

773

773

HIGH FLOW

TURBO

773



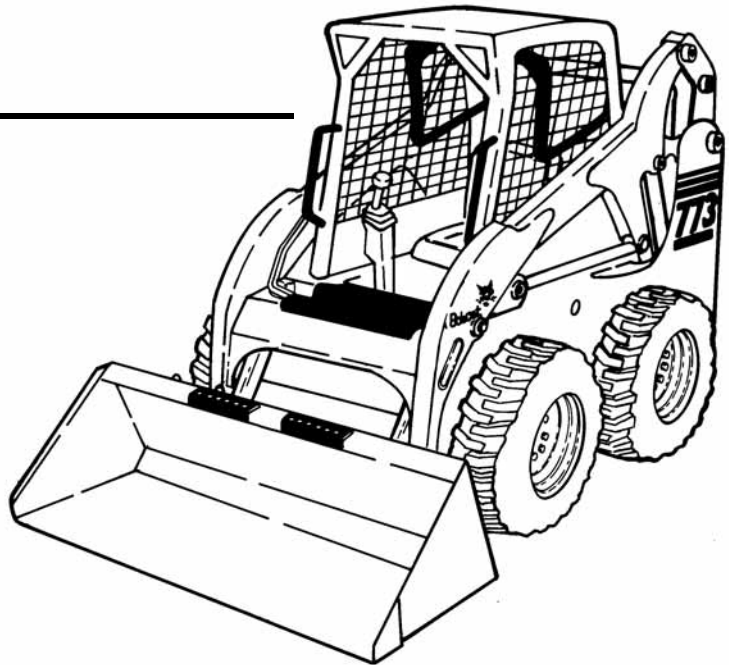
Bobcat®

Service

Manual

G Series

(S/N 517611001 & Above)
(S/N 518011001 & Above)
(S/N 518111001 & Above)
(S/N 519011001 & Above)
(S/N 519211001 & Above)
(S/N 500 K 11001 & Above)



**EQUIPPED WITH
BOBCAT INTERLOCK
CONTROL SYSTEM (BICS™)**

MAINTENANCE SAFETY



WARNING

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual, Operator's Handbook and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

W-2003-0903



Safety Alert Symbol: This symbol with a warning statement, means: "Warning, be alert! Your safety is involved!" Carefully read the message that follows.

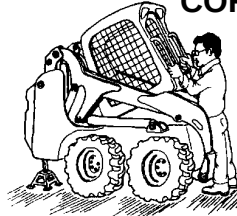
CORRECT



B-10731a

- Never service the Bobcat Skid-Steer Loader without instructions.

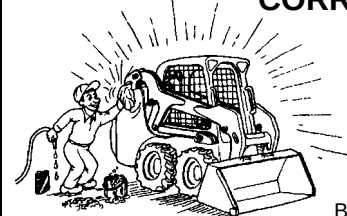
CORRECT



B-15535

- Use the correct procedure to lift or lower operator cab.

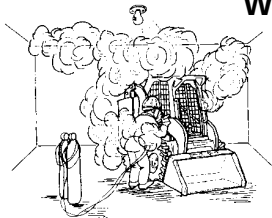
CORRECT



B-15524

- Cleaning and maintenance are required daily.

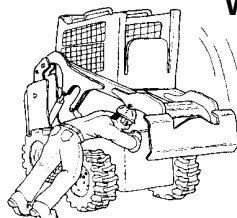
WRONG



B-15734

- Have good ventilation when welding or grinding painted parts.
- Wear dust mask when grinding painted parts. Toxic dust and gas can be produced.
- Avoid exhaust fume leaks which can kill without warning. Exhaust system must be tightly sealed.

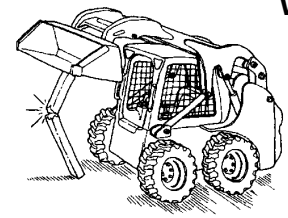
WRONG



B-15732

- Disconnecting or loosening any hydraulic tubeline, hose, fitting, component or a part failure can cause lift arms to drop. Do not go under lift arms when raised unless supported by an approved lift arm support device. Replace it if damaged.

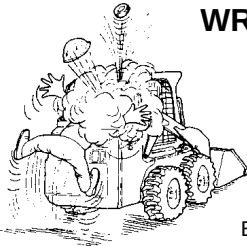
WRONG



B-15525

- Never work on loader with lift arms up unless lift arms are held by an approved lift arm support device. Replace if damaged.
- Never modify equipment or add attachments not approved by Bobcat Company.

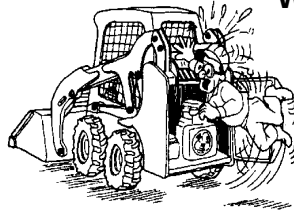
WRONG



B-15733

- Stop, cool and clean engine of flammable materials before checking fluids.
- Never service or adjust loader with the engine running unless instructed to do so in the manual.
- Avoid contact with leaking hydraulic fluid or diesel fuel under pressure. It can penetrate the skin or eyes.
- Never fill fuel tank with engine running, while smoking or when near open flame.

WRONG



B-15523

- Keep body, jewelry and clothing away from moving parts, electrical contact, hot parts and exhaust.
- Wear eye protection to guard from battery acid, compressed springs, fluids under pressure and flying debris when engines are running or tools are used. Use eye protection approved for type of welding.
- Keep rear door closed except for service. Close and latch door before operating the loader.

WRONG



B-6589

- Lead-acid batteries produce flammable and explosive gases.
- Keep arcs, sparks, flames and lighted tobacco away from batteries.
- Batteries contain acid which burns eyes or skin on contact. Wear protective clothing. If acid contacts body, flush well with water. For eye contact flush well and get immediate medical attention.

Maintenance procedures which are given in the Operation & Maintenance Manual can be performed by the owner/operator without any specific technical training. Maintenance procedures which are **not** in the Operation & Maintenance Manual must be performed **ONLY BY QUALIFIED BOBCAT SERVICE PERSONNEL**. Always use genuine Bobcat replacement parts. The Service Safety Training Course is available from your Bobcat dealer.



Bobcat®

ALPHABETICAL INDEX

ACS SYSTEM	60-01	GENERAL AIR CONDITIONING SERVICE	
AHC SYSTEM	60-01	GUIDELINES	80-01
AHC SYSTEM (W/PUSH BUTTON FLOAT)	60-01	HEATER COIL	80-01
AIR CLEANER	70-01	HEATER/AC FAN	80-01
AIR CLEANER SERVICE	10-01	HEATER VALVE	80-01
AIR CONDITIONING SERVICE	80-01	HYDRAULIC CONNECTION SPECS	SPEC-01
AIR CONDITIONING SYSTEM FLOW	80-01	HYDRAULIC CONTROL VALVE	20-01
ALTERNATOR	60-01	HYDRAULIC FILTER HOUSING	20-01
		HYDRAULIC FLUID RESERVOIR	20-01
BASIC TROUBLESHOOTING	80-01	HYDRAULIC/HYDROSTATIC	
BATTERY	60-01	FLUID SPECIFICATIONS	SPEC-01
BOBCAT CONTROLLER	60-01	HYDRAULIC/HYDROSTATIC SYSTEM	10-01
BOBCAT INTERLOCK		HYDRAULIC PUMP	20-01
CONTROL SYSTEM (BICS™)	60-01	HYDRAULIC SYSTEM INFORMATION	20-01
BOB-TACH	10-01, 50-01	HYDROSTATIC MOTOR	30-01
BRAKE	40-01	HYDROSTATIC PUMP	30-01
BUCKET POSITION VALVE	20-01	HYDROSTATIC SYSTEM INFORMATION	30-01
CHAINCASE	40-01	INSTRUMENT PANEL	60-01
CHARGE PRESSURE	30-01		
COMPONENTS	80-01	LIFT ARM	50-01
COMPRESSOR	80-01	LIFT ARM BY-PASS CONTROL VALVE	20-01
CONDENSER	80-01	LIFT ARM SUPPORT DEVICE	10-01
CONTROL HANDLE	50-01	LIFTING AND BLOCKING THE LOADER	10-01
CONTROL PANEL	50-01	LIGHTS	60-01
CONTROL PEDALS	50-01	LOADER SPECIFICATIONS	SPEC-01
CONVERSIONS	SPEC-01	LUBRICATION OF THE BOBCAT LOADER	10-01
COOLING FAN	70-01		
CYLINDER (LIFT)	20-01	MAIN RELIEF VALVE	20-01
CYLINDER (POWER BOB-TACH)	20-01	MUFFLER	70-01
CYLINDER (TILT)	20-01		
		OIL COOLER	30-01
DIAGNOSTICS	60-01	OPERATOR CAB	10-01, 50-01
DRIVE BELT	30-01	OPERATOR SEAT	50-01
DRIVE COMPONENTS	40-01	OPERATOR SEAT (SUSPENSION)	50-01
ELECTRICAL/HYD. CONTROLS REF	60-01	POWER BOB-TACH (OPTION)	10-01, 50-01
ELECTRICAL SYSTEM INFORMATION	60-01	POWER BOB-TACH BLOCK	20-01
ENGINE	70-01	PRESSURE RELIEF VALVE	80-01
ENGINE COMPONENTS AND TESTING	70-01	PRESSURE SWITCH	80-01
ENGINE COOLING SYSTEM	10-01		
ENGINE LUBRICATION SYSTEM	10-01	RADIATOR	70-01
ENGINE SPECIFICATIONS	SPEC-01	REAR AUXILIARY DIVERTER VALVE	20-01
ENGINE SPEED CONTROL	70-01	REAR DOOR	50-01
EVAPORATOR	80-01	REAR GRILL	50-01
EVAPORATOR/HEATER UNIT	80-01	RECEIVER/DRIER	80-01
EXPANSION VALVE	80-01	RECONDITIONING THE ENGINE	70-01
		REGULAR MAINTENANCE	80-01
FAN GEARBOX	10-01	REMOTE START	10-01
FINAL DRIVE TRANSMISSION (CHAINCASE)	10-01		
FLYWHEEL AND HOUSING	70-01		
FRONT AUXILIARY HYD. COUPLER BLOCK	20-01		
FRONT AUXILIARY PRESSURE RELIEF BLOCK	20-01		
FUEL SYSTEM	10-01		
FUEL TANK	50-01		

ALPHABETICAL INDEX (CONT'D)

SAFETY	80-01
SEAT BAR	50-01
SEAT BAR SENSOR	60-01
SELECT VALVE.....	20-01
SERVICE SCHEDULE	10-01
SPARK ARRESTOR MUFFLER	10-01
STARTER	60-01
SYSTEM CHARGING AND RECLAMATION	80-01
SYSTEM TROUBLESHOOTING CHART	80-01

TEMPERATURE/PRESSURE	80-01
THERMOSTAT.....	80-01
TIRE MAINTENANCE	10-01
TORQUE SPECIFICATIONS FOR BOLTS	SPEC-01
TOWING THE LOADER	10-01
TRACTION LOCK.....	60-01
TRANSPORTING THE BOBCAT LOADER.....	10-01
TROUBLESHOOTING.....	70-01
TURBOCHARGER	70-01

ACS- ADVANCED CONTROL SYSTEM

AHC- ADVANCED HAND CONTROL SYSTEM

BICS™-BOBCAT INTERLOCK CONTROL SYSTEM

CONTENTS

**SAFETY &
MAINTENANCE**

**HYDRAULIC
SYSTEM**

**HYDROSTATIC
SYSTEM**

**DRIVE
SYSTEM**

MAIN FRAME

**ELECTRICAL
SYSTEM**

**ENGINE
SERVICE**

HVAC

SPECIFICATIONS

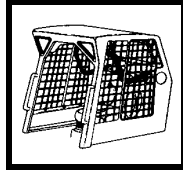
FOREWORD.....	II
SAFETY INSTRUCTIONS	V
SERIAL NUMBER LOCATION	IX
DELIVERY REPORT.....	IX
BOBCAT LOADER IDENTIFICATION.....	X
SAFETY AND MAINTENANCE.....	10-01
HYDRAULIC SYSTEM	20-01
HYDROSTATIC SYSTEM.....	30-01
DRIVE SYSTEM	40-01
MAIN FRAME	50-01
ELECTRICAL SYSTEM	60-01
ENGINE SERVICE	70-01
HEATING, VENTILATION, AIR CONDITIONING	80-01
SPECIFICATIONS.....	SPEC-01

FOREWORD

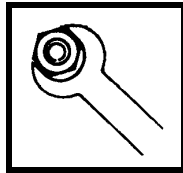
This manual is for the Bobcat loader mechanic. It provides necessary servicing and adjustment procedures for the Bobcat loader and its component parts and systems. Refer to the Operation & Maintenance Manual for operating instructions, Starting procedure, daily checks, etc.

A general inspection of the following items must be made after the loader has had service or repair:

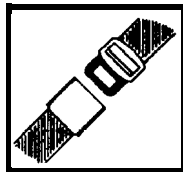
1. Check lift arm support device, replace if damaged. (Stored Position)



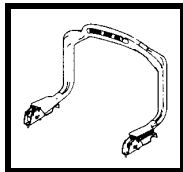
2. Check that ROPS mounting hardware is tightened and is Bobcat approved.



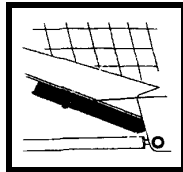
3. The seat belt must be correctly installed, functional and in good condition.



4. The seat bar must be correctly adjusted, clean and lubricated.



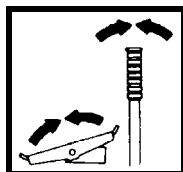
5. Check lift arm support device; replace if damaged.



6. Machine signs must be legible and in the correct location.



7. Steering levers and foot pedals must return to neutral.



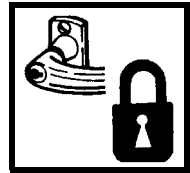
8. Check for correct function of the work lights



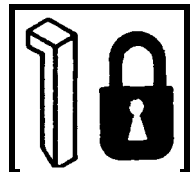
9. The parking brake must function correctly.



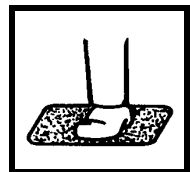
10. Enclosure door latches must open and close freely.



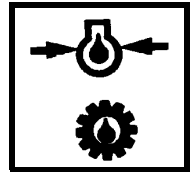
11. Bob-Tach wedges and linkages must function correctly and be in good condition.



12. Safety treads must be in good condition.



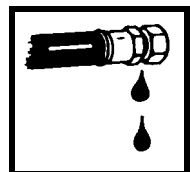
13. Check for correct function of indicator lamps (Optional on some models).



14. Check hydraulic fluid level, engine oil level and fuel supply.



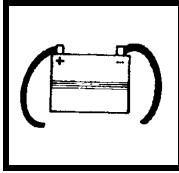
15. Inspect for fuel, oil or hydraulic fluid leaks.



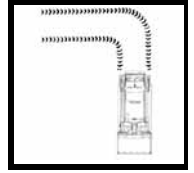
16. Lubricate the loader.



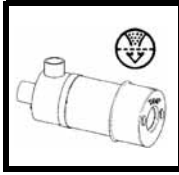
17. Check the condition of the battery and cables.



22. Operate the loader and check all functions.



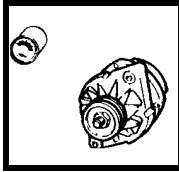
18. Inspect the air cleaner for damage or leaks. Check the condition of the element.



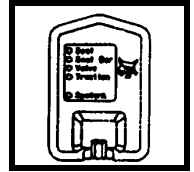
23. Check for any field modification not completed.



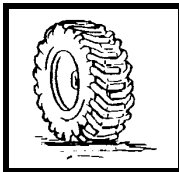
19. Check the electrical charging system.



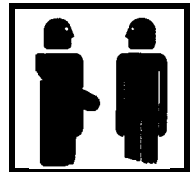
24. Check for correct function of the Bobcat Interlock Control System (BICS™) before the machine is returned to the customer.



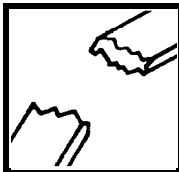
20. Check tires for wear and pressure.



- Recommend to the owner that all necessary corrections be made before the machine is returned to service.



21. Inspect for loose or broken parts or connections.



**CALIFORNIA
PROPOSITION 65 WARNING**

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.



Bobcat®

SAFETY INSTRUCTIONS



Safety Alert Symbol

This symbol with a warning statement means:
“Warning, be alert! Your safety is involved!”
Carefully read the message that follows.



WARNING

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual, Operator's Handbook and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

W-2003-0903



WARNING

Warnings on the machine and in the manuals are for your safety. Failure to obey warnings can cause injury or death.

W-2044-1285

IMPORTANT

This notice identifies procedures which must be followed to avoid damage to the machine.

I-2019-0284

The following publications provide information on the safe use and maintenance of the Bobcat machine and attachments:

- The Delivery Report is used to assure that complete instructions have been given to the new owner and that the machine is in safe operating condition.
- The Operation & Maintenance Manual delivered with the machine or attachment contains operating information as well as routine maintenance and service procedures. It is a part of the machine and can be stored in a container provided on the machine. Replacement Operation & Maintenance Manuals can be ordered from your Bobcat dealer.
- Machine signs (decals) instruct on the safe operation and care of your Bobcat machine or attachment. The signs and their locations are shown in the Operation & Maintenance Manual. Replacement signs are available from your Bobcat dealer.
- An Operator's Handbook fastened to the operator cab. It's brief instructions are convenient to the operator. The handbook is available from your dealer in an English edition or one of many other languages. See your Bobcat dealer for more information on translated versions.
- The AEM Safety Manual delivered with the machine gives general safety information.
- The Service Manual and Parts Manual are available from your dealer for use by mechanics to do shop-type service and repair work.
- The Skid-Steer Loader Operator Training Course is available through your local dealer or at **www.training.bobcat.com** or **www.bobcat.com**. This course is intended to provide rules and practices of correct operation of the Skid-Steer Loader. The course is available in English and Spanish versions.
- Service Safety Training Courses are available from your Bobcat dealer or at **www.training.bobcat.com** or **www.bobcat.com**. They provide information for safe and correct service procedures.
- The Skid-Steer Loader Safety Video is available from your Bobcat dealer or at **www.training.bobcat.com** or **www.bobcat.com**.

SI SSL-0206 SM

SAFETY INSTRUCTIONS (CONT'D)

The dealer and owner/operator review the recommended uses of the product when delivered. If the owner/operator will be using the machine for a different application(s) he or she must ask the dealer for recommendations on the new use.



Call Before You Dig

1-888-258-0808

When you call, you will be directed to a location in your state/city for information about buried lines (telephone, cable TV, water, sewer, gas, etc.)

SAFETY INSTRUCTIONS (CONT'D)

Fire Prevention

The machine and attachments have components that are at high temperature under normal operating conditions. The primary source of high temperatures is the engine and exhaust system. The electrical system, if damaged or incorrectly maintained, can be a source of arcs or sparks.

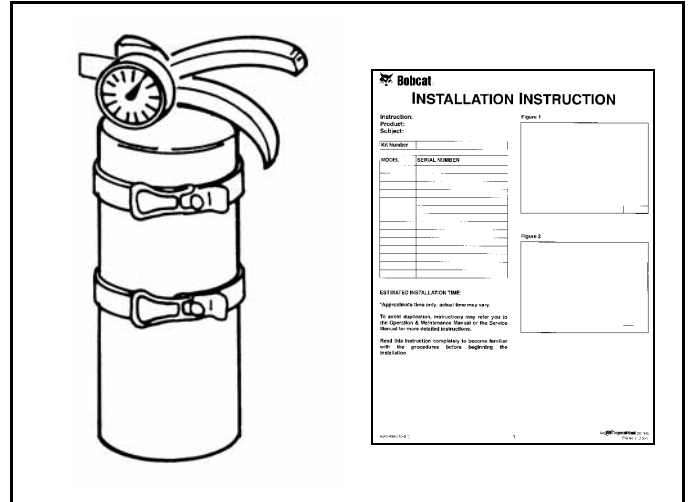
Flammable debris (leaves, straw, etc.) must be removed regularly. If flammable debris is allowed to accumulate, it will increase fire hazard. Clean often to avoid this accumulation. Flammable debris in the engine compartment is a potential hazard.

The spark arrestor muffler is designed to control the emission of hot particles from the engine and exhaust system, but the muffler and the exhaust gases are still hot.

- Do not use the machine where exhaust, arcs, sparks or hot components can contact flammable material, explosive dust or gases.
- The operator cab, engine compartment, and engine cooling system must be inspected every day and cleaned if necessary to prevent fire hazard and overheating.
- Check all electrical wiring and connections for damage. Keep the battery terminals clean and tight. Repair or replace any damaged part.
- Check fuel and hydraulic tubes, hoses and fittings for damage and leakage. Never use open flame or bare skin to check for leaks. Tighten or replace any parts that show leakage. Always clean fluid spills. Do not use gasoline or diesel fuel for cleaning parts. Use commercial nonflammable solvents.
- Do not use ether or starting fluids on any engine which has glow plugs. These starting aids can cause explosion and injure you or bystanders.
- Always clean the machine, disconnect the battery, and disconnect the wiring from the controllers before welding. Cover rubber hoses, battery and all other flammable parts. Keep a fire extinguisher near the machine when welding. Have good ventilation when grinding or welding painted parts. Wear a dust mask when grinding painted parts. Toxic dust or gas can be produced.
- Stop the engine and let it cool before adding fuel. **NO SMOKING!**

- Use the procedure in the Operation & Maintenance Manual for connecting the battery and for jump starting.
- Use the procedure in the Operation & Maintenance Manual for cleaning the spark arrestor muffler (if equipped).

Figure 1



- Know where fire extinguishers and first aid kits are located and how to use them. Fire extinguishers are available from your Bobcat dealer **[Figure 1]**.



Bobcat®

SERIAL NUMBER LOCATION

Always use the serial number of the loader when requesting service information or when ordering parts. Early or later models (identification made by serial number) may use different parts, or it may be necessary to use a different procedure in doing a specific service operation.

Loader Serial Number

Figure 2



The loader serial number plate is located on the outside of the loader frame [Figure 2].

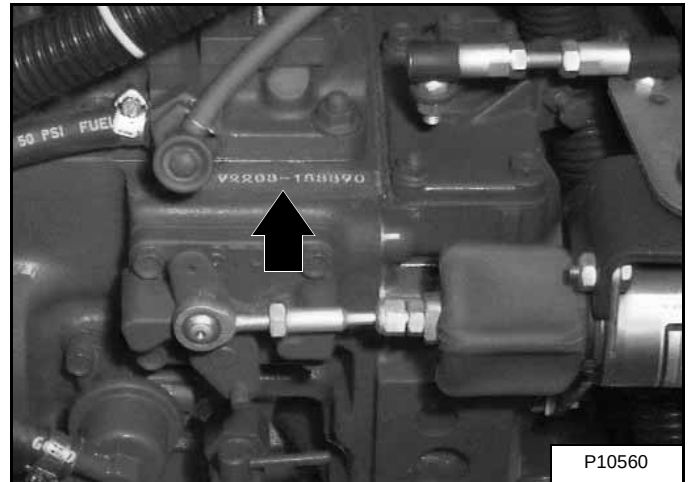
Explanation of loader Serial Number:

XXXX	XXXXX
Model 1.-Model/ Engine Combination	Model 2.-Production Sequence (Series)

1. The four digit Model/Engine Combination Module number identifies the model number and engine combination.
2. The five digit Production Sequence Number identifies the order which the loader is produced.

Engine Serial Number

Figure 3



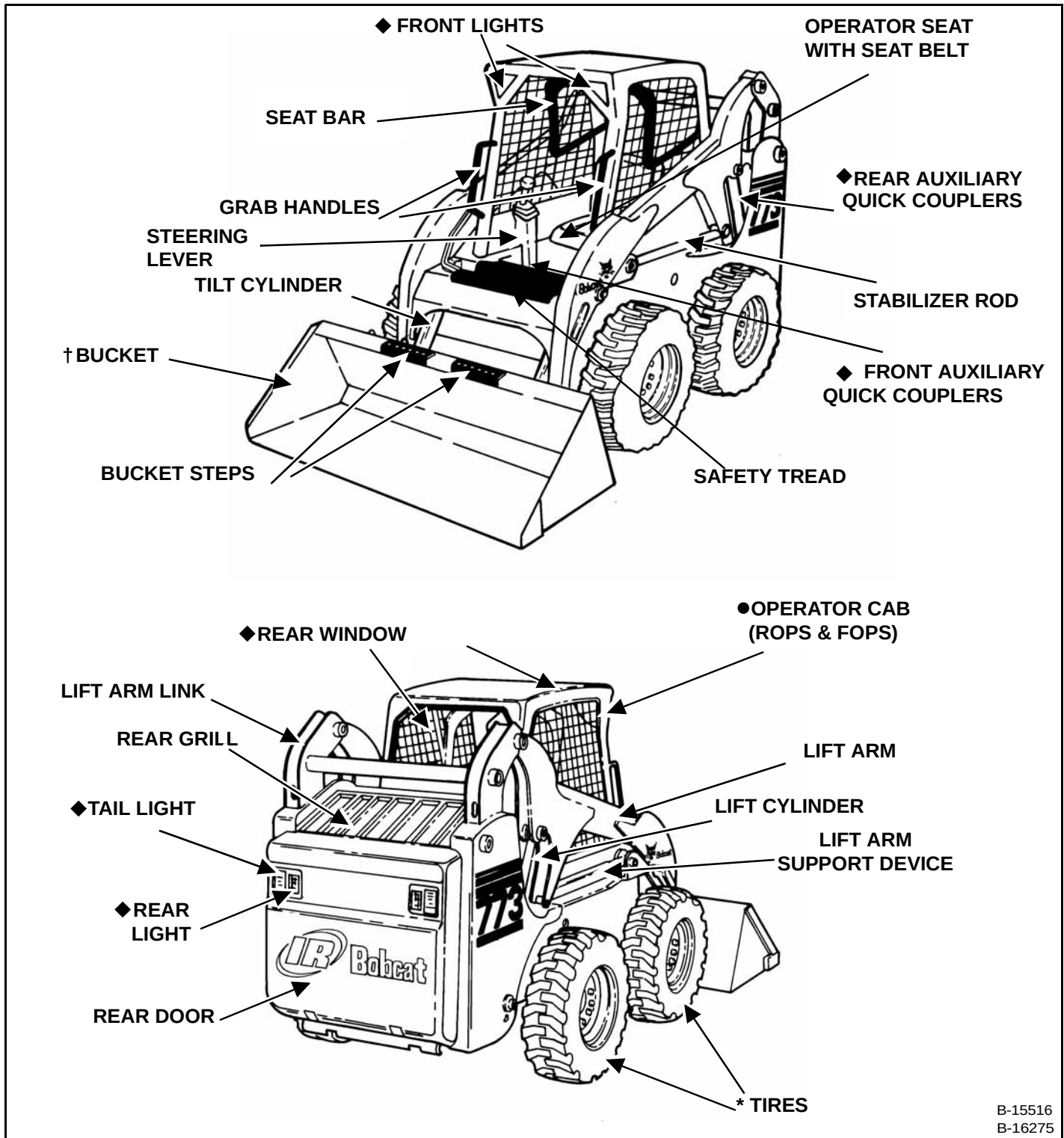
The engine serial number is in the location shown [Figure 3].

DELIVERY REPORT

Figure 4

The Delivery Report must be filled out by the dealer and signed by the owner or operator when the Bobcat loader is delivered. An explanation of the form must be given to the owner. Make sure it is filled out completely [Figure 4].

BOBCAT LOADER IDENTIFICATION



B-15516
B-16275

◆ OPTIONAL OR FIELD ACCESSORY (Not Standard Equipment)

* TIRES - The Bobcat loader is factory equipped with heavy duty flotation tires. See Specifications Section and your Bobcat dealer for available tires.

† BUCKET - Several different buckets and other attachments are available for the Bobcat loader.

● ROPS, FOPS - Roll Over Protective Structure, per SAE J1040 and ISO 3471, and Falling Object Protective Structure per SAEJ1043 and ISO 3449, Level I. Level II is available. The Bobcat loader is base-equipped with a standard operator cab as shown. Extra insulated cab is available as an option (Reduced noise level).

SAFETY AND MAINTENANCE

AIR CLEANER SERVICE	10-80-1
Checking	10-80-1
Replacing Filter Element(s)	10-80-1
BOB-TACH	10-150-1
Inspection And Maintenance	10-150-1
ENGINE COOLING SYSTEM	10-90-1
Checking The Coolant Level	10-90-2
Cleaning The Cooling System	10-90-1
Replacing the Coolant	10-90-2
ENGINE LUBRICATION SYSTEM	10-110-1
Checking Engine Oil	10-110-1
Oil Chart.	10-110-1
Replacing Oil And Filter	10-110-1
FAN GEARBOX.	10-140-1
Checking And Maintaining	10-140-1
FINAL DRIVE TRANSMISSION (CHAINCASE)	10-130-1
Checking And Adding Oil.	10-130-1
Removing Oil From The Chaincase.	10-130-1
FUEL SYSTEM	10-100-1
Filling The Fuel Tank	10-100-1
Fuel Filter.	10-100-2
Fuel Specifications.	10-100-1
Removing Air From The Fuel System	10-100-2
HYDRAULIC/HYDROSTATIC SYSTEM	10-120-1
Breather Cap	10-120-3
Checking And Adding Fluid	10-120-1
Replacing Hydraulic Fluid	10-120-1
Replacing Hydraulic/Hydrostatic Filter.	10-120-1
LIFT ARM SUPPORT DEVICE	10-20-1
Installing Lift Arm Support Device	10-20-1
Removing Lift Arm Support Device	10-20-2
LIFTING AND BLOCKING THE LOADER	10-10-1
Procedure	10-10-1
LUBRICATION OF THE BOBCAT LOADER	10-160-1
Procedure	10-160-1

Continued On Next Page

SAFETY AND MAINTENANCE (CONT'D)

OPERATOR CAB	10-30-1
Description	10-30-1
Emergency Exit	10-30-3
Lowering The Operator Cab	10-30-2
Raising The Operator Cab	10-30-1
 POWER BOB-TACH (OPTION)	10-151-1
Inspection And Maintenance	10-151-1
 REMOTE START	10-60-1
Procedure	10-60-1
 SERVICE SCHEDULE	10-70-1
Chart	10-70-1
 SPARK ARRESTOR MUFFLER	10-180-1
Cleaning Procedure	10-180-1
 TIRE MAINTENANCE	10-170-1
Mounting	10-170-1
Rotating	10-170-1
Wheel Nuts	10-170-1
 TOWING THE LOADER	10-50-1
Procedure	10-50-1
 TRANSPORTING THE BOBCAT LOADER	10-40-1
Procedure	10-40-1

TIGHTEN ALL HARDWARE PER SIZE TO GRADE 5 TORQUE (See TORQUE SPECIFICATIONS FOR BOLTS on Page SPEC-30-1.) UNLESS OTHERWISE SPECIFIED.

LIFTING AND BLOCKING THE LOADER

Figure 10-10-1



WARNING

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual, Handbook and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

W-2003-0199

Procedure

Always park the loader on a level surface.

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Figure 10-10-2



Put floor jack under the rear of the loader [Figure 10-10-2].

Lift the rear of the loader and install jackstands [Figure 10-10-2].

Figure 10-10-3



Put the floor jack under the front of the loader [Figure 10-10-3].

Lift the front of the loader and put jackstands under the axle tubes [Figure 10-10-3].

NOTE: Make sure the jackstands do not touch the tires. Make sure tires clear the floor and any obstacles.



Bobcat®

LIFT ARM SUPPORT DEVICE

Installing Lift Arm Support Device

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

! WARNING

Service lift arm support device if damaged or if parts are missing. Using a damaged lift arm support or with missing parts can cause lift arms to drop causing injury or death.

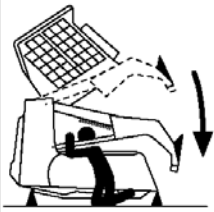
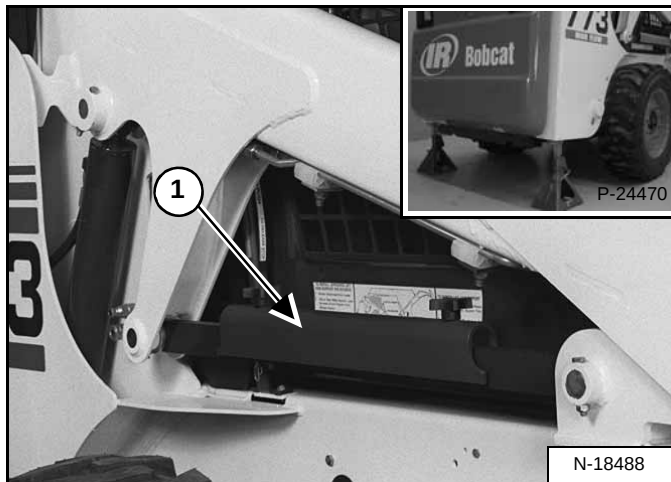
! DANGER AVOID DEATH • Disconnecting or loosening any hydraulic tubeline, hose, fitting, component or a part failure can cause lift arms to drop. • Keep out of this area when lift arms are raised unless supported by an approved lift arm support. Replace if damaged. 57051	 SW 02 6717343
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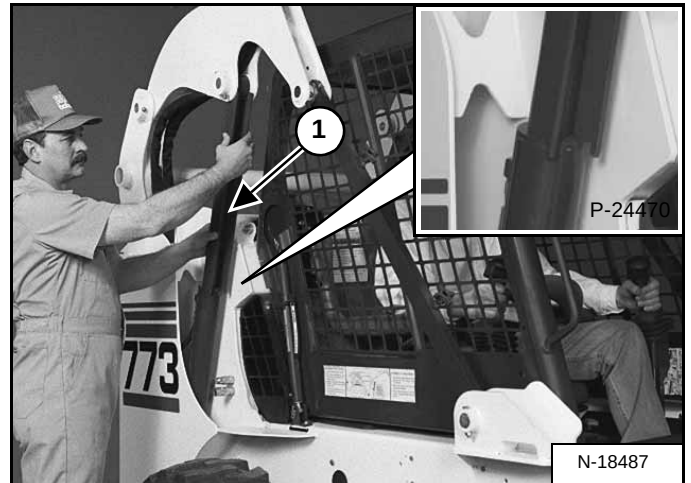
Figure 10-20-1



Put jackstands under the rear corners of the loader frame (Inset) [Figure 10-20-1].

Remove the lift arm support device (Item 1) [Figure 10-20-1] from storage position.

Figure 10-20-2



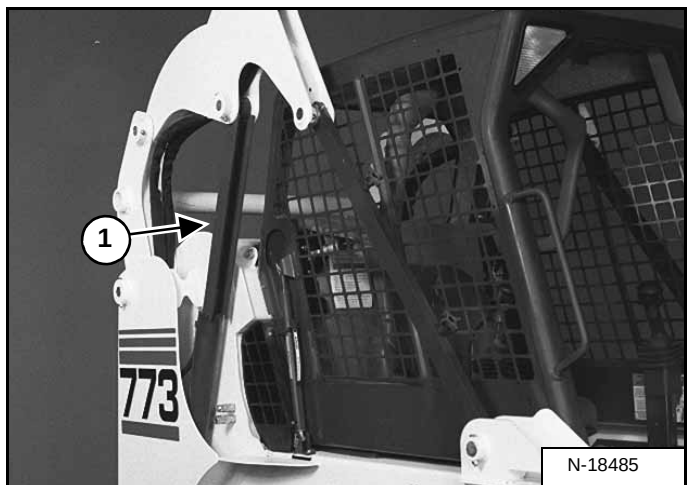
The operator must be in the operator's seat, with the seat belt fastened and seat bar lowered, until the lift arm support device is installed.

Start the engine, and raise the lift arms all the way up.

Have a second person install the lift arm support device (Item 1) [Figure 10-20-2] over the rod of one of the lift cylinders.

The lift arm support device must be tight against the cylinder rod. The tabs of the lift arm support device must be under the cylinder as shown (Inset) [Figure 10-20-2].

Figure 10-20-3



Lower the lift arms slowly until the lift arm support device is held between the lift arms and lift cylinder [Figure 10-20-3].

LIFT ARM SUPPORT DEVICE (CONT'D)

Removing Lift Arm Support Device

The operator must be in the operator's seat, with the seat belt fastened and seat bar lowered, until the lift arm support device is removed and the lift arms are lowered all the way.

Start the engine, raise the lift arms all the way up.

Have a second person remove the lift arm support device.

Lower the lift arms all the way and stop the engine.

Return the lift arm support device to storage position and secure with clamping knobs.

Remove the jackstands.

OPERATOR CAB

Description

The Bobcat loader has an operator cab (ROPS and FOPS) as standard equipment to protect the operator from rollover and falling objects. Check with your dealer if the operator cab has been damaged. The seat belt must be worn for roll over protection.

ROPS/FOPS - Roll Over Protective Structure per SAE J1040 and ISO 3471, and Falling Object Protective Structure per SAE J1043 and ISO 3449, Level I. Level II is available.

Level I - Protection from falling bricks, small concrete blocks, and hand tools encountered in operations such as highway maintenance, landscaping, and other construction site services.

Level II - Protection from falling trees, rocks; for machines involved in site clearing, overhead demolition or forestry.

Raising The Operator Cab

Always stop the engine before raising or lowering the cab.

Stop the loader on a level surface. Lower the lift arms. If the lift arms must be up while raising the operator cab, install the lift arm support device. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

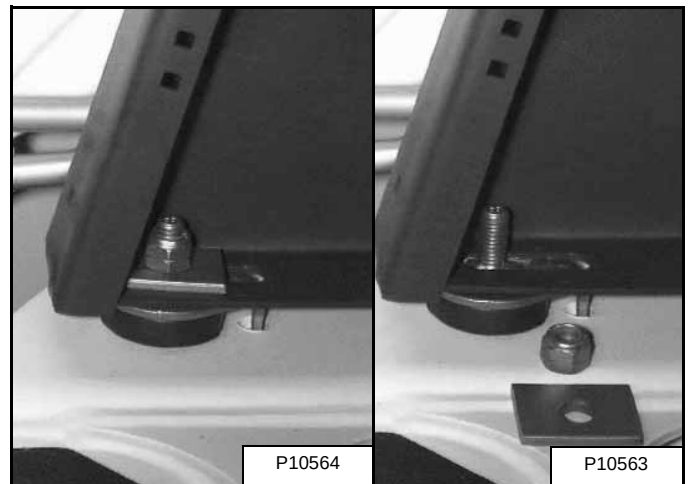
Figure 10-30-1



Install jackstands under the rear of the loader frame [Figure 10-30-2].

Loosen the nut (both sides) at the front corners of the operator cab [Figure 10-30-2].

Figure 10-30-2



Remove the nuts and plates [Figure 10-30-2] (both sides).

OPERATOR CAB (CONT'D)

Raising The Operator Cab (Cont'd)

Figure 10-30-3



! WARNING

Never modify operator cab by welding, grinding, drilling holes or adding attachments unless instructed to do so by Bobcat. Changes to the cab can cause loss of operator protection from rollover and falling objects, and result in injury or death.

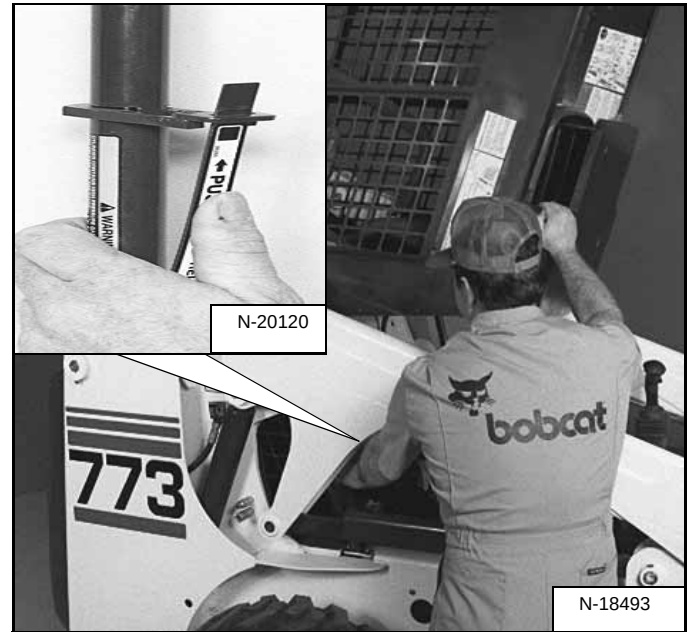
W-2069-1299

Lift on the grab handle and bottom of the operator cab slowly until the cab is all the way up and the latching mechanism engages [Figure 10-30-3].



Lowering The Operator Cab

Figure 10-30-4



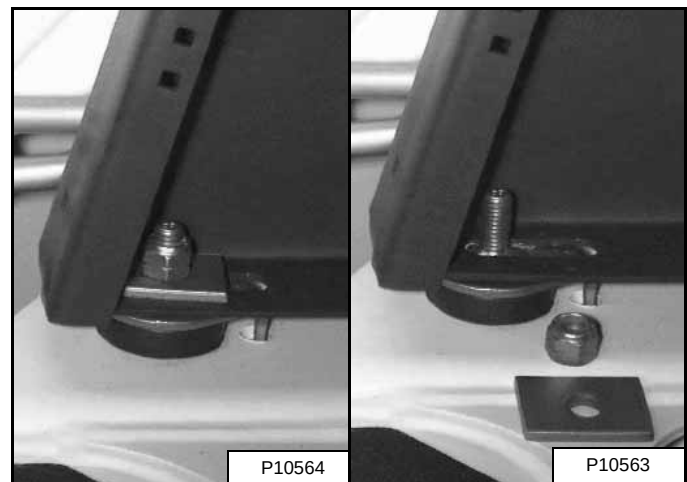
Always stop the engine before raising or lowering the cab.

