concrete as they are rotated around the surface. This trowel comes equipped with four **combination** (8 in./203mm wide) **blades** per rotor equally spaced in a radial pattern and attached to vertical rotating shaft by means of the spider assembly.

## Centrifugal Clutch

In the event of a trowel runaway condition (operator releases the handle), a **centrifugal clutch** will stop the engine and bring the trowel to a halt.

## CAUTION

**NEVER** attempt to **lift** the trowel by yourself. **ALWAYS** get the assistance of another person to help lift the trowel.

## Training

For proper training, please use the "**TRAINING CHECKLIST**" located in the front of this manual (Page 8). This checklist will provide an outline for an experienced operator to provide training to a new operator



# CA4HC TROWEL— CONTROLS AND COMPONENTS

Figure 3. Controls and Components

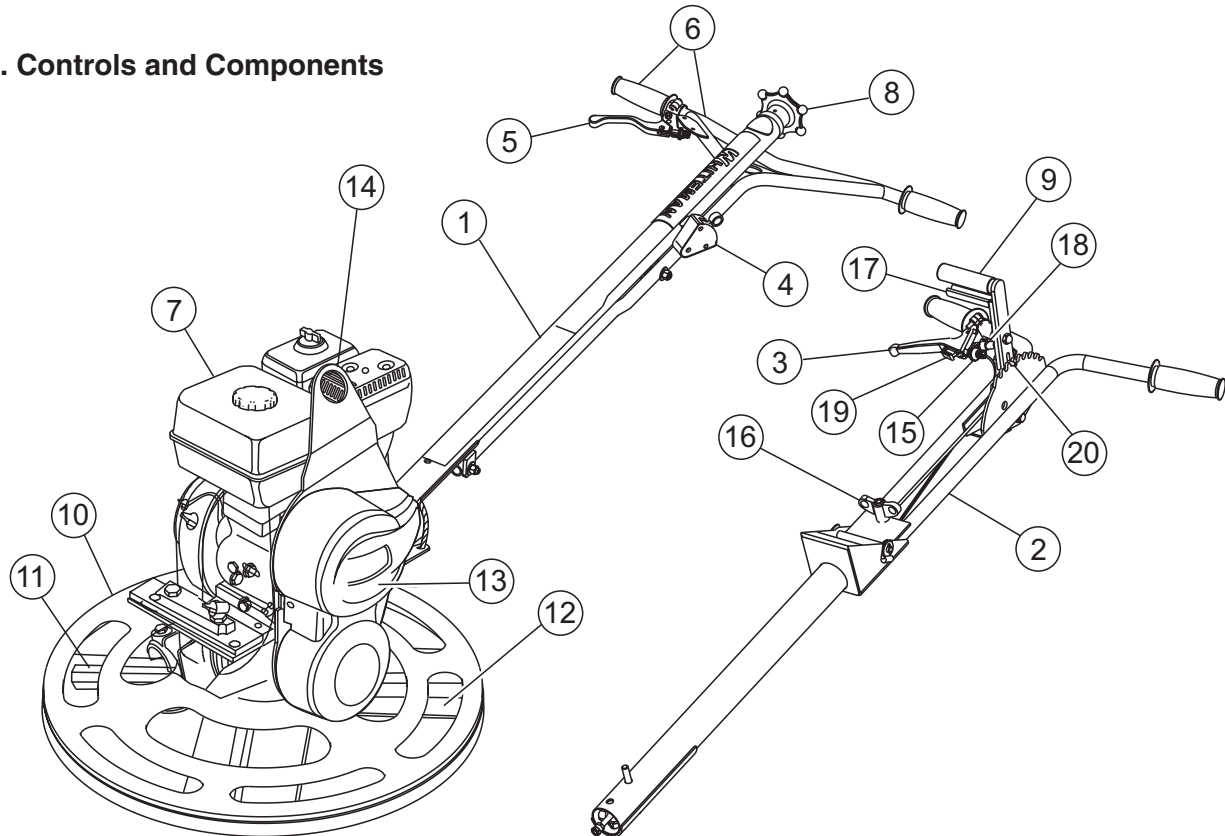


Figure 3 shows the location of the basic controls or components, for the **CA4HC TROWEL**. Listed below is a brief explanation of each control or component

1. **Standard Handle** – Employs a "starwheel" for manually adjusting blade pitch.
2. **Foldable Quick Pitch Handle** – Employs a lever handle to quickly adjust blade pitch. Handle folds for storage.
3. **Throttle w/ "Kill" Switch** – Uses an integrated "kill" switch.
4. **Safety Switch** – Centrifugal safety switch shuts the engine off in a "runaway" situation. (Standard Handle)
5. **Throttle Control Lever** – Controls the speed of the engine. Move the hand lever towards the operator to increase engine speed (high), away from the operator to decrease engine speed (low).
6. **Hand Grip/Handle Bar** – When operating the trowel, place both hands on each grip to maneuver the trowel. Replace hand grips when they become worn or damaged.
7. **Engine** – Honda GX120 4 H.P. gasoline engine.
8. **Pitch Adjust-Standard Handle** - Turn clockwise or counterclockwise to adjust blade pitch.
9. **Quick Pitch Handle** – Pivots back and forth to adjust blade pitch.
10. **Guard Ring** – Helps protect the rotating blades from damage and helps protect the operator from injury. **NEVER** put hands or feet inside the guard ring when engine is running. **NEVER** attempt to lift the trowel by the guard ring.
11. **Trowel Arm** – Provides attachment points for the blades. If the blades show uneven wear patterns or some blades wear out faster than others, the trowel arm may need to be replaced.
12. **Blades** – This trowel is equipped with special combination blades. Designed specifically for edging.
13. **V-Belt Cover** – Remove cover to gain access to the V-belt.
14. **Lifting Bale** – Provides lifting point for safe lifting of trowel.
15. **Thumbwheel Adjuster** – Use to adjust throttle cable.
16. **Tee Handle** – Loosen to fold handle.
17. **Trigger Lock** – Use to lock blade pitch position.
18. **"Kill" Switch** – Integrated into Quick Pitch Handle.
19. **Throttle Lever Idle Detent** – Pressed in, the detent will hold the lever away from the "kill" switch, allowing the engine to run at idle.
20. **Quick Pitch Latching Bolt** – Provides secure positioning of pitch handle into slotted pitch comb.



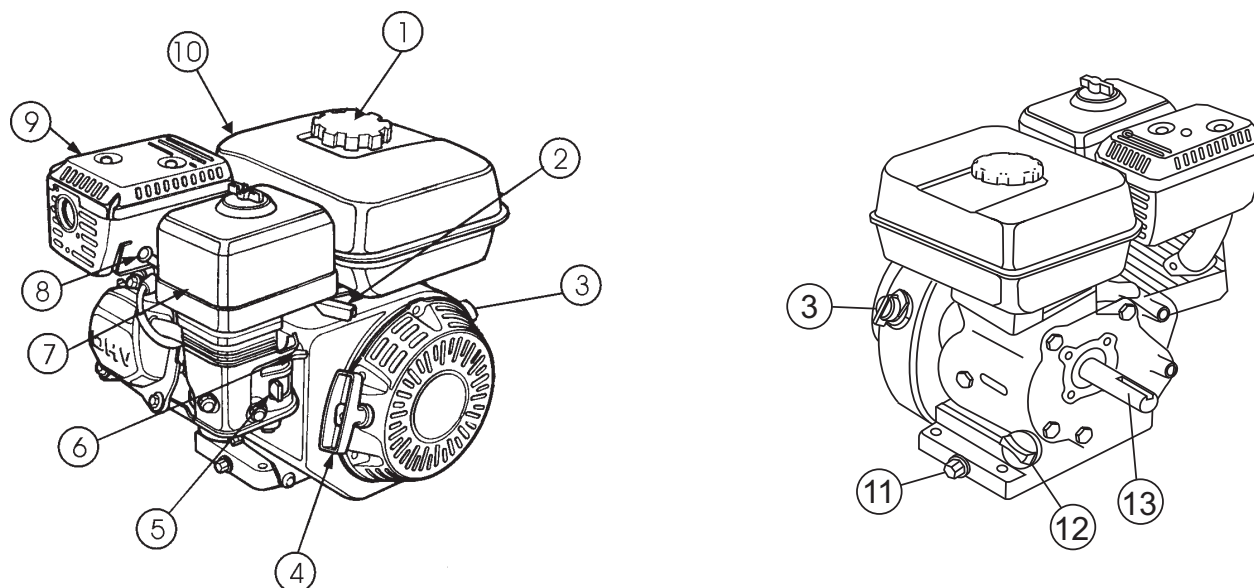



Figure 4. Honda GX120 Engine Controls and Components

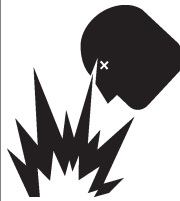
## INITIAL SERVICING

The engine (Figure 4) must be checked for proper lubrication and filled with fuel prior to operation. Refer to the manufacturer's engine manual for instructions & details of operation and servicing. The engine shown above is a **HONDA** engine, operation for other types of engines may vary somewhat.