NOTE: Always use the grab handles to lower the cab.

Pull down on the bottom of the operator cab until it stops at the latching mechanism [Figure 10-30-4].

Release the latching mechanism (Inset) [Figure 10-30-4] and pull the cab all the way down.

Figure 10-30-5



Install the plates and nuts [Figure 10-30-5] (both sides).

Tighten the nuts to 40-50 ft.-lbs. (54-68 Nm) torque.

OPERATOR CAB (CONT'D)

Emergency Exit

Figure 10-30-6



The front opening on the operator cab and rear window provide exits.

Rear Window (If Equipped)

Pull on the tag on the top of the rear window to remove the rubber cord [Figure 10-30-6].

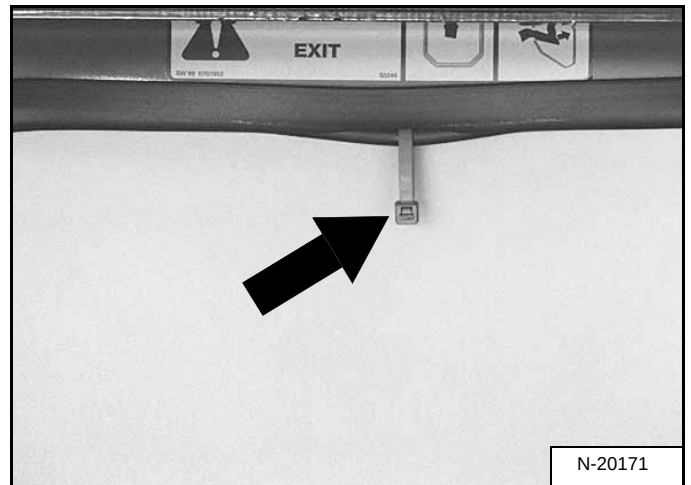
Figure 10-30-7



Push the rear window out of the rear of the operator cab.

Exit through the rear of the operator cab [Figure 10-30-7].

Figure 10-30-8



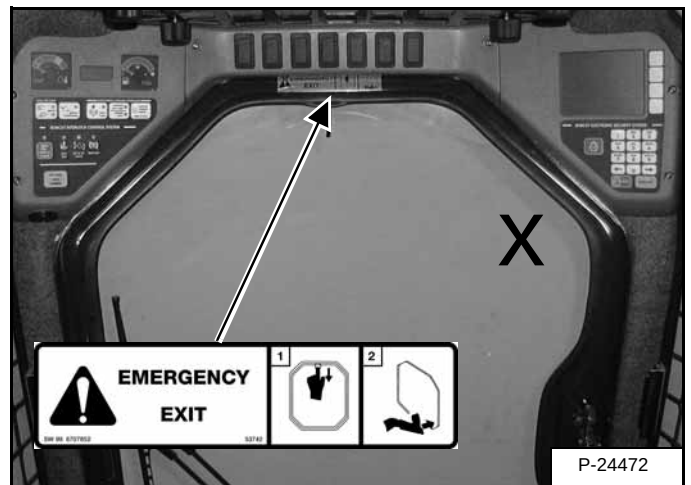
Front Door (If Equipped)

NOTE: When an Operator Cab Enclosure Kit is installed, the window of the front door can be used as an emergency exit. [Figure 10-30-8].

NOTE: If the loader has a Special Application Door Kit installed, the window of the front door is NOT an emergency exit.

Pull the plastic loop at the top of the window in the front door to remove the rubber cord [Figure 10-30-8].

Figure 10-30-9



Push the window out with your foot [Figure 10-30-9] at any corner of the window.

Exit through the front door.



Bobcat®

TRANSPORTING THE BOBCAT LOADER

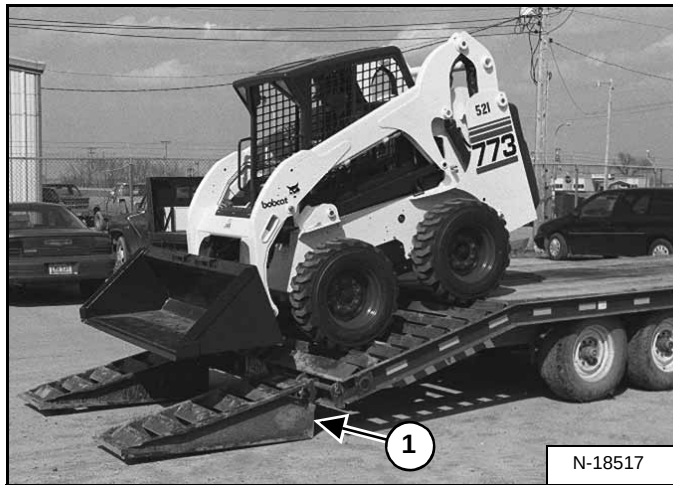
Procedure

! WARNING

Adequately designed ramps of sufficient strength are needed to support the weight of the machine when loading onto a transport vehicle. Wood ramps can break and cause personal injury.

W-2058-0494

Figure 10-40-1

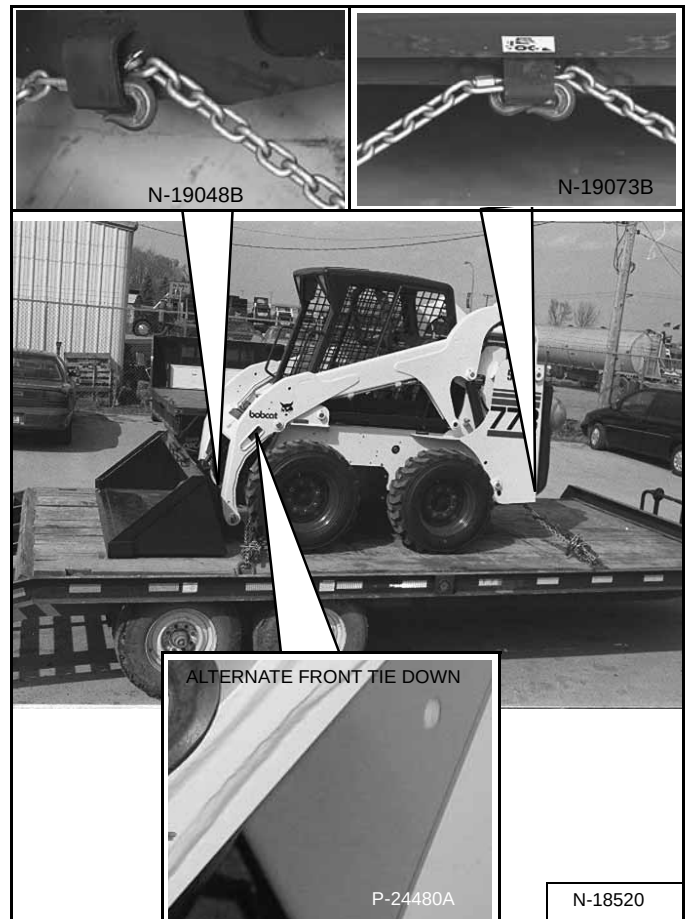


A loader with an empty bucket or no attachment must be loaded backward onto the transport vehicle [Figure 10-40-1].

Be sure the transport and towing vehicles are of adequate size and capacity (See Performance on Page SPEC-10-2.), for weight of loader.

The rear of the trailer must be blocked or supported (Item 1) [Figure 10-40-1] when loading or unloading the loader to prevent the front end of the trailer from raising up.

Figure 10-40-2



Use the following procedure to fasten the Bobcat loader to the transport vehicle to prevent the loader from moving during sudden stops or when going up or down slopes [Figure 10-40-2].

- Lower the bucket or attachment to the floor.
- Stop the engine.
- Engage the parking brake.
- Install chains at the front and rear loader tie down positions (Inset) [Figure 10-40-2].
- Fasten each end of the chain to the transport vehicle.

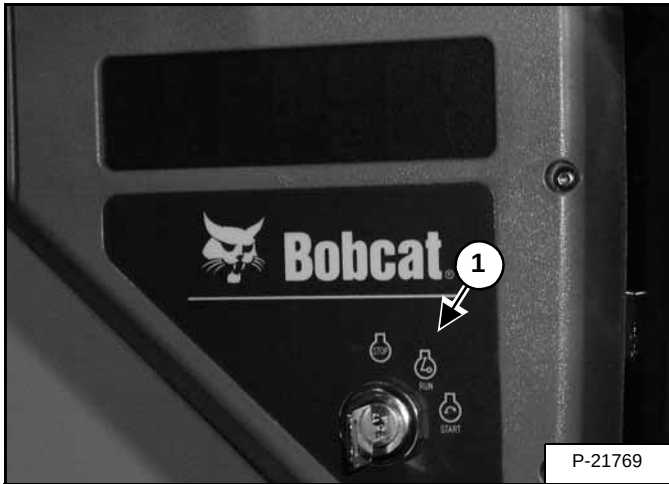


Bobcat®

TOWING THE LOADER

Procedure

Figure 10-50-1



To prevent damage to the loaders hydrostatic system, the loader must be towed only a short distance at slow speed. (Example: Moving the loader onto a transport vehicle).

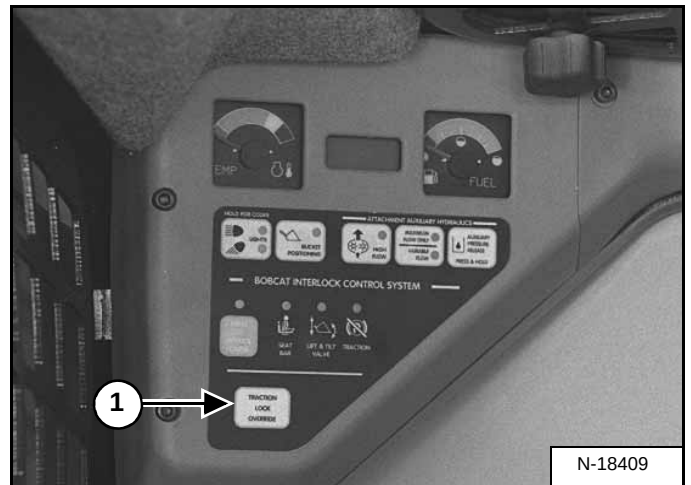
The towing chain (or cable) must be rated at 1 & 1/2 times the weight of the loader. (See Performance on Page SPEC-10-2.)

Start the engine.

If the electrical system is not functioning or the engine does not run, part of the brake system must be disassembled to move the loader (See Guide Removal on Page 60-110-4.)

- Turn the key switch to RUN (Item 1) **[Figure 10-50-1]** (Standard Panel) OR press the RUN/ENTER Button (Deluxe Panel).

Figure 10-50-2



- Press the TRACTION LOCK OVERRIDE Button (Item 1) **[Figure 10-50-2]**.

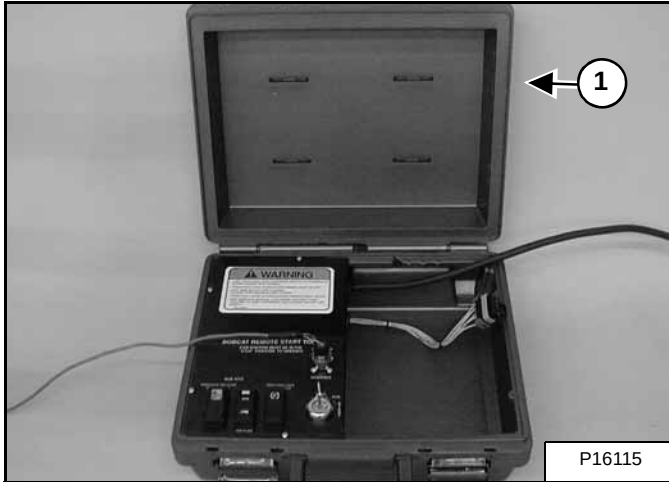


Bobcat®

REMOTE START

Procedure

Figure 10-60-1



The tool listed below will be needed to do the following procedure:

MEL1563: Remote Start Tool Kit

The remote start (Item 1) [Figure 10-60-1] is required when the operator cab is in the raised position for service and the service technician needs to turn the key switch on, or start the engine. Example: control handle linkage neutral adjustment.

Figure 10-60-2

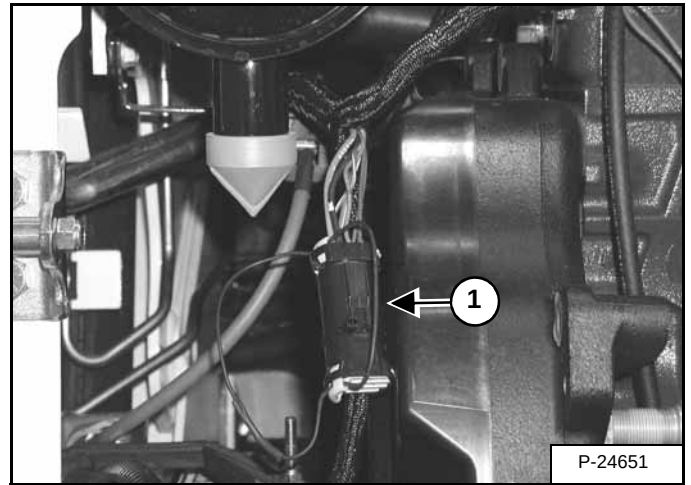
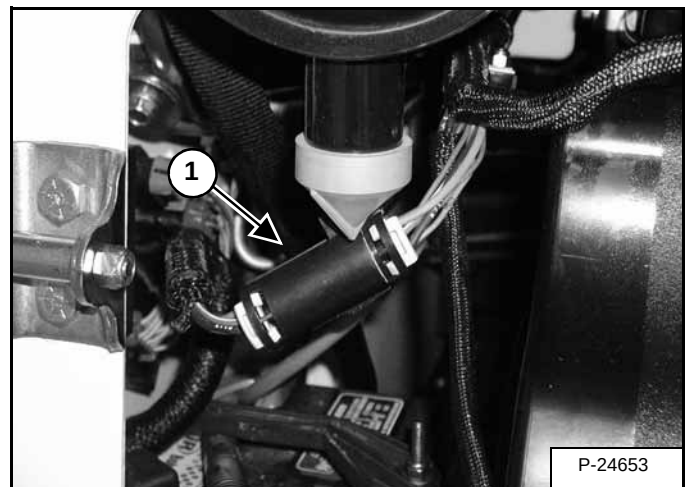


Figure 10-60-3



Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms (if required by the procedure) and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab (if required by the procedure). (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door of the loader.

Remove the plug (Item 1) [Figure 10-60-2] or disconnect the attachment control harness (Item 1) [Figure 10-60-3] if connected.

REMOTE START (CONT'D)

Procedure (Cont'd)

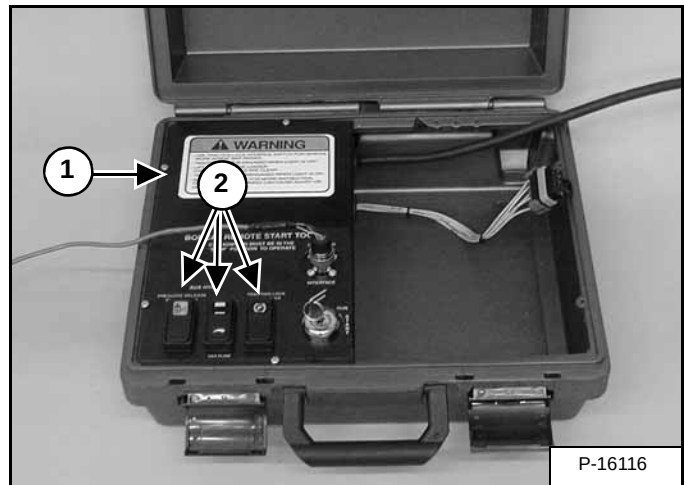
! WARNING

AVOID INJURY OR DEATH

With the 7-pin connector plugged into the loader and Remote Start Key Switch in the OFF position, the loader can still be started from the operator panel inside the cab. Placing the key switch of the remote start tool in the run position disconnects the operator panel key switch from the start circuit. If the service technician will be working the engine area it is important to remove the operator panel keys.

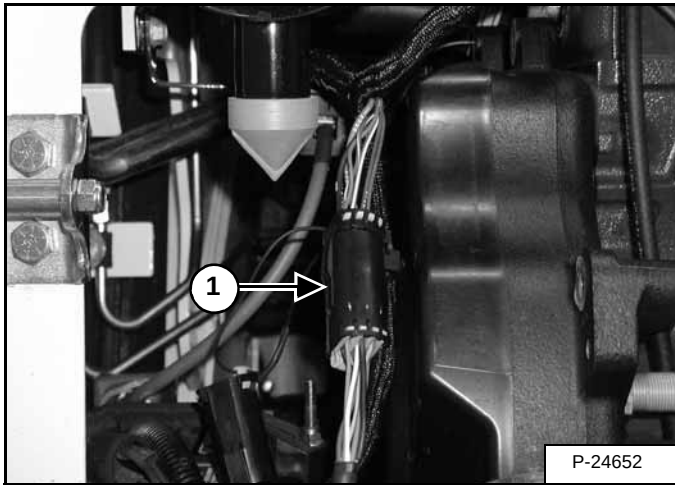
W-2357-0899

Figure 10-60-5



The remote start tool (Item 1) has three rocker switches (Item 2) [Figure 10-60-5].

Figure 10-60-4



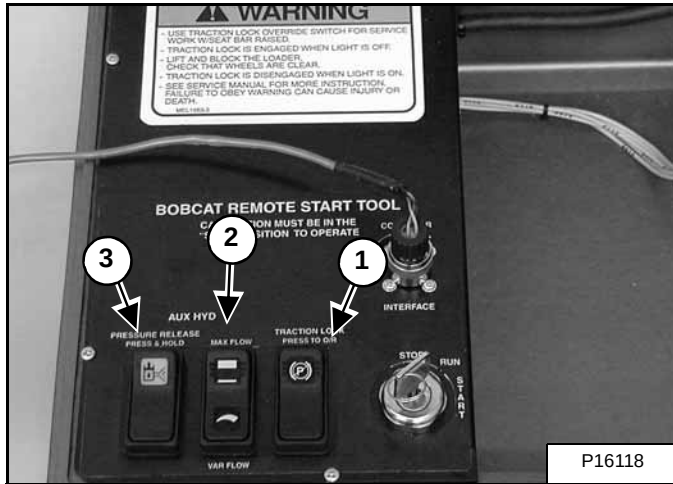
Connect the remote start tool to the engine harness connector (Item 1) [Figure 10-60-4].

NOTE: The key switch on the right-hand side operator panel must be in the OFF position or the Remote Start Kit will not operate.

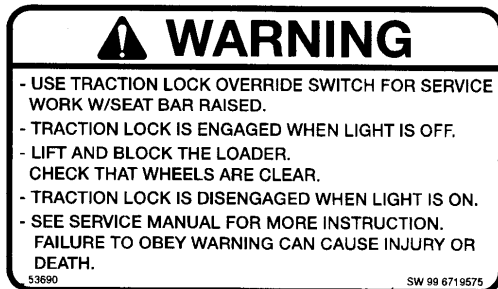
REMOTE START (CONT'D)

Procedure (Cont'd)

Figure 10-60-6



The traction lock switch (Item 1) [Figure 10-60-6] is used to turn traction lock on or off. Push the switch to the override position. The switch will illuminate to indicate traction lock **VERRIDE**. In this position, the wheels are able to turn.



The maximum flow/variable flow switch (Item 2) [Figure 10-60-6] is used to activate the auxiliary hydraulics. Pressing the switch once will activate variable flow. Pressing the switch again, will activate maximum flow. The switch will illuminate to indicate which flow rate is active. Pressing the switch a third time, will turn the flow OFF. The switch is used when checking pressures and flow rate.

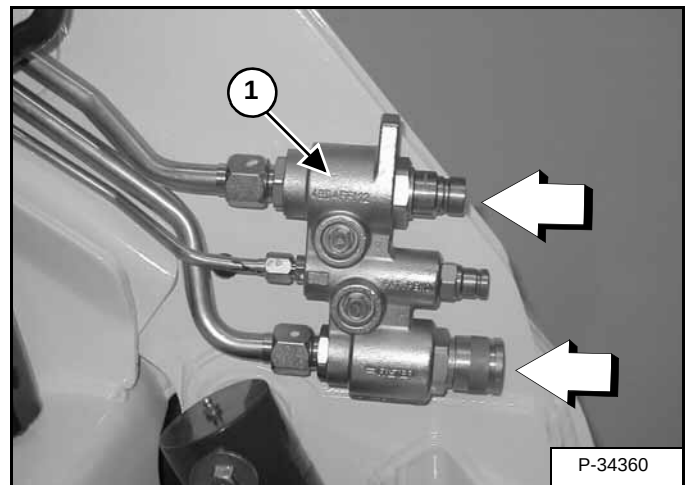
S/N 517621198 and Below, S/N 519056357 and Below, all 500K Loaders

The auxiliary pressure release (Item 3) [Figure 10-60-6] is used to release hydraulic pressure to the front and/or rear auxiliary couplers.

NOTE: With the engine running; pushing and holding the pressure release switch will cause the engine to stop in three seconds. To relieve the pressure; continue to press the switch after the engine has **COMPLETELY** stopped.

S/N 517621199 and Above, S/N 519056358 and Above

Figure 10-60-7



If your loader is equipped with the front auxiliary coupler block (Item 1) [Figure 10-60-7], push the couplers towards the block and hold for five seconds to release the front auxiliary pressure.

The auxiliary pressure release (Item 3) [Figure 10-60-6] is used to release hydraulic pressure to the rear auxiliary couplers **ONLY**.

NOTE: With the engine running; pushing and holding the pressure release switch will cause the engine to stop in three seconds. To relieve the pressure; continue to press the switch after the engine has **COMPLETELY** stopped.



Bobcat®

SERVICE SCHEDULE

Chart

Maintenance work must be done at regular intervals. Failure to do so will result in excessive wear and early failures. The service schedule is a guide for correct maintenance of the Bobcat loader.



WARNING

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

W-2408-0801

SERVICE SCHEDULE		HOURS					
ITEM	SERVICE REQUIRED	8-10	50	100	250	500	1000
Engine Oil	Check the oil level and add oil as needed.						
Engine Air Filter and Air System	Check display panel. Service only when required. Check for leaks and damaged components.						
Engine Cooling System	Clean debris from oil cooler, radiator and grill. Check coolant level in recovery tank. Add coolant as needed.						
Tires	Check for damaged tires and correct air pressure.						
Seat Belt, Seat Bar and Control Interlocks	Check the condition of seat belt. Check the seat bar and control interlocks. Clean dirt and debris from moving parts.						
Safety Signs and Safety Tread	Check for damaged signs (decals) and safety treads. Replace any signs or safety treads that are damaged or worn.						
Indicators & Lights (Opt.)	Check for correct operation of all indicators & lights.						
Operator Cab	Check the fastening bolts, washers & nuts. Check the condition of cab.						
Lift Arms, Cylinders, Bob-Tach Pivot Pins and Wedges	Lubricate with multi-purpose lithium based grease.						
Fuel Filter	Remove the trapped water.						
Bobcat Interlock Control System (BICS)	Check that four BICS indicator lights and functions are activated. See details in this Operation & Maintenance Manual.						
Heater and A/C Filters	Clean or replace filters as needed during heating/cooling season.						
Hydraulic Fluid, Hoses and Tubelines	Check fluid level and add as needed. Check for damage and leaks. Repair or replace as needed.						
Final Drive Transmission (Chain case), Foot Pedals or Hand Controls, and Steering Levers	Check oil level. Check for correct operation. Repair or adjust as needed.						
Wheel Nuts	□ Check for loose wheel nuts and tighten to 105-115 ft.-lbs. (142-156 Nm) torque.						
Parking Brake	Check operation.						
Spark Arrestor Muffler	Clean the spark chamber.						
Battery	Check cables, connections and electrolyte level. Add distilled water as needed.						
Steering Shaft	Grease two fittings.						
Engine/Hydros. Drive Belt	* Check for wear or damage. Adjust as needed.						
Fan Drive Gearbox	Check gear lube level. Add as needed.						
Alternator Belt	Check belt tension and adjust as needed.						
Engine Oil and Filter	† Replace oil and filter. Use CD or better grade oil and Bobcat filter.						
Fuel Filter	Replace the filter element.						
Bobcat Interlock Control System (BICS)	Check the function of the lift arm bypass control.						
Hydraulic Reservoir Breather Cap	Replace the reservoir breather cap.						
Hydraulic/Hydrostatic Filter	● Replace the filter element.						
Hydraulic Reservoir	Replace the fluid.						
Final Drive Trans.(Chaincase)	Replace the fluid						
Case Drain Filters	■ Replace the filters.						

■ Or every 12 months.

□ Check wheel nut torque every 8 hours for the first 24 hours.

† First oil and filter change must occur at 50 hours; 250 hours thereafter.

* Inspect the new belt after first 50 hours.

● Replace filter element after the first 50 hours and when the transmission warning light comes ON.



Bobcat®

AIR CLEANER SERVICE

Checking

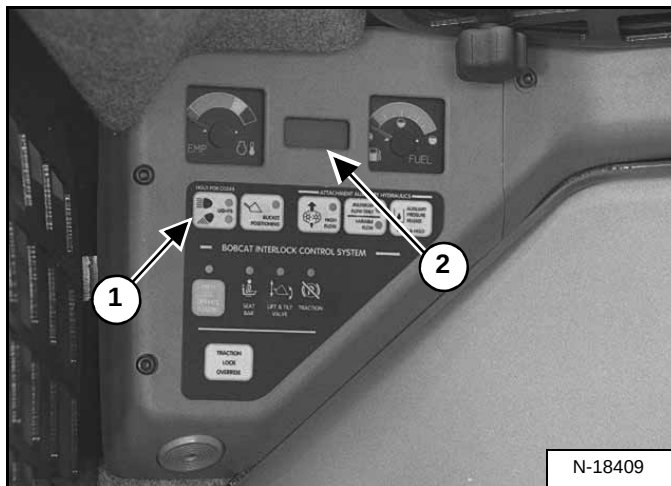
Figure 10-80-1



It is important to change the air filter element only when the Air Cleaner icon in the right panel is ON (Item 1) [Figure 10-80-1] and you hear three beeps from the alarm.

Replace the inner filter every third time the outer filter is replaced or as indicated on (Contents Page 70-01).

Figure 10-80-2



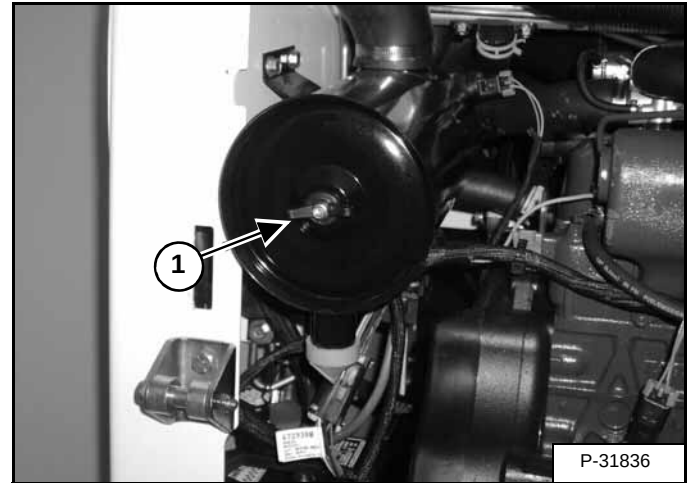
Press and hold the LIGHT Button (Item 1) [Figure 10-80-2] for two seconds.

If the filter element needs replacement, the CODE [01-17] (**Air Filter Plugged**) will show in the HOURMETER / CODE DISPLAY (Item 2) [Figure 10-80-2].

Replacing Filter Element(s)

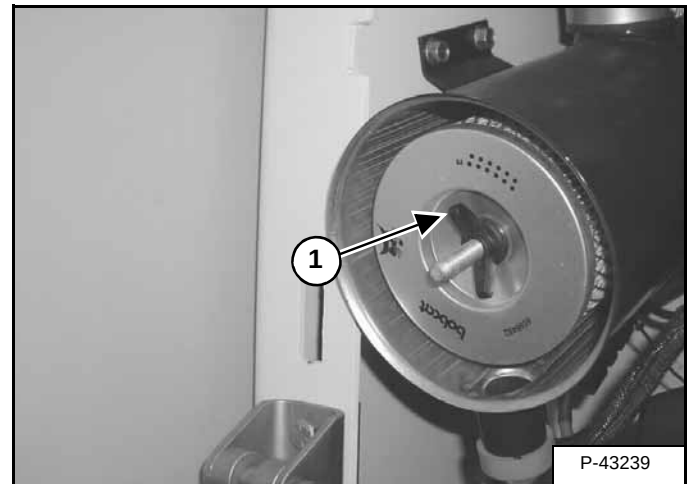
OUTER FILTER

Figure 10-80-3



Remove the wing nut (Item 1) [Figure 10-80-3] and remove the dust cover.

Figure 10-80-4



Remove the wing nut (Item 1) [Figure 10-80-4] from the outer filter element.

AIR CLEANER SERVICE (CONT'D)

Replacing Filter Element(s) (Cont'd)

Figure 10-80-5



NOTE: Be sure all sealing surfaces are clean.

Install the new filter element and washer. Tighten the wing nut.

NOTE: Be sure sealing washer is in place on each wing nut [Figure 10-80-4].

Install the dust cover and tighten the wing nut.

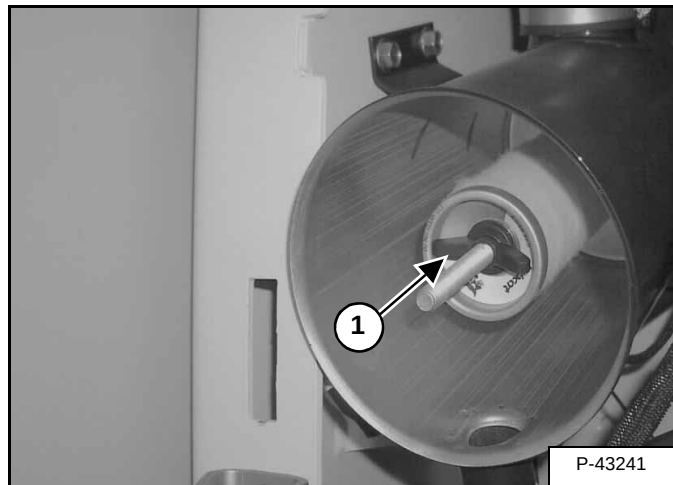
Check the air intake hose and the air cleaner housing for damage. Make sure all connections are tight.

INNER FILTER

Only replace the inner filter element under the following conditions:

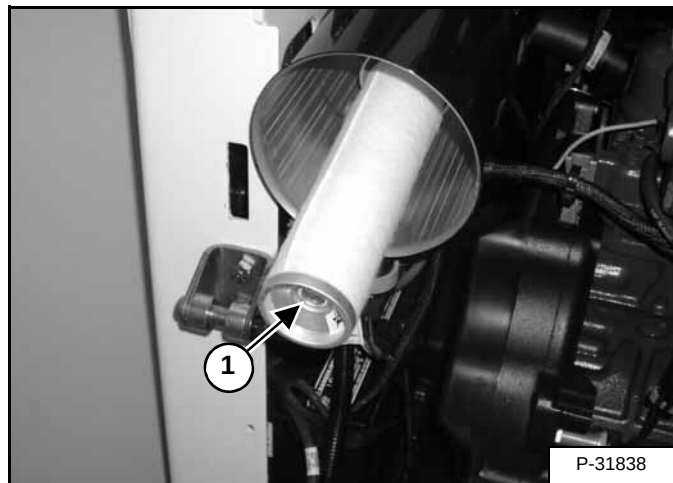
- Replace the inner filter element every third time the outer filter is replaced.
- After the outer element has been replaced, start the engine and run at full RPM. If the HOURMETER / CODE DISPLAY shows [01-17] (Air Filter Plugged), replace the inner filter element.

Figure 10-80-6



Remove the inner filter wing nut (Item 1) [Figure 10-80-6].

Figure 10-80-7



Remove the inner filter (Item 1) [Figure 10-80-7].

Install a new filter and tighten the wing nut.

ENGINE COOLING SYSTEM

WARNING

Wear safety glasses to prevent eye injury when any of the following conditions exist:

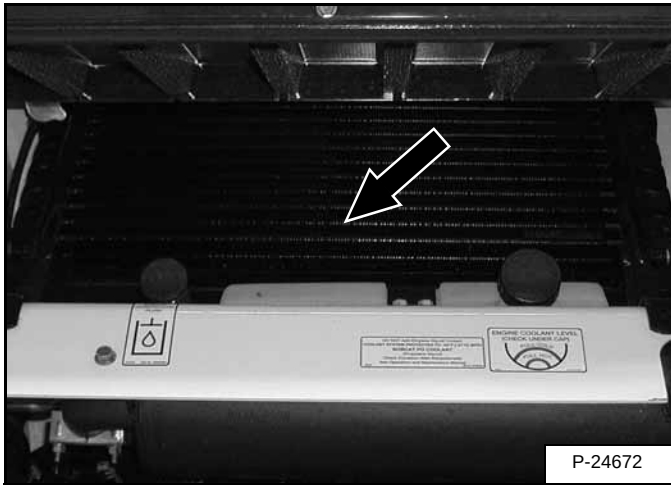
- When fluids are under pressure.
- Flying debris or loose material is present.
- Engine is running.
- Tools are being used.

W-2019-1285

Check the cooling system every day to prevent overheating, loss of performance or engine damage.

Cleaning The Cooling System

Figure 10-90-1



Open the rear door and raise the rear grill.

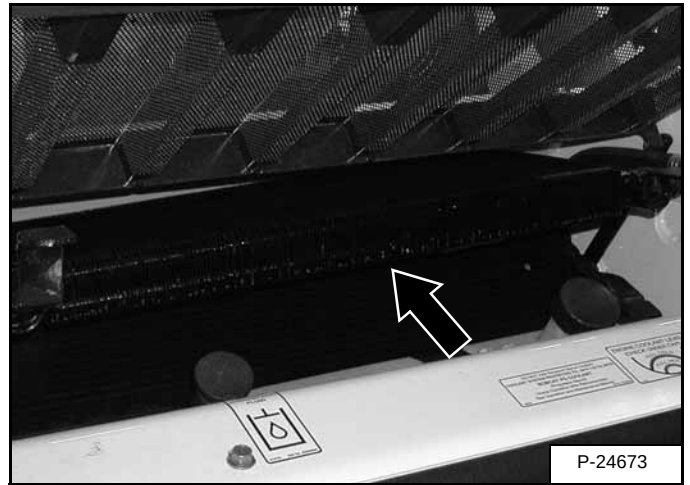
Use air pressure or water pressure to clean the top of the oil cooler [Figure 10-90-1].

WARNING

Do not use your bare hands to remove debris from the oil cooler. Cooling fins are sharp and may cause injury.

W-2460-0303

Figure 10-90-2



Raise the oil cooler. Clean the top of the radiator [Figure 10-90-2].

NOTE: Use low air pressure or low water pressure to clean the radiator or damage to the radiator fins may result.

Lower the oil cooler.

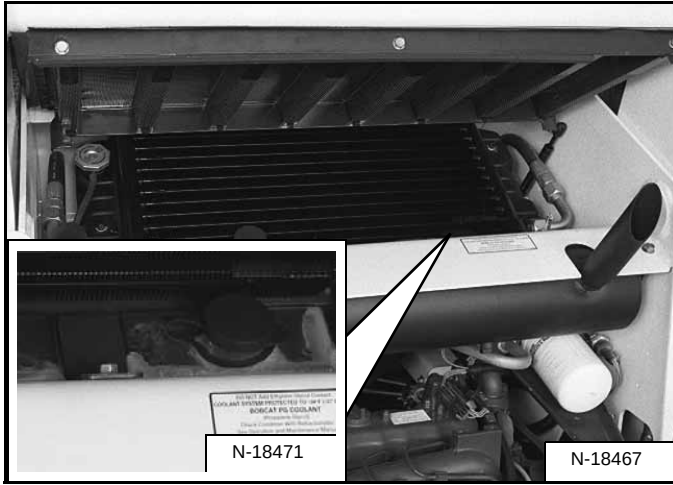
Check cooling system for leaks.

Lower the rear grill and close the rear door.

ENGINE COOLING SYSTEM (CONT'D)

Checking The Coolant Level

Figure 10-90-3



Open the rear door and raise the rear grill.

Remove the cover from the coolant recovery tank [Figure 10-90-3]. Check the coolant level. The level markers are inside the tank. Coolant must be at the bottom marker when the engine is cold; top marker when hot.

Lower the rear grill and close the rear door before operating the loader.

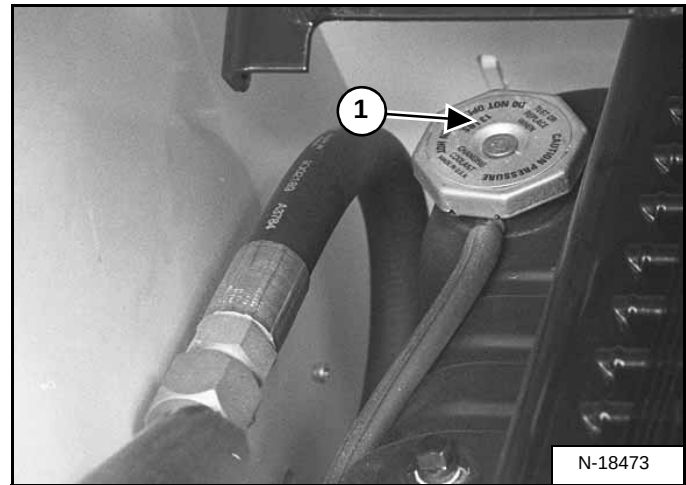
Replacing the Coolant

! WARNING

Do not remove radiator cap when the engine is hot. You can be seriously burned.

W-2070-1285

Figure 10-90-4



Open the rear door and raise the rear grill.

Remove the radiator cap (Item 1) [Figure 10-90-4].

IMPORTANT

AVOID ENGINE DAMAGE

Always use the correct ratio of water to antifreeze.

Too much antifreeze reduces cooling system efficiency and may cause serious premature engine damage.

Too little antifreeze reduces the additives which protect the internal engine components; reduces the boiling point and freeze protection of the system.

Always add a premixed solution. Adding full strength concentrated coolant can cause serious premature engine damage.

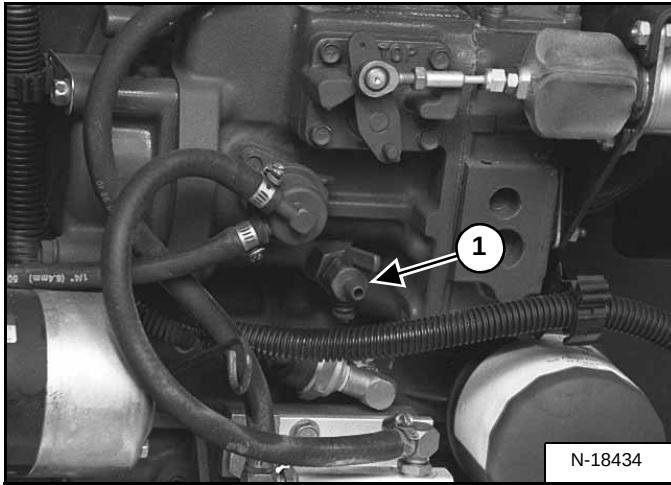
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ENGINE COOLING SYSTEM (CONT'D)

Replacing the Coolant (Cont'd)

KUBOTA 2203-EB

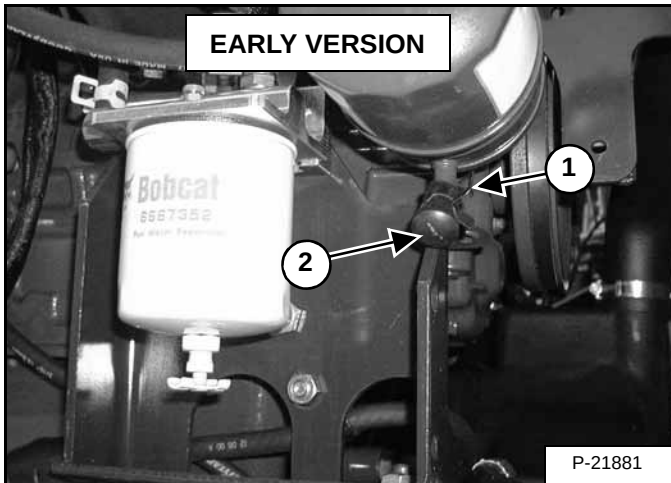
Figure 10-90-5



Connect a hose to the engine block drain valve (Item 1) [Figure 10-90-5]. Open the drain valve and drain the coolant into a container.

KUBOTA V2003T-EB (TURBO)

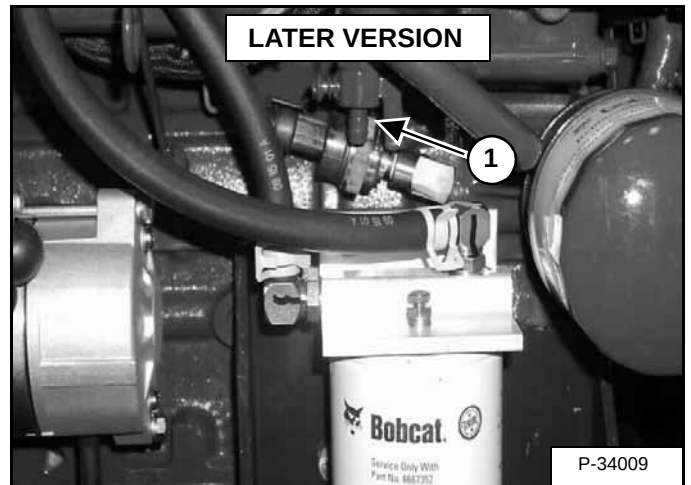
Figure 10-90-6



Release constant tension clamp (Item 1), remove plug (Item 2) [Figure 10-90-6] and drain coolant into a container.

NOTE: Verify plug condition and only replace with Bobcat approved plug from Bobcat parts. Only use a constant tension clamp. Never use a worm gear clamp which can damage the plug.

Figure 10-90-7



Connect a hose to the engine block drain valve (Item 1) [Figure 10-90-7]. Open the drain valve and drain the coolant into a container.

Recycle or dispose of used coolant in an environmentally safe manner. Close the drain valve and remove the hose.

NOTE: The loader is factory filled with propylene glycol coolant (purple color). DO NOT mix propylene glycol with ethylene glycol.

Add premixed coolant, 47% water and 53% propylene glycol to the recovery tank if the coolant level is low.

Mix the coolant in a separate container. (See Capacities on Page SPEC-10-4 for correct capacity.)

One gallon and one pint (4,3 L) of propylene glycol mixed with one gallon (3,8 L) of water is the correct mixture of coolant to provide a -34°F (-37°C) freeze protection.

Use a refractometer to check the condition of propylene glycol in your cooling system.

Fill the radiator with the premixed coolant. Install the radiator cap.

Remove the cover from the coolant recovery tank. Fill the tank until it is at the lower marker (inside the tank).

Run the engine until it is at operating temperature.

Stop the engine.

Check the coolant level in the recovery tank when cool.

Add coolant as needed.

Lower the rear grill and close the rear door.



Bobcat®

FUEL SYSTEM

Fuel Specifications

Use only clean, high quality diesel fuel, Grade No. 2 or Grade No. 1.

The following is one suggested blending guideline which should prevent fuel gelling during cold temperatures:

Temp. F°/ C°	No. 2	No.1
+15° (-9°)	100%	0%
Down to -20° / (-29°)	50%	50%
Below -20° / (-29°)	0%	100%

Contact your fuel supplier for local recommendations.

Filling The Fuel Tank



WARNING

Stop and cool the engine before adding fuel. **NO SMOKING!** Failure to obey warnings can cause an explosion or fire.

W-2063-0887

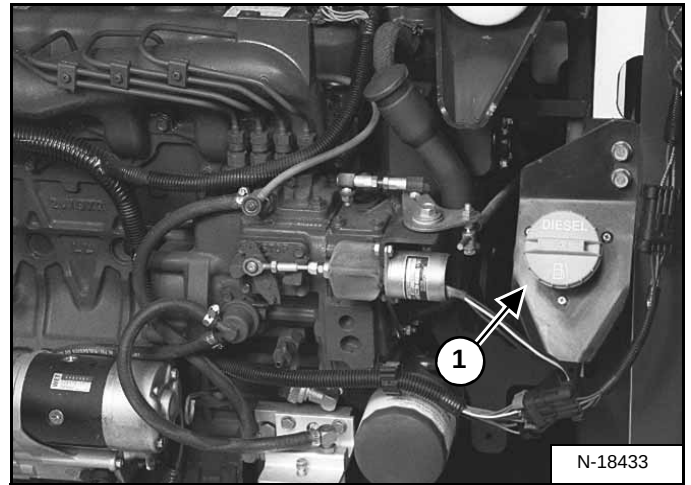


WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

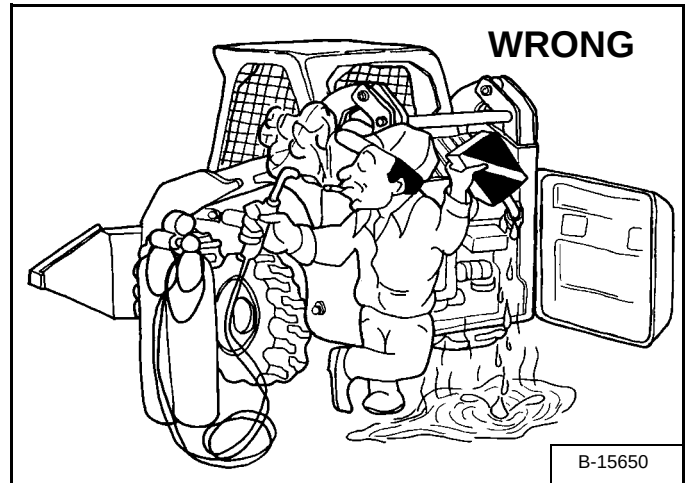
Figure 10-100-1



Open the rear door.

Remove the fuel fill cap (Item 1) [Figure 10-100-1]

Figure 10-100-2



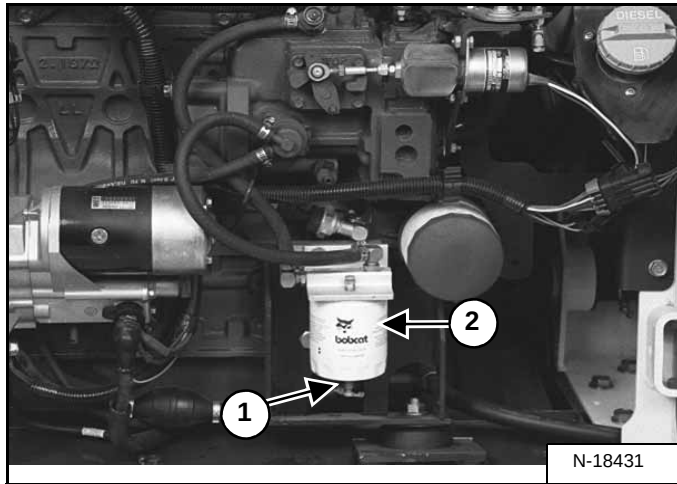
Use a clean, approved safety container to add fuel of the correct specifications. Add fuel only in an area that has free movement of air and no open flames or sparks. **NO SMOKING!** [Figure 10-100-2].

Install and tighten the fuel fill cap (Item 1) [Figure 10-100-1].

FUEL SYSTEM (CONT'D)

Fuel Filter

Figure 10-100-3



See SERVICE SCHEDULE on Page 10-70-1, for the service interval for removing water from, or replacing the fuel filter.

Removing Water

Loosen the drain (Item 1) [Figure 10-100-3] at the bottom of the filter element to remove water from the filter.

Replacing Element

Remove the filter element (Item 2) [Figure 10-100-3].

Clean the area around the filter housing. Put clean oil on the seal of the new filter element. Install the fuel filter, and hand tighten.

Remove the air from the fuel system. (See Below.)

Removing Air From The Fuel System

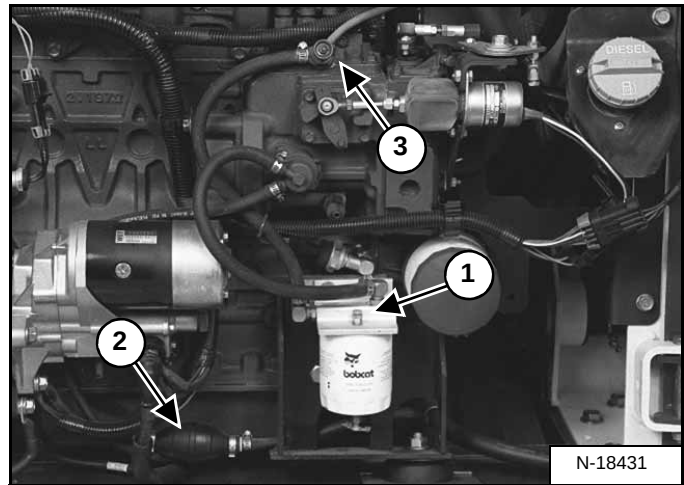
After replacing the filter element or when the fuel tank has run out of fuel, the air must be removed from the fuel system before starting the engine.

WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

W-2072-0496

Figure 10-100-4



Open the vent (Item 1) [Figure 10-100-4] on the fuel filter housing.

Squeeze the hand pump (priming bulb) (Item 2) [Figure 10-100-4] until fuel flows from the vent with no air bubbles.

Close the vent (Item 1) [Figure 10-100-4] on the fuel filter housing.

Open the vent (Item 3) [Figure 10-100-4] on the fuel injection pump.

Squeeze the hand pump (priming bulb) (Item 2) [Figure 10-100-4] until the pump feels solid.

Tighten the vent plug (Item 3) [Figure 10-100-4].

Start the engine.

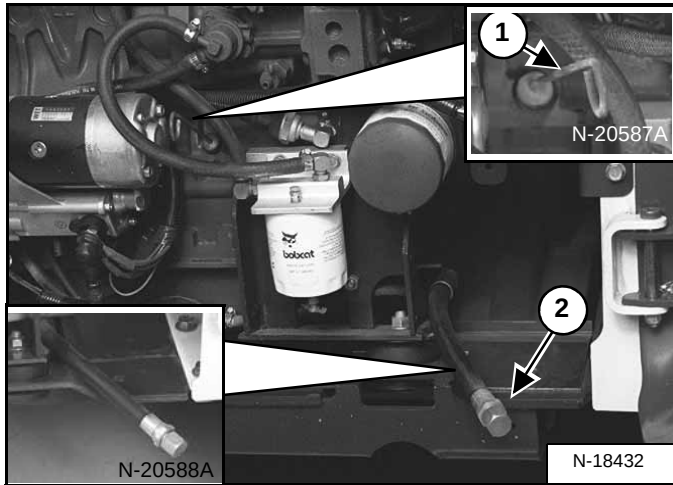
It may be necessary to open the vent plug (Item 3) [Figure 10-100-4] briefly while the engine is running. Close the vent when the engine runs smoothly.

ENGINE LUBRICATION SYSTEM

Checking Engine Oil

Check the engine oil level every day before starting the engine for the work shift.

Figure 10-110-1



Open the rear door and remove the dipstick (Item 1) [Figure 10-110-1].

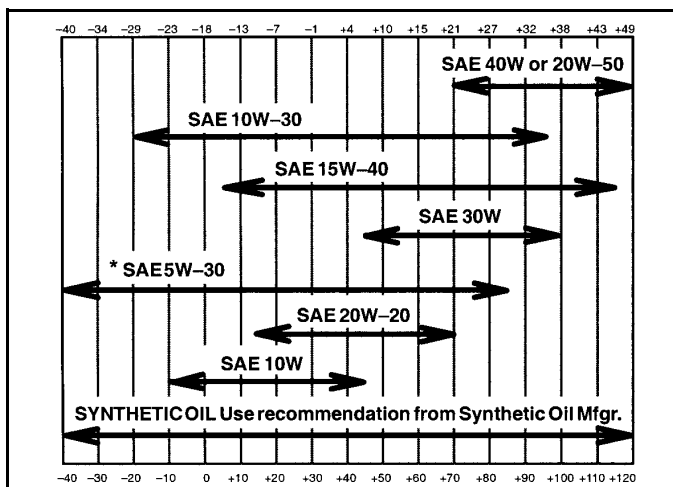
Keep the oil level between the marks on the dipstick.

Use a good quality motor oil that meets API Service Classification of CD or better (See *Oil Chart* below).

Install the dipstick and close the rear door.

Oil Chart

RECOMMENDED SAE VISCOSITY NUMBER
C° (LUBRICATION OILS FOR DIESEL ENGINE CRANKCASE)

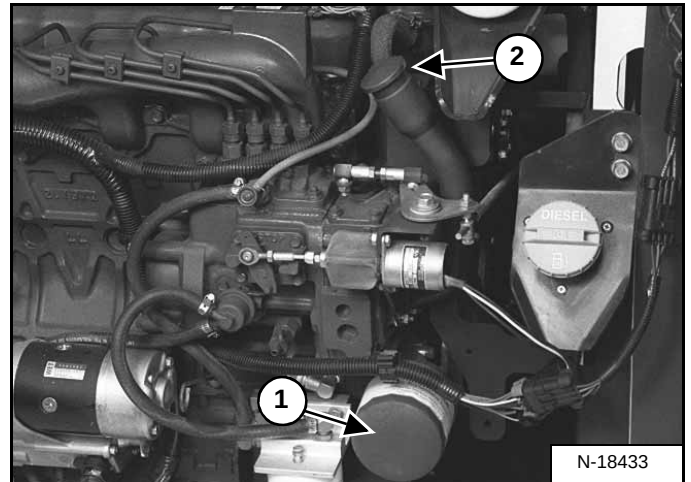


F° TEMPERATURE RANGE ANTICIPATED
BEFORE NEXT OIL CHANGE (DIESEL ENGINES MUST
USE API CLASSIFICATION CD, CF4, CG4)

* Can be used **ONLY** when available with appropriate diesel rating.

Replacing Oil And Filter

Figure 10-110-2



See SERVICE SCHEDULE on Page 10-70-1, for the service interval for replacing the engine oil and filter.

Run the engine until it is at operating temperature. Stop the engine.

Open the rear door.

Remove the drain plug (Item 2) [Figure 10-110-1].

Drain the oil into a container and dispose of used oil in an environmentally safe manner.

Remove the oil filter (Item 1) [Figure 10-110-2].

Clean the filter housing surface.

Put clean oil on the new oil filter gasket.

Install the filter and hand tighten.

Install and tighten the drain plug.

Open the rear grill.

Remove the fill cap (Item 2) [Figure 10-110-2].

ENGINE LUBRICATION SYSTEM (CONT'D)

Replacing Oil And Filter (Cont'd)

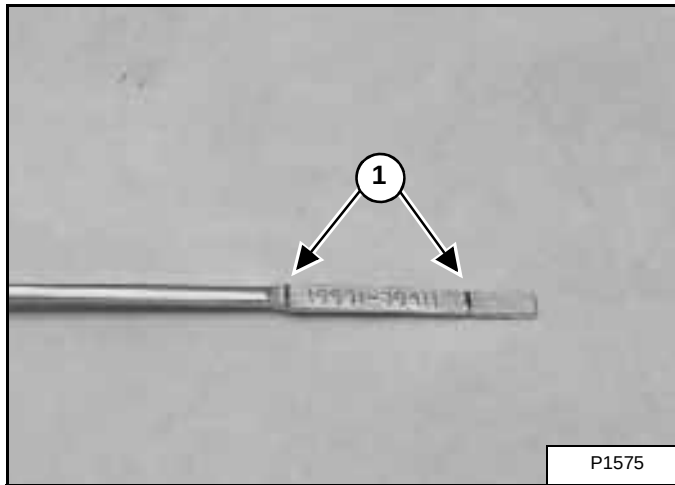


WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

Figure 10-110-3



Put oil in the engine. (See Capacities on Page SPEC-10-4.), [Figure 10-110-3] (See Oil Chart on Page 10-110-1.)

Start the engine and let it run for several minutes.

Stop the engine and check for leaks at the oil filter.

Remove the dipstick and check the oil level.

Add oil as needed if it is not between the marks (Item 1) [Figure 10-110-3] on the dipstick.

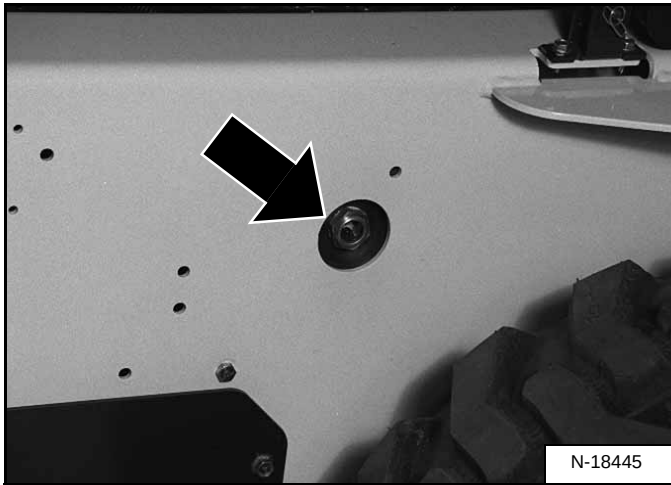
Install the dipstick and the fill plug.

Close the rear door.

HYDRAULIC/HYDROSTATIC SYSTEM

Checking And Adding Fluid

Figure 10-120-1



Use only recommended fluid in the hydraulic system.
(See HYDRAULIC/HYDROSTATIC FLUID SPECIFICATIONS on Page SPEC-50-1.)

Stop the loader on a level surface.

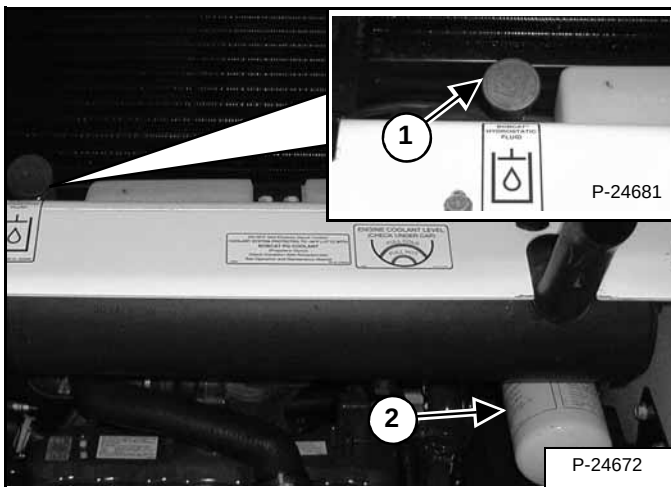
Lower the lift arms and tilt the Bob-Tach fully back.

Stop the engine.

Check the fluid level in the sight gauge **[Figure 10-120-1]**.

Open the rear door and raise the rear grill.

Figure 10-120-2



Remove the fill cap (Item 1) **[Figure 10-120-2]**.

Add the fluid as needed to bring the level to the center of the sight gauge **[Figure 10-120-1]**.

Install the fill cap.

Replacing Hydraulic/Hydrostatic Filter

See SERVICE SCHEDULE on Page 10-70-1 for the correct service intervals.

Open the rear door.

Remove the filter element (Item 2) **[Figure 10-120-2]**.

Clean the surface of the filter housing where the seal contacts the housing.

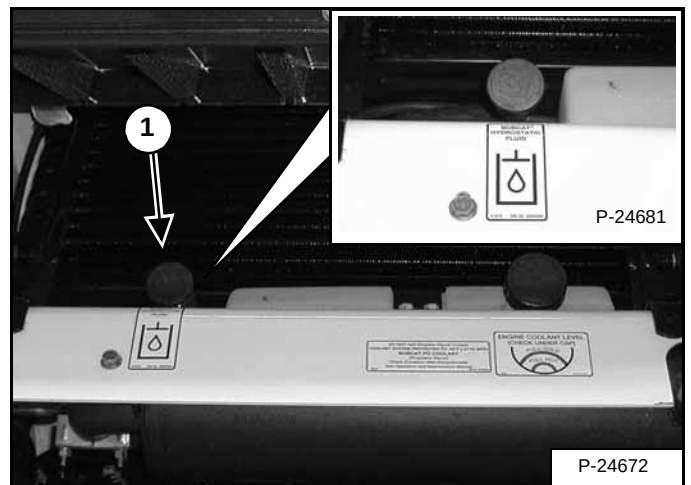
Put clean oil on the seal of the new filter element.

Install and hand tighten the filter element.

Close the rear door before operating the loader.

Replacing Hydraulic Fluid

Figure 10-120-3



See SERVICE SCHEDULE on Page 10-70-1, for the service interval.

The fluid must be replaced if it becomes contaminated or after major repairs. If the fluid is replaced, the hydrostatic filter and both case drain filters must be replaced.

Remove the reservoir fill cap (Item 1) **[Figure 10-120-3]**.

HYDRAULIC/HYDROSTATIC SYSTEM (CONT'D)

Replacing Hydraulic Fluid (Cont'd)

! WARNING

Hydraulic fluid escaping under pressure can have sufficient force to enter a person's body by penetrating the skin. This can cause serious injury and possible death if proper medical treatment by a physician familiar with this injury is not received immediately.

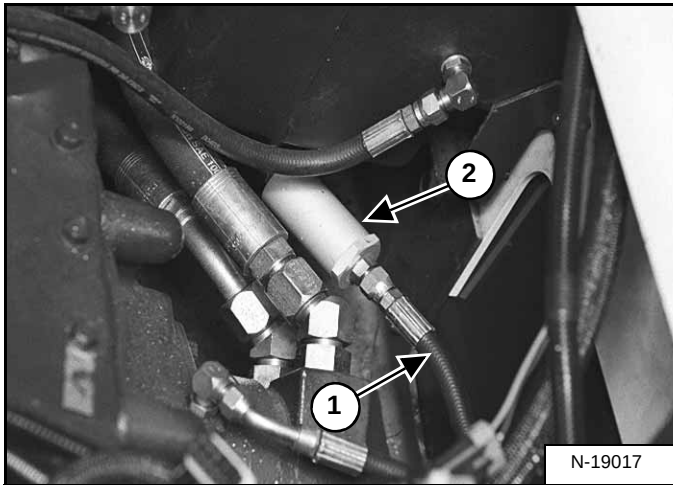
W-2145-0290

! WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

Figure 10-120-4

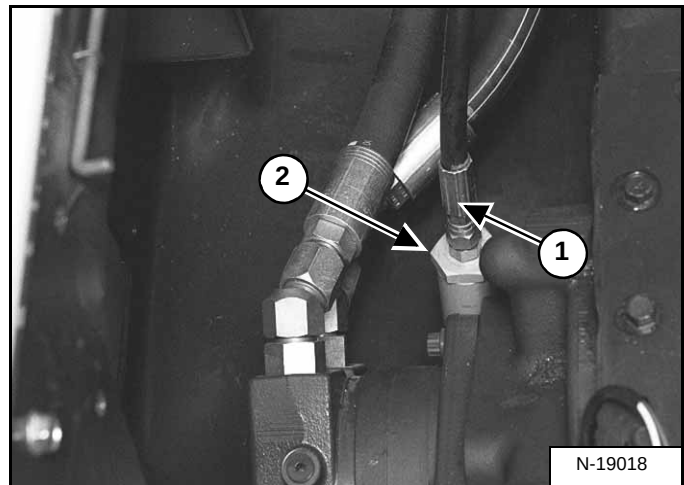


Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic fluid reservoir. (See Fluid Removal on Page 20-80-1.)

Disconnect the hose (Item 1) [Figure 10-120-4] from the case drain filter located on the reservoir. Use a plug and cap on the filter hose and case drain hose to prevent leakage.

Figure 10-120-5



Disconnect the hose (Item 1) [Figure 10-120-5] from the case drain filter located on the left drive motor. Use a plug and cap on the filter and case drain hose to prevent leakage.

Remove the case drain filters (Item 2) [Figure 10-120-4] & [Figure 10-120-5] and drain the fluid into a container.

Replace the hydraulic/hydrostatic filter element. (See Replacing Hydraulic/Hydrostatic Filter on Page 10-120-1.)

Replace both hydrostatic motor case drain filters (Item 2) [Figure 10-120-4] & [Figure 10-120-5].

When the fluid is removed from the reservoir, reconnect the hose to case drain filters.

Add the correct fluid to the reservoir until the fluid level is at the center of the sight gauge (Do not overfill).

Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

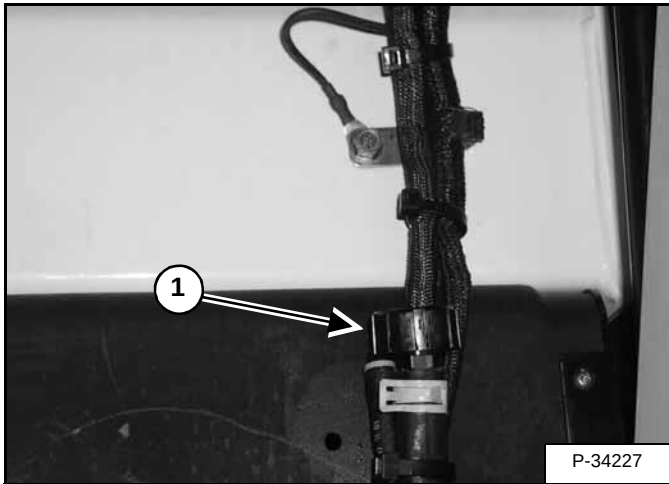
Start the engine and operate the loader hydraulic controls. Stop the engine and check for leaks.

Check the fluid level in the reservoir and add as needed.

HYDRAULIC/HYDROSTATIC SYSTEM (CONT'D)

Breather Cap

Figure 10-120-6



See SERVICE SCHEDULE on Page 10-70-1, for the correct replacement interval.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the breather cap (Item 1) [Figure 10-120-6] and discard.

Install new cap.

Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

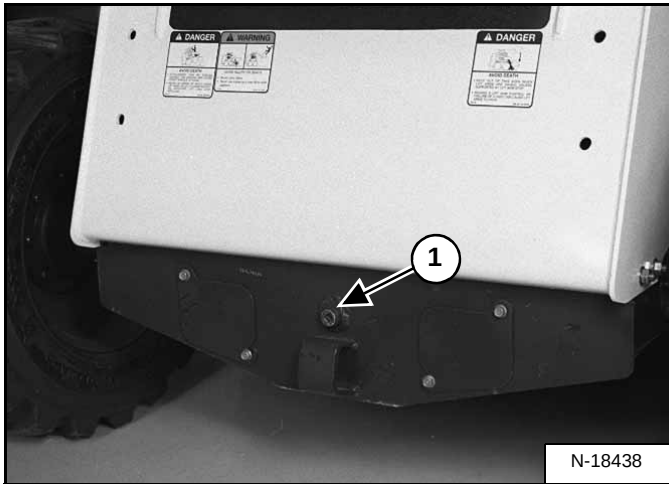


Bobcat®

FINAL DRIVE TRANSMISSION (CHAINCASE)

Checking And Adding Oil

Figure 10-130-1



The chaincase contains the final drive sprockets and chains and uses the same type of oil as the hydraulic/hydrostatic system. (See Hydraulic System on Page SPEC-10-3.)

Stop the loader on a level surface.

Stop the engine.

Remove the plug (Item 1) [Figure 10-130-1] from the front of the chaincase housing.

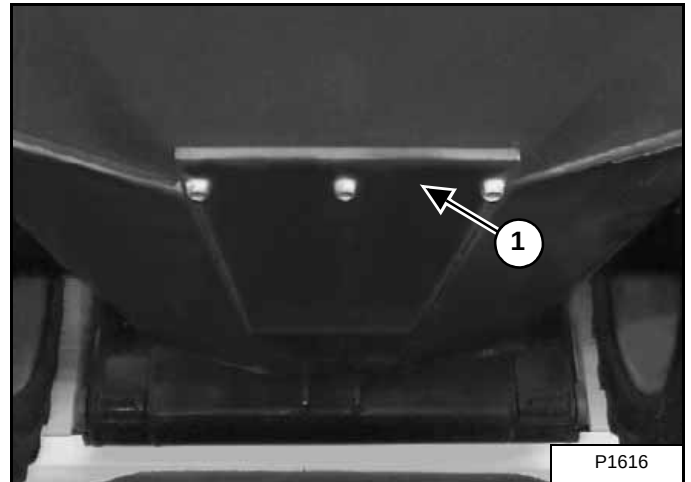
If oil can be reached with the tip of your finger through the hole the oil level is correct.

If the level is low, add oil through the check plug hole until the oil flows from the hole.

Install and tighten the plug.

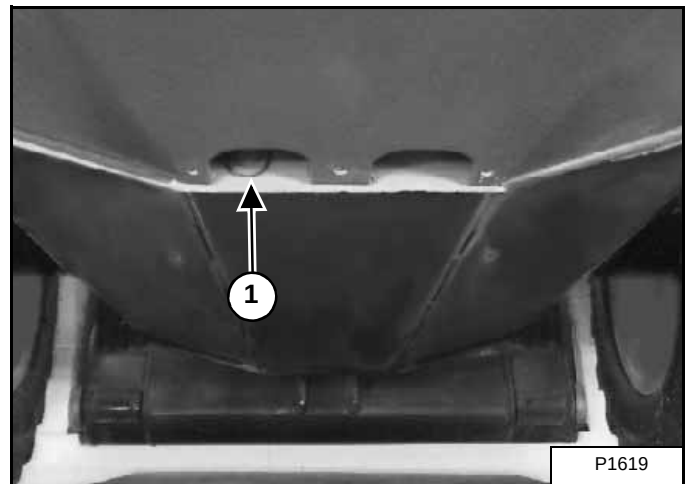
Removing Oil From The Chaincase

Figure 10-130-2



Remove the cover (Item 1) [Figure 10-130-2] which is installed over the drain plug at the bottom rear of the chaincase.

Figure 10-130-3



Remove the drain plug (Item 1) [Figure 10-130-3] and drain the oil into a container.

Check the drain plug and replace as necessary.

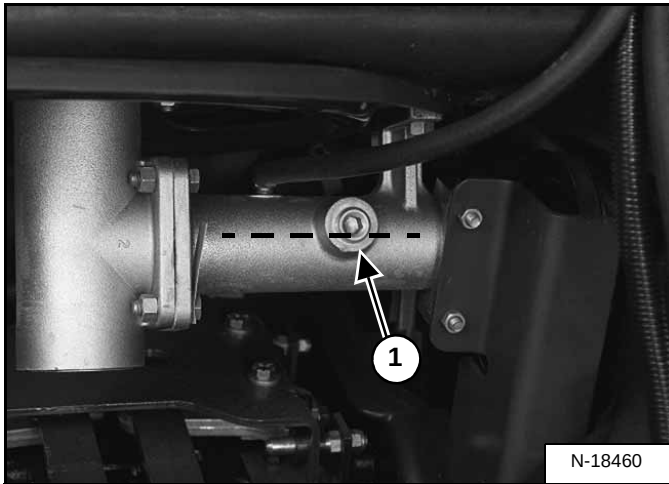


Bobcat®

FAN GEARBOX

Checking And Maintaining

Figure 10-140-1



See **SERVICE SCHEDULE** on Page 10-70-1, for the correct service interval.

Raise the operator cab. (See **Raising The Operator Cab** on Page 10-30-1.)

Remove the plug (Item 1) **[Figure 10-140-1]** to check the lubricant level.

If the level is low, add SAE 90W gear lubricant through the check plug hole until lubricant flows from the hole.

Install and tighten the plug.

Lower the operator cab. (See **Lowering The Operator Cab** on Page 10-30-2.)



Bobcat®

BOB-TACH

Inspection And Maintenance

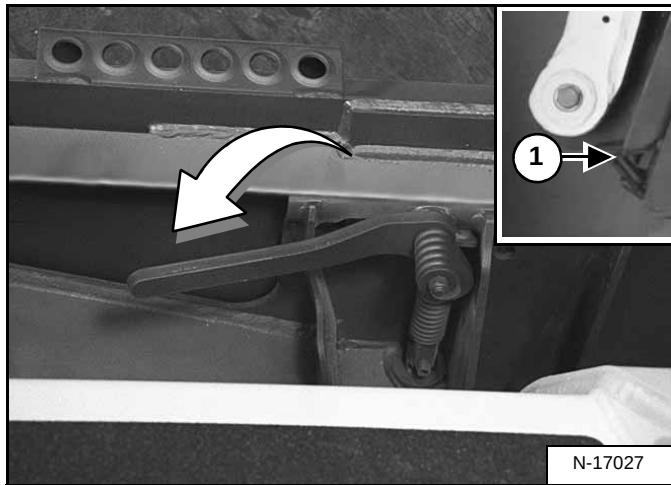


WARNING

Bob-Tach wedges must extend through the holes in attachment. Levers must be fully down and locked. Failure to secure wedges can allow attachment to come off and cause injury or death.

W-2102-0588

Figure 10-150-1



Move the Bob-Tach levers to engage the wedges [Figure 10-150-1]. The levers and wedges must move freely.

The wedges must extend through the holes in the attachment mounting frame (Item 1) [Figure 10-150-1].

Figure 10-150-2

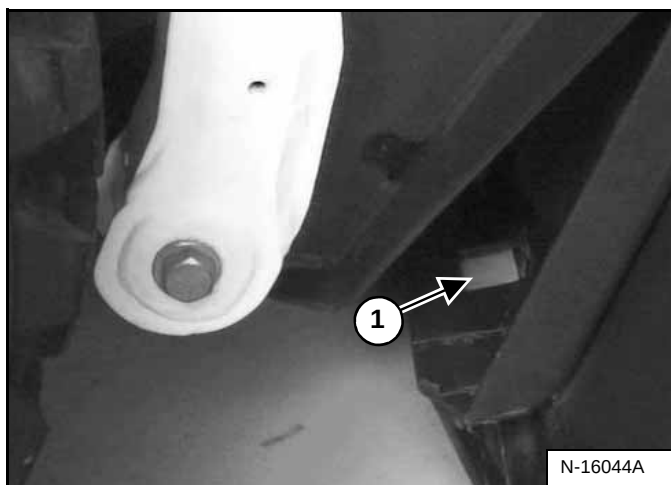
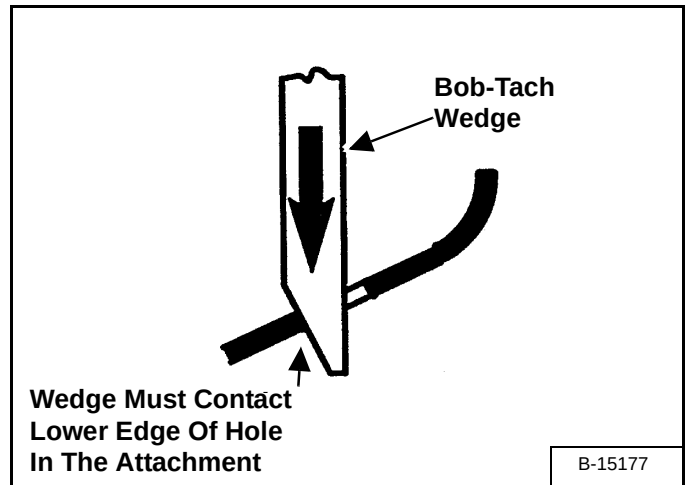


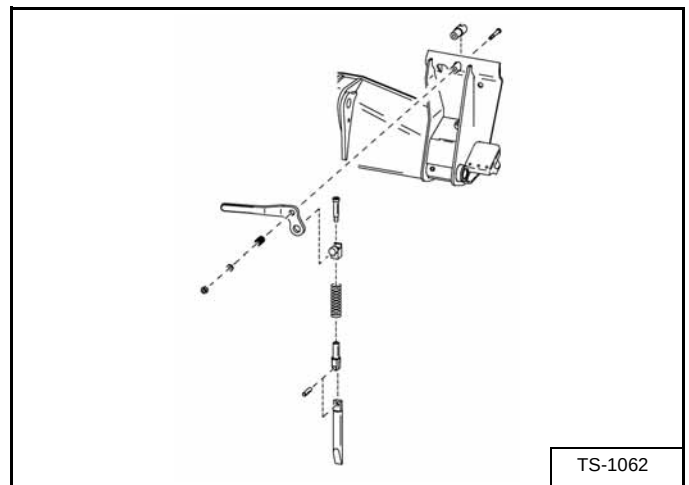
Figure 10-150-3



The spring loaded wedge (Item 1) [Figure 10-150-1] must contact the lower edge of the hole in the attachment (Item 1) [Figure 10-150-2] and [Figure 10-150-3].

If the wedge does not contact the lower edge of the hole [Figure 10-150-2] and [Figure 10-150-3], the attachment will be loose and can come off the Bob-Tach.

Figure 10-150-4



Inspect the mounting frame on the attachment and the Bob-Tach, linkages and wedges for excessive wear or damage [Figure 10-150-4]. Replace any parts that are damaged, bent, or missing. Keep all fasteners tight.

Look for cracked welds. Contact your Bobcat dealer for repair or replacement parts.

Lubricate the wedges. (See SERVICE SCHEDULE on Page 10-70-1 and See LUBRICATION OF THE BOBCAT LOADER on Page 10-160-1.)

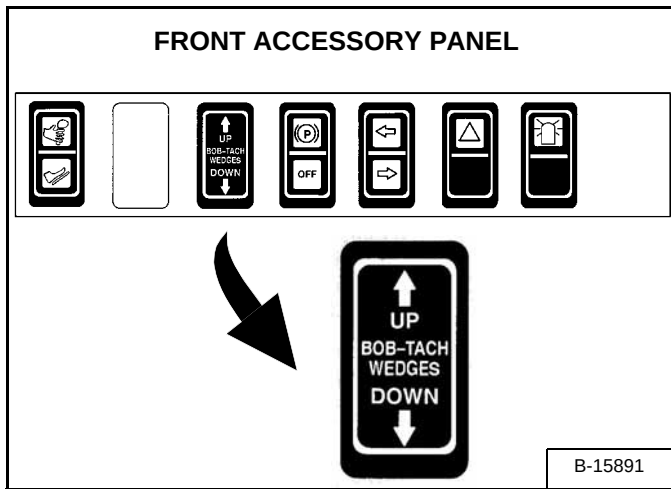


Bobcat®

POWER BOB-TACH (OPTION)

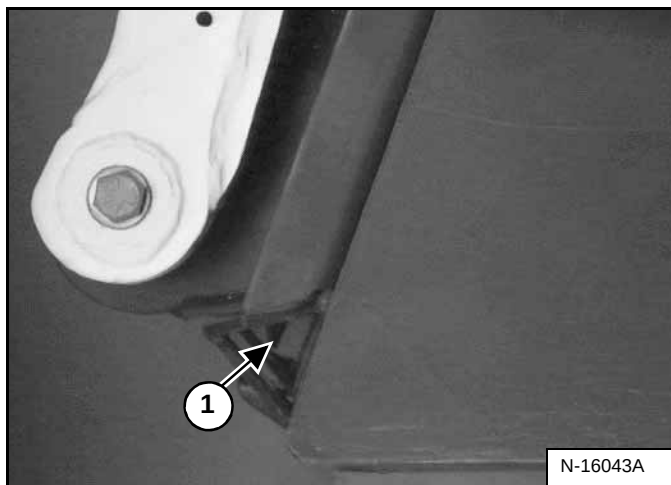
Inspection And Maintenance

Figure 10-151-1



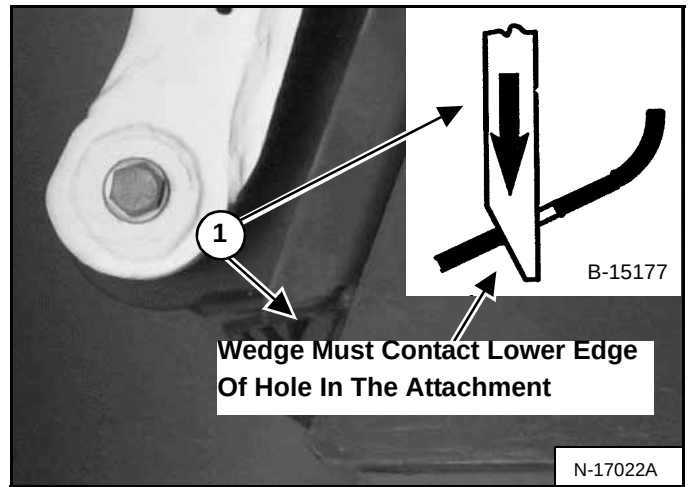
Push and hold the BOB-TACH "WEDGES UP" switch until wedges are fully raised. Push and hold the BOB-TACH "WEDGES DOWN" switch [Figure 10-151-1] until the wedges are fully down. The wedges must move freely.

Figure 10-151-2



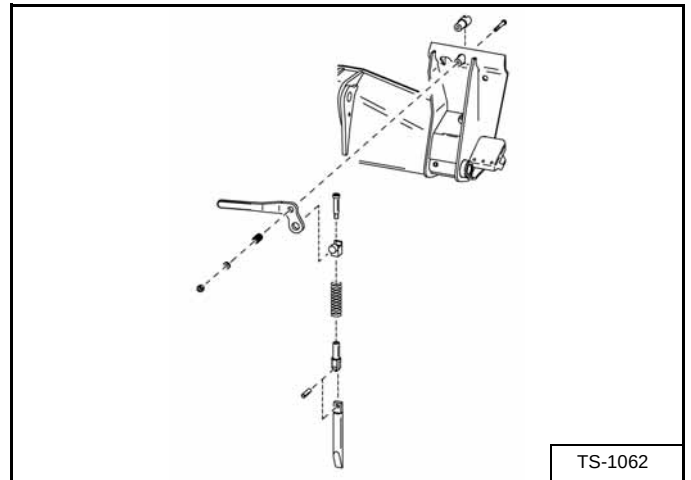
The wedges must extend through the holes in the attachment mounting frame (Item 1) [Figure 10-151-2] and must contact the lower edge of the hole in the attachment [Figure 10-151-2] and (Item 1) [Figure 10-151-3].

Figure 10-151-3



If the wedge does not contact the lower edge of the hole [Figure 10-151-3], the attachment will be loose and can come off the Bob-Tach.