1. **Fuel Filler Cap** – Remove this cap to add unleaded gasoline to the fuel tank. Make sure cap is tightened securely. **DO NOT** over fill.

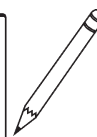
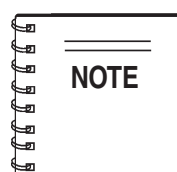


**DANGER**



Adding fuel to the tank should be done only when the engine is stopped and has had an opportunity to cool down. In the event of a fuel spill, **DO NOT** attempt to start the engine until the fuel residue has been completely wiped up, and the area surrounding the engine is dry.

5. **Fuel Valve Lever** – **OPEN** to let fuel flow, **CLOSE** to stop the flow of fuel.
6. **Choke Lever** – Used in the starting of a cold engine, or in cold weather conditions. The choke enriches the fuel mixture.
7. **Air Cleaner** – Prevents dirt and other debris from entering the fuel system. Remove wing-nut on top of air filter canister to gain access to filter element.



Operating the engine without an air filter, with a damaged air filter, or a filter in need of replacement will allow dirt to enter the engine, causing rapid engine wear.

8. **Spark Plug** – Provides spark to the ignition system. Set spark plug gap according to engine manufacturer's instructions. Clean spark plug once a week.
  9. **Muffler** – Used to reduce noise and emissions.
  10. **Fuel Tank** – Holds unleaded gasoline. For additional information refer to engine owner's manual.
  11. **Oil Drain Plug** – Remove this plug to remove oil from the engine's crankcase.
  12. **Dipstick/Oil Filler Cap** – Remove this cap to determine if the engine oil is low. Add oil through this filler port as recommended in Table 4.
  13. **Output Shaft** – Drive power is transferred from the engine output shaft to the gearbox via a V-Belt pulley drive system.
2. **Throttle Lever** – Used to adjust engine RPM speed (lever advanced forward **SLOW**, lever back toward operator **FAST**).
  3. **Engine ON/OFF Switch** – **ON** position permits engine starting, **OFF** position stops engine operation.
  4. **Recoil Starter (pull rope)** – Manual-starting method. Pull the starter grip until resistance is felt, then pull briskly and smoothly.

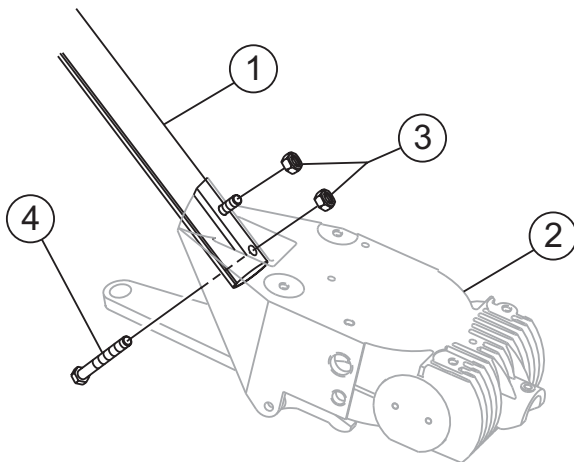
# CA4HC TROWEL— HANDLE ASSEMBLIES

## Assembly and Installation

Before the trowel can be put into operation there are some components that must be installed before the trowel can be used. This section provided general instructions on how to install those components. Instruction sheet p/n 21766 Rev A (Standard Handle), or Instruction sheet p/n 21849 Rev A (Folding Quick Pitch Handle) provides further details for the handle assembly.

### Handle Tube Installation (All Models)

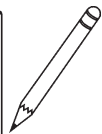
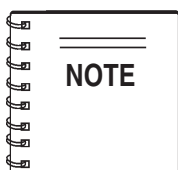
1. Install the **handle tube** to the gearbox as shown in (Figure 5). The mounting hardware should be contained in the shipping container.



- 1 Main Handle Tube
- 2 Gearbox
- 3 Nyloc Hex Nut
- 4 Hex Screw

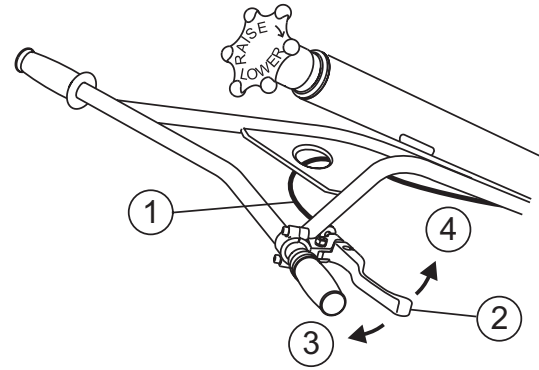
Figure 5. Handle Tube Installation

### Throttle Cable Connection (All Models)



The throttle cable length is preset and installed into the throttle lever at the factory.

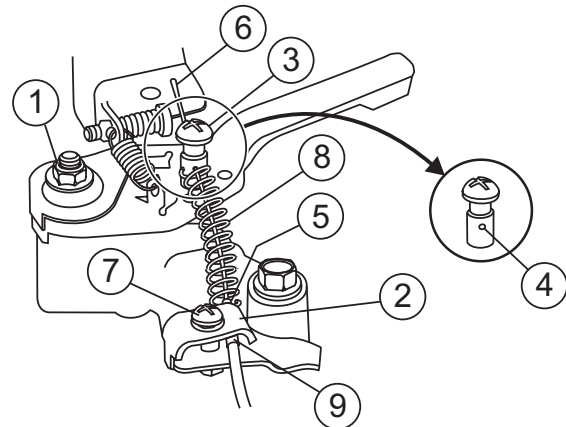
1. Set the throttle lever to the idle position (Figure 6) (lever away from the operator).



- 1 Throttle Cable
- 2 Throttle Lever
- 3 Run Position
- 4 Idle Position

Figure 6. Throttle Idle-Run Position (Standard Handle shown)

2. Install the throttle cable to the engine as shown in Figure 7.

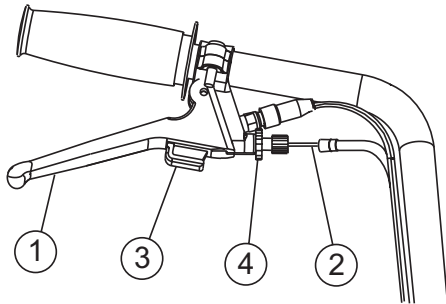


- 1 Adjuster Nut
- 2 Cable Housing Clamp
- 3 Swivel Stop Screw
- 4 Swivel Stop Hole
- 5 Cable Housing Edge
- 6 Cable End
- 7 Housing Clamp Screw
- 8 Engine Idle Return Spring
- 9 Cable Ferrule

Figure 7. Throttle Cable to Engine

3. Adjust throttle cable at throttle lever on handle bar. (Figure 8)

# CA4HC TROWEL— HANDLE ASSEMBLIES



- 1 Throttle Lever
- 2 Throttle Cable
- 3 Idle Detent
- 4 Thumbwheel Adjuster

Figure 8. Throttle Cable Adjust

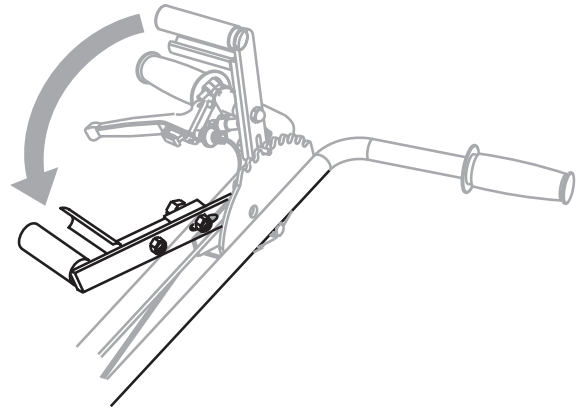


Figure 10. "No Pitch" Position (Quick Pitch Handle)

## Pitch Cable Installation

- Expose the pitch cable to maximum by adjusting the handle pitch to the "no pitch", counter-clockwise position (Standard Handle)(Figure 9). Pivot the pitch handle forward or no pitch for the folding Quick Pitch handle, (Figure 10).