Figure 10-151-4



Inspect the mounting frame on the attachment and the Bob-Tach, linkages and wedges for excessive wear or damage [Figure 10-151-4]. Replace any parts including decals and lever that are damaged, bent, or missing. Keep all fasteners tight. Inspect the hoses and fittings for leaks.

Look for cracked welds. Contact your Bobcat dealer for repair or replacement parts.

Lubricate the wedges. (See SERVICE SCHEDULE on Page 10-70-1 and See LUBRICATION OF THE BOBCAT LOADER on Page 10-160-1.)

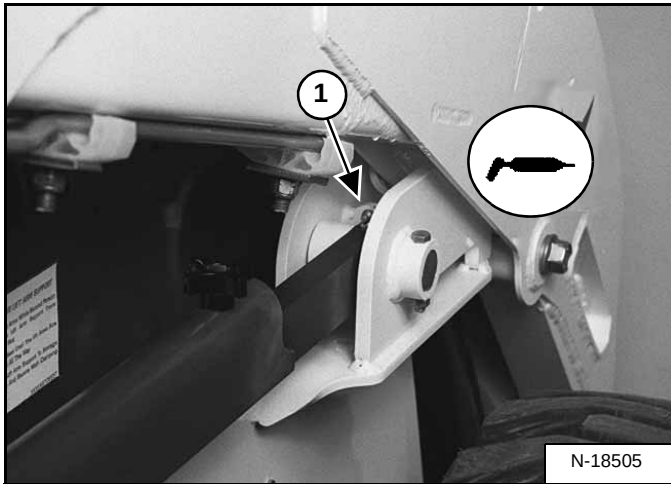


Bobcat®

LUBRICATION OF THE BOBCAT LOADER

Procedure

Figure 10-160-1



Lubricate the loader as specified in the (SERVICE SCHEDULE Contents Page 10-01), for the best performance of the loader.

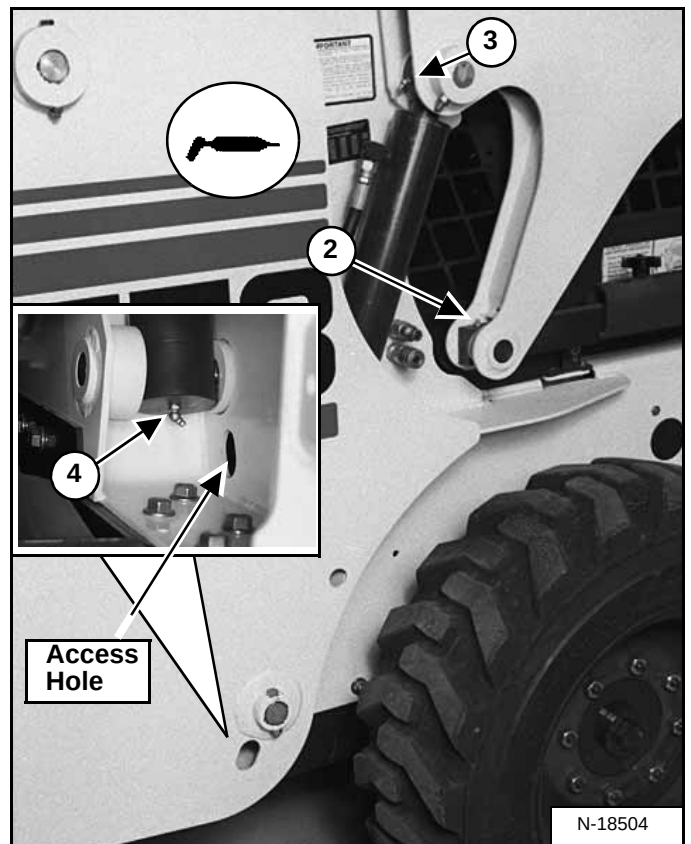
Record the operating hours each time you lubricate the Bobcat loader.

Always use a good quality lithium based multi-purpose grease when you lubricate the loader. Apply lubricant until extra grease shows.

Lubricate the following locations on the loader:

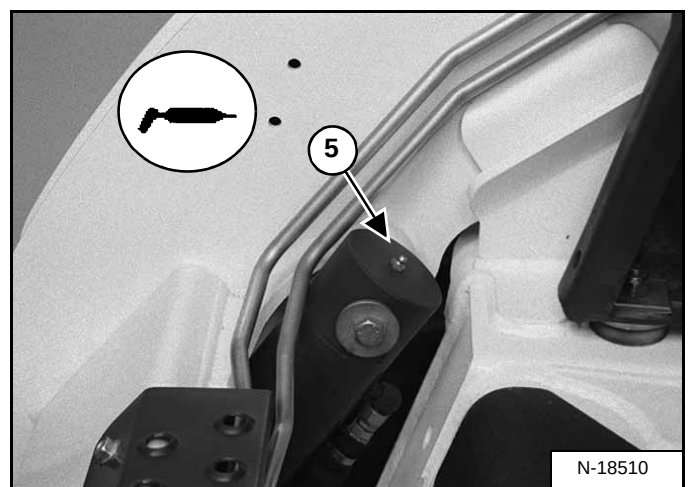
1. Stabilizer Rod - Front (Both Sides) [Figure 10-160-1].

Figure 10-160-2



2. Stabilizer Rod - Rear (Both Sides) [Figure 10-160-2].
3. Lift Cylinder Rod End (Both Sides) [Figure 10-160-2].
4. Lift Cylinder Base End (Both Sides) [Figure 10-160-2].

Figure 10-160-3

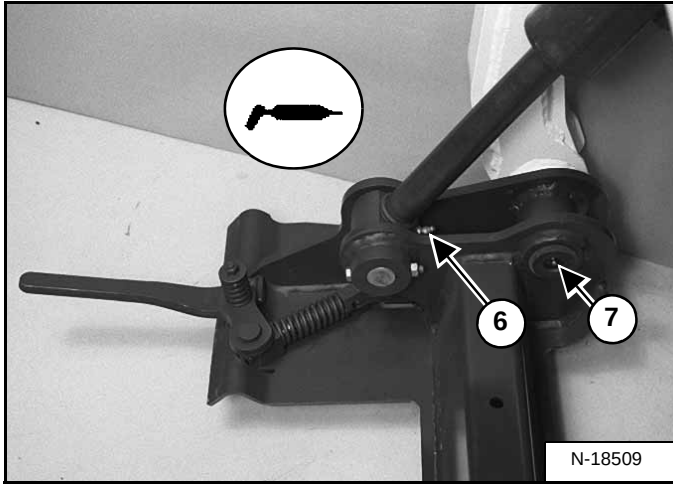


5. Tilt Cylinder Base End (Both Sides) [Figure 10-160-3].

LUBRICATION OF THE BOBCAT LOADER (CONT'D)

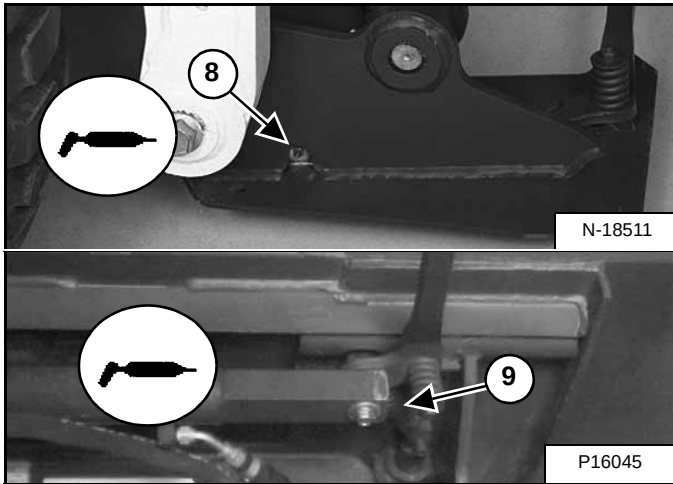
Procedure (Cont'd)

Figure 10-160-4



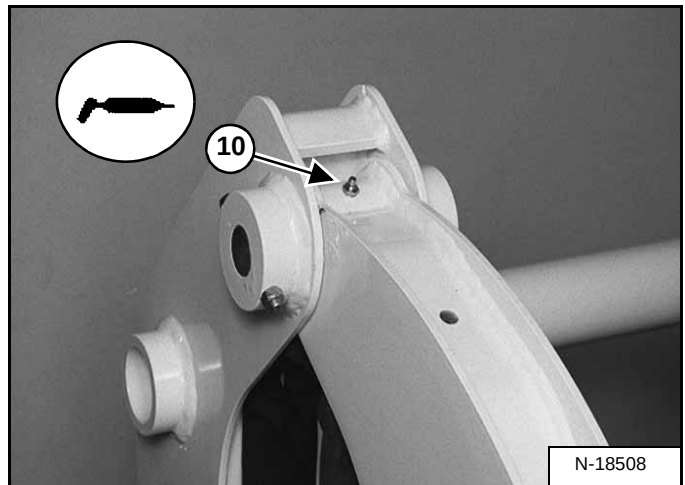
- 6. Tilt Cylinder Rod End. [Figure 10-160-4].
- 7. Bob-Tach Pivot Pin (Both Sides) [Figure 10-160-4].

Figure 10-160-5



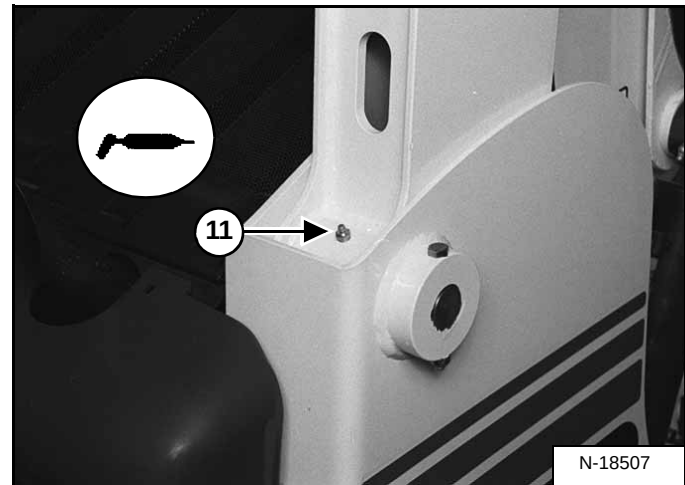
- 8. Bob-Tach Wedge (Both Sides) [Figure 10-160-5].
- 9. Power Bob-Tach Cylinder (If Equipped) (Both Sides) [Figure 10-160-5].

Figure 10-160-6



- 10. Lift Arm Pivot Pin (Both Sides) [Figure 10-160-6].

Figure 10-160-7

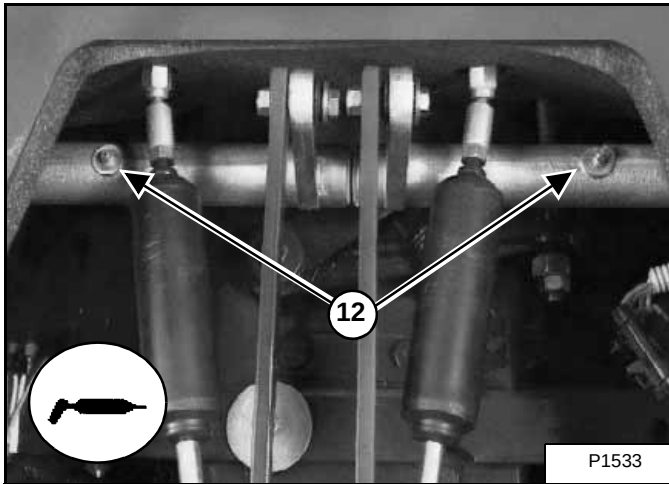


- 11. Lift Arm Link Pivot Pin (Both Sides) [Figure 10-160-7].

LUBRICATION OF THE BOBCAT LOADER (CONT'D)

Procedure (Cont'd)

Figure 10-160-8



12. **250 Hours:** Steering Lever Shaft [Figure 10-160-8].

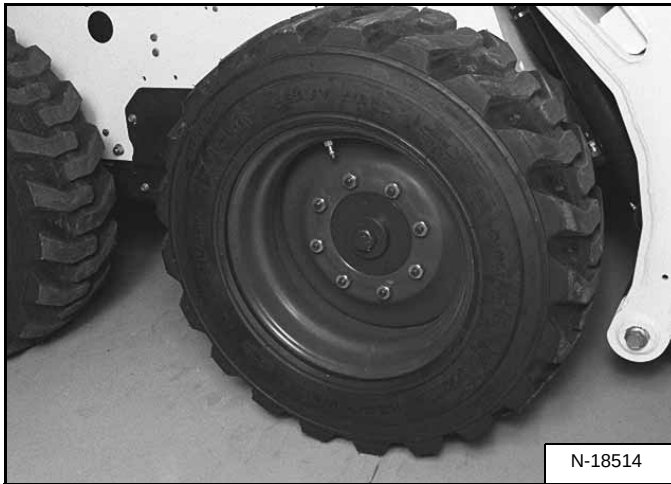


Bobcat®

TIRE MAINTENANCE

Wheel Nuts

Figure 10-170-1



See SERVICE SCHEDULE on Page 10-70-1, for the service interval to check the wheel nuts.

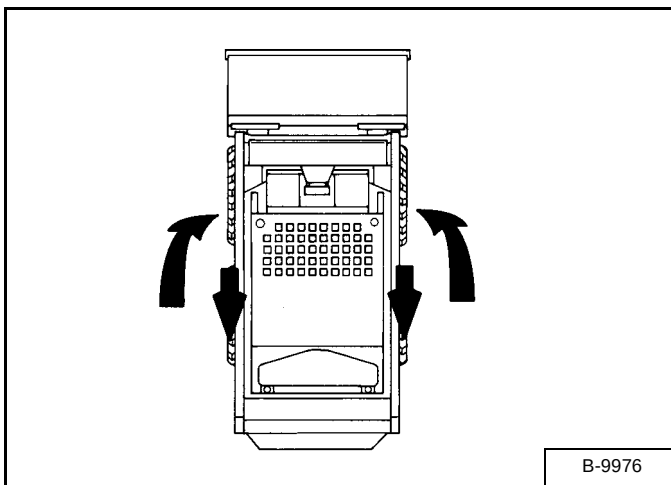
When installing wheel nuts, tighten to 160 ft.-lbs. (217 N•m) torque.

When checking wheel nut torque, set the torque wrench to 140 ft.-lbs. (190 N•m) to prevent over-tightening.

Rotating

Check the tires regularly for wear, damage and pressure. Inflate tires to the maximum pressure shown on the sidewall of the tire.

Figure 10-170-2



Rear tires usually wear faster than front tires. To keep tire wear even, move the front tires to the rear and rear tires to the front [Figure 10-170-2].

It is important to keep the same size tires on each side of the loader. If different sizes are used, each tire will be turning at a different rate and cause excessive wear. The tread bars of all the tires must face the same direction.

Recommended tire pressure must be maintained to avoid excessive tire wear and loss of stability and handling capability. Check for the correct pressure before operating the loader.

Mounting

Tires are to be repaired only by an authorized person using the proper procedures and safety equipment.

Tires and rims must always be checked for correct size before mounting. Check rim and tire bead for damage.

The rim flange must be cleaned and free of rust.

The tire bead and rim flange must be lubricated with a rubber lubricant before mounting the tire.

Avoid excessive pressure which can rupture the tire and cause serious injury or death.

During inflation of the tire, check the tire pressure frequently to avoid over inflation.

WARNING

Do not inflate tires above specified pressure. Failure to use correct tire mounting procedure can cause an explosion which can result in injury or death.

W-2078-1285

IMPORTANT

Inflate tires to the MAXIMUM pressure shown on the sidewall of the tire. DO NOT mix brands of tires used on the same loader.

I-2057-0794



Bobcat®

SPARK ARRESTOR MUFFLER

Cleaning Procedure

IMPORTANT

This loader is factory equipped with a U.S.D.A. Forestry Service approved spark arrestor muffler. It is necessary to do maintenance on this spark arrestor muffler to keep it in working condition. The spark arrestor muffler must be serviced by dumping the spark chamber every 100 hours of operation.

If this machine is operated on flammable forest, brush or grass covered land, it must be equipped with a spark arrestor attached to the exhaust system and maintained in working order. Failure to do so will be in violation of California State Law, Section 4442 PRC.

Make reference to local laws and regulations for spark arrestor requirements.

I-2022-0595

! WARNING

When the engine is running during service, the steering levers must be in neutral and the parking brake engaged. Failure to do so can cause injury or death.

W-2006-0284

! WARNING

When an engine is running in an enclosed area, fresh air must be added to avoid concentration of exhaust fumes. If the engine is stationary, vent the exhaust outside. Exhaust fumes contain odorless, invisible gases which can kill without warning.

W-2050-1285

! WARNING

Stop engine and allow the muffler to cool before cleaning the spark chamber. Wear safety goggles. Failure to obey can cause serious injury.

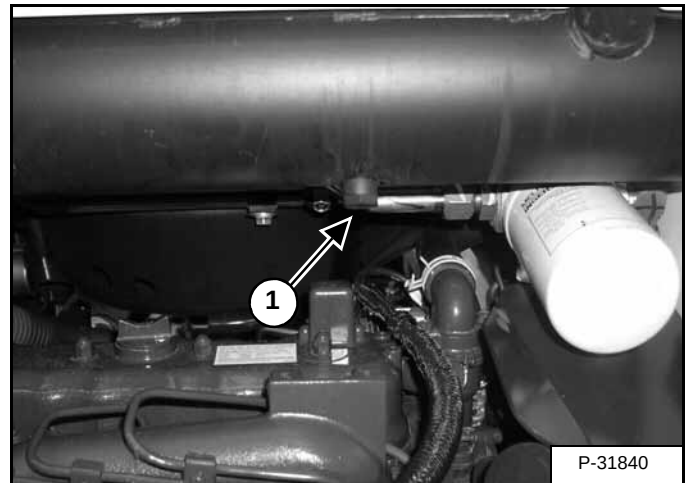
W-2011-1285

! WARNING

Never use machine in atmosphere with explosive dust or gases or where exhaust can contact flammable material. Failure to obey warnings can cause injury or death.

W-2068-1285

Figure 10-180-1



See SERVICE SCHEDULE on Page 10-70-1, for service interval for cleaning the spark arrestor muffler.

Do not operate the loader with a defective exhaust system.

Stop the engine. Open the rear door and raise the rear grill.

Remove the plug (Item 1) [Figure 10-180-1] from the bottom of the muffler.

Start the engine and run for about ten seconds while a second person, wearing safety glasses, holds a piece of wood over the outlet of the muffler.

This will force contaminants out through the cleanout hole.

Stop the engine.

Install and tighten the plug.

Lower the rear grill and close the rear door.



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HYDRAULIC SYSTEM

HYDRAULIC SYSTEM

BUCKET POSITION VALVE	20-90-1
Disassembly And Assembly.....	20-90-4
Removal and Installation	20-90-2
Solenoid Removal And Installation	20-90-1
Solenoid Testing.....	20-90-1
 CYLINDER (LIFT)	20-20-1
Assembly	20-20-6
Checking	20-20-1
Disassembly.....	20-20-5
Identification.....	20-20-4
Removal And Installation	20-20-2
 CYLINDER (POWER BOB-TACH)	20-22-1
Assembly	20-22-5
Checking	20-22-1
Disassembly.....	20-22-4
Identification.....	20-22-3
Removal And Installation	20-22-2
 CYLINDER (TILT)	20-21-1
Assembly	20-21-6
Base End Pivot Pin Replacement	20-21-3
Checking	20-21-1
Disassembly.....	20-21-5
Identification.....	20-21-4
Removal And Installation	20-21-2
Rod End Pivot Pin Bushing And Seal Replacement	20-21-3
 FRONT AUXILIARY HYDRAULIC COUPLER BLOCK.....	20-131-1
Disassembly And Assembly.....	20-131-1
Removal and Installation	20-131-1
 FRONT AUXILIARY PRESSURE RELIEF BLOCK.....	20-130-1
Disassembly And Assembly.....	20-130-2
Front Auxiliary Pressure Relief Block Inspection	20-130-3
Removal And Installation	20-130-1
Solenoid Testing.....	20-130-3

Continued On Next Page

HYDRAULIC SYSTEM (CONT'D)

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) . . .	20-41-1
Actuator Removal And Installation	20-41-12
Anti-Cavitation Valve	20-41-18
Anti-Cavitation Valve/Port Relief Valve	20-41-17
Auxiliary Electric Solenoid	20-41-22
Auxiliary Spool Removal And Installation	20-41-21
BICS Valve, Check Valve Removal And Installation	20-41-7
BICS Valve, Lift Arm By-Pass Orifice Removal And Installation	20-41-7
BICS Valve Lock Valve Removal And Installation	20-41-9
BICS Valve Removal And Installation	20-41-5
BICS Valve Solenoid Removal And Installation	20-41-10
BICS Valve Solenoid Testing	20-41-11
Cleaning And Inspection	20-41-24
Description	20-41-1
Identification Chart (ACS)	20-41-13
Lift and Tilt Spool Disassembly And Assembly	20-41-20
Lift Base End Restrictor	20-41-14
Lift Spool Removal And Installation	20-41-18
Load Check Valve	20-41-14
Main Relief Valve	20-41-15
Port-Auxiliary Section	20-41-23
Port Relief Valve	20-41-16
Removal and Installation	20-41-1
Tilt Spool Removal And Installation	20-41-19

HYDRAULIC SYSTEM (CONT'D)

HYDRAULIC CONTROL VALVE (FOOT CONTROL)	20-40-1
Anti-Cavitation Valve	20-40-14
Anti-Cavitation Valve/Port Relief Valve	20-40-14
Auxiliary Electric Solenoid Disassembly	20-40-28
Auxiliary Spool Removal And Installation.	20-40-27
BICS Valve, Check Valve Disassembly And Assembly	20-40-6
BICS Valve, Lift Arm By-Pass Orifice Disassembly And Assembly	20-40-5
BICS Valve Lock Valve Disassembly And Assembly	20-40-7
BICS Valve Removal And Installation	20-40-4
BICS Valve Solenoid Disassembly And Assembly	20-40-8
BICS Valve Solenoid Testing	20-40-9
Cleaning And Inspection	20-40-30
Identification Chart.	20-40-10
Lift And Tilt Lock Block.	20-40-16
Lift Spool and Detent	20-40-16
Load Check Valve	20-40-11
Main Relief Valve	20-40-12
Port-Auxiliary Section Disassembly	20-40-29
Port Relief Valve	20-40-13
Removal And Installation	20-40-1
Rubber Boot.	20-40-15
Tilt Spool Removal And Installation	20-40-25
 HYDRAULIC FILTER HOUSING	 20-70-1
Removal And Installation	20-70-1
 HYDRAULIC FLUID RESERVOIR	 20-80-1
Fluid Removal	20-80-1
Removal And Installation (Early Style)	20-80-1
Removal And Installation (Later Style)	20-80-4
 HYDRAULIC PUMP (ALUMINUM)	 20-60-1
Assembly	20-60-11
Checking The Output Of The Hydraulic Pump With Power Bob-Tach. . . .	20-60-3
Checking The Output Of The Hydraulic Pump Without Power Bob-Tach..	20-60-1
Disassembly	20-60-7
Inspection.	20-60-10
Parts Identification	20-60-6
Removal And Installation	20-60-5

Continued On Next Page

HYDRAULIC SYSTEM (CONT'D)

HYDRAULIC PUMP (ALUMINUM) (HI FLOW)	20-61-1
Assembly	20-61-8
Checking The Output Of The High Flow Pump	20-61-1
Disassembly And Assembly.	20-61-4
Inspection.	20-61-7
Parts Identification	20-61-3
Removal And Installation	20-61-2
HYDRAULIC PUMP (CAST IRON)	20-62-1
Check The Output Of The Hydraulic Pump With Power Bob-Tach.	20-62-3
Check The Output Of The Hydraulic Pump Without Power Bob-Tach.	20-62-1
Disassembly And Assembly.	20-62-8
Identification.	20-62-7
Removal And Installation	20-62-5
HYDRAULIC PUMP (CAST IRON) (HI FLOW).	20-63-1
Check The Output Of The High Flow Pump	20-63-1
Disassembly And Assembly.	20-63-6
Identification.	20-63-5
Removal And Installation	20-63-3
HYDRAULIC SYSTEM INFORMATION	20-10-1
Tighten Procedures	20-10-5
Troubleshooting Chart	20-10-6
LIFT ARM BY-PASS CONTROL VALVE	20-50-1
Additional Inspection For Loaders With Advanced Hand Controls	20-50-1
Disassembly And Assembly.	20-50-2
Inspecting.	20-50-1
Removal And Installation	20-50-1
MAIN RELIEF VALVE	20-30-1
Adjustment.	20-30-2
Checking	20-30-1
Removal and Installation	20-30-3
POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP)	20-120-1
Disassembly And Assembly.	20-120-2
Removal And Installation	20-120-1
POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP).	20-121-1
Disassembly And Assembly.	20-121-3
Removal And Installation	20-121-1

Continued On Next Page

HYDRAULIC SYSTEM (CONT'D)

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) . . .	20-111-1
Disassembly And Assembly	20-111-3
Inspection	20-111-6
Removal And Installation	20-111-1
Solenoid Testing	20-111-6

REAR AUXILIARY DIVERTER VALVE (SINGLE SHUTTLE)	20-110-1
Disassembly and Assembly	20-110-3
Inspection	20-110-4
Removal And Installation	20-110-1
Solenoid Testing	20-110-4

SELECT VALVE	20-100-1
Checking The High Flow Pump Relief Valve	20-100-1
Disassembly And Assembly	20-100-6
Removal and Installation	20-100-3
Solenoid Testing	20-100-11

TIGHTEN ALL HARDWARE PER SIZE TO GRADE 5 TORQUE (See TORQUE SPECIFICATIONS FOR BOLTS on Page SPEC-30-1.) UNLESS OTHERWISE SPECIFIED.



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HYDRAULIC/HYDROSTATIC SCHEMATIC
773 (S/N 517611001 - 517621198)
(S/N 518011001 - 518012551)
(S/N 518111001 - 518112468)
(S/N 519011001 - 519024161)
(S/N 519211001 - 519212516)
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V-0511legend

LEGEND

- | | | | |
|--|---|---|---|
| <p>① RESERVOIR:
Capacity 24 Qts. (23 L)</p> <p>② SPRING LOADED FILTER BY-PASS
VALVE: 45-55 PSI (3,1-3,8 Bar)</p> <p>③ DIFFERENTIAL PRESSURE SWITCH:
36-44 PSI (2,5-3,0 Bar)
Normally Closed</p> <p>④ DRIVE MOTOR SHUTTLE VALVE</p> <p>⑤ RELIEF/REPLENISHING VALVE - HIGH
PRESSURE: 5000 PSI (34,5 Bar)</p> <p>⑥ RELIEF VALVE - CHARGE INLET:
185-195 PSI (12,7-13,5 Bar)
at 16.7 GPM (63. 2 L/min.)
at High Engine Idle
With 120 degrees F. (49 degrees C.) Fluid</p> <p>⑦ LOAD SHUTTLE VALVE - AUXILIARY
BLEED VALVE</p> <p>⑧ HYDRAULIC PUMP Gear Type
16.7 GPM (63.2 L/min.) at High Engine Idle</p> <p>⑨ RELIEF VALVE - MAIN:
3000 PSI (207 Bar)
at Front Quick Couplers</p> <p>⑩ RELIEF VALVE - PORT:
3500 PSI (241 Bar)</p> <p>⑪ ANTICAVITATION VALVE</p> <p>⑫ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE - AUXILIARY</p> <p>⑬ RELIEF VALVE - PORT: (Optional)
3500 PSI (241 Bar)</p> | <p>⑭ LOAD CHECK VALVE</p> <p>⑮ LIFT CYLINDER SPOOL - MADE TO
RESTRICT FLOW DURING BOOM
DOWN BUT NOT DURING BOOM UP</p> <p>⑯ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE - LIFT/TILT CONTROL</p> <p>⑰ PILOTED ACTIVATED DIRECTIONAL
CONTROL VALVE - BICS LOCK
VALVE - TILT CONTROL</p> <p>⑱ PILOTED ACTIVATED DIRECTIONAL
CONTROL VALVE - BICS LOCK
VALVE - LIFT CONTROL</p> <p>⑲ PULL BUTTON ACTIVATED
DIRECTIONAL CONTROL VALVE - LIFT
ARM BY-PASS</p> <p>⑳ PILOTED ACTIVATED DIRECTIONAL
CONTROL VALVE - UNLOADING SPOOL</p> <p>㉑ PILOTED ACTIVATED DIRECTIONAL
CONTROL VALVE - FLOW CONTROL
SPOOL</p> <p>㉒ FLOW DIVIDER ADJUSTMENT VALVE</p> <p>㉓ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE - BLEED OFF REAR
AUXILIARY ("SV2")</p> <p>㉔ LOAD SHUTTLE VALVE - BLEED OFF</p> <p>㉕ PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - FOR REAR
AUXILIARY - NORMALLY CLOSED</p> <p>㉖ PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - FOR REAR
AUXILIARY - NORMALLY OPEN</p> | <p>㉗ PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - FOR REAR
AUXILIARY - NORMALLY OPEN</p> <p>㉘ FILTER - DIVERTER VALVE
(SINTERED BRONZE)</p> <p>㉙ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE - TO ACTIVATE
REAR AUXILIARY ("SV1")</p> <p>㉚ PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - FOR REAR
AUXILIARY - NORMALLY CLOSED</p> <p>㉛ FILTER - HYDRAULIC (CANISTER)</p> <p>㉜ FILTER - CASE DRAIN (SINTERED
BRONZE)</p> <p>㉝ FILTER - BICS CONTROL VALVE
(SCREEN)</p> <p>㉞ CHECK VALVE - BUCKET POSITION
VALVE</p> <p>㉟ RESTRICTION</p> <p>㊱ VARIABLE CAPACITY DISPLACEMENT
BIDIRECTIONAL HYDROSTATIC PUMP</p> <p>㊲ SHUTTLE RELIEF VALVE
(Not Adjustable - Factory Set)
65 PSI (4,5 Bar)</p> <p>㊳ FIXED CAPACITY DISPLACEMENT
BIDIRECTIONAL HYDROSTATIC
MOTOR</p> <p>㊴ ONE WAY RESTRICTOR VALVE</p> | <p>㊵ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE - BUCKET POSITION
VALVE (ON/OFF)</p> <p>㊶ CHECK VALVE - BICS CONTROL VALVE</p> <p>㊷ MUFFLER (If Equipped)</p> <p>㊸ RELIEF VALVE - PORT:
3500 PSI (241 Bar)</p> <p>㊹ RELIEF/ANTICAVITATION VALVE -
PORT (TILT BASE END)
3500 PSI (241 Bar)</p> <p>㊺ PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - AUXILIARY
BLEED VALVE</p> <p>㊻ RESTRICION - 0.020 inch (0,5 mm)</p> <p>㊼ SOLENOID ACTIVATED DIRECTIONAL
CONTROL VALVE (TWO COIL)</p> <p>㊽ RELIEF VALVE - 1200 PSI (82,8 Bar)</p> <p>㊾ RESTRICTION - 0.090 inch (2.3 mm)</p> <p>㊿ RELIEF VALVE - 2000 PSI (138 Bar)</p> <p>51 PILOT ACTIVATED DIRECTIONAL
CONTROL VALVE - HYDRAULIC
POWER BOBTACH</p> <p>52 DIVERTER VALVE (OPTIONAL) - EARLY
SYSTEM</p> <p>53 SCREEN</p> |
|--|---|---|---|

NOTE: Unless otherwise specified
springs have NO significant
pressure value.

HYDRAULIC/HYDROSTATIC SCHEMATIC

773 (S/N 517611001 - 517621198)

(S/N 518011001 - 518012551)

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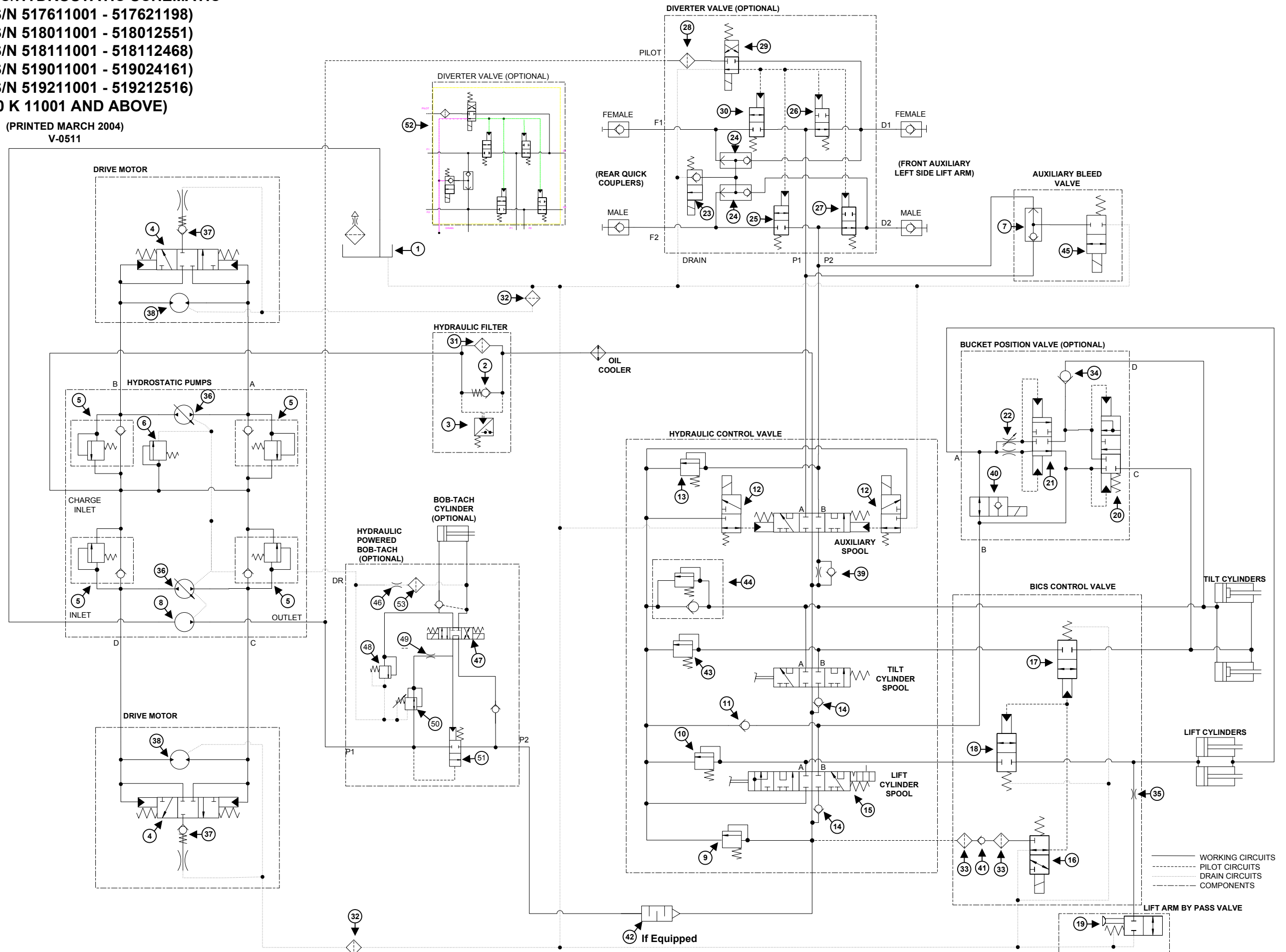
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HYDRAULIC/HYDROSTATIC SCHEMATIC
WITH HIGH FLOW OPTION
773 (S/N 517611001 - 517621198)
(S/N 518011001 - 518012551)
(S/N 518111001 - 518112468)
(S/N 519011001 - 519024161)
(S/N 519211001 - 519212516)
(500 K 11001 AND ABOVE)

(PRINTED MARCH 2004)
V-0512legend

LEGEND

1 RESERVOIR: Capacity 24 Qts. (23 L)	15 LIFT CYLINDER SPOOL - MADE TO RESTRICT FLOW DURING BOOM DOWN BUT NOT DURING BOOM UP	29 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BLEED OFF	44 RELIEF/ANTICAVITATION VALVE - PORT (TILT BASE END) 3500 PSI (241 Bar)
2 SPRING LOADED FILTER BY-PASS VALVE: 45-55 PSI (3,1-3,8 Bar)	16 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT/TILT CONTROL	30 LOAD SHUTTLE VALVE	45 FILTER - HYDRAULIC (CANISTER)
3 DIFFERENTIAL PRESSURE SWITCH: 36-44 PSI (2,5-3,0 Bar) Normally Closed	17 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - BICS LOCK VALVE - TILT CONTROL	31 RESTRICTION	46 AUXILIARY HYDRAULIC PUMP: PUMP CAPACITY: 10,3 GPM (39 L/min.)
4 DRIVE MOTOR SHUTTLE VALVE	18 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - BICS LOCK VALVE - LIFT CONTROL	32 FILTER - CASE DRAIN (SINTERED BRONZE)	47 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - AUXILIARY BLEED VALVE
5 RELIEF/REPLENISHING VALVE - HIGH PRESSURE: 5000 PSI (34,5 Bar)	19 PULL BUTTON ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT ARM BY-PASS	33 FILTER - BICS CONTROL VALVE (SCREEN)	48 SCREEN
6 RELIEF VALVE - CHARGE INLET: 185-195 PSI (12,7-13,5 Bar) at 16.7 GPM (62.3 L/min.) at High Engine Idle With 120 degrees F. (49 degrees C.) Fluid	20 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - UNLOADING SPOOL	34 CHECK VALVE - BUCKET POSITION VALVE	49 RESTRICTION - 0.020 inch (0,5 mm)
7 LOAD SHUTTLE VALVE - AUXILIARY BLEED VALVE	21 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - FLOW CONTROL SPOOL	35 RESTRICTION	50 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - (TWO COIL)
8 HYDRAULIC PUMP Gear Type 16.7 GPM (62.3 L/min.) at High Engine Idle	22 FLOW DIVIDER ADJUSTMENT VALVE	36 VARIABLE CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC PUMP	51 RELIEF VALVE - 1200 PSI (82,8 Bar)
9 RELIEF VALVE - MAIN: 3000 PSI (207 Bar) at Front Quick Couplers	23 CHECK VALVE	37 SHUTTLE RELIEF VALVE (Not Adjustable - Factory Set) 65 PSI (4,5 Bar)	52 RESTRICTION - 0.090 inch (2,3 mm)
10 RELIEF VALVE - PORT: 3500 PSI (241 Bar)	24 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - HIGH FLOW	38 FIXED CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC MOTOR	53 RELIEF VALVE - 2000 PSI (138 Bar)
11 ANTICAVITATION VALVE	25 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - DIVERTER	39 ONE WAY RESTRICTOR VALVE	54 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - HYDRAULIC POWER BOBTACH
12 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - AUXILIARY	26 RELIEF VALVE - MAIN (HIGH FLOW) 3000 PSI (207 Bar)	40 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BUCKET POSITION VALVE (ON/OFF)	
13 RELIEF VALVE - PORT: (Optional) 3500 PSI (241 Bar)	27 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE (TWO COIL)	41 CHECK VALVE - BICS CONTROL VALVE	
14 LOAD CHECK VALVE	28 PILOT TO OPEN CHECK VALVE	42 MUFFLER (If Equipped)	
		43 RELIEF VALVE - PORT: 3500 PSI (241 Bar)	

NOTE: Unless otherwise specified
springs have NO significant
pressure value.

HYDRAULIC/HYDROSTATIC SCHEMATICS

WITH HIGH FLOW OPTION

773 (S/N 517611001 - 517621198)

(S/N 518011001 - 518012551)

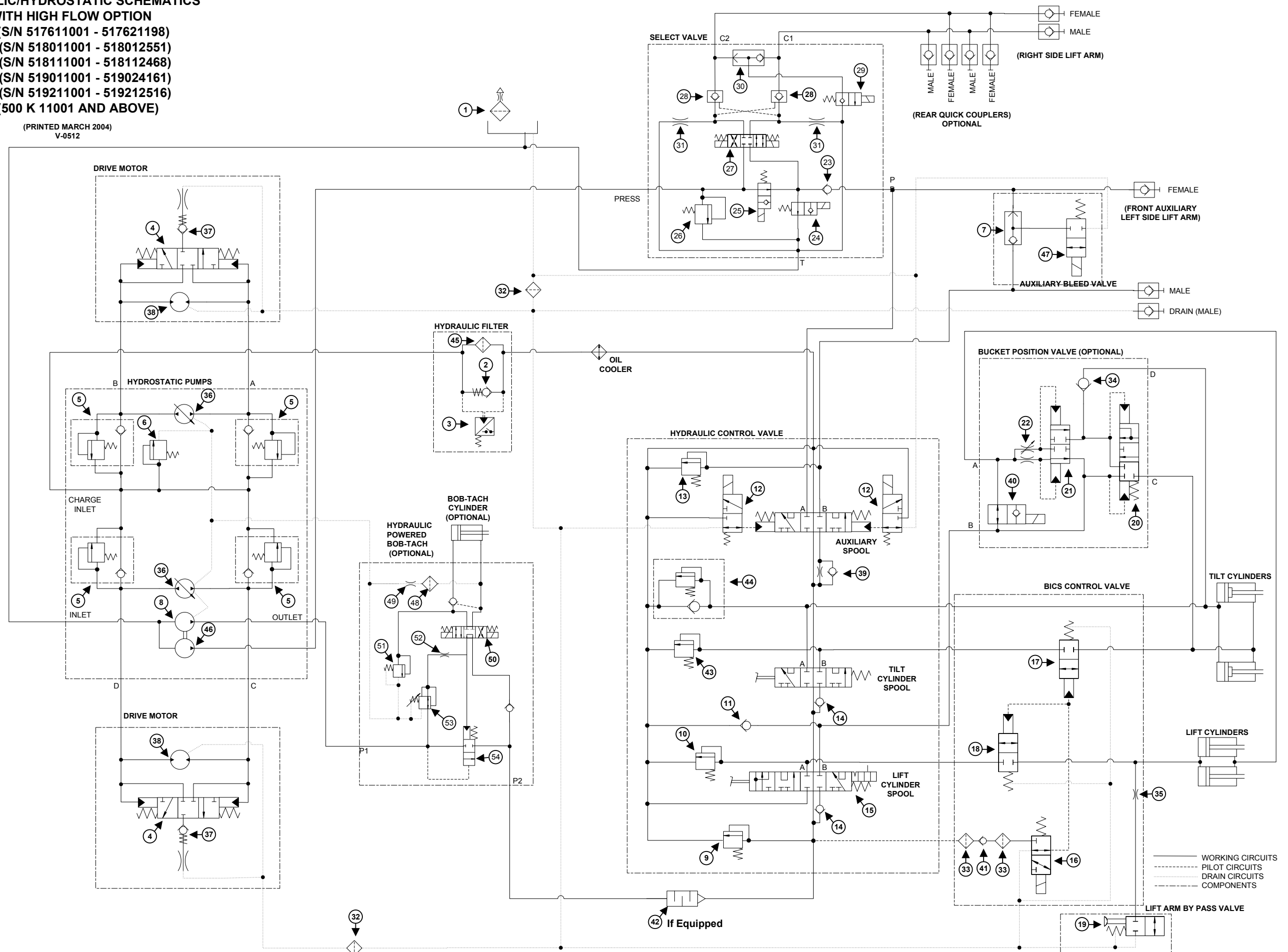
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(S/N 519011001 - 519024161)

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HYDRAULIC/HYDROSTATIC SCHEMATIC
773 (S/N 517621199 AND ABOVE)
(S/N 518012552 AND ABOVE)
(S/N 518112469 AND ABOVE)
(S/N 519024162 AND ABOVE)
(S/N 519212517 AND ABOVE)

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V-0513legend

LEGEND

1 RESERVOIR: Capacity 24 Qts. (23 L)	14 LOAD CHECK VALVE	27 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - FOR REAR AUXILIARY - NORMALLY OPEN ("D2" and "P2")	40 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BUCKET POSITION VALVE (ON/OFF)
2 SPRING LOADED FILTER BY-PASS VALVE: 45-55 PSI (3,1-3,8 Bar)	15 LIFT CYLINDER SPOOL - MADE TO RESTRICT FLOW DURING BOOM DOWN BUT NOT DURING BOOM UP	28 FILTER - DIVERTER VALVE (SCREEN) INTEGRATED IN SOLENOID	41 CHECK VALVE - BICS CONTROL VALVE
3 DIFFERENTIAL PRESSURE SWITCH: 36-44 PSI (2,5-3,0 Bar) Normally Closed	16 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BICS CONTROL	29 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - TO ACTIVATE REAR AUXILIARY ("SV1")	42 PRESSURE COMPENSATED FLOW CONTROL
4 DRIVE MOTOR SHUTTLE VALVE	17 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - TILT CONTROL	30 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - FOR REAR AUXILIARY - NORMALLY CLOSED ("P1" and "F1")	43 RELIEF VALVE - PORT: 3500 PSI (241 Bar)
5 RELIEF/REPLENISHING VALVE - HIGH PRESSURE: 5000 PSI (345 Bar)	18 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT CONTROL	31 FILTER - HYDRAULIC (CANISTER)	44 RELIEF/ANTICAVITATION VALVE - PORT (TILT BASE END) 3500 PSI (241 Bar)
6 RELIEF VALVE - CHARGE INLET: 185-195 PSI (12,7-13,5 Bar) at 16.7 GPM (56. 8 L/min.) at High Engine Idle With 120 degrees F. (49 degrees C.) Fluid	19 PULL BUTTON ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT ARM BY-PASS	32 FILTER - CASE DRAIN (SINTERED BRONZE)	45 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - HYDRAULIC POWERED BOB-TACH
7 FRONT AUXILIARY MANUAL PRESSURE BLEED-OFF VALVE	20 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - UNLOADING SPOOL	33 FILTER - BICS CONTROL VALVE (SCREEN)	46 TWO-STAGE RELIEF 1000/2000 PSI (69/138 Bar)
8 HYDRAULIC PUMP Gear Type 16.7 GPM (63.2 L/min.) at High Engine Idle	21 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - FLOW CONTROL SPOOL	34 CHECK VALVE - BUCKET POSITION VALVE	47 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE (TWO COIL)
9 RELIEF VALVE - MAIN: 3300 PSI (228 Bar) at Front Quick Couplers	22 FLOW DIVIDER ADJUSTMENT VALVE	35 RESTRICTION	48 RELIEF VALVE - 1200 PSI (82,8 Bar)
10 RELIEF VALVE - PORT: (Optional) 3500 PSI (241 Bar)	23 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BLEED OFF REAR AUXILIARY ("SV2")	36 VARIABLE CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC PUMP	49 RESTRICTION - 0.015 inch (0.381 mm)
11 ANTICAVITATION VALVE	24 LOAD SHUTTLE VALVE - BLEED OFF	37 SHUTTLE RELIEF VALVE (Not Adjustable - Factory Set) 65 PSI (4,5 Bar)	
12 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - AUXILIARY	25 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - FOR REAR AUXILIARY - NORMALLY CLOSED ("P2" and "F2")	38 FIXED CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC MOTOR	
13 RELIEF VALVE - PORT: (Optional) 3500 PSI (241 Bar)	26 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - FOR REAR AUXILIARY - NORMALLY OPEN ("D1" and "P1")	39 ONE WAY RESTRICTOR VALVE	

NOTE: Unless otherwise specified
springs have NO significant
pressure value.

HYDRAULIC/HYDROSTATIC SCHEMATIC

773 (S/N 517621199 AND ABOVE)

(S/N 518012552 AND ABOVE)

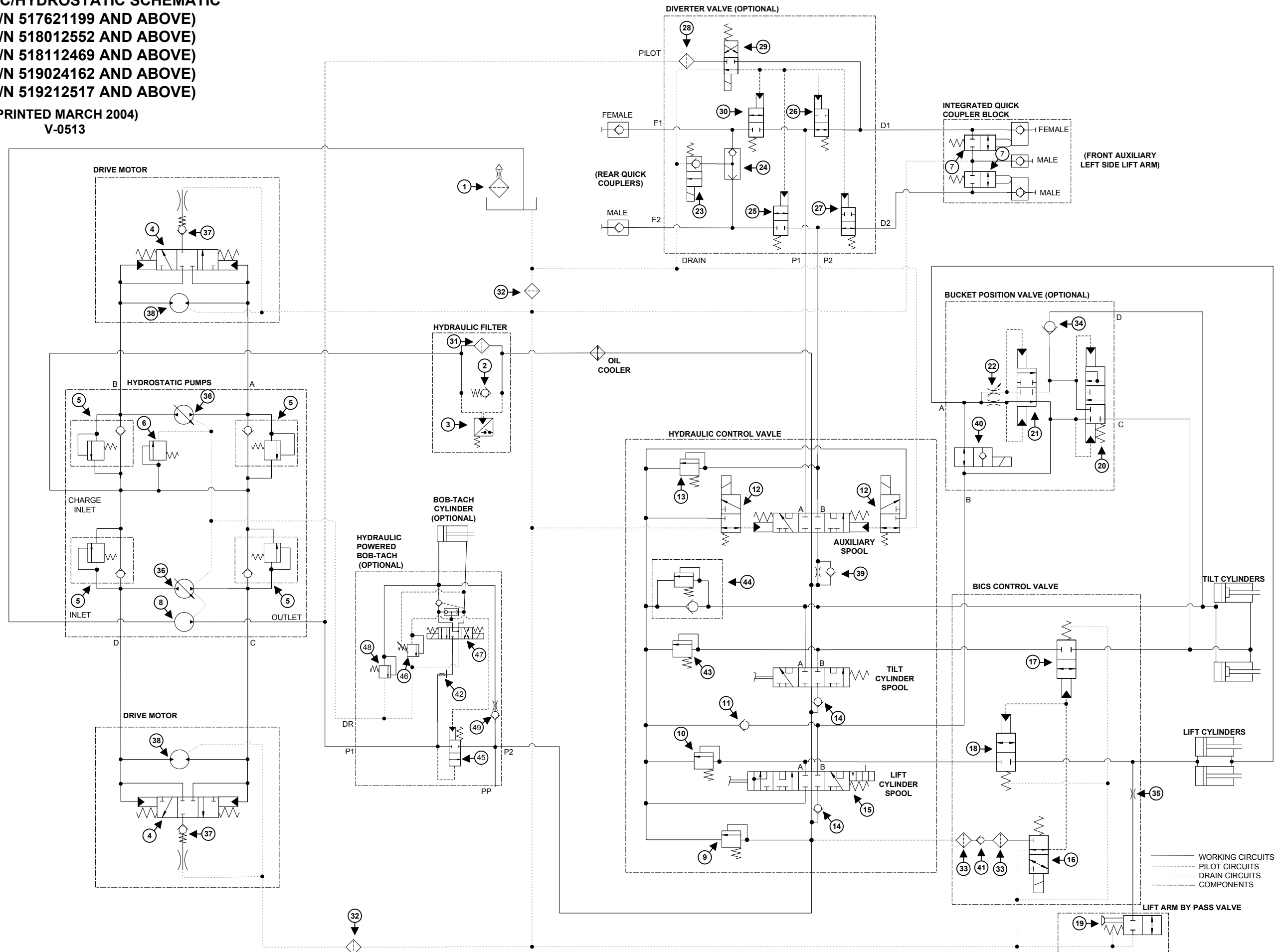
(S/N 518112469 AND ABOVE)

(S/N 519024162 AND ABOVE)

(S/N 519212517 AND ABOVE)

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V-0513



**HYDRAULIC/HYDROSTATIC SCHEMATIC
WITH HIGH FLOW OPTION
773 (S/N 517621199 AND ABOVE)
(S/N 518012552 AND ABOVE)
(S/N 518112469 AND ABOVE)
(S/N 519024162 AND ABOVE)
(S/N 519212517 AND ABOVE)
(PRINTED MARCH 2004)
V-0514legend**

LEGEND			
1 RESERVOIR: Capacity 24 Qts. (23 L)	14 LOAD CHECK VALVE	30 LOAD SHUTTLE VALVE	40 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BUCKET POSITION VALVE (ON/OFF)
2 SPRING LOADED FILTER BY-PASS VALVE: 45-55 PSI (3,1-3,8 Bar)	15 LIFT CYLINDER SPOOL - MADE TO RESTRICT FLOW DURING BOOM DOWN BUT NOT DURING BOOM UP	31 FILTER - HYDRAULIC (CANISTER)	41 CHECK VALVE - BICS CONTROL VALVE
3 DIFFERENTIAL PRESSURE SWITCH: 36-44 PSI (2,5-3,0 Bar) Normally Closed	16 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BICS CONTROL	32 FILTER - CASE DRAIN (SINTERED BRONZE)	42 PRESSURE COMPENSATED FLOW CONTROL
4 DRIVE MOTOR SHUTTLE VALVE	17 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - TILT CONTROL	33 FILTER - BICS CONTROL VALVE (SCREEN)	43 RELIEF VALVE - PORT: 3500 PSI (241 Bar)
5 RELIEF/REPLENISHING VALVE - HIGH PRESSURE: 5000 PSI (345 Bar)	18 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT CONTROL	34 CHECK VALVE - BUCKET POSITION VALVE	44 RELIEF/ANTICAVITATION VALVE - PORT (TILT BASE END) 3500 PSI (241 Bar)
6 RELIEF VALVE - CHARGE INLET: 185-195 PSI (12,7-13,5 Bar) at 16.7 GPM (63. 2 L/min.) at High Engine Idle With 120 degrees F. (49 degrees C.) Fluid	19 PULL BUTTON ACTIVATED DIRECTIONAL CONTROL VALVE - LIFT ARM BY-PASS	35 RESTRICTION	45 PILOT ACTIVATED DIRECTIONAL CONTROL VALVE - HYDRAULIC POWERED BOB-TACH
7 FRONT AUXILIARY MANUAL PRESSURE BLEED-OFF VALVE	20 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - UNLOADING SPOOL	36 VARIABLE CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC PUMP	46 TWO-STAGE RELIEF 1000/2000 PSI (69/138 Bar)
8 HYDRAULIC PUMP Gear Type 16.7 GPM (63.2 L/min.) at High Engine Idle	21 PILOTED ACTIVATED DIRECTIONAL CONTROL VALVE - FLOW CONTROL SPOOL	37 SHUTTLE RELIEF VALVE (Not Adjustable - Factory Set) 65 PSI (4,5 Bar)	47 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE (TWO COIL)
9 RELIEF VALVE - MAIN: 3300 PSI (228 Bar) at Front Quick Couplers	22 FLOW DIVIDER ADJUSTMENT VALVE	38 FIXED CAPACITY DISPLACEMENT BIDIRECTIONAL HYDROSTATIC MOTOR	48 RELIEF VALVE - 1200 PSI (82,8 Bar)
10 RELIEF VALVE - PORT: (Optional) 3500 PSI (241 Bar)	23 CHECK VALVE	39 ONE WAY RESTRICTOR VALVE	49 RESTRICTION - 0.015 inch (0.381 mm)
11 ANTICAVITATION VALVE	24 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - HIGH FLOW		50 AUXILIARY HYDRAULIC PUMP: PUMP CAPACITY: 10,3 GPM (39 L/min.) at 3000 RPM
12 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - AUXILIARY	25 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - DIVERTER		51 SELECT VALVE RESTRICTOR
13 RELIEF VALVE - PORT: (Optional) 3500 PSI (241 Bar)	26 RELIEF VALVE - MAIN (HIGH FLOW) 3300 PSI (228 Bar)		
	27 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE (TWO COIL)		
	28 PILOT TO OPEN CHECK VALVE		
	29 SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE - BLEED OFF		

NOTE: Unless otherwise specified
springs have NO significant
pressure value.

HYDRAULIC/HYDROSTATIC SCHEMATICS

WITH HIGH FLOW OPTION

773 (S/N 517621199 AND ABOVE)

(S/N 518012552 AND ABOVE)

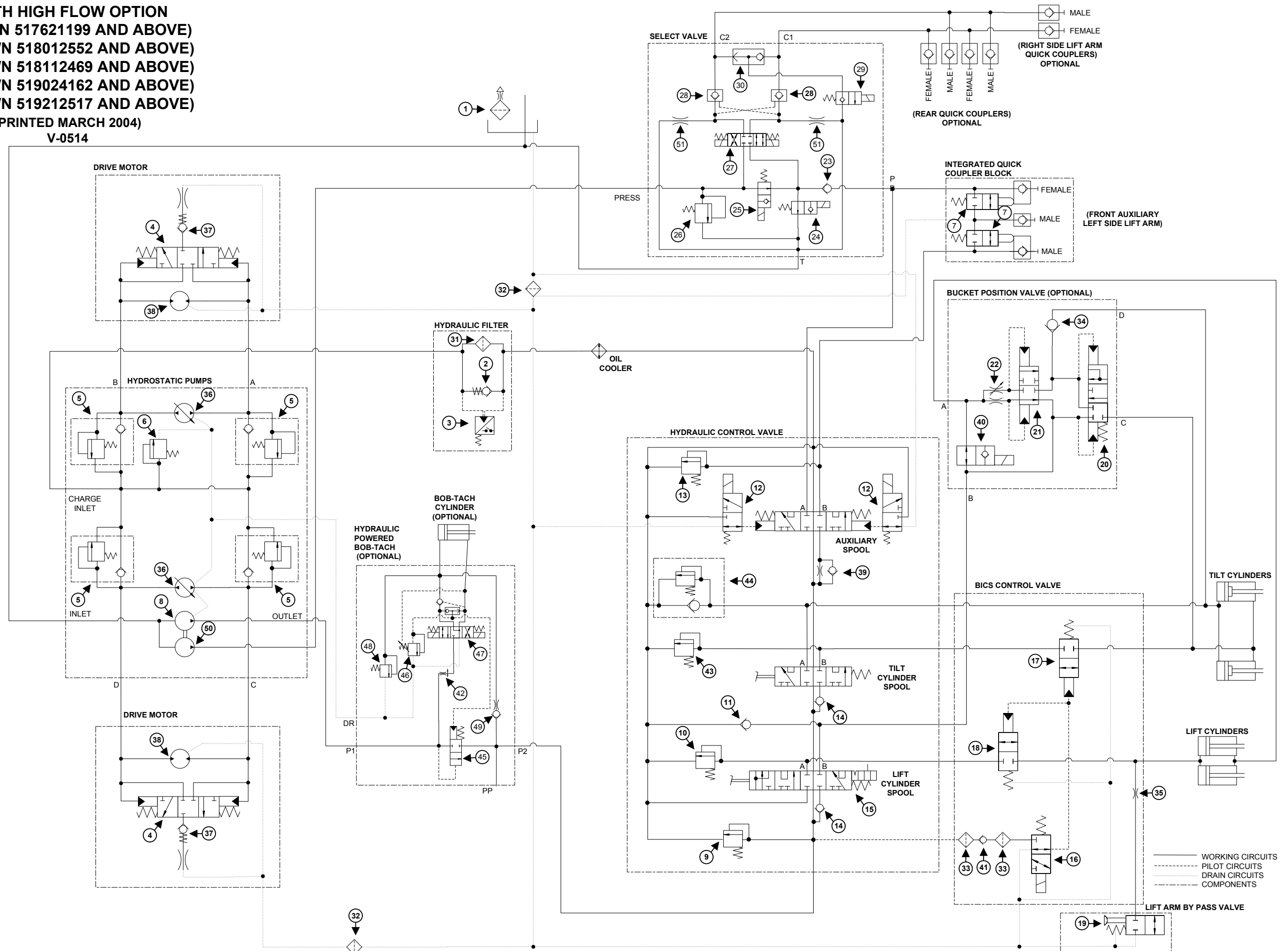
(S/N 518112469 AND ABOVE)

(S/N 519024162 AND ABOVE)

(S/N 519212517 AND ABOVE)

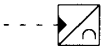
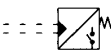
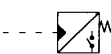
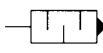
(PRINTED MARCH 2004)

V-0514



HYDRAULIC SYSTEM INFORMATION

GLOSSARY OF HYDRAULIC/HYDROSTATIC SYMBOLS FOR LOADERS

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
FLOW LINES and CONNECTIONS		BASIC and MISCELLANEOUS SYMBOLS	
	WORKING CIRCUITS - Continuous, Solid Line - Working (Main) Line, Return Line (line conducting fluid from working devices to the reservoir) and Feed Line (main line conductor)		RESTRICTION - Line with Fixed Restriction - Affected by Viscosity (property of resistance to flowing fluid)
	PILOT PRESSURE - Dashed Line - Pilot Line (line which conducts control fluid)		VARIABLE ADJUSTMENT RESTRICTION - Regulated or Variable Restriction
	DRAIN CIRCUITS - Dotted Line - Drain Line (drain or bleed line - line conducting fluid from a component housing to the reservoir)		TEMPERATURE CONTROL - (indication of temperature)
	COMPONENTS - Long Chain Line - Enclosure outline for several components assembled in one unit		TEMPERATURE INDICATOR - (temperature measurement - thermometer)
	MECHANICAL CONNECTIONS - Double Line (Shaft, Lever, Piston Rod)		FILTER (strainer or screen) - For fluid conditioning
	CONNECTED JUNCTION OF OIL LINES (Flow Line Connection)		VENTED AND FILTERED RESERVOIR (reservoir open to atmosphere)
	OIL LINES CROSSING (NOT Connected)		OIL COOLER (heat exchanger) - The arrows in the diamond indicate the extraction of heat (heat dissipation)
	COUPLER - Quick-Acting Coupling (uncoupled, closed by non-return valve)		PRESSURE SENSOR - Varies electric signal with pressure
			DIFFERENTIAL PRESSURE SWITCH - Switch activates when pressure difference reaches specified level
			PRESSURE SWITCH - Switch activates when pressure reaches specified level
			MUFFLER (silencer) - Reduces noise

Printed in U.S.A.

MC 2340 (6-2-98)

HYDRAULIC SYSTEM INFORMATION (CONT'D)

GLOSSARY OF HYDRAULIC/HYDROSTATIC SYMBOLS FOR LOADERS

SYMBOL DESCRIPTION

CYLINDER: Equipment to convert hydraulic energy into linear energy and in which the fluid pressure operates alternately in both directions (forward and backward strokes)



DOUBLE ACTING HYDRAULIC CYLINDER, UNEQUAL DISPLACEMENT - With single piston rod



DOUBLE ACTING HYDRAULIC CYLINDER, UNEQUAL DISPLACEMENT and CUSHION ON ONE END - With single piston rod

PUMP: To convert mechanical energy into hydraulic energy



FIXED CAPACITY DISPLACEMENT HYDRAULIC PUMP - With one direction of flow



VARIABLE CAPACITY DISPLACEMENT BIDIRECTIONAL HYDRAULIC PUMP - With two directions of flow (bidirectional)

MOTOR: To convert hydraulic energy into rotary mechanical energy



FIXED CAPACITY DISPLACEMENT BIDIRECTIONAL HYDRAULIC MOTOR - With two directions of flow (bidirectional)

SYMBOL DESCRIPTION

CONTROL MECHANISMS



CONTROL VALVE WITH DETENT (Holds Valve in Position) - device for maintaining a given position (mechanical)



CONTROL VALVE ACTIVATED BY A PULL BUTTON (manual)



CONTROL VALVE ACTIVATED BY A PUSH-PULL BUTTON (manual)



CONTROL VALVE ACTIVATED BY A LEVER (manual)



CONTROL VALVE ACTIVATED BY A PEDAL (manual)



CONTROL VALVE WITH SPRING RETURN (mechanical)



CONTROL VALVE ACTIVATED BY AN ELECTRIC SOLENOID (electrical)



CONTROL VALVE ACTIVATED BY PILOT PRESSURE (indirect control, pilot actuated by application of pressure)

HYDRAULIC SYSTEM INFORMATION (CONT'D)

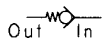
GLOSSARY OF HYDRAULIC/HYDROSTATIC SYMBOLS FOR LOADERS

SYMBOL DESCRIPTION

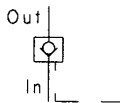
NON-RETURN VALVE, SHUTTLE VALVE: Valve which allows free flow in one direction only



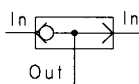
NON-RETURN VALVE (Check Valve) - Used as Replenishing Valve, Load Check Valve or Anticavitation Valve - Opens if the Inlet pressure is higher than the Outlet pressure. Often contains internal spring which has NO significant pressure value



SPRING LOADED VALVE (Bypass Valve) - Opens if the Inlet pressure is greater than the Outlet pressure plus the spring pressure



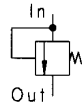
PILOT CONTROLLED NON-RETURN VALVE - It is possible to open the valve by pilot pressure



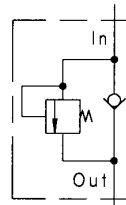
SHUTTLE VALVE - The Inlet port connected to the higher pressure is automatically connected to the Outlet port while the other Inlet port is closed

SYMBOL DESCRIPTION

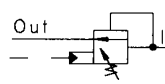
PRESSURE CONTROL VALVE: Valve ensuring the control of pressure



RELIEF VALVE - When the Inlet pressure overcomes the opposing force of the spring, the valve opens permitting flow from the Outlet port.



RELIEF/REPLENISHING VALVE or RELIEF/ANTICAVITATION VALVE - When the Inlet pressure overcomes the opposing force of the spring, the valve opens permitting flow from the Outlet port - Allows free flow in the opposite direction

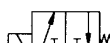


DUAL PRESSURE RELIEF VALVE - When the inlet pressure overcomes the opposing force of the spring, the valve opens permitting flow from the Outlet port. Pilot pressure provides a second pressure value.

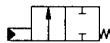
DIRECTIONAL CONTROL VALVE: Valve providing for the opening (fully or restricted) or the closing of one or more flow paths (represented by several squares)



TWO PORTS and CLOSED FLOW PATHS

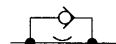


SOLENOID ACTIVATED DIRECTIONAL CONTROL VALVE (Two Position) - controlled by an electric solenoid (with return spring)



PILOT ACTIVATED DIRECTIONAL CONTROL VALVE (Two Position) - controlled by pressure (with return spring)

FLOW CONTROL VALVE: Valve controlling the flow in one or both directions



ONE WAY RESTRICTOR VALVE (Non-Return Valve with Restriction) - Unit allowing free flow in one direction but restricted flow in the other direction



TOW VALVE - Normally in closed position



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HYDRAULIC SYSTEM INFORMATION (CONT'D)

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Tighten Procedures

For tightening torques for hydraulic fittings, tubelines etc., See HYDRAULIC CONNECTION SPECIFICATIONS on Page SPEC-40-1.

HYDRAULIC SYSTEM INFORMATION (CONT'D)**Troubleshooting Chart**

The following troubleshooting chart is provided for assistance in locating and correcting problems which are most common. Many of the recommended procedures must be done by authorized Bobcat Service Personnel only.

**WARNING**

Check for correct function after adjustments, repairs or service. Failure to make correct repairs or adjustments can cause injury or death.

W-2004-1285

PROBLEM	CAUSE
The hydraulic system will not operate.	1, 2, 3, 5, 8
The transmission warning light comes ON when hydraulics are operating.	1, 3,
Slow hydraulic system action.	1, 3, 4, 6, 8
Hydraulic action is not smooth.	1, 4, 5, 6, 7
Lift arms go up slowly at full engine RPM.	1, 3, 4, 5, 6, 7, 8, 9
The lift arms or Bob-Tach will move when the pedal is in neutral position.	4
By-pass valve stuck.	10
By-pass valve stem bent or broke.	11

KEY TO CORRECT THE CAUSE
1. The fluid level is not correct.
2. The pedal linkage is disconnected.
3. The hydraulic pump has damage.
4. The pedal linkage is not adjusted correctly.
5. Relief valve is not at the correct pressure.
6. Suction leak on the inlet side of the hydraulic pump.
7. Fluid is cold. Wrong viscosity fluid.(See HYDRAULIC/HYDROSTATIC FLUID SPECIFICATIONS on Page SPEC-50-1.)
8. Using the loader for more than its rated capacity.
9. Internal leak in the lift cylinder(s).
10. Rotate shaft.
11. Replace manual spool cartridge.

CYLINDER (LIFT)

Checking

! WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

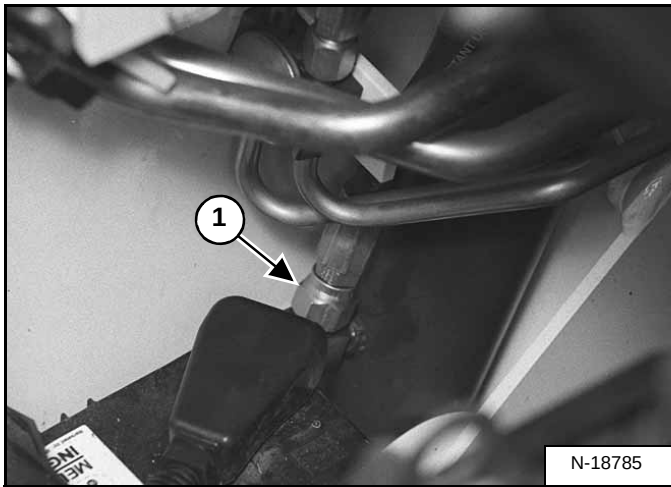
W-2072-0496

! WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

Figure 20-20-1



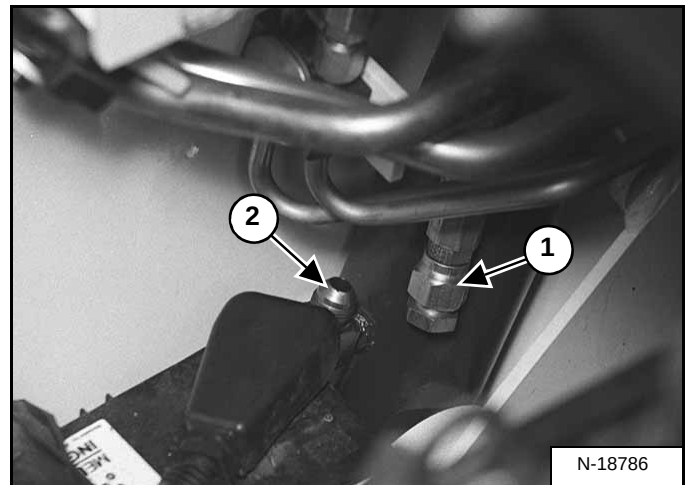
Lower the lift arms. Stop the engine. Pull up on the lift arm by-pass control and move the lift pedal to release the hydraulic pressure. Raise the seat bar.

Check only one cylinder at a time. Open the rear door.

Disconnect the negative ground cable to the battery.

Disconnect the hose (Item 1) [Figure 20-20-1] from the lift cylinder base end port.

Figure 20-20-2



Install a plug in the hose (Item 1) [Figure 20-20-2] and tighten.

Connect the negative ground cable to the battery.

Engage the parking brake. Lower the seat bar. Start the engine. Press the PRESS TO OPERATE BUTTON. Push the top (toe) of the lift pedal.

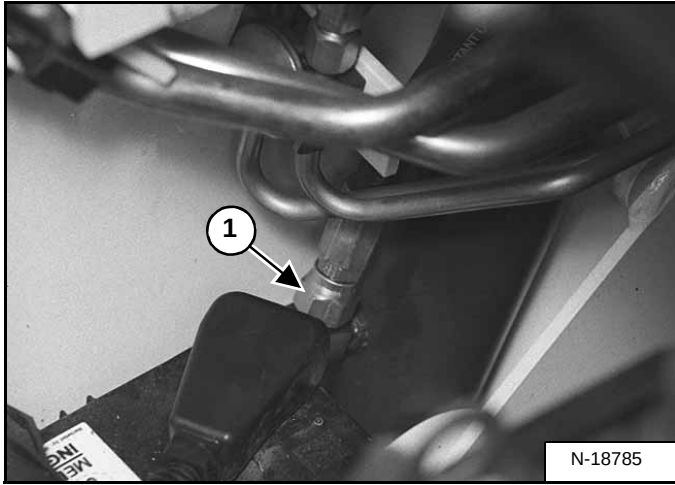
If there is any leakage from the base end cylinder port (Item 2) [Figure 20-20-2], remove the lift cylinder for repair.

Repeat the procedure to check the other lift cylinder.

CYLINDER (LIFT) (CONT'D)

Removal And Installation

Figure 20-20-3



Lower the lift arms. Stop the engine. Pull up on the lift arm by-pass control and move the lift pedal to release the hydraulic pressure.

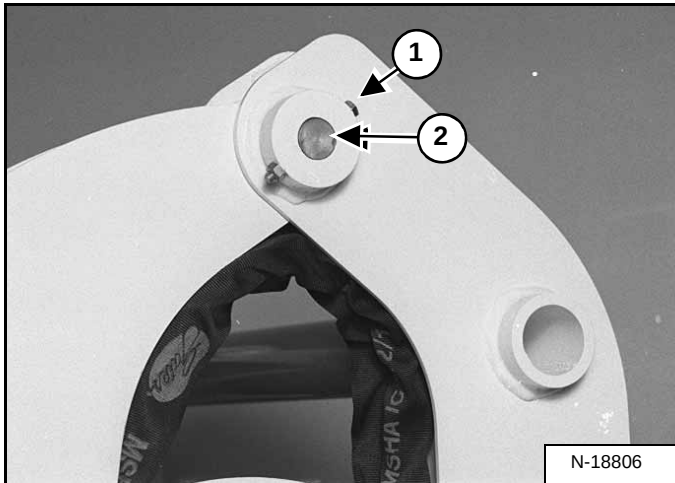
Open the rear door.

Disconnect the negative ground cable to the battery.

Disconnect the hose (Item 1) [Figure 20-20-3] from the lift cylinder base end port.

Install a plug in the hose and tighten.

Figure 20-20-4



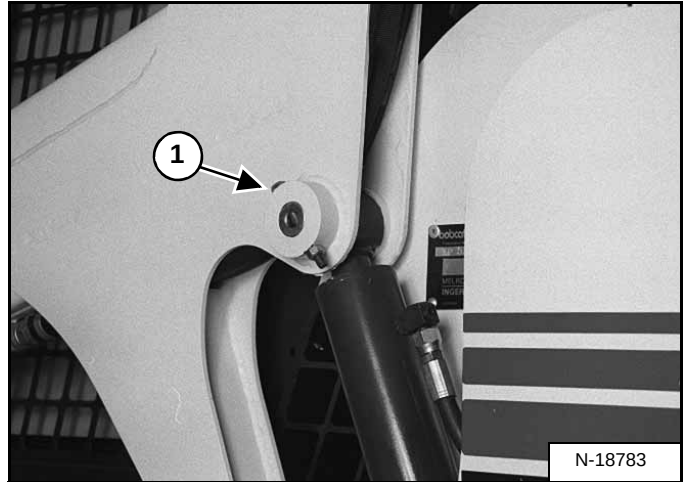
Remove the retainer bolt (Item 1) [Figure 20-20-4] and nut from the lift arm pin (both sides).

Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Use a drift pin and hammer, remove the lift arm pivot pin (Item 2) [Figure 20-20-4] (both sides).

Roll the lift arm link back.

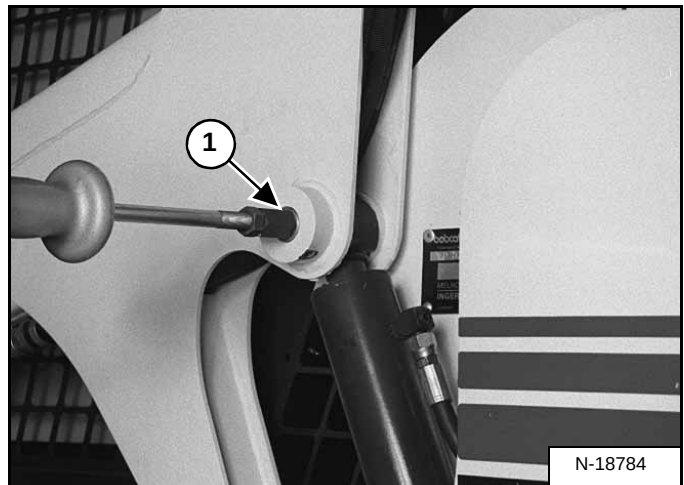
Figure 20-20-5



Remove the retainer bolt (Item 1) [Figure 20-20-5] and nut from the lift cylinder rod end pivot pin (both sides).

Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 20-20-6

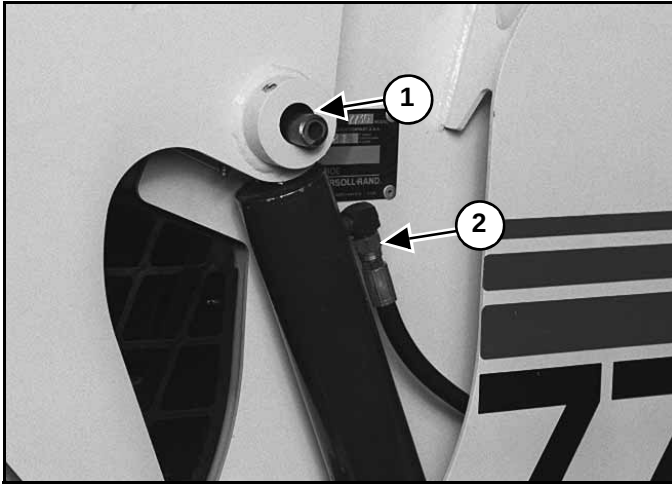


Use a slide hammer, remove the lift cylinder rod end pivot pin (Item 1) [Figure 20-20-6].

CYLINDER (LIFT) (CONT'D)

Removal And Installation (Cont'd)

Figure 20-20-7

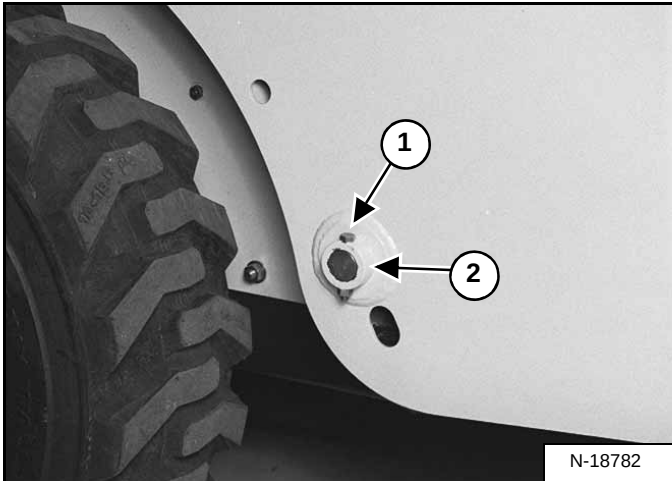


Install a smaller pin (Item 1) [Figure 20-20-7] to hold the cylinder in place.

Disconnect the hose (Item 2) [Figure 20-20-7] from the lift cylinder rod end port.

Install a plug in the hose and tighten.

Figure 20-20-8

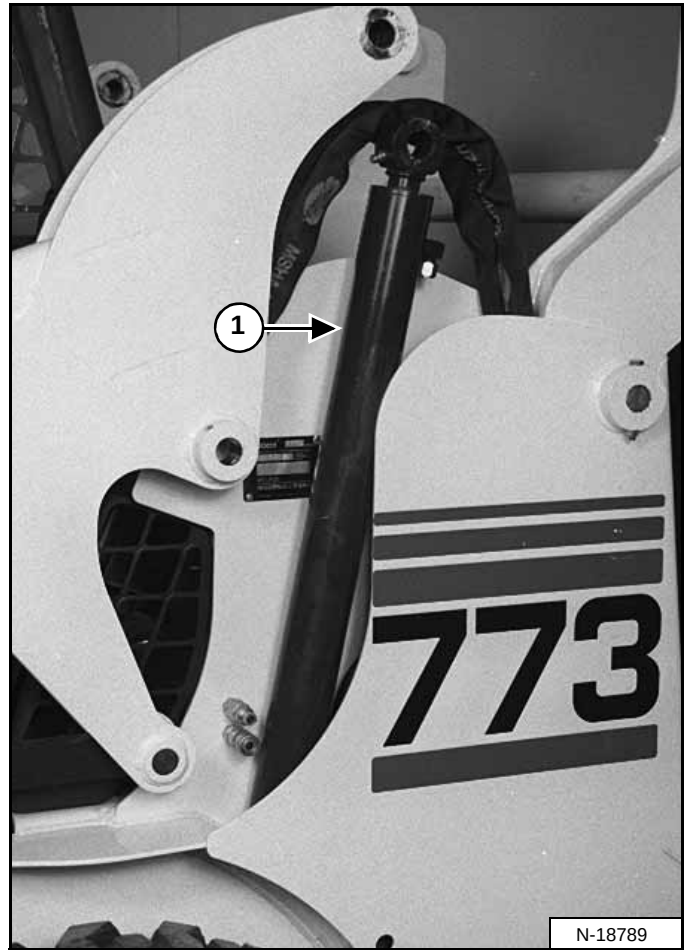


Remove the retainer bolt (Item 1) [Figure 20-20-8] and nut from the lift cylinder pivot pin.

Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Use a drift pin and hammer, remove the lift arm pivot pin (Item 2) [Figure 20-20-8].