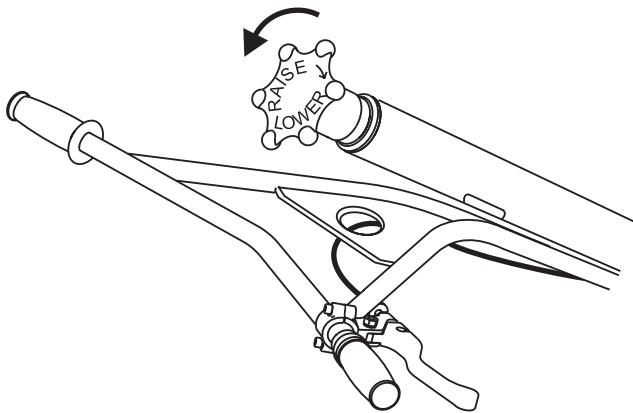
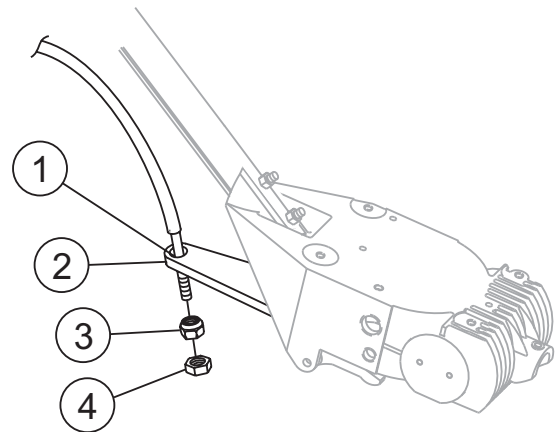


Figure 9. Pitch cable (Standard Handle)

- Remove any nuts from the pitch cable end. Insert the cable through the yoke eyelet, (Figure 11). Thread the conical nut up to the eyelet first. Tighten the conical nut by hand to remove all the slack from the cable.
- Thread the brass locking nut up to the conical nut. Use a wrench to tighten the conical nut up against the yoke boss. This will lock the cable in place. Use a wrench to tighten up the brass nut up against the yoke boss.

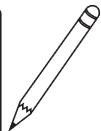
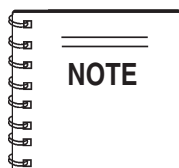


- 1 Yoke Eyelet
- 2 Yoke
- 3 Conical Nut
- 4 Locking Nut

Figure 11. Pitch Cable to Yoke Install

## CAUTION

The Quick-Pitch™ handle is spring loaded, personal injury or damage could result from improper handling or installation. Be careful when installing this component.

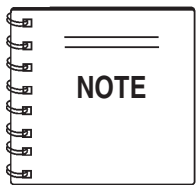


Considerable force may be required when moving the Quick-Pitch™ handle forward or backward.

# CA4HC TROWEL— HANDLE ASSEMBLIES

## Quick Pitch™ Handle Assembly

If your CA4HC TROWEL is equipped with a folding upper handle (Figure 12), you will need to unfold and adjust the trowel handle to the upright position prior to operation. It was assembled at the factory and shipped in its folded or stowed position.



Considerable force may be required when moving the **Quick Pitch™ handle** forward or backward.

## Unfolding the Trowel for Operation

1. Make sure that the **Quick Pitch™ handle** has been attached to the upper handle bar and the pitch control cable has slack. Remove the **T-handle knob** from the swing bolt on the top side of the upper handle bar, by rotating the knob counter-clockwise.

2. Move the **Quick Pitch™ handle** toward's the operator's position and unfold the upper handle bar away from the engine into the **upright** position. Re-insert the swing bolt so that it fits through the slot in the hinge plate. Turn the T-handle knob counter-clockwise securely to hold upper handle bar in place.
2. When folding the handle assembly, remember to move the **Quick Pitch™ handle** forward first to avoid stretching the throttle cable.

## CAUTION

**DO NOT** operate unless T-Handle Knob is securely in place.

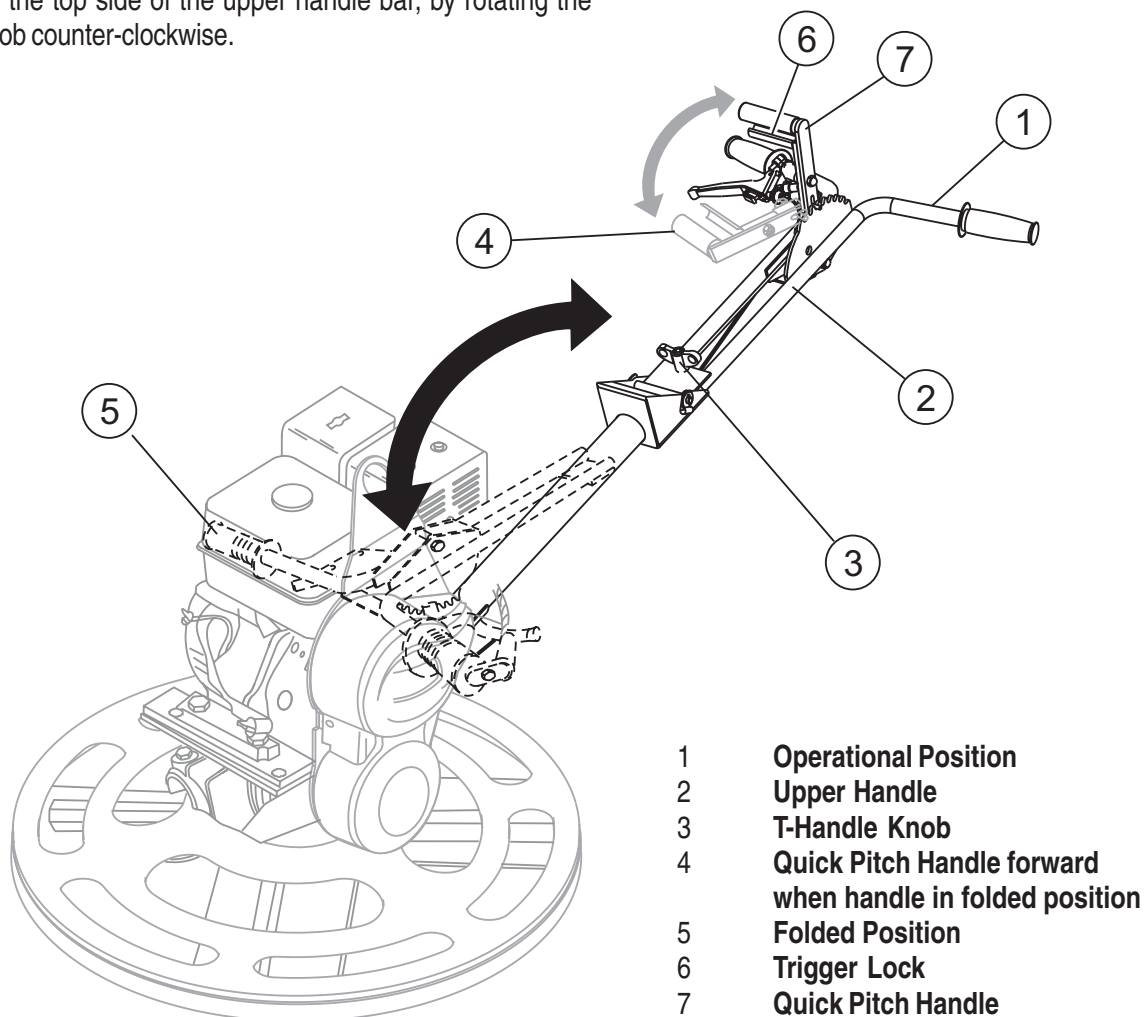
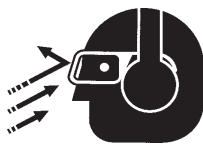


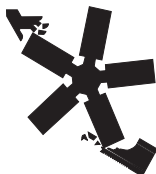
Figure 12. Trowel Folded and Operational Positions

## CAUTION

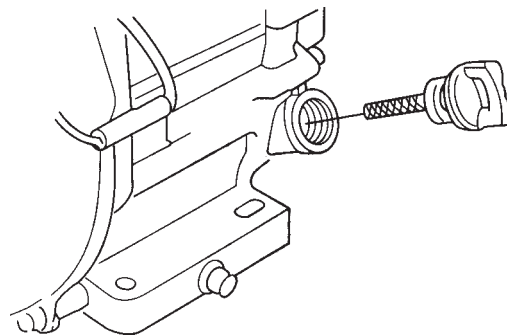
**ALWAYS** wear approved eye and hearing protection before operating the trowel.



**NEVER** place hands or feet inside the guard rings while the engine is running.



**ALWAYS** shut the engine down before performing any kind of maintenance service on the trowel.

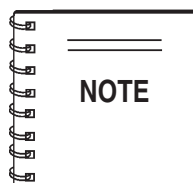


**Figure 13. Engine Oil Dipstick (Removal)**

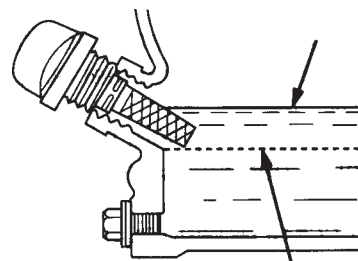
3. Insert and remove the dipstick without screwing it into the filler neck. Check the oil level shown on the dipstick.
4. If the oil level is low (Figure 14), fill to the edge of the oil filler hole with the recommended oil type (Table 3). Maximum oil capacity is 0.48 quarts (.45 liters).

### Before Starting

1. Read safety instructions at the beginning of manual.
2. Clean the trowel, removing dirt and dust, particularly the engine cooling air inlet, carburetor and air cleaner.
3. Check the air filter for dirt and dust. If air filter is dirty, replace air filter with a new one as required.
4. Check carburetor for external dirt and dust. Clean with dry compressed air.
5. Check fastening nuts and bolts for tightness.



Reference manufacturer engine manual for specific servicing instructions.



**Figure 14. Engine Oil Dipstick (Oil Level)**

### Engine Oil Check

1. To check the engine oil level, place the trowel on secure level ground with the engine stopped.
2. Remove the filler dipstick from the engine oil filler hole (Figure 13) and wipe clean.

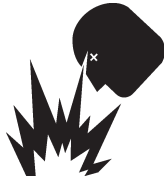
**Table 4. Oil Type**

| Season      | Temperature    | Oil Type      |
|-------------|----------------|---------------|
| Summer      | 25°C or Higher | SAE 10W-30    |
| Spring/Fall | 25°C~10°C      | SAE 10W-30/20 |
| Winter      | 0°C or Lower   | SAE 10W-10    |

## **!** DANGER

### EXPLOSIVE FUEL!

Motor fuels are highly flammable and can be dangerous if mishandled. **DO NOT** smoke while refueling. **DO NOT** attempt to refuel the trowel if the engine is **hot!** or **running.**



## **!** CAUTION

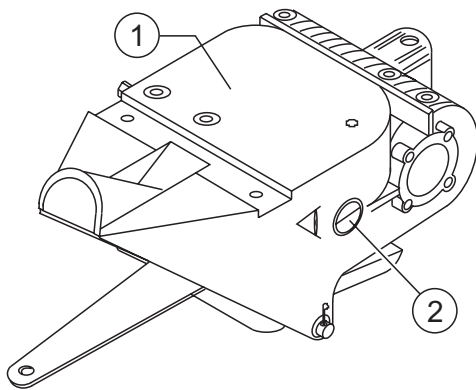
Disconnect the spark plug wire from the spark plug and secure away from the engine before performing maintenance or adjustments on the machine.

### Fuel Check

1. Remove the gasoline cap located on top of fuel tank.
2. Visually inspect to see if fuel level is low. If fuel is low, replenish with unleaded fuel.
3. When refueling, be sure to use a strainer for filtration. **DO NOT** top-off fuel. Wipe up any spilled fuel.

### Gearbox Oil

1. Determine if the **gearbox** oil is low by removing the oil plug located on the side of the gearbox. This plug will be marked by the "**check**" decal. See Figure 15. The correct level of the lubrication oil should be to the bottom of the fill plug.



- |   |                              |
|---|------------------------------|
| 1 | <b>Gearbox</b>               |
| 2 | <b>Oil Level Sight Glass</b> |

**Figure 15. Gearbox**

2. If lubrication oil begins to seep out as the drain plug is being removed, then it can be assumed that the gearbox has a sufficient amount of oil.
3. If lubrication oil **does not** seep out as the drain plug is being removed, fill with **type ISO 680 (P/N 10139)** gearbox lubricant oil until the oil filler hole overflows.

### V-Belt Check

A worn or damaged V-belt can adversely affect the performance of the trowel. If a V-belt is defective or worn simply replace the V-belt as outlined in the maintenance section of this manual.

### Belt Guard Check

Check for damage, loose or missing hardware.

### Blade Check

Check for worn or damaged blades. Check to see if one blade is worn out while the others look new. If this is the case there could be a blade pitch problem. Refer to the maintenance section of this manual for blade pitch adjustment procedure. Replace any worn blades.

### Centrifugal Clutch

This finisher model is equipped with a **centrifugal clutch**. The unit automatically stops rotating when the handle is released.



# CA4HC TROWEL — INITIAL START-UP

This section is intended to assist the operator with the initial start-up of the walk-behind trowel. It is extremely important that this section be read carefully before attempting to use the trowel in the field.

**DO NOT** use your trowel until this section is thoroughly understood

## Lifting the Trowel Onto a Slab

Extra care should be taken when lifting the trowel off the ground. Serious damage to the machine or personal injury could be caused by dropping a trowel.

### **WARNING**

**NEVER** attempt to lift this machine alone. **NEVER** lift the trowel by the guard ring as it may rotate and cause injury.

Use only the manufacturer's approved lifting points. The trowel may be lifted at the center lifting bale by crane or other lifting device of adequate capacity.

### **CAUTION**

**DO NOT** attempt to operate the trowel until the Safety, General Information and Inspection sections of this manual have been read and thoroughly understood.

## Starting the Engine

1. Place the engine **fuel valve lever** (Figure 16) to the "ON" position.

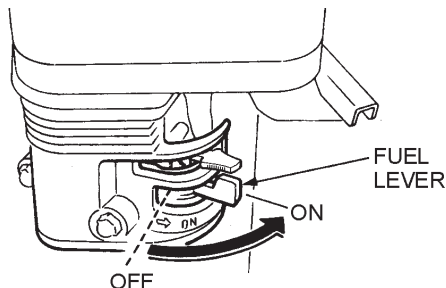


Figure 16. Engine Fuel Valve Lever

2. Place the trowel's **throttle lever** (Figure 17) to the "IDLE" position.

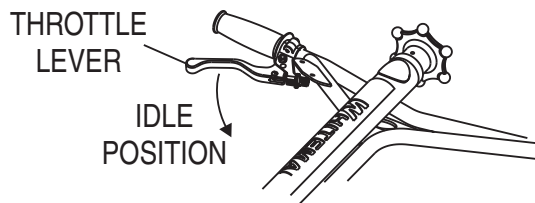


Figure 17. Throttle Lever (Idle Position)

3. Place the **choke lever** (Figure 18) in the "CLOSED" position if starting a **cold engine**.

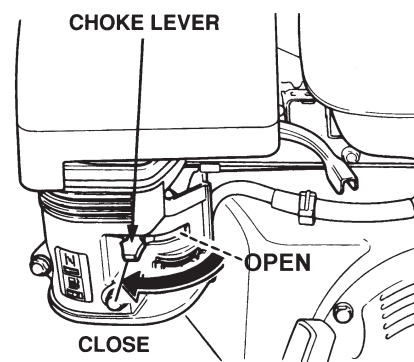


Figure 18. Engine Choke Lever

4. Place the **choke lever** (Figure 19) in the "OPEN" position if starting a **warm engine** or the **temperature is warm**.

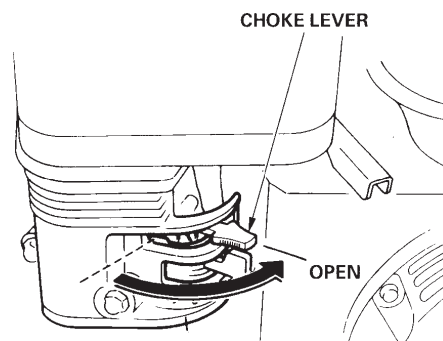


Figure 19. Engine Choke Lever (Open)

5. Place the **engine ON/OFF switch** (Figure 20) in the "ON" position.

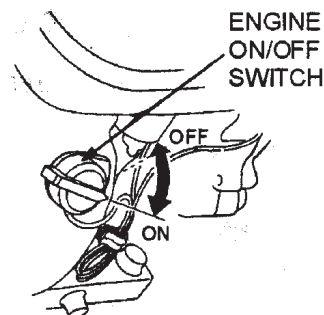


Figure 20. Engine ON/OFF Switch

# CA4HC TROWEL — INITIAL START-UP

6. Grasp the starter grip (Figure 21) and slowly pull it out. The resistance becomes the hardest at a certain position, corresponding to the compression point. Pull the starter grip briskly and smoothly for starting.

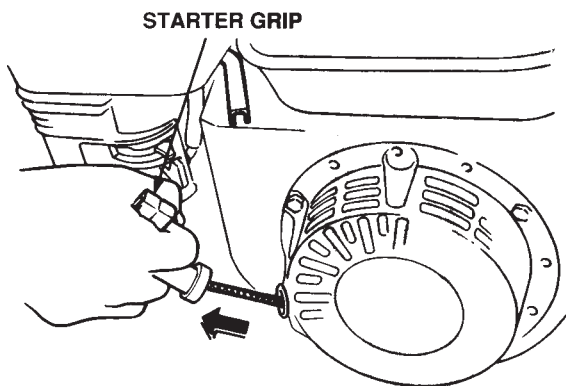


Figure 21. Starter Grip

7. If the engine has started, slowly return the choke lever (Figure 19) to the **OPEN** position. If the engine has not started repeat steps 1 through 6.
8. Before the trowel is placed into operation, run the engine for several minutes. Check for fuel leaks, and noises that would associate with a loose V-belt cover or component.
9. To begin troweling, move the throttle lever (Figure 22) toward the "**FAST**" position.