Figure 20-20-9

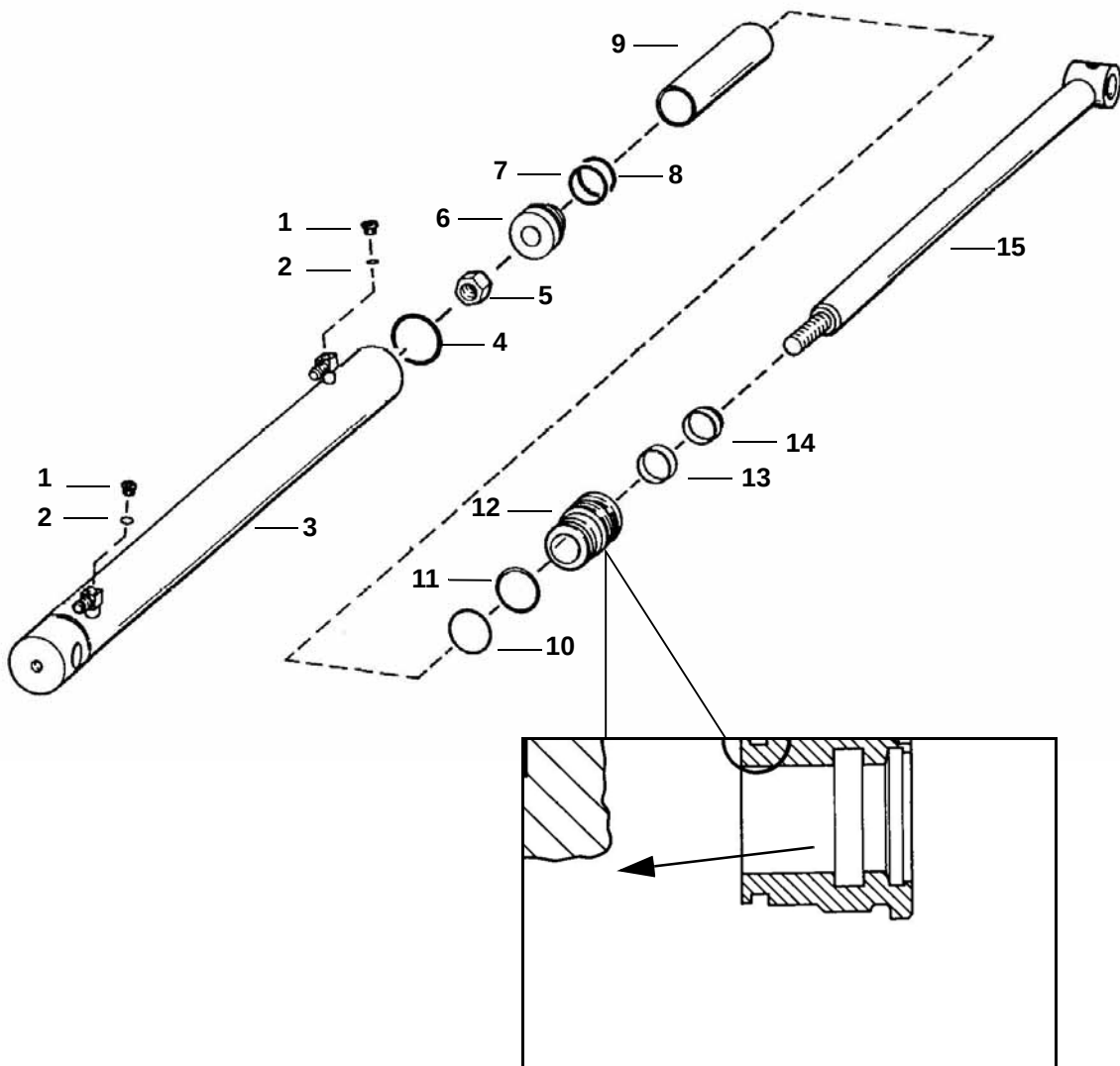


Remove the smaller pin (Item 1) [Figure 20-20-7] and lift the lift cylinder (Item 1) [Figure 20-20-9] out from the loader.

CYLINDER (LIFT) (CONT'D)

Identification

- | | |
|-------------|----------------|
| 1. Plug | 9. Spacer |
| 2. O-ring | 10. Seal |
| 3. Cylinder | 11. O-ring |
| 4. O-ring | 12. Head |
| 5. Nut | 13. Rod Seal |
| 6. Piston | 14. Wiper Seal |
| 7. Seal | 15. Rod |
| 8. O-ring | |

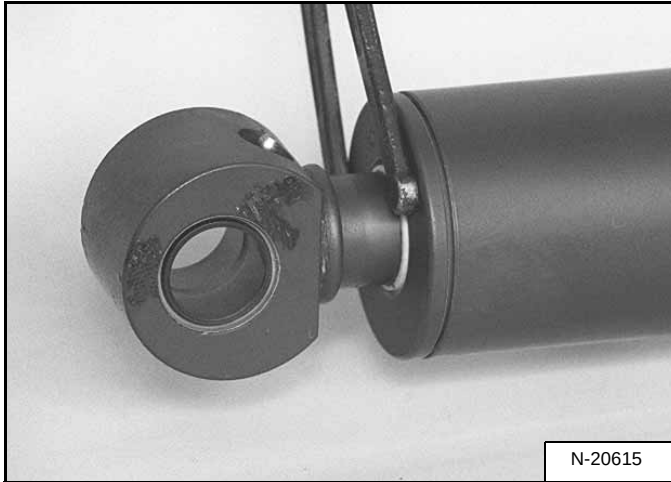


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CYLINDER (LIFT) (CONT'D)

Disassembly

Figure 20-20-10



Use the following tools to disassemble the cylinder:

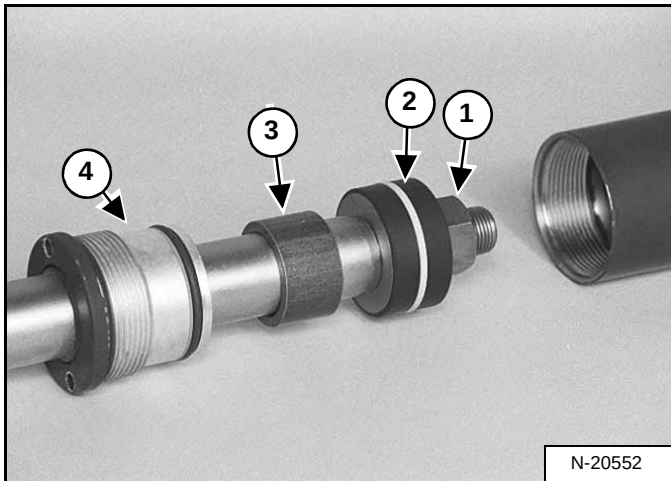
MEL1074 - O-ring Seal Hook
Spanner Wrench

Hold the hydraulic cylinder over a drain pan and move the rod in and out slowly to remove the fluid from the cylinder.

Put the base end of the cylinder in a vise.

Use a spanner wrench to loosen the head [Figure 20-20-10].

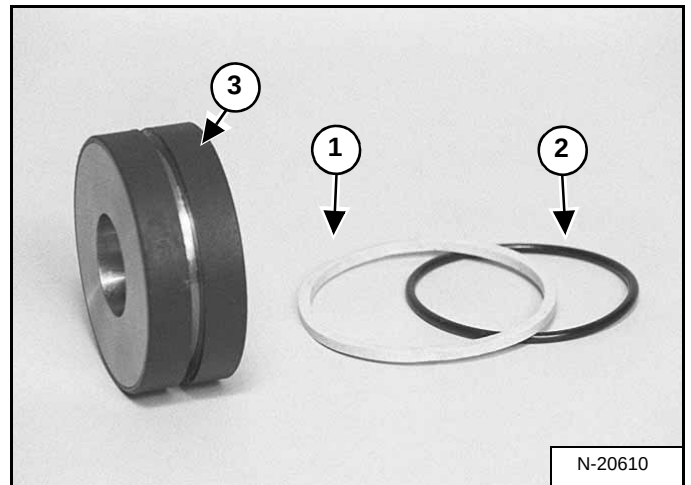
Figure 20-20-11



Remove the head and the rod assembly from the cylinder [Figure 20-20-11]. Put the rod end in a vise.

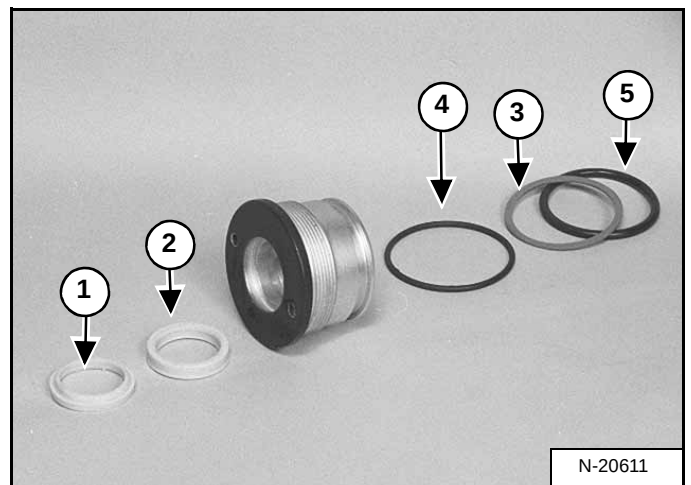
Remove the nut (Item 1), piston (Item 2), spacer (Item 3) and head (Item 4) [Figure 20-20-11].

Figure 20-20-12



Piston: Remove the seal (Item 1), and O-ring (Item 2) from the piston (Item 3) [Figure 20-20-12].

Figure 20-20-13

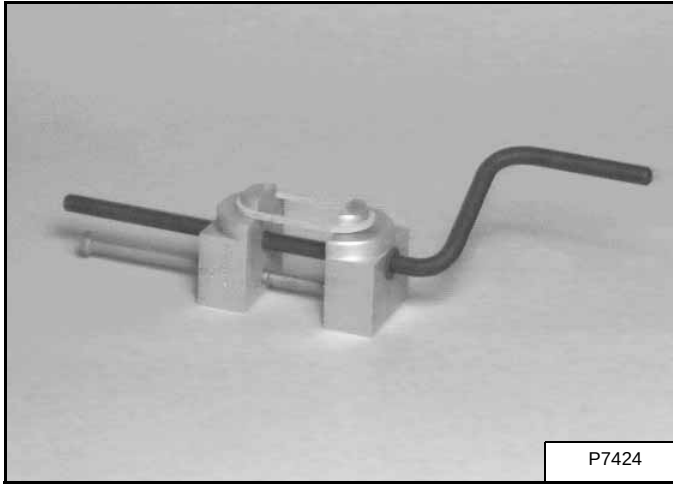


Remove the wiper seal (Item 1) and rod seal (Item 2), the back up washer (Item 3) the thin O-ring (Item 4) and the thick o-ring (Item 5) [Figure 20-20-13] from the head.

CYLINDER (LIFT) (CONT'D)

Assembly

Figure 20-20-14



Use the following tools to assembly the cylinder:

MEL1396 - Seal Installation Tool
MEL1033 - Rod Seal Installation Tool
Piston Ring Compressor
Spanner Wrench

Wash the cylinder parts in solvent and air dry them.

Inspect the cylinder parts for nicks, scratches or other damage. Replace any damaged parts.

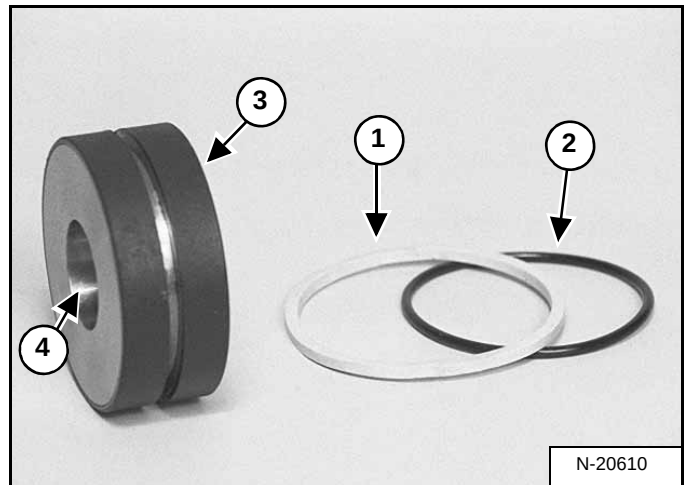
Always install new O-rings and seals during assembly.

Lubricate all O-rings and seals with hydraulic oil during installation.

Install the new seal on the tool and slowly stretch it until it fits the piston [Figure 20-20-14].

Allow the seal to stretch for 30 seconds before installing it on the piston.

Figure 20-20-15

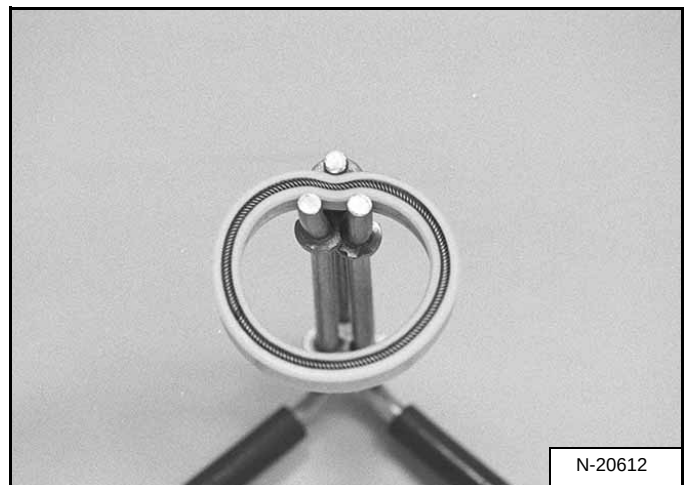


Piston: Install the O-ring (Item 1) and seal (Item 2) on the piston (Item 3) [Figure 20-20-15].

NOTE: The piston center hole (Item 4) [Figure 20-20-15] has a bevel on one end. The bevel goes toward the rod.

Use a ring compressor to compress the seal to the correct size. Leave the piston in the compressor for about three minutes.

Figure 20-20-16



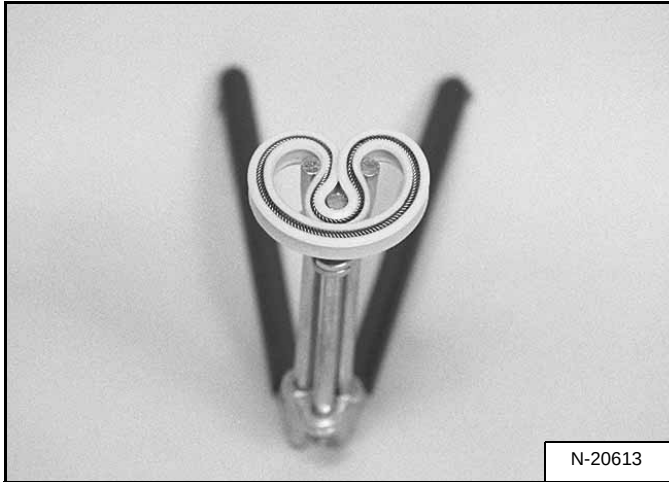
Install the rod seal on the rod seal tool [Figure 20-20-16].

NOTE: During installation the O-ring side of the seal must be toward the inside of the cylinder.

CYLINDER (LIFT) (CONT'D)

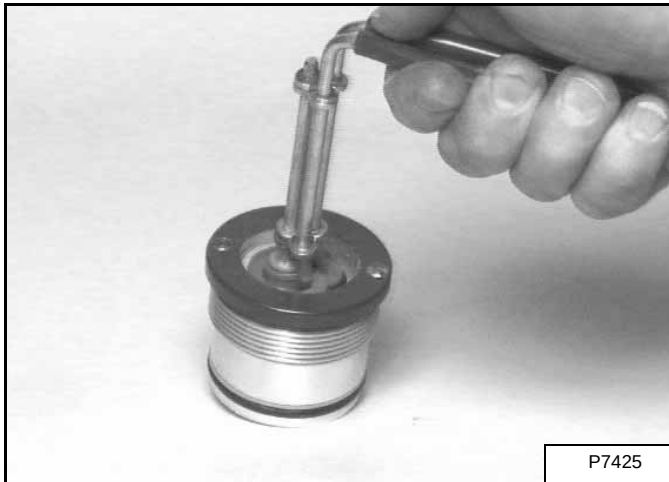
Assembly (Cont'd)

Figure 20-20-17



Rotate the handles to collapse the rod seal [Figure 20-20-17].

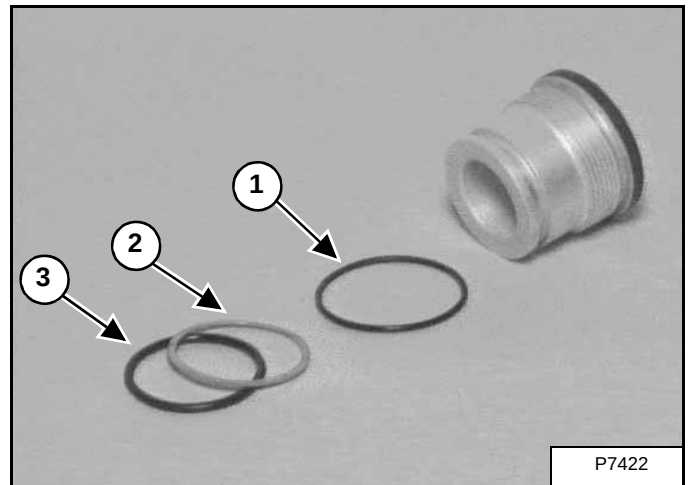
Figure 20-20-18



Install the rod seal in the head [Figure 20-20-18].

Install the wiper seal with the wiper toward the outside of the head.

Figure 20-20-19

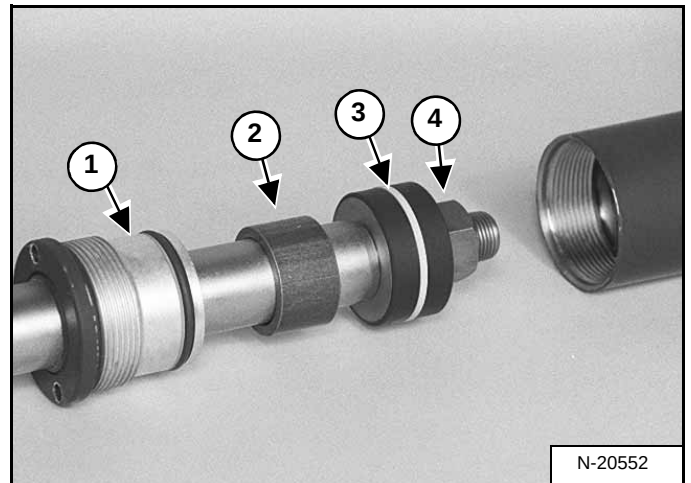


Install the thin O-ring (Item 1) [Figure 20-20-19].

Install the back-up washer (Item 2) and thick O-ring (Item 3) [Figure 20-20-19] into the groove on the head.

NOTE: Clean and dry the threads before installing the nut. Install the new nut from the seal kit.

Figure 20-20-20



Lift Cylinder: Install the head (Item 1), and spacer (Item 2) [Figure 20-20-20].

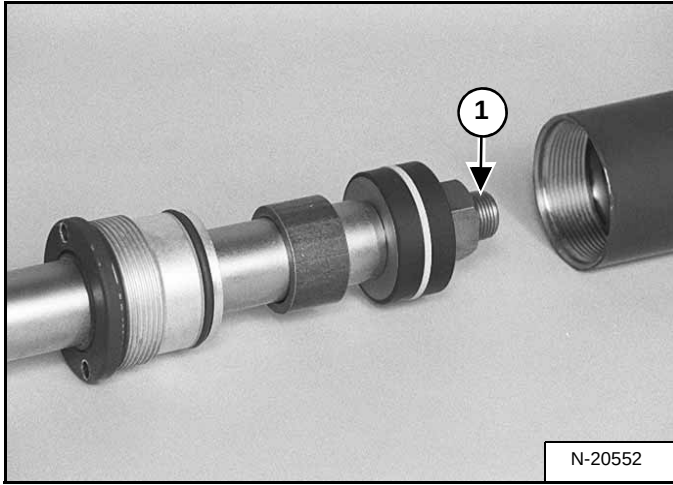
Install the piston (Item 3) [Figure 20-20-20].

Grease the piston where the nut contacts the piston. Do not get grease on the threads. Install the new nut (Item 4) [Figure 20-20-20].

CYLINDER (LIFT) (CONT'D)

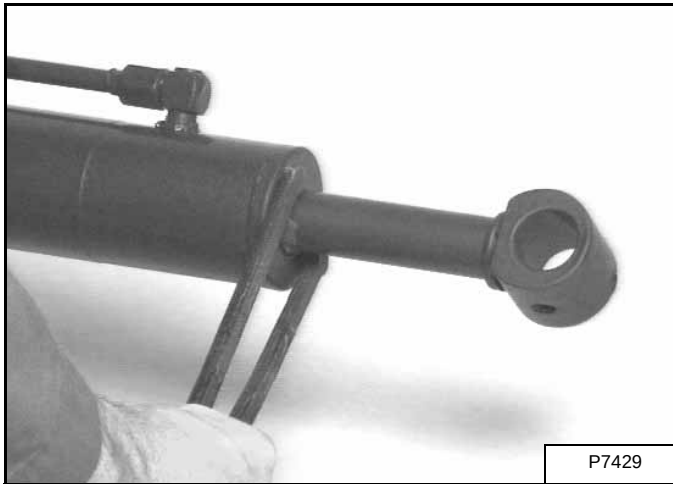
Assembly (Cont'd)

Figure 20-20-21



Tighten the nut (Item 1) **[Figure 20-20-21]** to 600 ft.-lbs. (813 Nm) torque.

Figure 20-20-22



Put the base end of the hydraulic cylinder in a vise.

Install rod into the cylinder. Take care not to damage seals on the threads inside the tube.

Tighten the head using a spanner wrench **[Figure 20-20-22]**.

CYLINDER (TILT)

Checking

! WARNING

Hydraulic fluid escaping under pressure can have sufficient force to enter a person's body by penetrating the skin. This can cause serious injury and possible death if proper medical treatment by a physician familiar with this injury is not received immediately.

W-2145-0290

Remove the attachment. Roll the Bob-Tach fully back. Stop the engine. Raise the seat bar.

Figure 20-21-1

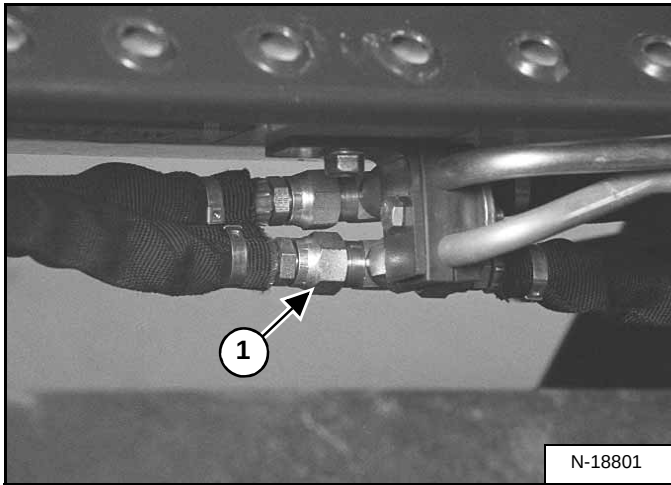
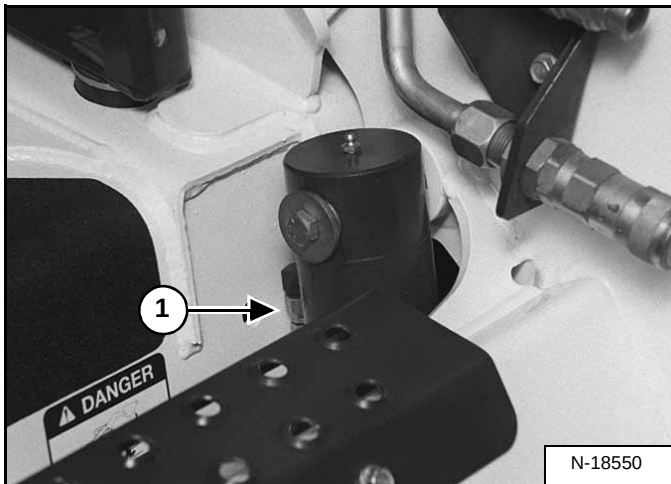
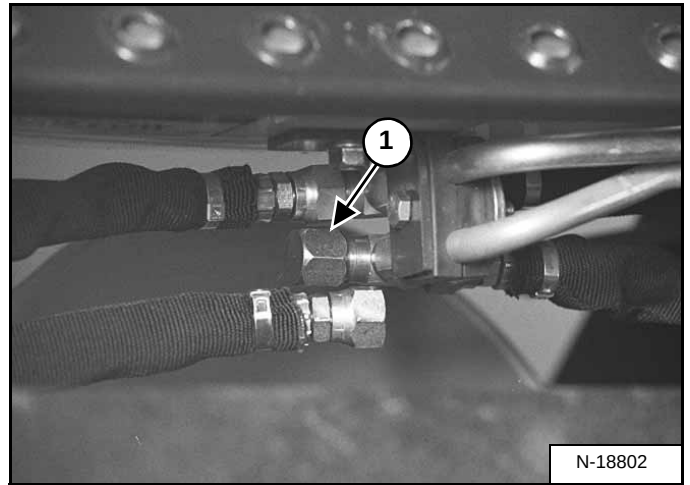


Figure 20-21-2



Disconnect the hose (Item 1) [Figure 20-21-1] which goes to the base end of the tilt cylinder (Item 1) [Figure 20-21-2].

Figure 20-21-3



Install a cap (Item 1) [Figure 20-21-3] on the fitting and tighten.

Engage the parking brake. Lower the seat bar.

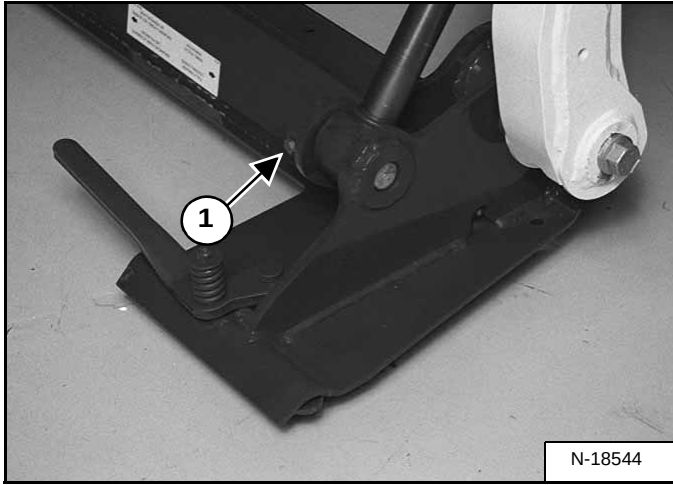
Start the engine and push the Press to Operate button. Push the bottom (heel) of the tilt pedal.

If there is leakage from the open port, remove the tilt cylinder for repair.

CYLINDER (TILT) (CONT'D)

Removal And Installation

Figure 20-21-4



Remove the attachment. Roll the Bob-Tach forward. Stop the engine. Raise the seat bar.

Remove the retainer bolt (Item 1) [Figure 20-21-4] and nut from the rod end pivot pin.

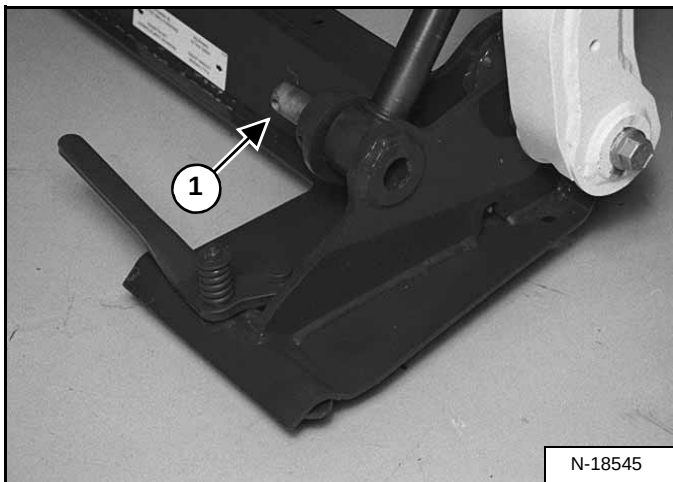
Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

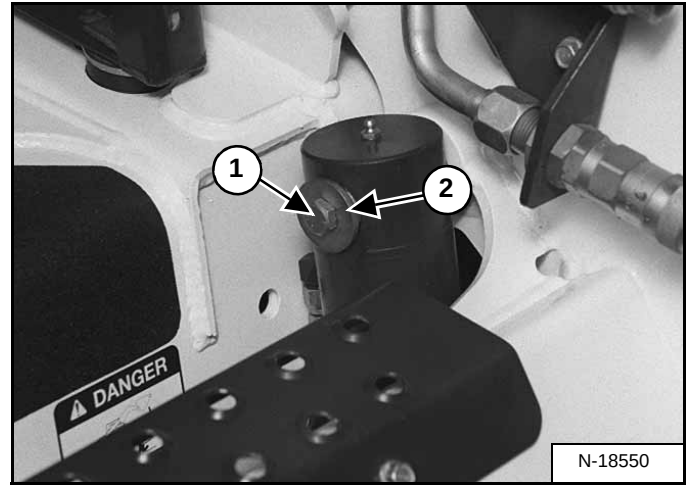
W-2103-1285

Figure 20-21-5



Use a drift pin and hammer, remove the rod end pivot pin (Item 1) [Figure 20-21-5].

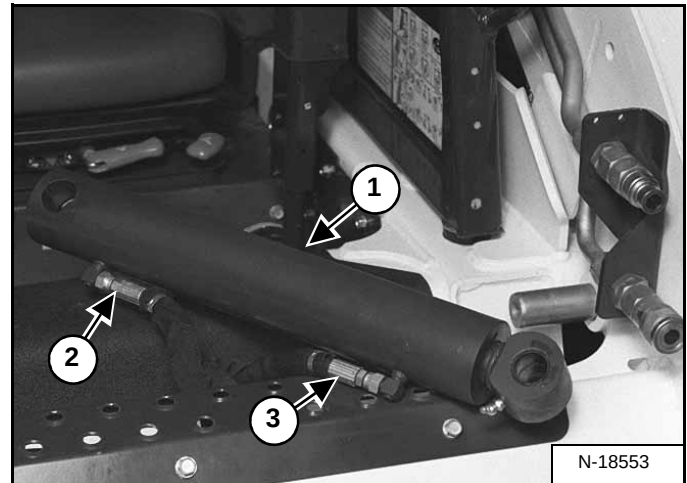
Figure 20-21-6



Remove the retainer bolt (Item 1) and washer (Item 2) [Figure 20-21-6] from the tilt cylinder rod end pivot pin.

Installation: Tighten the bolt and nut to 65-70 ft.-lbs. (88-95 Nm) torque.

Figure 20-21-7



Remove the cylinder (Item 1) [Figure 20-21-7] from the rod end pivot pin.

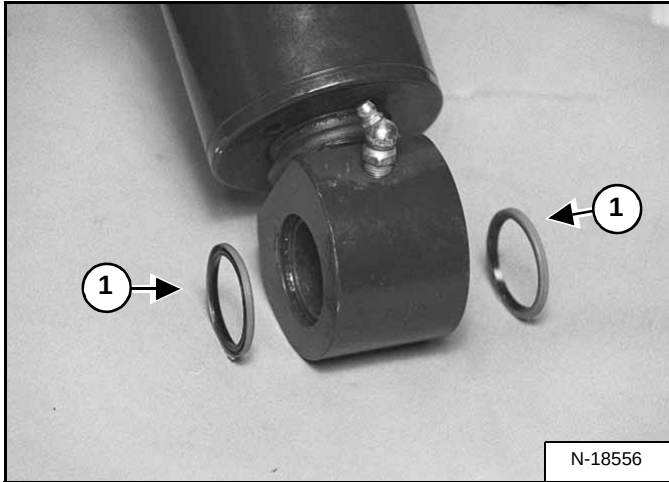
Disconnect the hoses (Item 2 & 3) [Figure 20-21-7] from the cylinder.

Remove the cylinder from the loader.

CYLINDER (TILT) (CONT'D)

Rod End Pivot Pin Bushing And Seal Replacement

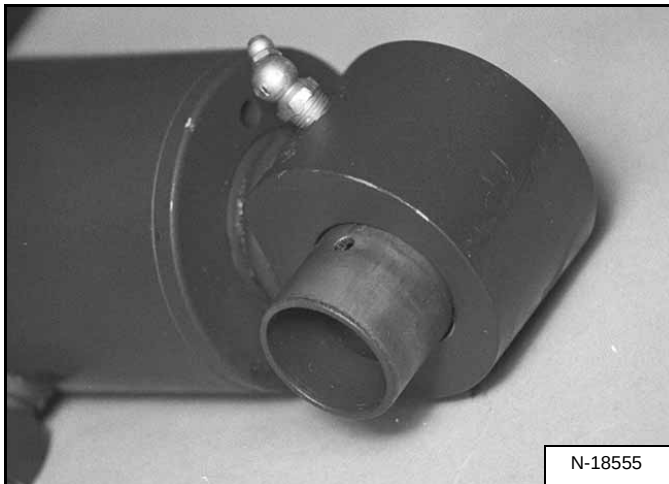
Figure 20-21-8



Remove the rod end of the tilt cylinder from the Bob-Tach. (See Removal And Installation on Page 20-22-2.)

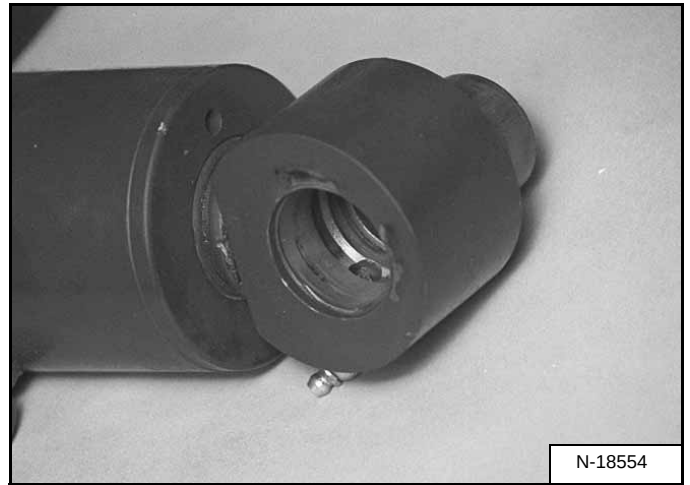
Use a seal pick to remove the seals (Item 1) [Figure 20-21-8] on both sides of the pivot bushing.

Figure 20-21-9



Remove and replace bushing with a driver tool and hammer [Figure 20-21-9].

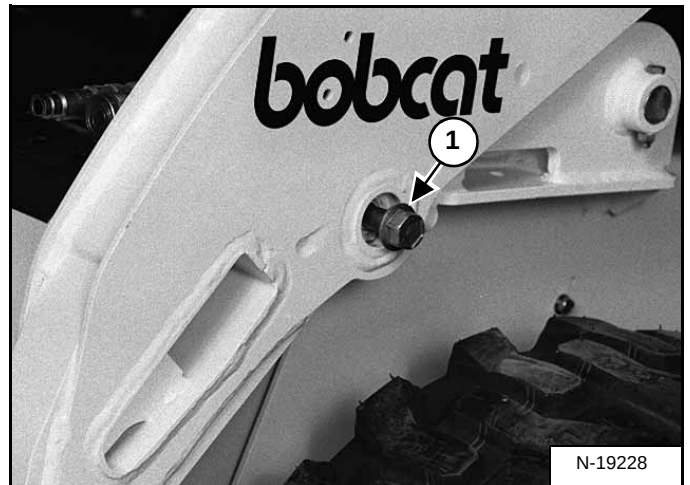
Figure 20-21-10



Reverse the removal procedure to install the pivot pin bushing and seal.

Base End Pivot Pin Replacement

Figure 20-21-11



Remove the tilt cylinder from the Bob-Tach. (See Removal And Installation on Page 20-22-2.)

Loosen the retainer bolt (Item 1) [Figure 20-21-11] from the tilt cylinder base end pin.

Installation: Tighten the retainer bolt to 350-360 ft.-lbs. (475-488 Nm) torque.

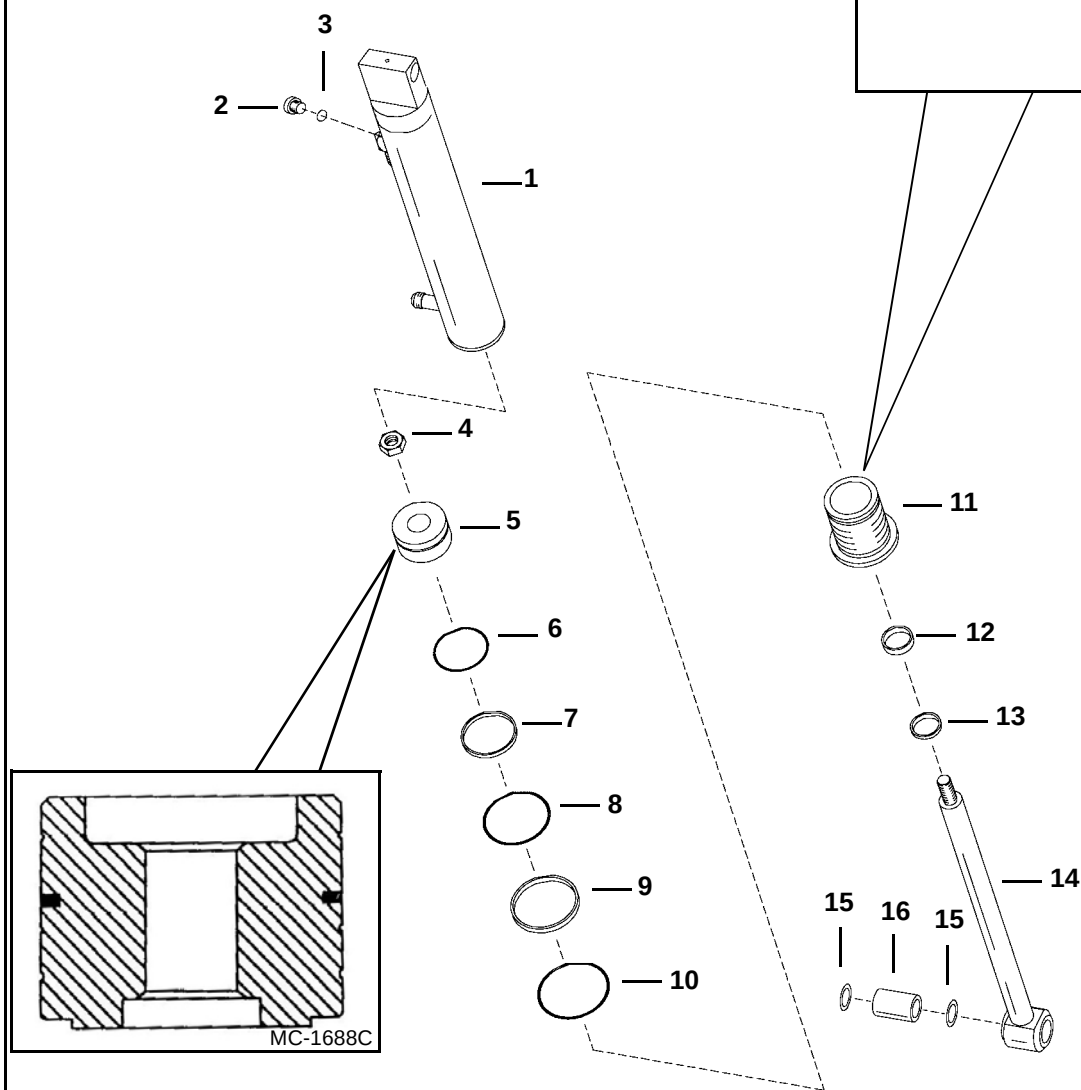
Strike the head of the bolt (Item 1) [Figure 20-21-11] to push the pivot pin out.

Reverse the removal procedure to install the pivot pin.

CYLINDER (TILT) (CONT'D)

Identification

- | | |
|-----------|-------------|
| 1. Case | 9. Seal |
| 2. Plug | 10. O-ring |
| 3. O-ring | 11. Head |
| 4. Nut | 12. Seal |
| 5. Piston | 13. Seal |
| 6. O-ring | 14. Rod |
| 7. seal | 15. Seal |
| 8. O-ring | 16. Bushing |

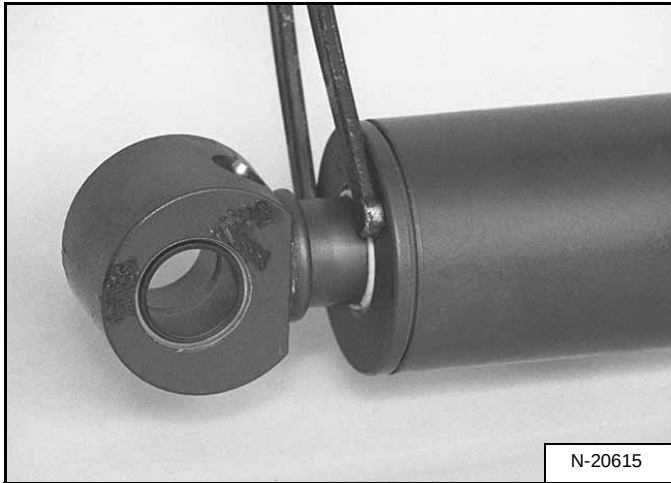


TS-1233A

CYLINDER (TILT) (CONT'D)

Disassembly

Figure 20-21-12



Use the following tools to disassemble the cylinder:

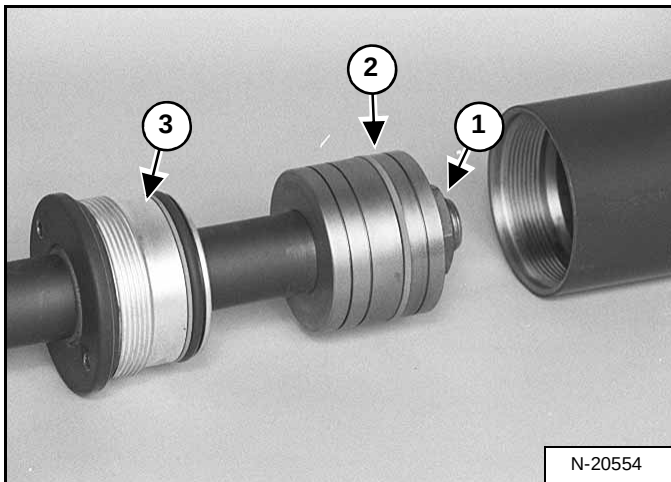
MEL1074 - O-ring Seal Hook
Spanner Wrench

Hold the hydraulic cylinder over a drain pan and move the rod in and out slowly to remove the fluid from the cylinder.

Put the base end of the cylinder in a vise.

Use a spanner wrench to loosen the head [Figure 20-21-12].

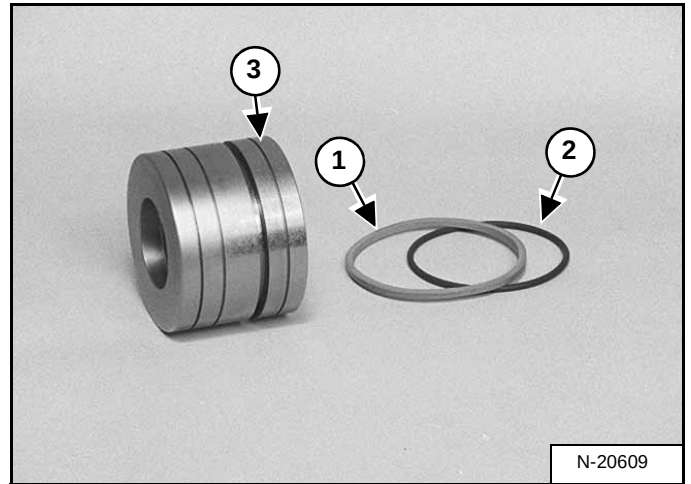
Figure 20-21-13



Remove the head and rod assembly from the cylinder [Figure 20-21-13]. Put the rod end in a vise.

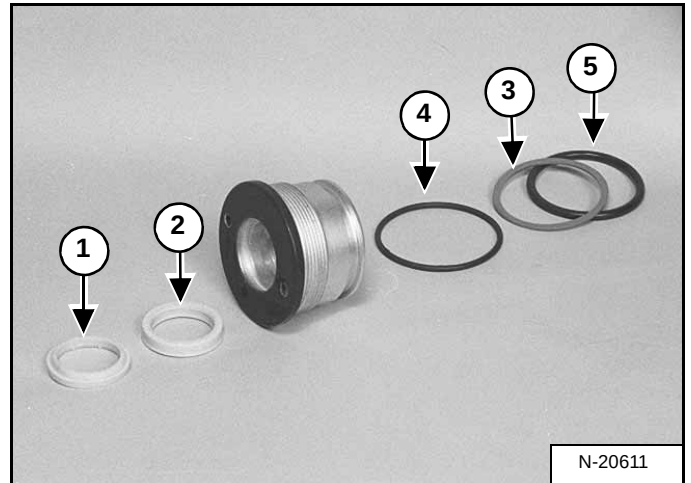
Remove the nut (Item 1), piston (Item 2) and head (Item 3) [Figure 20-21-13].

Figure 20-21-14



Remove the seal (Item 1), and O-ring (Item 2) from the piston (Item 3) [Figure 20-21-14].

Figure 20-21-15

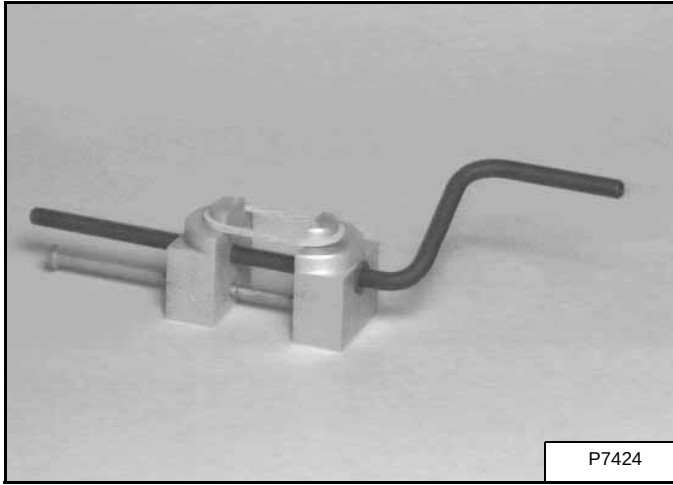


Remove the wiper seal (Item 1), and rod seal (Item 2), the back up washer (Item 3) the thin O-ring (Item 4) and the thick O-ring (Item 5) [Figure 20-21-15] from the head.

CYLINDER (TILT) (CONT'D)

Assembly

Figure 20-21-16



Use the following tools to assemble the cylinder:

MEL1396 - Seal Installation Tool
MEL1033 - Rod Seal Installation Tool
Piston Ring Compressor
Spanner Wrench

Wash the cylinder parts in solvent and air dry them.

Inspect the cylinder parts for nicks, scratches or other damage. Replace any damaged parts.

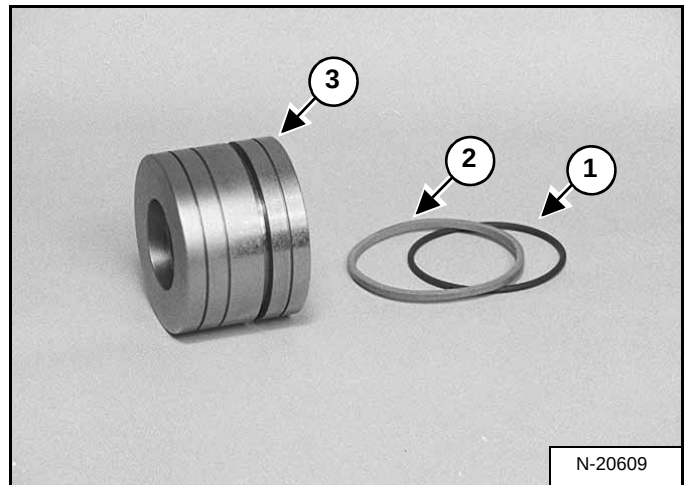
Always install new O-rings and seals during assembly.

Lubricate all O-rings and seals with hydraulic oil during installation.

Install the new seal on the tool and slowly stretch it until it fits the piston [Figure 20-21-16].

Allow the seal to stretch for 30 seconds before installing it on the piston.

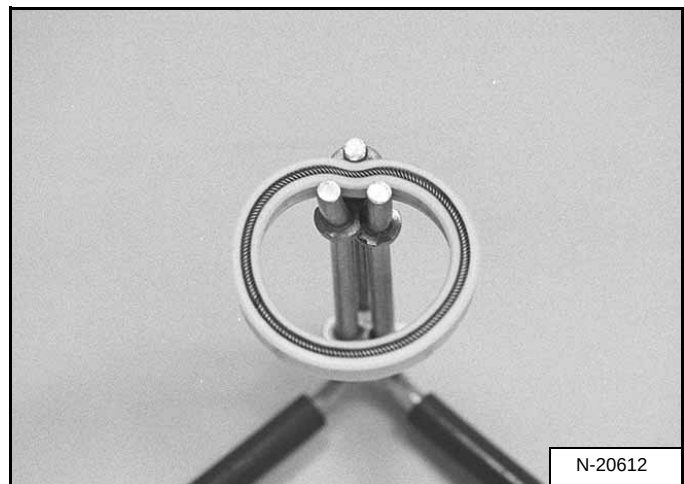
Figure 20-21-17



Install the O-ring (Item 1) and seal (Item 2) on the piston (Item 3) [Figure 20-21-17].

Use a ring compressor to compress the seal to the correct size. Leave the piston in the compressor for about three minutes.

Figure 20-21-18



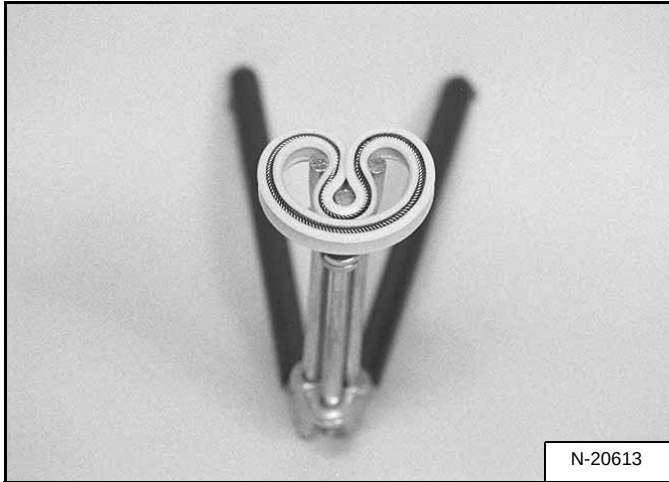
Install the rod seal on the rod seal tool [Figure 20-21-18].

NOTE: During installation the O-ring side of the seal must be toward the inside of the cylinder.

CYLINDER (TILT) (CONT'D)

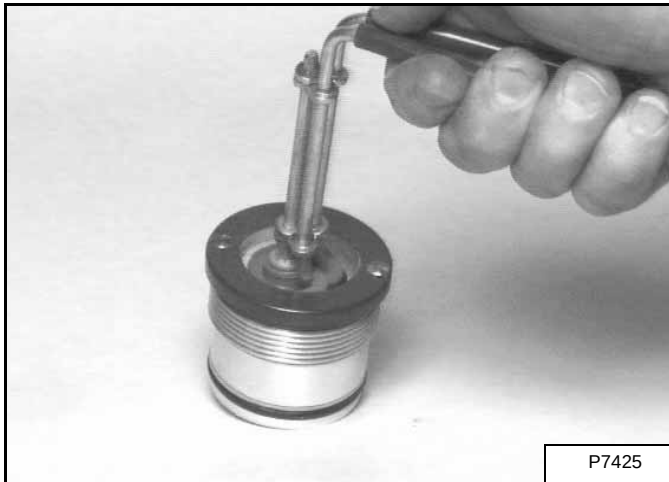
Assembly (Cont'd)

Figure 20-21-19



Rotate the handles to collapse the rod seal [Figure 20-21-19].

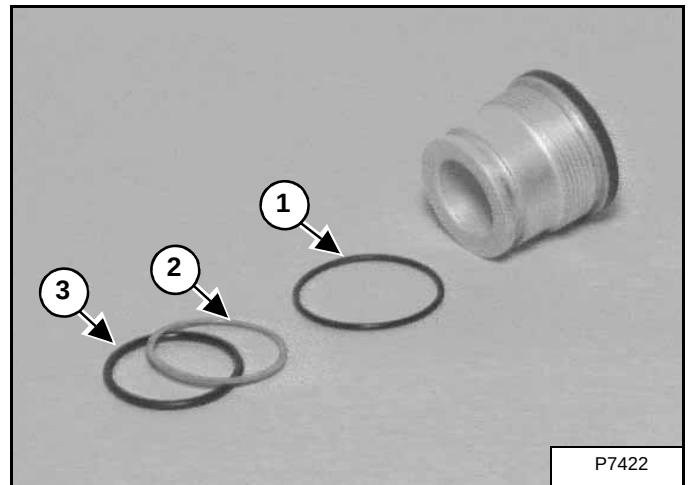
Figure 20-21-20



Install the rod seal in the head [Figure 20-21-20].

Install the wiper seal with the wiper toward the outside of the head.

Figure 20-21-21

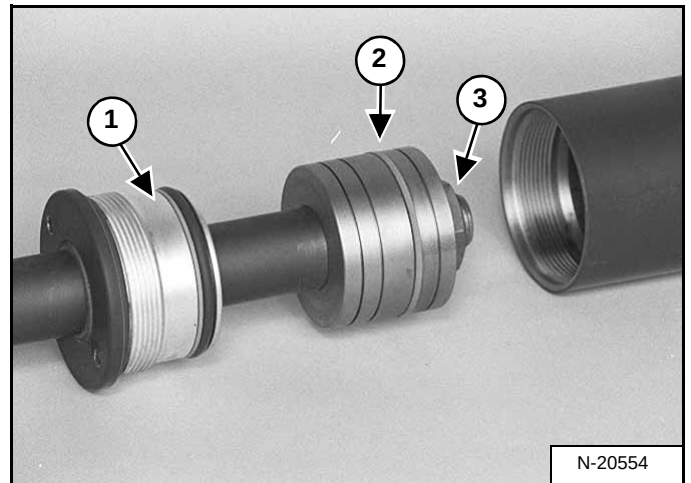


Install the thin O-ring (Item 1) [Figure 20-21-21].

Install the back-up washer (Item 2) and thick O-ring (Item 3) [Figure 20-21-21] into the groove on the head.

NOTE: Clean and dry the threads before installing the nut. Install the new nut from the seal kit.

Figure 20-21-22



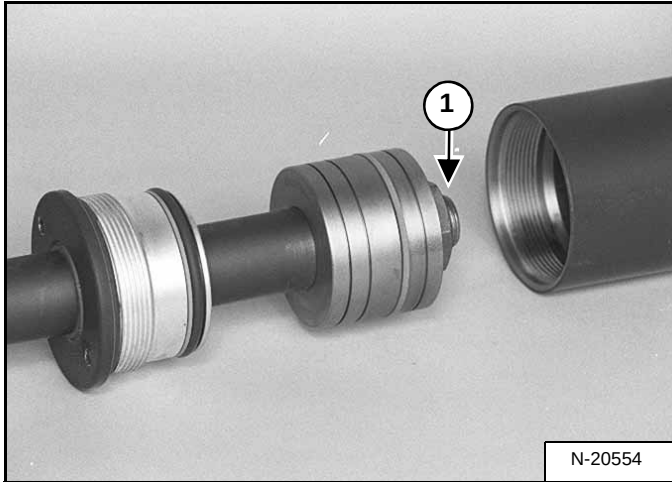
Install the head (Item 1), and the piston (Item 2) [Figure 20-21-22]. The small diameter of the piston goes into the cylinder tube first.

Grease the piston where the nut contacts the piston. Do not get grease on the threads. Install the new nut (Item 3) [Figure 20-21-22].

CYLINDER (TILT) (CONT'D)

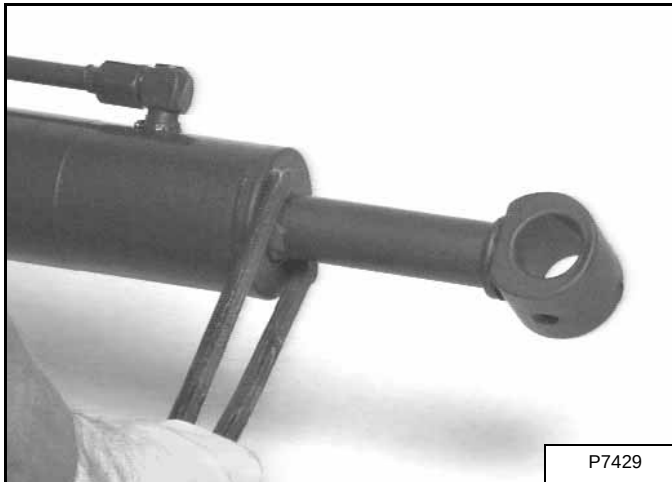
Assembly (Cont'd)

Figure 20-21-23



Tighten the nut (Item 1) **[Figure 20-21-23]** to 600 ft.-lbs. (813 Nm) torque.

Figure 20-21-24



Put the base end of the hydraulic cylinder in a vise.

Install the rod into the hydraulic cylinder, be careful not to damage the seals on the threads inside the tube.

Tighten the head using a spanner wrench **[Figure 20-21-24]**.

CYLINDER (POWER BOB-TACH)

Checking

! WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

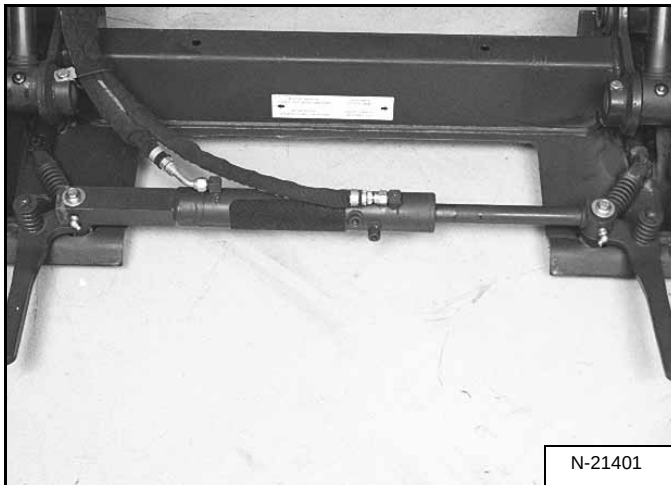
W-2103-1285

! WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

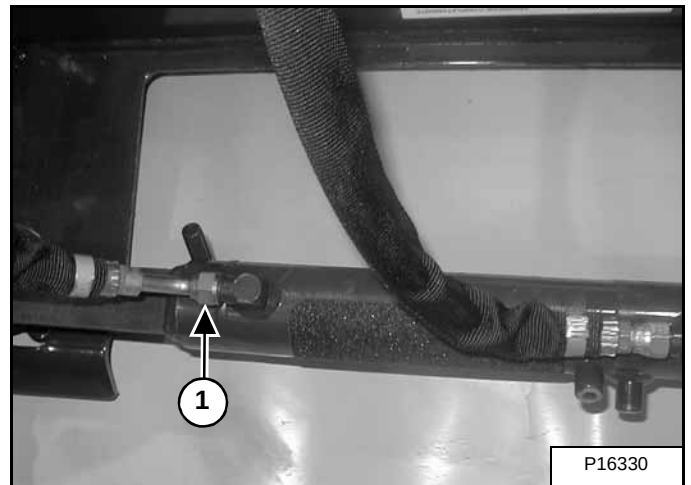
W-2072-0496

Figure 20-22-1



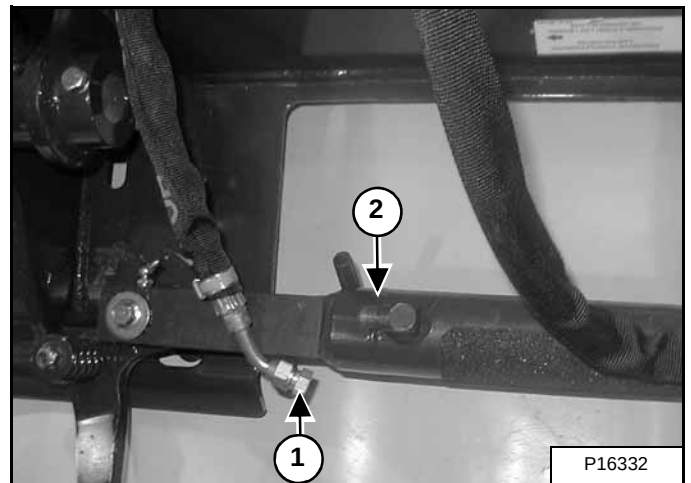
Tilt the Bob-Tach forward, so it is parallel to the floor [Figure 20-22-1].

Figure 20-22-2



Disconnect the hose (Item 1) [Figure 20-22-2] from the power Bob-Tach cylinder base end port.

Figure 20-22-3



Install a plug in the hose (Item 1) [Figure 20-22-3] and tighten.

Engage the parking brake. Lower the seat bar. Start the engine.

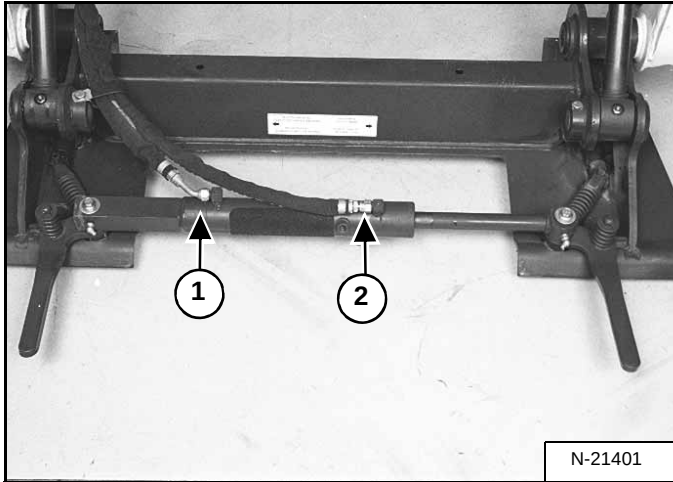
Push and hold the BOB-TACH "WEDGES UP" Switch (Front Accessory Panel).

If there is any leakage from the base end cylinder port (Item 2) [Figure 20-22-3], remove the lift cylinder for repair.

CYLINDER (POWER BOB-TACH) (CONT'D)

Removal And Installation

Figure 20-22-4

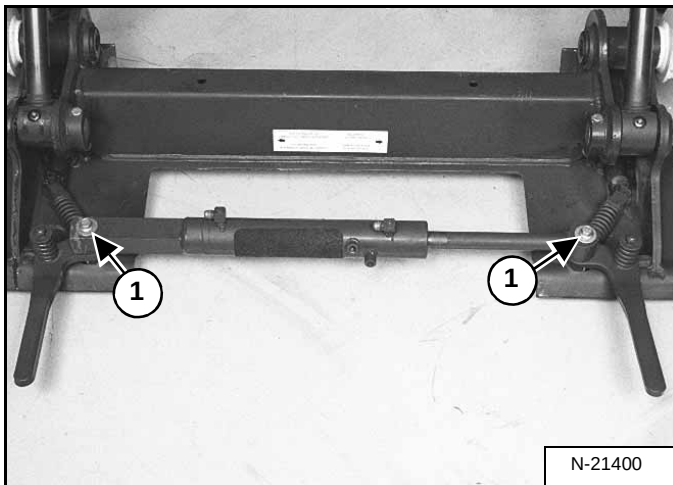


Disconnect the hoses from the cylinder fittings (Item 1 & 2) [Figure 20-22-4].

Install plugs and cap on fittings.

NOTE: Connect the hose with the 45° end (Item 1) [Figure 20-22-4] to the base end fitting on the cylinder.

Figure 20-22-5



Remove the bolts (Item 1) [Figure 20-22-5].

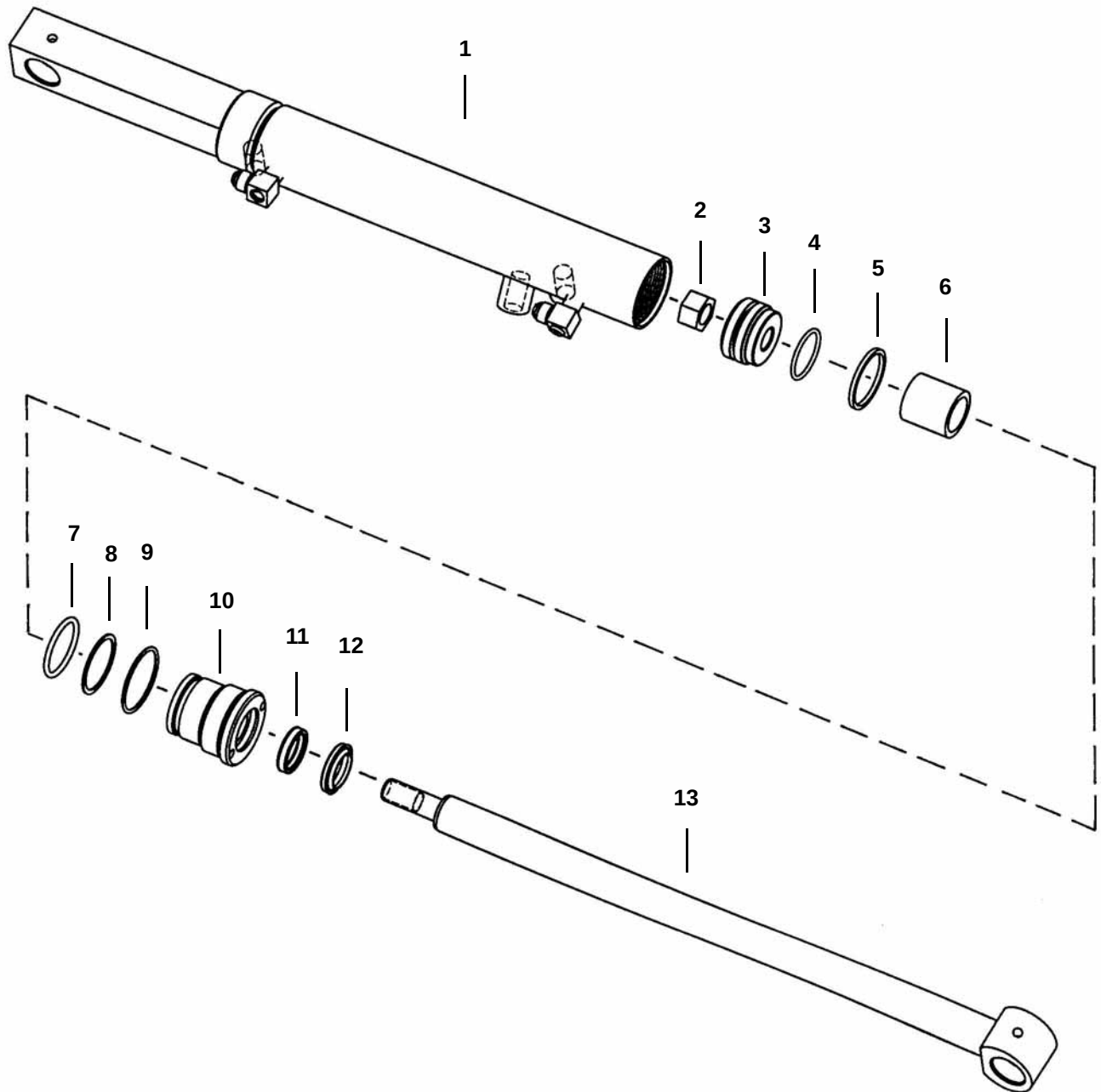
Installation: Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the washers and cylinder from the lever pivots.

CYLINDER (POWER BOB-TACH) (CONT'D)

Identification

- | | |
|-------------|-----------|
| 1. Cylinder | 8. Seal |
| 2. Nut | 9. O-ring |
| 3. Piston | 10. Head |
| 4. O-ring | 11. Seal |
| 5. Seal | 12. Seal |
| 6. Spacer | 13. Rod |
| 7. O-ring | |

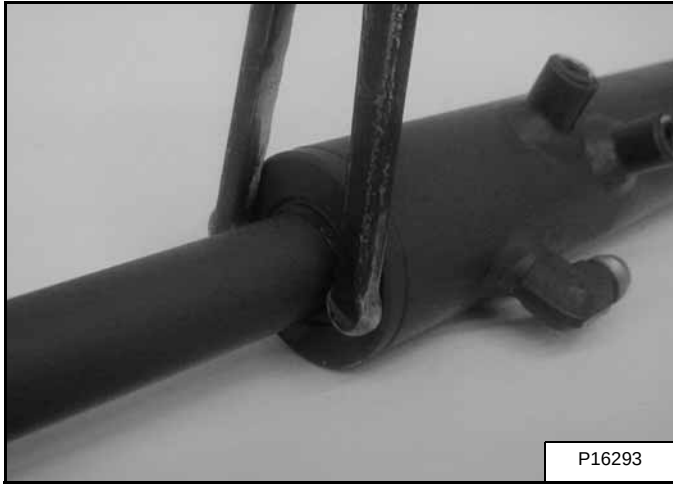


B-16276

CYLINDER (POWER BOB-TACH) (CONT'D)

Disassembly

Figure 20-22-6



Use the following tools to disassemble the cylinder:

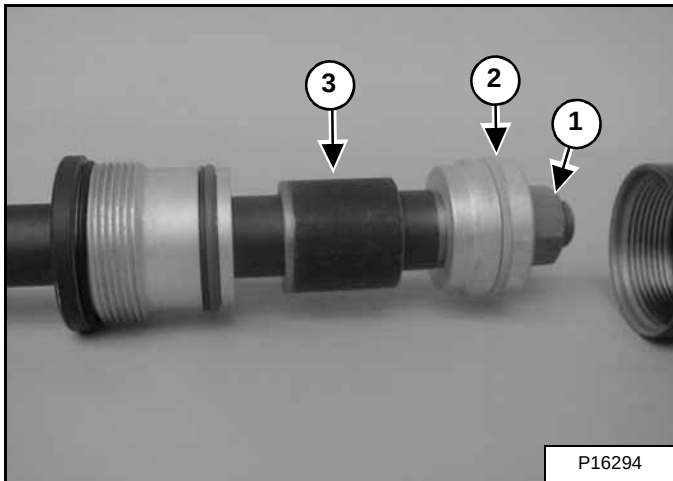
MEL1074 - O-ring Seal Hook
Spanner Wrench

Hold the hydraulic cylinder over a drain pan and move the rod in and out slowly to remove the fluid from the cylinder.

Put the base end of the cylinder in a vise.

Use a spanner wrench to loosen the head [Figure 20-22-6].

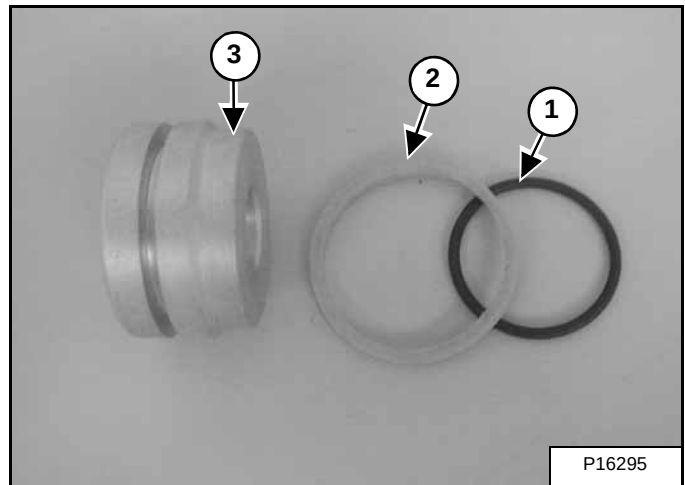
Figure 20-22-7



Remove the head and rod assembly from the cylinder [Figure 20-22-7]. Put the rod end in a vise.

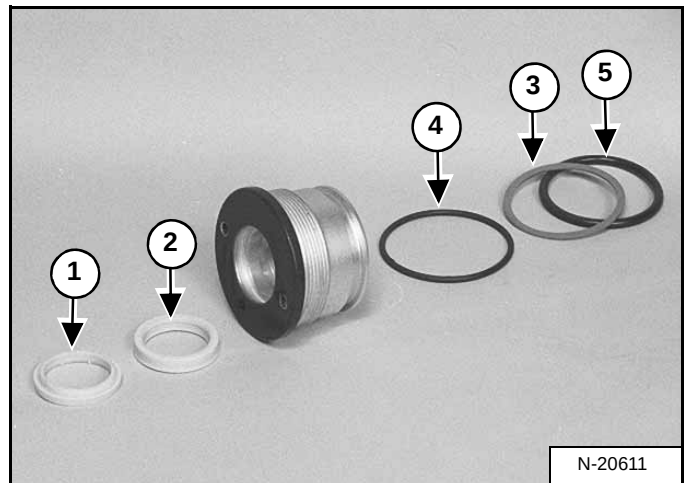
Remove the nut (Item 1), piston (Item 2) and spacer (Item 3) [Figure 20-22-7] from the rod.

Figure 20-22-8



Piston: Remove the O-ring (Item 1), and seal (Item 2) from the piston (Item 3) [Figure 20-22-8].

Figure 20-22-9

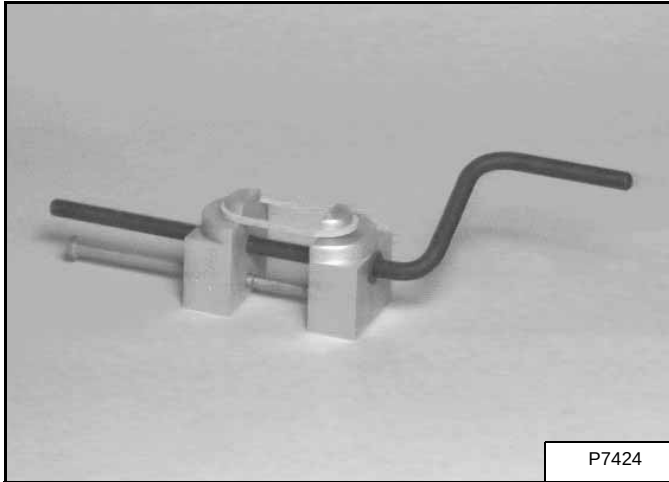


Remove the wiper seal (Item 1), and rod seal (Item 2), the back up washer (Item 3) the thin O-ring (Item 4) and the thick O-ring (Item 5) [Figure 20-22-9] from the head.

CYLINDER (POWER BOB-TACH) (CONT'D)

Assembly

Figure 20-22-10



Use the following tools to assemble the cylinder:

MEL1396 - Seal Installation Tool
MEL1033 - Rod Seal Installation Tool
Piston Ring Compressor
Spanner Wrench

Wash the cylinder parts in solvent and air dry them.

Inspect the cylinder parts for nicks, scratches or other damage. Replace any damaged parts.

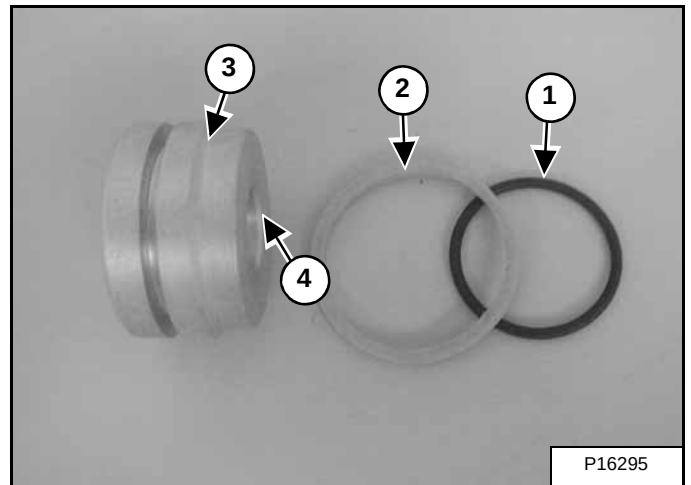
Always install new O-rings and seals during assembly.

Lubricate all O-rings and seals with hydraulic oil during installation.

Install the new seal on the tool and slowly stretch it until it fits the piston [Figure 20-22-10].

Allow the seal to stretch for 30 seconds before installing it on the piston.

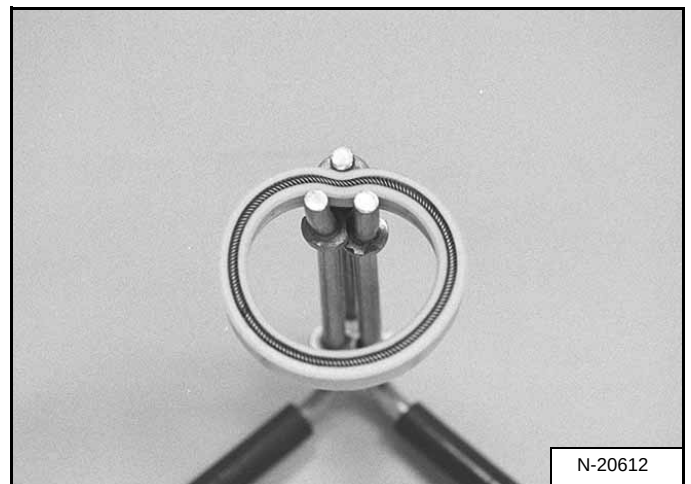
Figure 20-22-11



Piston: Install the O-ring (Item 1) and seal (Item 2) on the piston (Item 3) [Figure 20-22-11].

NOTE: The piston center hole (Item 4) [Figure 20-22-11] has a bevel on one end. The bevel goes toward the rod.

Figure 20-22-12



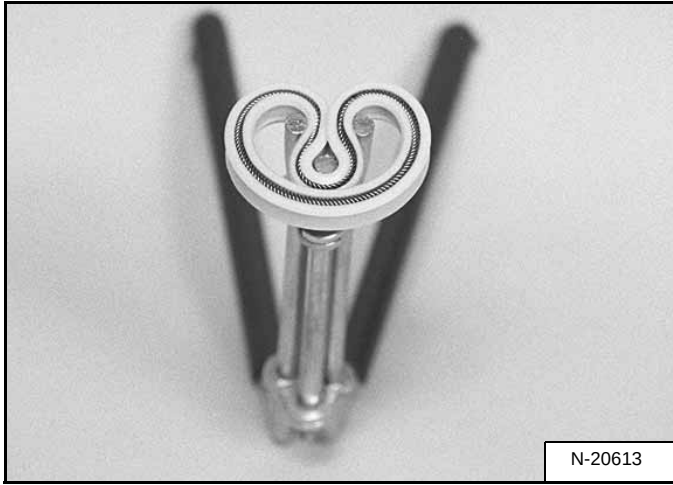
Install the rod seal on the rod seal tool [Figure 20-22-12].

NOTE: During installation the O-ring side of the seal must be toward the inside of the cylinder.

CYLINDER (POWER BOB-TACH) (CONT'D)

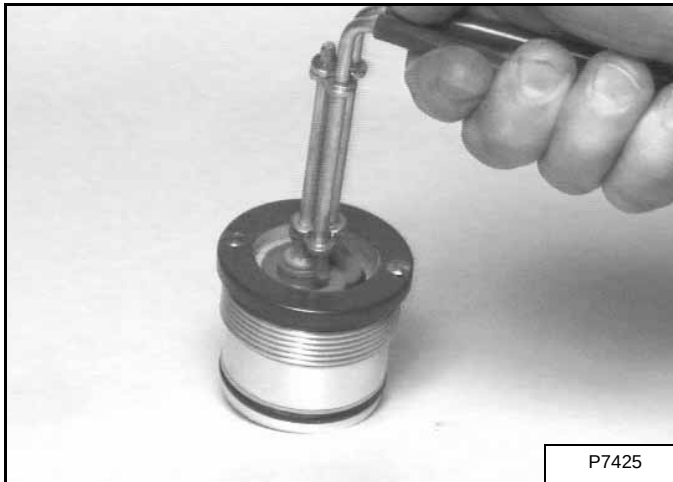
Assembly (Cont'd)

Figure 20-22-13



Rotate the handles to collapse the rod seal [Figure 20-22-13].

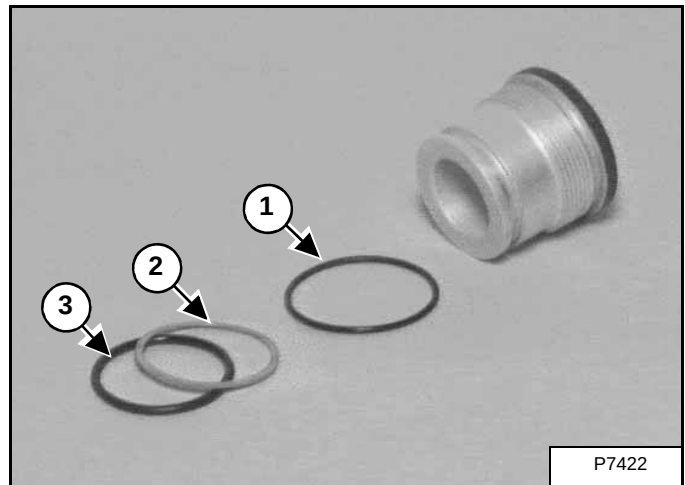
Figure 20-22-14



Install the rod seal in the head [Figure 20-22-14].

Install the wiper seal with the wiper toward the outside of the head.

Figure 20-22-15

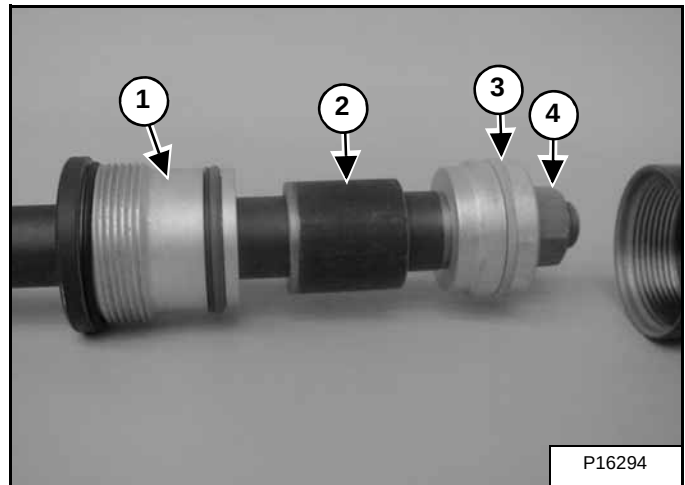


Install the thin O-ring (Item 1) [Figure 20-22-15].

Install the back-up washer (Item 2) and thick O-ring (Item 3) [Figure 20-22-15] into the groove on the head.

NOTE: Clean and dry the threads before installing the nut. Install the new nut from the seal kit.

Figure 20-22-16



Install the head (Item 1), and spacer (Item 2) [Figure 20-22-16].

Install the piston (Item 3) [Figure 20-22-16].

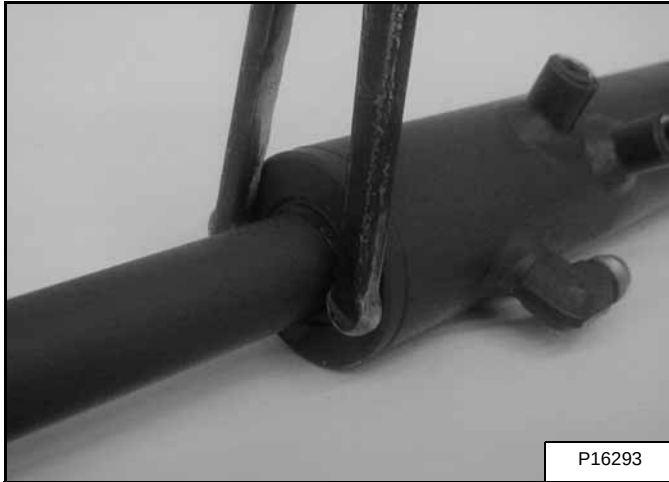
Grease the piston where the nut contacts the piston. Do not get grease on the threads. Install the new nut (Item 4) [Figure 20-22-16].