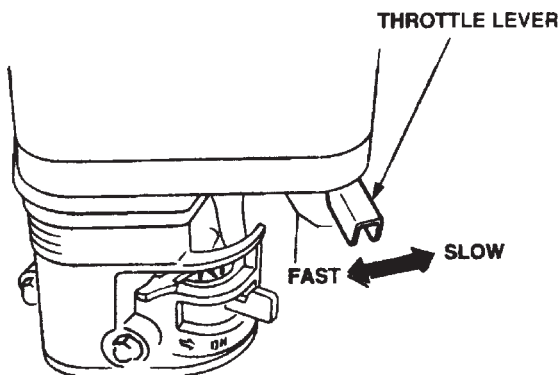


Figure 22. Throttle Lever (Run Position)

## Stopping The Engine

1. Move the throttle lever to the **IDLE** or **SLOW** position (Figure 22) and run the engine for three minutes at low speed.
2. After the engine **cools**, turn the engine start/stop switch to the "**OFF**" position (Figure 23).

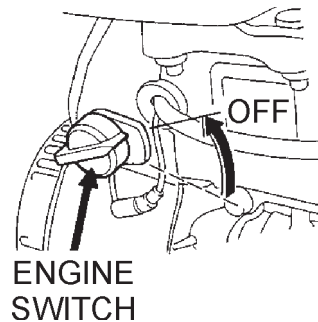


Figure 23. Engine ON/OFF Switch (OFF Position)

3. Close the **fuel shut-off valve** (Figure 24) by moving the fuel valve lever to the **OFF** position.

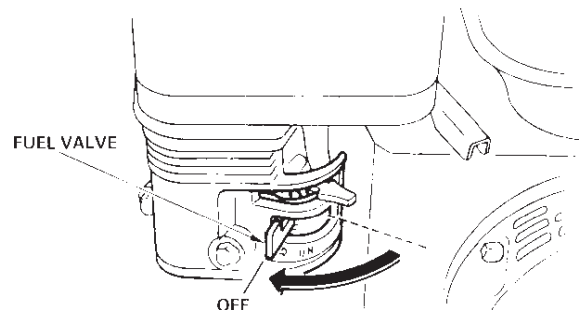


Figure 24. Fuel Valve Lever (OFF Position)



# CA4HC TROWEL — OPERATION

The following steps are intended as a basic guide to machine operation, and are not to be considered a complete guide to concrete finishing. We suggest that all operators (experienced and novice) read “**Slabs on Grade**” published by the **American Concrete Institute, Detroit, Michigan**. Read the “Training” section of this manual for more information.

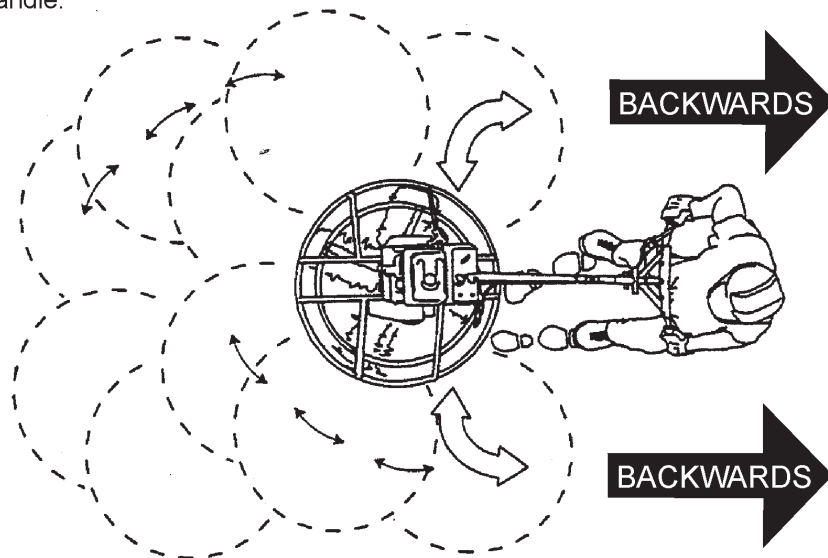
The figure illustrates a typical walk-behind trowel application. Practice maneuvering the trowel. The trick is to let the trowel do the work.

## Maneuvering the Trowel

1. Get into the operator’s position behind the handle. With a secure foothold and a firm grasp on the handles slowly increase the engine speed until the desired blade speed is obtained.
2. To maneuver the trowel, gently lift up on or press down on the main trowel handle. To move the machine to the operator’s left, **lift up** on the handle, to move machine to the right, **push down** on the handle.
3. The best method for finishing concrete is to slowly walk backwards (Figure 25) with the trowel, guiding the trowel from side to side. This will cover all footprints on wet concrete.
4. Remember that if you let go of the trowel, just step away and let the trowel come to a complete stop before trying to recover the trowel.

To move the trowel to the operator’s left, **lift up** on the handle, to move the trowel to the right **push down** on the handle.

**Remember!** that if you let go of the trowel, just **step away** and let the trowel come to a complete **STOP** before trying to recover the trowel.



The best method for finishing concrete is to slowly walk **backwards** with the trowel, guiding the trowel from side to side. This will cover all footprints on wet concrete.

Figure 25. Maneuvering The Trowel

### CAUTION

**NEVER** place your **feet** or **hands** inside the guard rings while starting or operating this equipment.



### CAUTION

**ALWAYS** keep clear of **rotating** or **moving** parts while operating this equipment.



# CA4HC TROWEL — OPERATION - OPTIONS

## Pitching The Blades - Standard Handle

Adjust the blade pitch on the **Standard handle**, (Figure 26) by turn the Pitch Adjust Wheel clockwise or counter-clockwise.

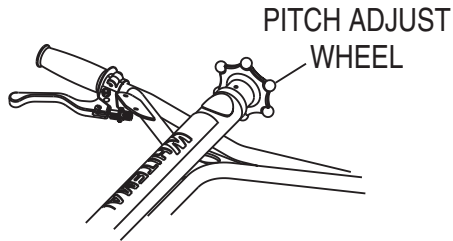
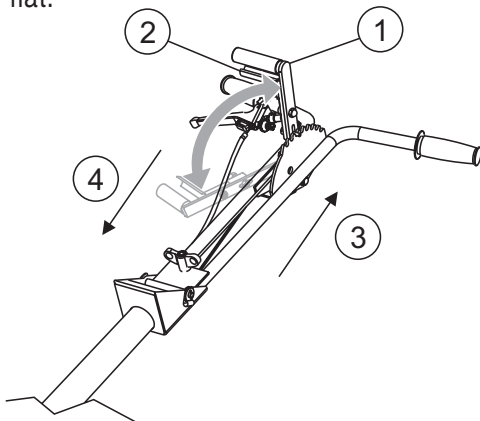


Figure 26. Standard Pitch Adjust

## Pitching The Blades - Quick Pitch Handle

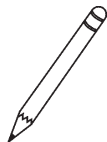
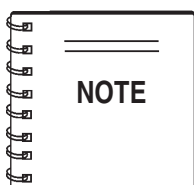
1. To pitch the blades upwards using the "**Quick Pitch™ handle**", (Figure 27) simply squeeze the trigger lock and pull the handle towards the operator. Pushing the handle towards the engine will cause the blades to lay flat.



- 1 Quick Pitch Handle
- 2 Blade Pitch Trigger Lock
- 3 Increase Blade Pitch
- 4 Decrease Blade Pitch  
(Compresses spring inside handle tube)

Figure 27. Quick Pitch™ Handle

## Blades



Blades should be changed when they fail to finish concrete in a satisfactory manner.

Blades are a vital part of finishing concrete. This finisher has been designed to finish concrete and is built to stringent quality standards out of the finest trowel steel. If you need replacement blades, consult your parts list in this manual for part numbers and order them from your Multiquip parts dealer or importer.

## Combo Blades

This trowel was equipped with **combination type** (Figure 28) blades as original equipment. These blades have been designed for optimum performance in both the floating and finishing of concrete. These blades are versatile and should take care of most troweling needs.

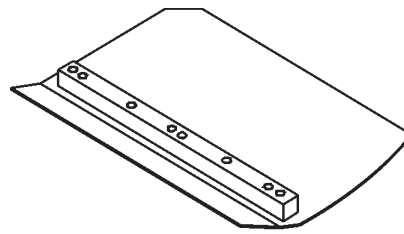


Figure 28. Combination Blade

## Optional Float Discs (Pans)

These round discs (Figure 29) attach to the spiders and allow the machine to "**float**" on "**wet**" concrete. The disc design allows early floating and easy movement from wet to dry areas. They are also very effective in embedding large aggregates and surface hardeners.

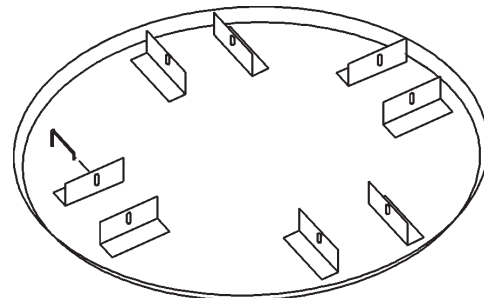
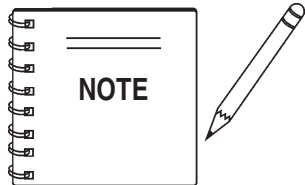


Figure 29. Float Disk (Pan)





See the engine manual supplied with your machine for appropriate engine maintenance schedule and troubleshooting guide for problems.

At the front of the book (Page 10) there is a “**Daily Pre-Operation Checklist**”. Make copies of this checklist and use it on a daily basis.

**CAUTION**

**ALWAYS** allow the engine to cool before servicing. **NEVER** attempt any maintenance work on a **hot!** engine.

**CAUTION**

Disconnect the spark plug wire from the spark plug and secure away from the engine before performing maintenance or adjustments on the machine.

## MAINTENANCE SCHEDULE

### Daily (8-10 Hours)

1. Check the oil level in the engine crankcase and gear box, fill as necessary.
2. Check V-belt.

### Weekly (50-60 Hours)

1. Relube arms, thrust collar and clutch
2. Replace blades if necessary.
3. Check and clean or replace the engine air filter as necessary.
4. Replace engine oil and filter as necessary, see engine manual.

### Monthly (200-300 Hours)

1. Remove, clean, reinstall and relube the arms and thrust collar. Adjust the blade arms.

### Yearly (2000-2500 Hours)

1. Check and replace if necessary the arm bushings, thrust collar bushings and shaft seals.
2. Check pitch control cables for wear.
3. Adjust blade speed.

Refer to pages 21 and 22 for oil and lube procedures.

## Trowel Arm Adjustment

Use the following procedure to check and adjust trowel arms, and check for worn or damaged components when it becomes apparent that the trowel is finishing poorly or in need of routine maintenance.

Look for the following indications. Trowel arm alignment, worn spider bushings or bent trowel arms may be the cause.

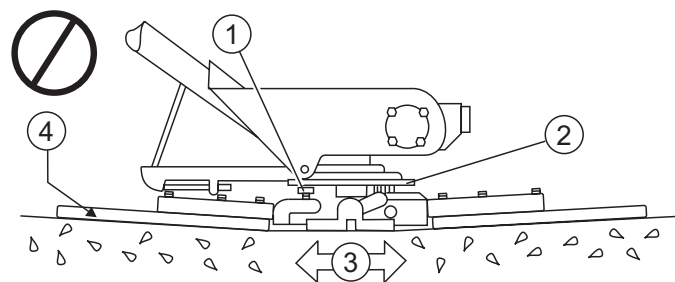
- Are blades wearing unevenly? Is one blade completely worn out while the others look new?
- Does the machine have a perceptible rolling or bouncing motion when in use?
- Look at the machine while it is running; do the guard rings “rock up and down” relative to the ground?

1. Place the trowel in a **FLAT, LEVEL** area.

A **level**, clean area to test the trowel prior to and after is essential. Any unlevel **spots** in the floor or debris under the trowel blades will give an incorrect perception of adjustment. Ideally, a 5 x 5 Ft. (1.5 x 1.5 Meter) three-quarter inch (19 mm) thick **FLAT** steel plate should be used for testing.

2. Pitch the blades as flat as possible. The **adjustment bolts** should all barely make contact with the **lower wear plate** on the spider. If one is not making contact, adjustment will be necessary. (Item 1, Figure 30).

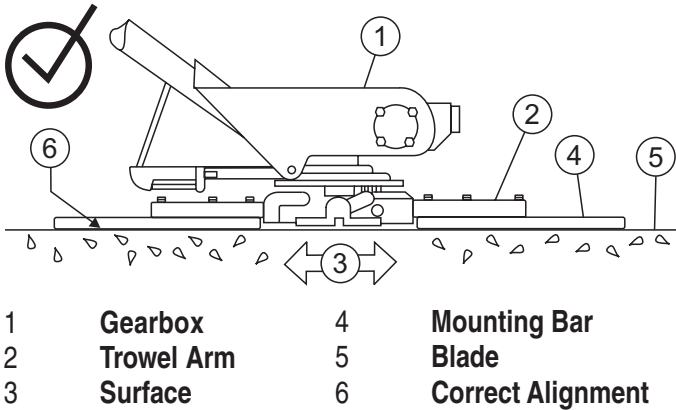
Figure 30 illustrates, “**incorrect alignment**”, **worn spider bushings or bent trowel arms**. Check that the adjustment bolt is barely touching (0.10" max. clearance) lower wear plate. All alignment bolts should be spaced the same distance from the lower wear plate.



- 1 **Adjustment Bolt**
- 2 **Lower Wear Plate**
- 3 **Surface**
- 4 **"Dished" Effect on Finished Concrete**

**Figure 30. Incorrect Spider Plate Alignment**

Figure 31 illustrates the “**correct alignment**” for a spider plate (as shipped from the factory).

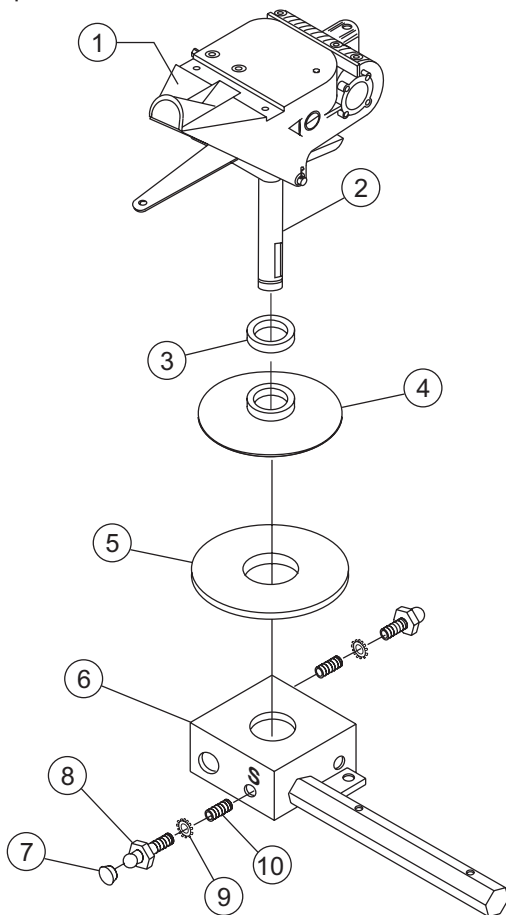


- |   |                   |   |                          |
|---|-------------------|---|--------------------------|
| 1 | <b>Gearbox</b>    | 4 | <b>Mounting Bar</b>      |
| 2 | <b>Trowel Arm</b> | 5 | <b>Blade</b>             |
| 3 | <b>Surface</b>    | 6 | <b>Correct Alignment</b> |

**Figure 31. Correct Spider Plate Alignment**

### Spider Removal

1. Once it is determined that an adjustment is required, remove the spider assembly from the gearbox shaft as follows:
  - a. Remove the zerk fitting and allen head screw designated by the letter "S" (Figure 32). In addition, on the opposite side of the spider block there is another zerk fitting and allen head screw, remove both of these components.



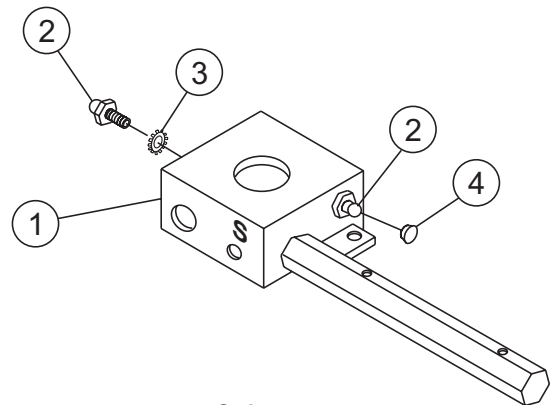
- |    |                              |
|----|------------------------------|
| 1  | <b>Gearbox</b>               |
| 2  | <b>Gearbox Shaft</b>         |
| 3  | <b>Thrust Collar Bearing</b> |
| 4  | <b>Thrust Collar</b>         |
| 5  | <b>Lower Wear Plate</b>      |
| 6  | <b>Spider Plate</b>          |
| 7  | <b>Zerk Cap</b>              |
| 8  | <b>Zerk Fitting</b>          |
| 9  | <b>Washer</b>                |
| 10 | <b>Allen Screw</b>           |

**Figure 32. Spider/Gearbox Removal**

- b. Lift the upper trowel assembly off the spider assembly. A slight tap with a rubber mallet may be necessary to dislodge the spider from the main shaft of the gearbox.

### Trowel Arm Removal

1. Remove the two remaining zerk fittings and allen head screws from the spider assembly (Figure 33).



- |   |                     |
|---|---------------------|
| 1 | <b>Spider Plate</b> |
| 2 | <b>Zerk Fitting</b> |
| 3 | <b>Washer</b>       |
| 4 | <b>Zerk Cap</b>     |

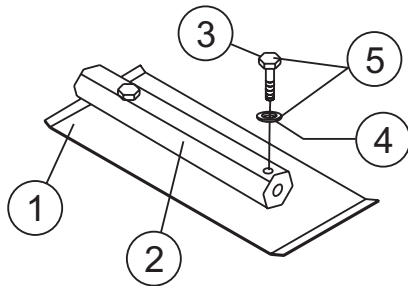
**Figure 33. Trowel Arms Removal**

## Trowel Blade Removal

### CAUTION

Disconnect the spark plug wire from the spark plug and secure away from the engine before performing maintenance or adjustments on the machine.

1. Remove the trowel blades from the trowel arm by removing the two hex head bolts (Figure 34) from the trowel arm. Set blades aside.



- |   |                        |
|---|------------------------|
| 1 | <b>Blade</b>           |
| 2 | <b>Blade Arm</b>       |
| 3 | <b>Hex Head Bolt</b>   |
| 4 | <b>Lock Washer</b>     |
| 4 | <b>Remove From Arm</b> |

Figure 34. Trowel Blades

2. **Wire brush** any build-up of concrete from all six sides of the trowel arm. Repeat this for the remaining three arms.

## Re-Assembly

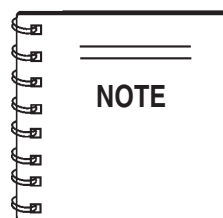
1. Clean and examine the upper/lower wear plates and thrust collar. Examine the entire spider assembly. Wire brush any concrete or rust build-up. If any of the spider components are found to be damaged or out of round, replace them.
2. Make sure that the bronze trowel arm bushing is not damaged or out of round. Clean the bushing if necessary. If the bronze bushing is damaged or worn, replace it.
3. Reinstall bronze bushing onto trowel arm.
4. Repeat steps 2-3 for each trowel arm.
5. Make sure that the spring tensioner is in the correct position to exert tension on the trowel arm.

6. Insert all trowel arms with levers into spider plate (with bronze bushing already installed) using care to align grease hole on bronze bushing with grease hole fitting on spider plate.
7. Lock trowel arms in place by tightening the hex head bolt with zerk grease fitting and jam nut.
8. Re-install the blades onto the trowel arms.
9. Install stabilizer ring onto spider assembly.
10. Lubricate all grease points (zerk fittings) with premium "Lithum 12" based grease, conforming to NLG1 Grade #2 consistency.

## Changing Blades Only

We recommend that **all the blades be changed at the same time**. The machine may wobble or bounce if only some of the blades are changed at one time.

1. Place the machine on a flat, level surface. Adjust the blade pitch control to make the blades as flat as possible. Note the blade orientation on the trowel arm.



Before removing the blades, please note the orientation of the blade on the trowel arm.

1. Remove the two bolts and lock washers that secure the blade to the trowel arm. Remove the blade.
2. Using a wire brush, scrape all concrete particles and foreign debris from the trowel arm.
3. Install the new trowel blade onto the trowel arm. Make sure blade is installed correctly, maintaining the proper orientation for direction of rotation.
4. Reinstall the two bolts and lock washers that secure the blade to the trowel arm. Tighten both bolts securely.
5. Repeat steps 1 - 4 for all remaining blades.

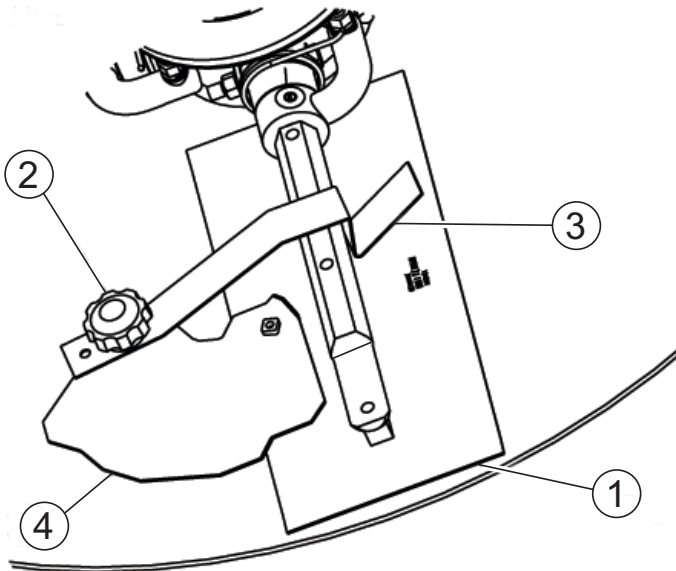
## Installing Pans Onto Finisher Blades



### **WARNING**

**ALWAYS** install pans either on the work area or on an area that is next to and level with the work area. **DO NOT** lift the trowel when the pans are attached.

Refer to Figure 35 when installing pans onto finisher blades.



- 1 Blade Assembly
- 2 Knob, Tie-down Z-Clip Pans
- 3 Tie-down, Blade
- 4 Z-Clip, Pan

Figure 35. Pan Installation

1. Lift trowel just enough to slide pan under blades. Lower finisher onto pan with blades (item #1) adjacent to Z-Clips (item #4).
2. Rotate blades into position under Z-Clips. Ensure that the blades are rotated in the direction of travel when the machine is in operation or use the engine to rotate the blades into position.
3. Attach the blade tie-downs (item #3) to the far side of the Z-Clip brackets (item #4) with tie-down knobs (item #2) as shown in figure 35.
4. Check to make certain that the blade edges are secured under the Z-Clips and the tie-downs are secured completely over the edges of the blade bar before the machine is put back into operation.

## Decommissioning Trowel/Components

Decommissioning is a controlled process used to safely retire a piece of equipment that is no longer serviceable. If the equipment poses an unacceptable and unreparable safety risk due to wear or damage or is no longer cost effective to maintain, (beyond life-cycle reliability) and is to be decommissioned, (demolition and dismantlement), the following procedure must take place:

1. Drain all fluids completely. These may include oil, gasoline, hydraulic oil and antifreeze. Dispose of properly in accordance with local and governmental regulations. Never pour on ground or dump down drains or sewers.
2. The remainder can be brought to a salvage yard or metal reclamation facility for further dismantling.



# CA4HC TROWEL — TROUBLESHOOTING (TROWEL)

**TABLE 5. TROUBLESHOOTING**

| SYMPTOM  | POSSIBLE PROBLEM  | SOLUTION   |
|--|---|--|
| Engine running rough or not at all.                                      | Engine ON/OFF Switch in "OFF" position or malfunctioning? | Make sure that the Engine ON/OFF Switch is ON or replace switch if necessary.  |
|  | Fuel?   | Look at the fuel system. Make sure there is fuel being supplied to the engine. Check to ensure that the fuel filter is not clogged.  |
|  | Ignition?   | Check to ensure that the ignition switch has power and is functioning correctly.   |
|  | Loose wire connections?                                   | Check wiring. Replace or repair as necessary.  |
|  | Bad contacts in ON/OFF switch?                            | Replace ON/OFF switch.   |
| If trowel "bounces, rolls concrete, or makes uneven swirls in concrete". | Blades?   | Make certain blades are in good condition, not excessively worn. Finish blades should measure no less than 2" (50mm) from the blade bar to the trailing edge, combo blades should measure no less than 3.5" (89mm). Trailing edge of blade should be straight and parallel to the blade bar. |
|  | Pitch adjustment?   | Check that all blades are set at the same pitch angle as measured at the spider. A field adjustment tool is available for height adjustment of the trowel arms. (Contact Parts Dept.)  |
|  | Bent trowel arms?   | Check the spider assembly for bent trowel arms. If one of the arms is even slightly bent, replace it immediately.  |
|  | Spider?   | Check fit of arms in spider. This can be done by moving the trowel arms up and down. If there is more than 1/8" (3.2 mm) of travel at the tip of the arm, the spider and arms should be replaced.  |
|  | Thrust collar?  | Check the flatness of the thrust collar by rotating it on the spider. If it varies by more than 0.02" (0.5 mm) replace the thrust collar.  |
|  | Thrust collar?  | Check the thrust collar by rocking it on the spider. If it can tilt more than 3/32" (2.4 mm) [as measured at the thrust collar O.D.], replace the thrust collar.   |
|  | Thrust bearing worn?                                      | Check the thrust bearing to see that it is spinning free. Replace if necessary.  |
| Machine has a perceptible rolling motion while running.                  | Main shaft?   | The main output shaft of the gearbox assembly should be checked for straightness. The main shaft must run straight and cannot be more than 0.003" (0.08 mm) out of round at the spider attachment point.   |
|  | Yoke?   | Check to make sure that both fingers of the yoke press evenly on the wear cap. Replace yoke as necessary.  |
|  | Blade Pitch?  | Check to ensure that each blade is adjusted to have the same pitch as all other blades. Adjust per maintenance section in manual.  |

# CA4HC TROWEL — TROUBLESHOOTING (ENGINE)

**TABLE 6. TROUBLESHOOTING (ENGINE)**

| SYMPTOM  | POSSIBLE CAUSE  | SOLUTION  |
|--|---|---|
| Difficult to start, "fuel is available, but no SPARK at spark plug".                 | Spark plug bridging?                                    | Check gap, insulation or replace spark plug.              |
|  | Carbon deposit on spark plug?                           | Clean or replace spark plug.                              |
|  | Short circuit due to deficient spark plug insulation?   | Check spark plug insulation, replace if worn.             |
|  | Improper spark plug gap?                                | Set to proper gap.  |
| Difficult to start, "fuel is available, and SPARK is present at the spark plug".     | ON/OFF switch is shorted?                               | Check switch wiring, replace switch.                      |
|  | Ignition coil defective?                                | Replace ignition coil.                                    |
|  | Improper spark gap, points dirty?                       | Set correct spark gap and clean points.                   |
|  | Condenser insulation worn or short circuiting?          | Replace condenser.  |
|  | Spark plug wire broken or short circuiting?             | Replace defective spark plug wiring.                      |
| Difficult to start, "fuel is available, spark is present and compression is normal". | Wrong fuel type?  | Flush fuel system, and replace with correct type of fuel. |
|  | Water or dust in fuel system?                           | Flush fuel system.  |
|  | Air cleaner dirty?                                      | Clean or replace air cleaner.                             |
|  | Choke Open? (Engine cold)                               | Close Choke.  |
|  | Choke Closed? (Engine warm)                             | Open Choke.   |
| Difficult to start, "fuel is available, spark is present and compression is low".    | Suction/exhaust valve stuck or protruded?               | Re-seat valves.   |
|  | Piston ring and/or cylinder worn?                       | Replace piston rings and or piston.                       |
|  | Cylinder head and/or spark plug not tightened properly? | Torque cylinder head bolts and spark plug.                |
|  | Head gasket and/or spark plug gasket damaged?           | Replace head and spark plug gaskets.                      |
| No fuel present inside priming bulb.   | Fuel not available in fuel tank?                        | Fill with correct type of fuel.                           |
|  | Fuel filter clogged?                                    | Replace fuel filter.                                      |
|  | Fuel tank cap breather hole clogged?                    | Clean or replace fuel tank cap.                           |
|  | Air in fuel line?                                       | Bleed fuel line.  |







**PAYMENT TERMS**

Terms of payment for parts are net 30 days.

**FREIGHT POLICY**

All parts orders will be shipped collect or prepaid with the charges added to the invoice. All shipments are F.O.B. point of origin. Multiquip's responsibility ceases when a signed manifest has been obtained from the carrier, and any claim for shortage or damage must be settled between the consignee and the carrier.

**MINIMUM ORDER**

The minimum charge for orders from Multiquip is \$15.00 net. Customers will be asked for instructions regarding handling of orders not meeting this requirement.

**RETURNED GOODS POLICY**

Return shipments will be accepted and credit will be allowed, subject to the following provisions:

1. A Returned Material Authorization must be approved by Multiquip prior to shipment.
2. To obtain a Return Material Authorization, a list must be provided to Multiquip Parts Sales that defines item numbers, quantities, and descriptions of the items to be returned.
  - a. The parts numbers and descriptions must match the current parts price list.
  - b. The list must be typed or computer generated.
  - c. The list must state the reason(s) for the return.
  - d. The list must reference the sales order(s) or invoice(s) under which the items were originally purchased.
  - e. The list must include the name and phone number of the person requesting the RMA.
3. A copy of the Return Material Authorization must accompany the return shipment.
4. Freight is at the sender's expense. All parts must be returned freight prepaid to Multiquip's designated receiving point.

5. Parts must be in new and resalable condition, in the original Multiquip package (if any), and with Multiquip part numbers clearly marked.
6. The following items are not returnable:
  - a. Obsolete parts. (If an item is in the price book and shows as being replaced by another item, it is obsolete.)
  - b. Any parts with a limited shelf life (such as gaskets, seals, "O" rings, and other rubber parts) that were purchased more than six months prior to the return date.
  - c. Any line item with an extended dealer net price of less than \$5.00.
  - d. Special order items.
  - e. Electrical components.
  - f. Paint, chemicals, and lubricants.
  - g. Decals and paper products.
  - h. Items purchased in kits.
7. The sender will be notified of any material received that is not acceptable.
8. Such material will be held for five working days from notification, pending instructions. If a reply is not received within five days, the material will be returned to the sender at his expense.
9. Credit on returned parts will be issued at dealer net price at time of the original purchase, less a 15% restocking charge.
10. In cases where an item is accepted, for which the original purchase document can not be determined, the price will be based on the list price that was effective twelve months prior to the RMA date.
11. Credit issued will be applied to future purchases only.

**PRICING AND REBATES**

Prices are subject to change without prior notice. Price changes are effective on a specific date and all orders received on or after that date will be billed at the revised price. Rebates for price declines and added charges for price increases will not be made for stock on hand at the time of any price change.

Multiquip reserves the right to quote and sell direct to Government agencies, and to Original Equipment Manufacturer accounts who use our products as integral parts of their own products.

**SPECIAL EXPEDITING SERVICE**

A \$35.00 surcharge will be added to the invoice for special handling including bus shipments, insured parcel post or in cases where Multiquip must personally deliver the parts to the carrier.

**LIMITATIONS OF SELLER'S LIABILITY**

Multiquip shall not be liable hereunder for damages in excess of the purchase price of the item with respect to which damages are claimed, and in no event shall Multiquip be liable for loss of profit or good will or for any other special, consequential or incidental damages.

**LIMITATION OF WARRANTIES**

No warranties, express or implied, are made in connection with the sale of parts or trade accessories nor as to any engine not manufactured by Multiquip. Such warranties made in connection with the sale of new, complete units are made exclusively by a statement of warranty packaged with such units, and Multiquip neither assumes nor authorizes any person to assume for it any other obligation or liability whatever in connection with the sale of its products. Apart from such written statement of warranty, there are no warranties, express, implied or statutory, which extend beyond the description of the products on the face hereof.

# OPERATION MANUAL

## HERE'S HOW TO GET HELP

PLEASE HAVE THE MODEL AND SERIAL  
NUMBER *ON-HAND* WHEN CALLING

### UNITED STATES

#### ***Multiquip Corporate Office***

18910 Wilmington Ave. Tel. (800) 421-1244  
Carson, CA 90746 Fax (800) 537-3927  
Contact: mq@multiquip.com

#### ***Mayco Parts***

800-306-2926 Fax: 800-672-7877  
310-537-3700 Fax: 310-637-3284

#### ***Service Department***

800-421-1244 Fax: 310-537-4259  
310-537-3700

#### ***MQ Parts Department***

800-427-1244 Fax: 800-672-7877  
310-537-3700 Fax: 310-637-3284

#### ***Warranty Department***

800-421-1244, Ext. 279 Fax: 310-537-1173  
310-537-3700, Ext. 279

#### ***Technical Assistance***

800-478-1244 Fax: 310-631-5032

### MEXICO

#### ***MQ Cipsa***

Carr. Fed. Mexico-Puebla KM 126.5 Tel. (52) 222-225-9900  
Momoxpan, Cholula, Puebla 72760 Mexico Fax (52) 222-285-0420  
Contact: pmastretta@cipsa.com.mx

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Laval, Quebec, Canada H7L 6V3 Fax (450) 625-8664  
Contact: jmartin@multiquip.com

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Ashton-under-Lyne, Fax 0161 339 3226  
Lancashire OL7 0TL  
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### BRAZIL

#### ***Multiquip***

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Barra de Tijuca - Rio de Janeiro Fax 011-55-21-3433-9055  
Contact: cnavarro@multiquip.com.br, srentes@multiquip.com.br

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This manual MUST accompany the equipment at all times. This manual is considered a permanent part of the equipment and should remain with the unit if resold.

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