Tighten the nut to 90 ft.-lbs. (122 Nm) torque.

CYLINDER (POWER BOB-TACH) (CONT'D)

Assembly (Cont'd)

Figure 20-22-17



Put the base end of the hydraulic cylinder in a vise.

Install the rod into the cylinder, be careful to not damage the seals on the threads inside the tube.

Tighten the head using a spanner wrench **[Figure 20-22-17]**.



Bobcat®

MAIN RELIEF VALVE

Checking

IMPORTANT

The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

! WARNING

When the engine is running during service, the steering levers must be in neutral and the parking brake engaged. Failure to do so can cause injury or death.

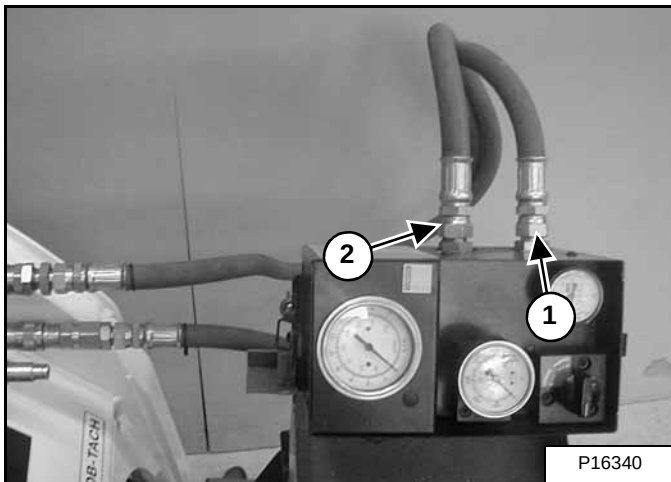
W-2006-0284

! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Figure 20-30-1



The tools listed will be needed to do the following procedure:

MEL10003 - Hydraulic Tester
MEL10006 - Hydraulic Test Kit

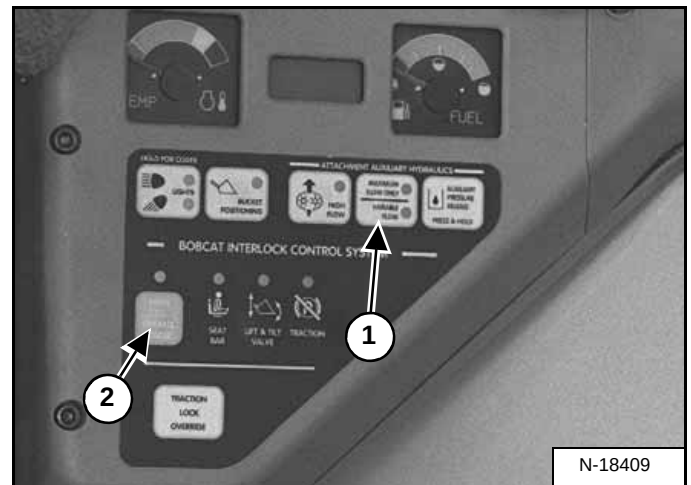
Turn the key switch to the OFF position, as the engine stops running, turn the key switch all the way to the left to release the hydraulic pressure at the front auxiliary quick couplers.

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Connect the IN port (Item 1) [Figure 20-30-1] of the hydraulic tester to the bottom (female) quick coupler on the loader.

Connect the OUT port (Item 2) [Figure 20-30-1] of the hydraulic tester to the top (male) quick coupler on the loader.

Figure 20-30-2

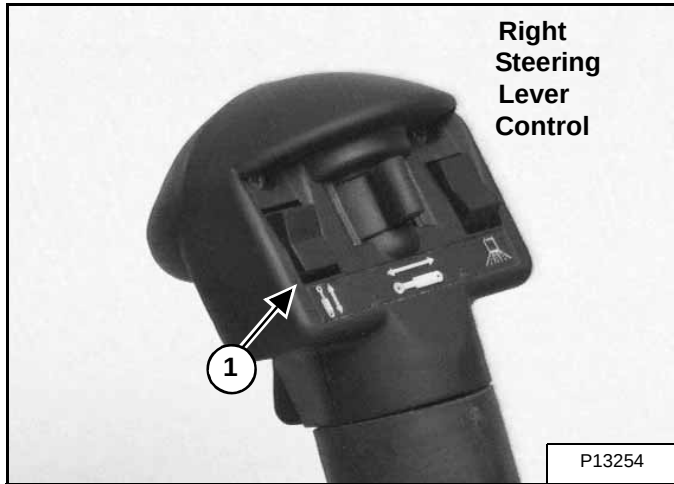


- Start the engine and push the PRESS TO OPERATE Button. (Item 2) [Figure 20-30-2].
- Press the AUXILIARY HYDRAULICS Button (Item 1) [Figure 20-30-2] Maximum Flow.

MAIN RELIEF VALVE (CONT'D)

Checking (Cont'd)

Figure 20-30-3



- Push the front switch (Item 1) [Figure 20-30-3] to give the front quick couplers a constant flow of fluid.
- To release from continuous operation, press the front switch (Item 1) [Figure 20-30-3] a second time.

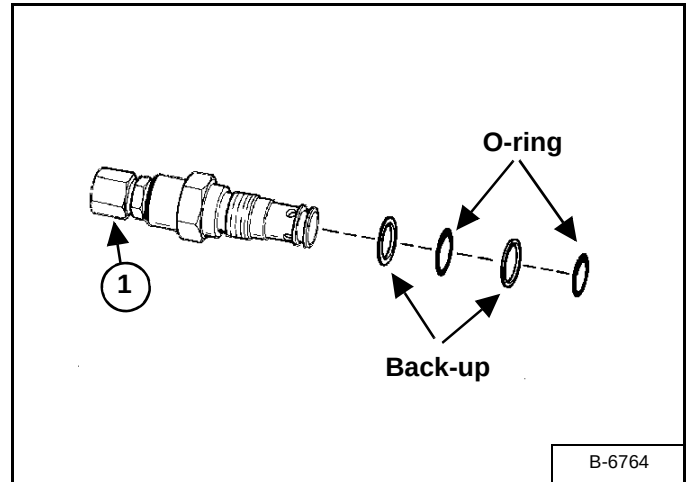
Watch the flow meter on the hydraulic tester to make sure the flow is correct. Increase the engine speed to full RPM.

The free flow should be approximately 16.7 GPM (63,2 L/min.). Turn the restrictor control, on the tester, until the main relief valve opens. The correct pressure for the main relief is approximately 3000 PSI (20685 kPa).

If the relief pressure is not correct, stop the engine and adjust the main relief valve. (See Adjustment on Page 20-30- 2.)

Adjustment

Figure 20-30-4



If the pressure is not correct, adjust the main relief valve. Remove the end cap (Item 1) [Figure 20-30-4].

Turn the adjusting screw in or out until the pressure is correct.

NOTE: If the correct pressure can not be reached, replace the main relief valve. Check the pressure setting of the new relief valve.

MAIN RELIEF VALVE (CONT'D)

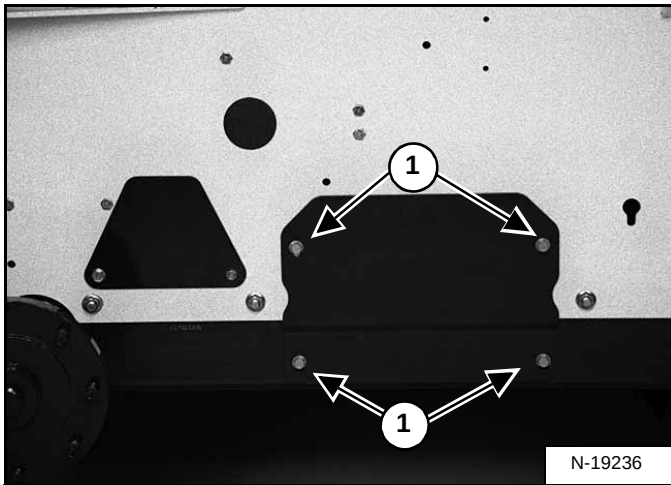
Removal and Installation

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

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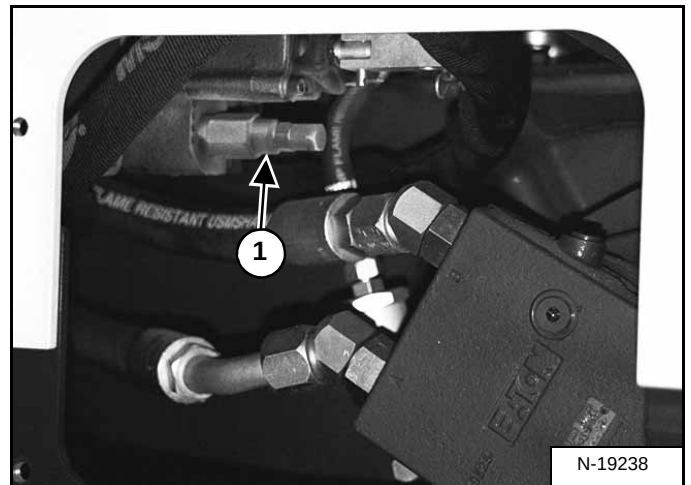
Figure 20-30-5



Remove the four motor cover mounting bolts (Item 1) [Figure 20-30-5].

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 20-30-6



Clean the area around the control valve. Loosen and remove the main relief valve (Item 1) [Figure 20-30-6].

Remove the O-rings and back-up washers [Figure 20-30-4].

Clean the main relief valve in clean solvent. Use air pressure to dry the valve.

Install new O-rings and back-up washers. Install the main relief valve (Item 1) [Figure 20-30-6] and tighten. Check the pressure again. (See Checking on Page 20-30- 1.)

Installation: Tighten the main relief valve to 35-40 ft.-lbs. (47-54 Nm) torque.

NOTE: The valves may appear to be different, but the procedure is the same.



Bobcat®

HYDRAULIC CONTROL VALVE (FOOT CONTROL)

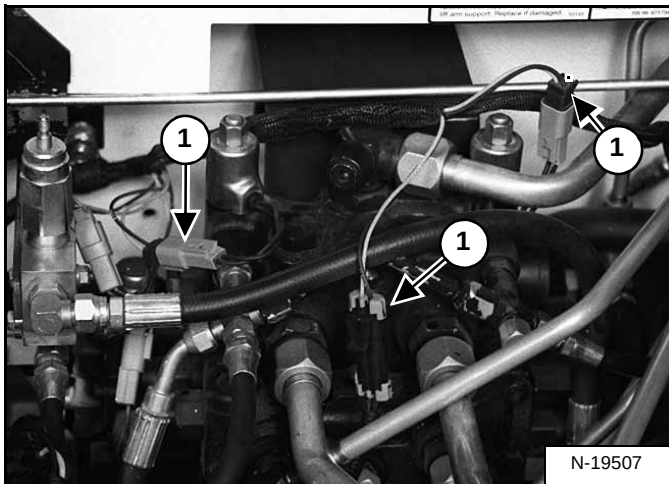
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 20-40-1



Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Stop the engine. Raise the seat bar.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Thoroughly clean the area around the control valve.

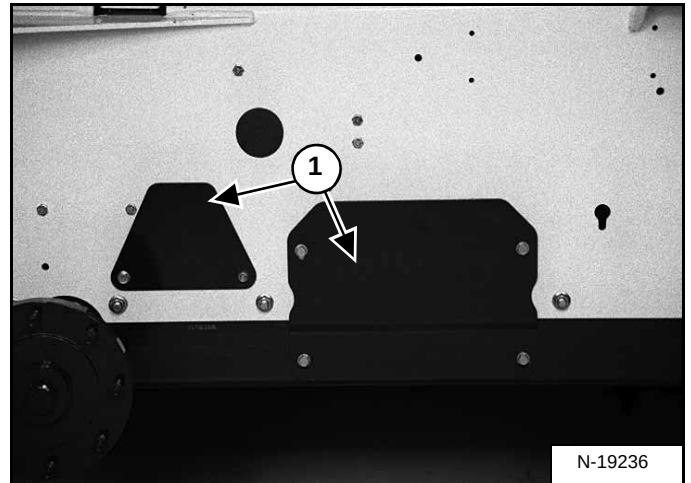
Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

Disconnect the electric solenoid connectors (Item 1) [Figure 20-40-1].

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Mark all tubelines for correct installation.

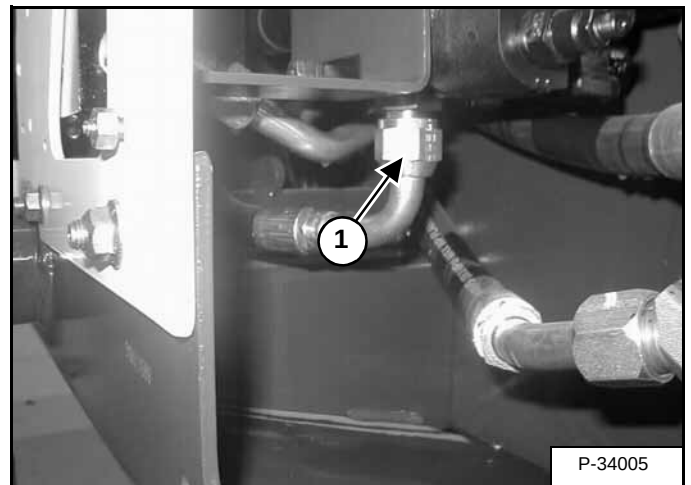
Figure 20-40-2



Remove the right rear tire.

Locate and remove the two access covers (Item 1) [Figure 20-40-2] on the right side of the machine.

Figure 20-40-3

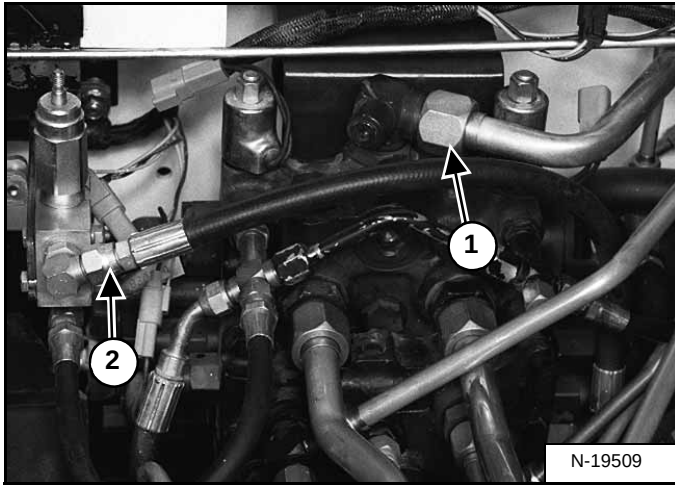


Disconnect the inlet hose (Item 1) [Figure 20-40-3] from the bottom of the control valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Removal And Installation (Cont'd)

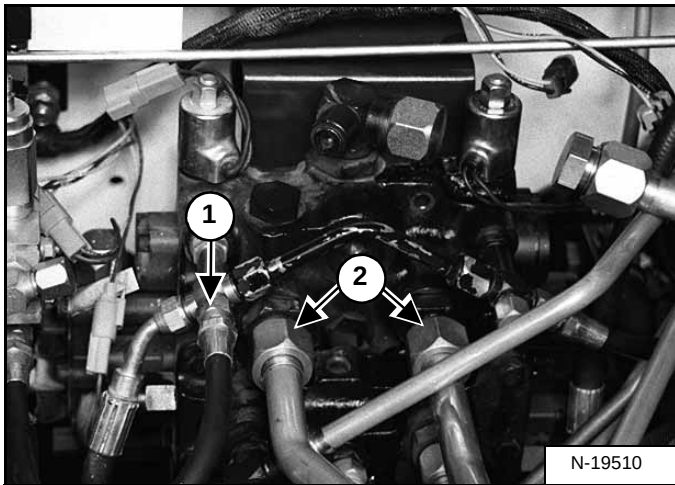
Figure 20-40-4



Remove the outlet tubeline (Item 1) [Figure 20-40-4] from the control valve to the hydraulic oil cooler.

Disconnect the hose (Item 2) [Figure 20-40-4] from the lift lock valve.

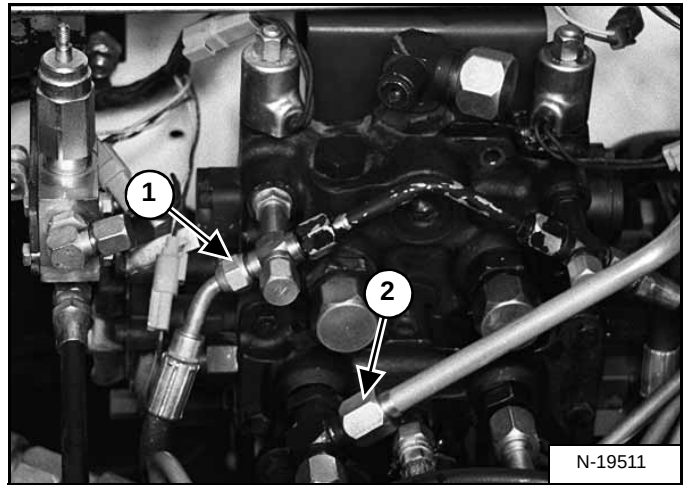
Figure 20-40-5



Disconnect lift lock valve drain hose (Item 1) [Figure 20-40-5] from the control valve.

Remove both tubelines (Item 2) [Figure 20-40-5] from the auxiliary section of the control valve.

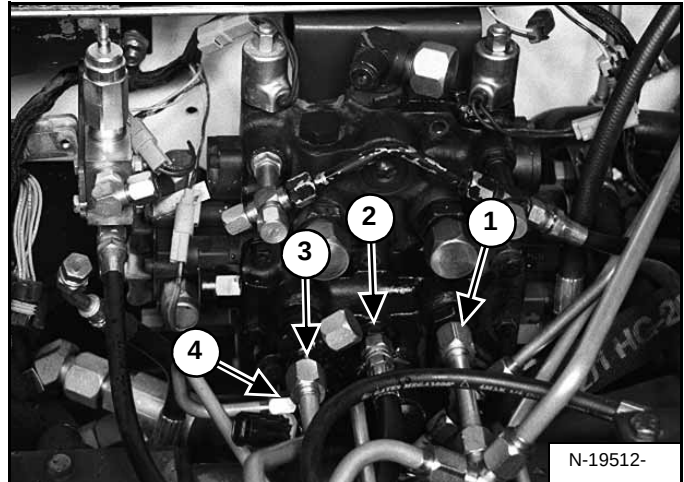
Figure 20-40-6



Disconnect the case drain hose (Item 1) [Figure 20-40-6] from the right hydrostatic drive motor.

Disconnect the tubeline (Item 2) [Figure 20-40-6] from the tilt section of the control valve.

Figure 20-40-7



Disconnect the tubeline (Item 1) [Figure 20-40-7] from the tilt section of the control valve.

Disconnect the hose (Item 2) [Figure 20-40-7] from the tilt section of the control valve.

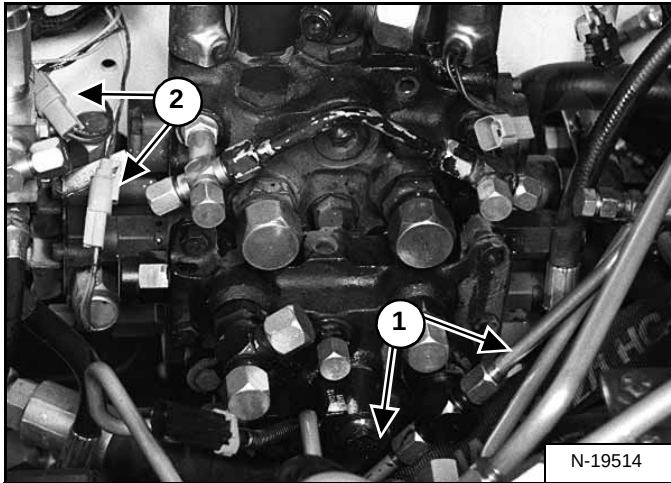
Disconnect the tubeline (Item 3) [Figure 20-40-7] from the tilt section of the control valve.

Disconnect the tubeline (Item 4) [Figure 20-40-7] from the lift section of the control valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Removal And Installation (Cont'd)

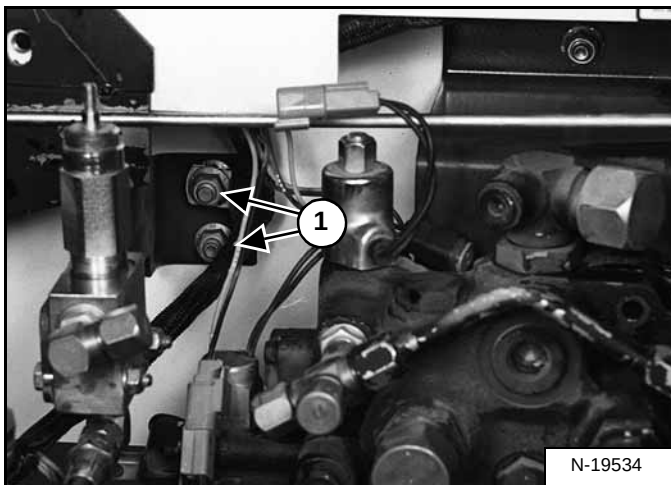
Figure 20-40-8



Disconnect the tubelines (Item 1) [Figure 20-40-8] from the lift section of the control valve.

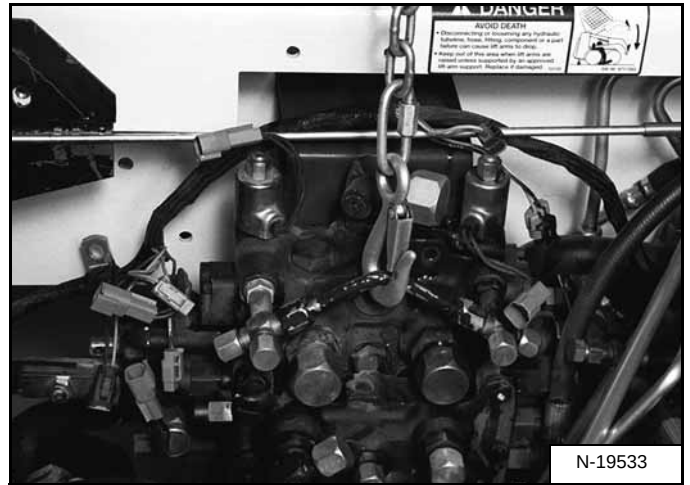
Disconnect the lift lock block electric solenoid connectors (Item 2) [Figure 20-40-8] .

Figure 20-40-9



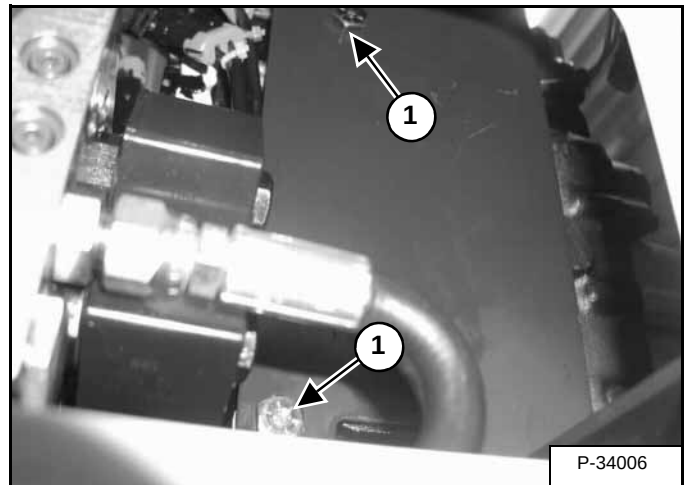
Remove the two mounting bolts (Item 1) [Figure 20-40-9] from the lift lock valve bracket.

Figure 20-40-10



Connect a hoist to the control valve [Figure 20-40-10].

Figure 20-40-11



Locate and remove the two control valve mounting bolts (Item 1) [Figure 20-40-11] through the right side access panels.

Installation: Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

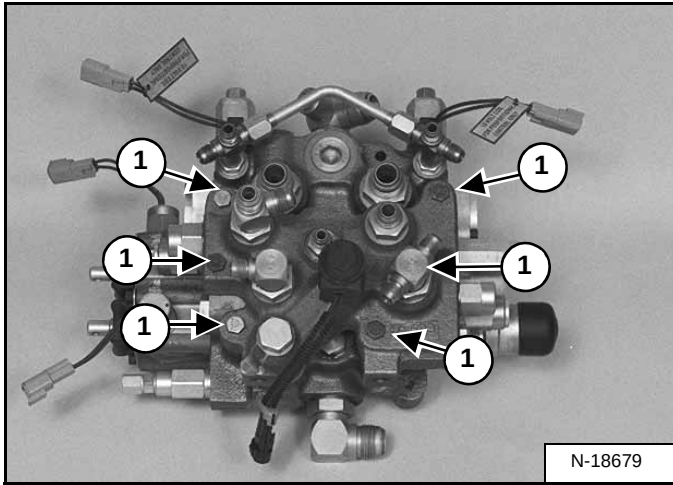
Remove the control valve from the machine using the hoist [Figure 20-40-10].

Reverse the removal procedure to install the hydraulic control valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve Removal And Installation

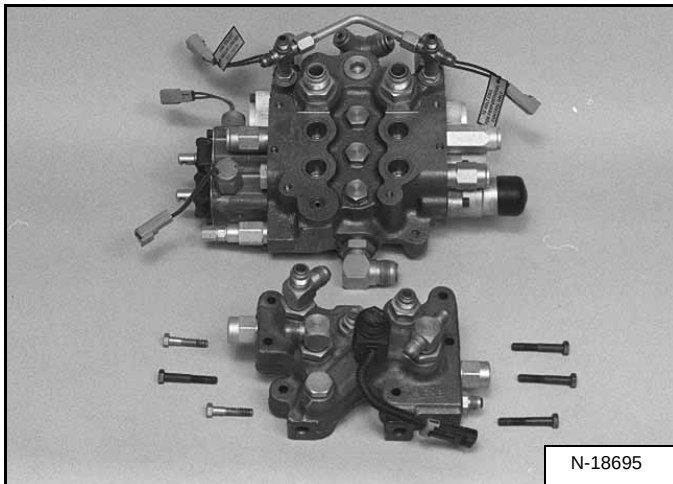
Figure 20-40-12



Remove the control valve.(See Removal And Installation on Page 20-40-1.)

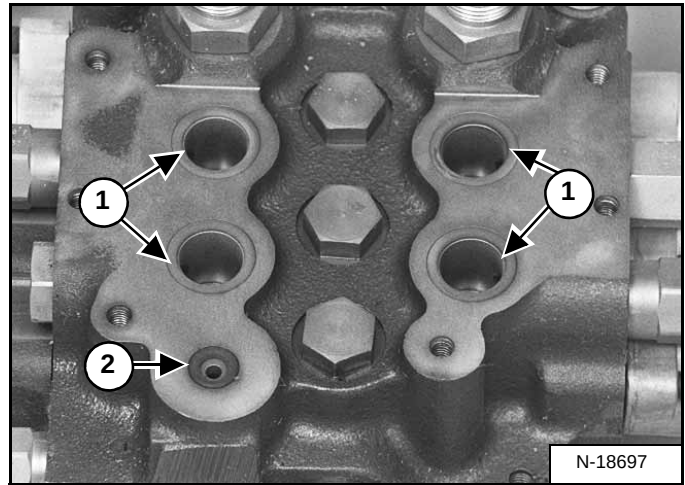
To remove the BICS from the control valve loosen and remove the six mounting bolts (Item 1) [Figure 20-40-12].

Figure 20-40-13



Remove the BICS valve assembly from the top of the control valve [Figure 20-40-13].

Figure 20-40-14



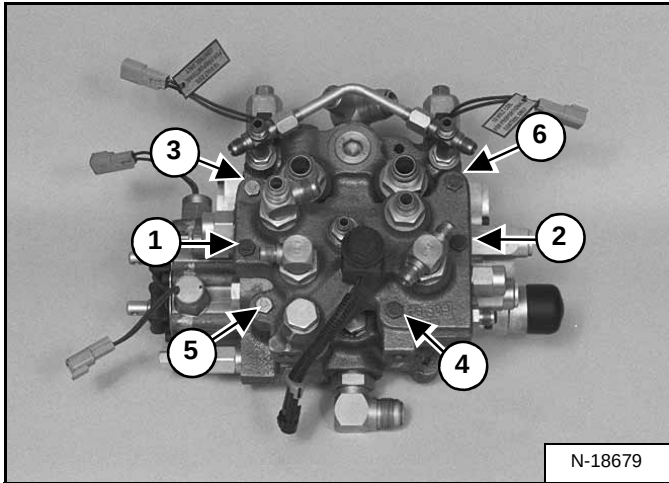
Remove the four large O-rings (Item 1) and the small O-ring (Item 2) [Figure 20-40-14] from the top of the control valve.

Install the four large O-rings (Item 1) and the small O-ring (Item 2) [Figure 20-40-14] on the top of the control valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve Removal And Installation (Cont'd)

Figure 20-40-15



Install the six mounting bolts [Figure 20-40-15].

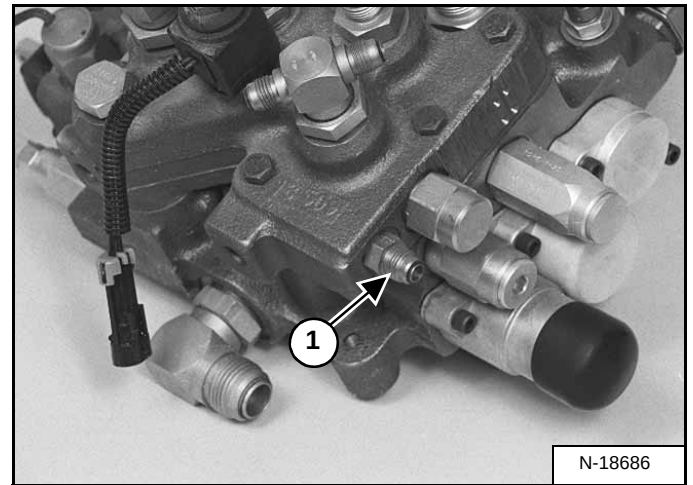
The chart below lists the correct torque specifications and tightening sequence when reinstalling the BICS valve assembly to the control valve. Thoroughly clean and dry bolts and threads in valve. Use liquid adhesive LOCTITE #242 or equivalent.

STEP	TORQUE	SEQUENCE
1	110-130 in.-lbs. (12,4-14,7 Nm)	1, 2, 3, 4, 5 & 6
2	190-210 in.-lbs. (21,5-23,7 Nm)	
3*	190-210 in.-lbs. (21,5-23,7 Nm)	

*Torque must be 190-210 in.-lbs. (21,5-23,7 Nm) for every bolt or repeat step 3.

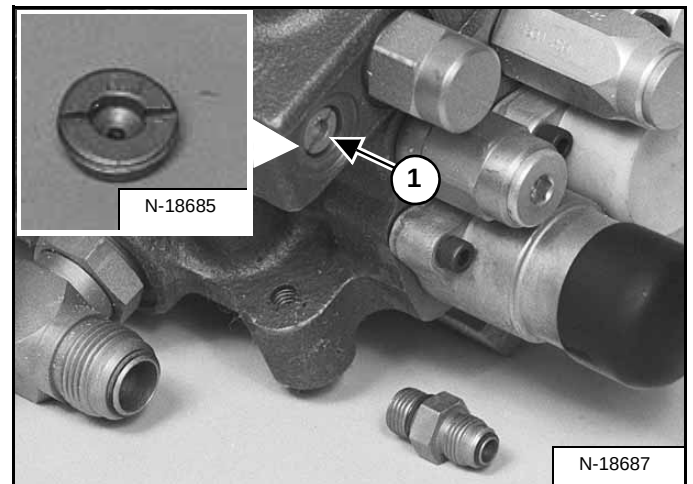
BICS Valve, Lift Arm By-Pass Orifice Disassembly And Assembly

Figure 20-40-16



Remove the fitting (Item 1) [Figure 20-40-16] from the valve.

Figure 20-40-17



Using a flat blade screw driver, remove the lift arm by-pass orifice (Item 1) [Figure 20-40-17] .

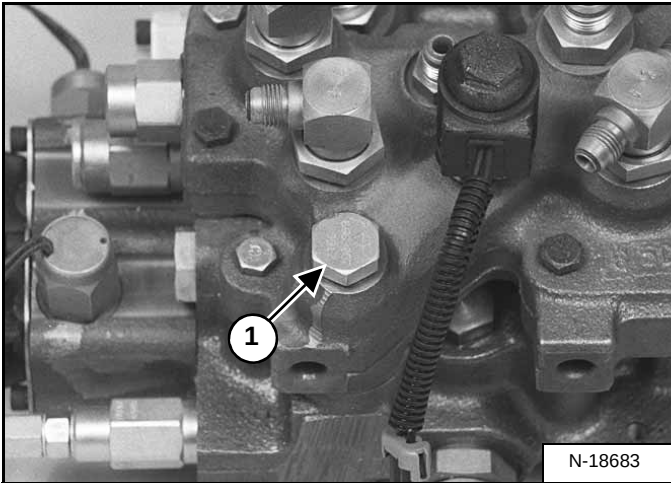
Orifice size is 0.078 inch.

Reverse the removal procedure to install the lift arm by-pass orifice.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve, Check Valve Disassembly And Assembly

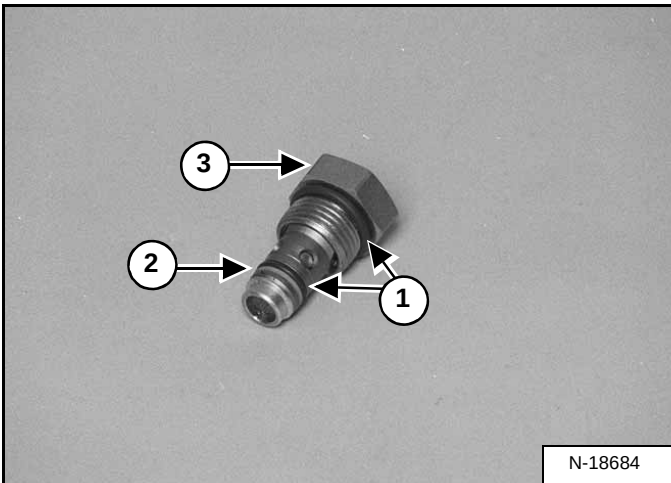
Figure 20-40-18



Remove the check valve (Item 1) [Figure 20-40-18].

Installation: Tighten the valve to 20 ft.-lbs. (27 Nm) torque.

Figure 20-40-19

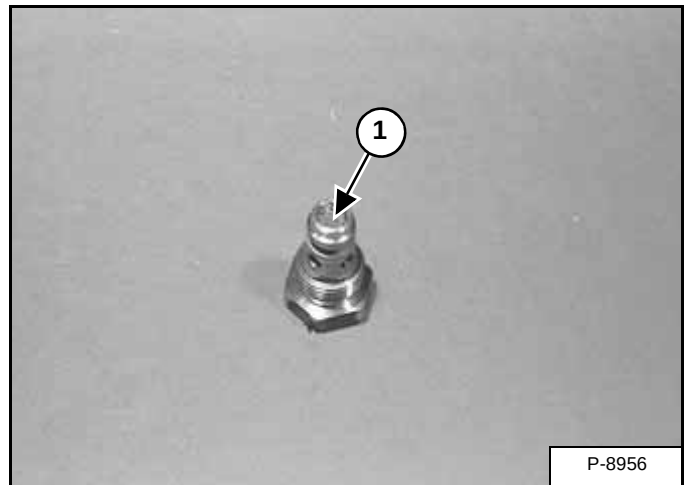


Remove the O-rings (Item 1) and back-up ring (Item 2) [Figure 20-40-19].

Install new O-rings (Item 1) and back-up ring (Item 2) [Figure 20-40-19] on the check valve.

Check valve (Item 3) [Figure 20-40-19] has a rating of 5-10 PSI.

Figure 20-40-20



Clean and inspect the screen (Item 1) [Figure 20-40-20] on the end of the valve.

Reverse the removal procedure to install the BICS check valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve Lock Valve Disassembly And Assembly

Figure 20-40-21

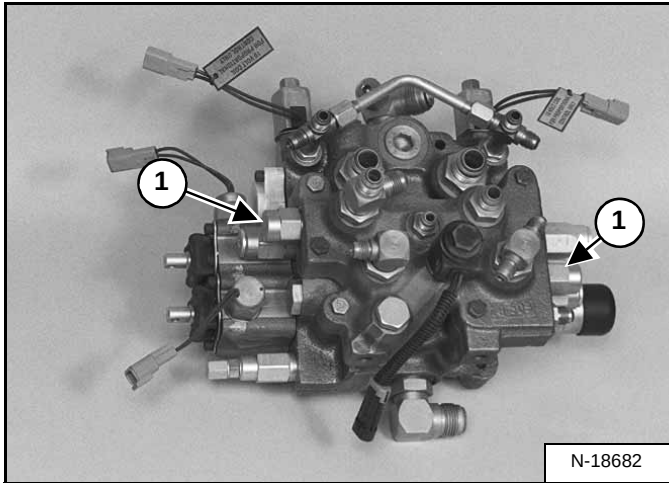


Figure 20-40-22

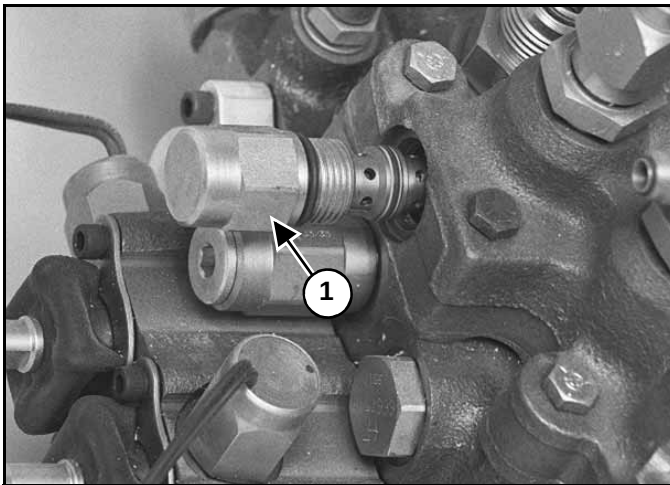
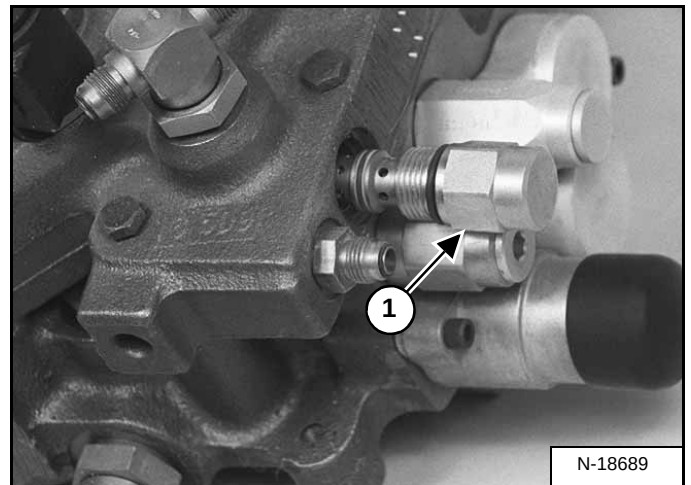


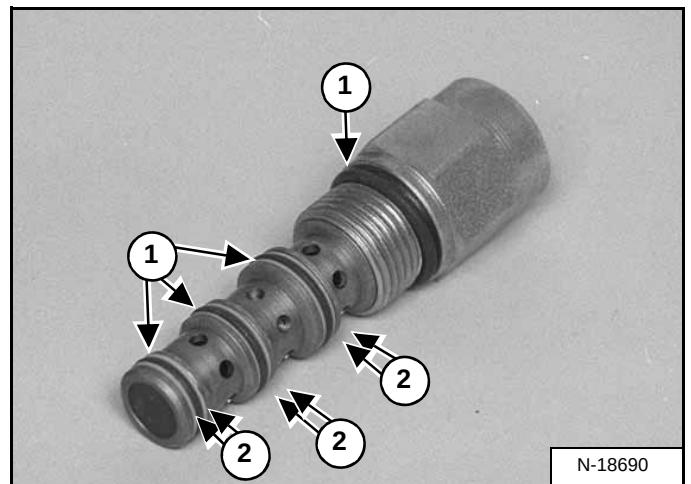
Figure 20-40-23



Remove the lock valves (Item 1) [Figure 20-40-21], [Figure 20-40-22] & [Figure 20-40-23] from the BICS valve.

Installation: Tighten the lock valves to 25 ft.-lbs. (34 Nm) torque.

Figure 20-40-24



Remove the O-rings (Item 1) and back-up rings (Item 2) [Figure 20-40-24] from both the tilt and lift lock valves.

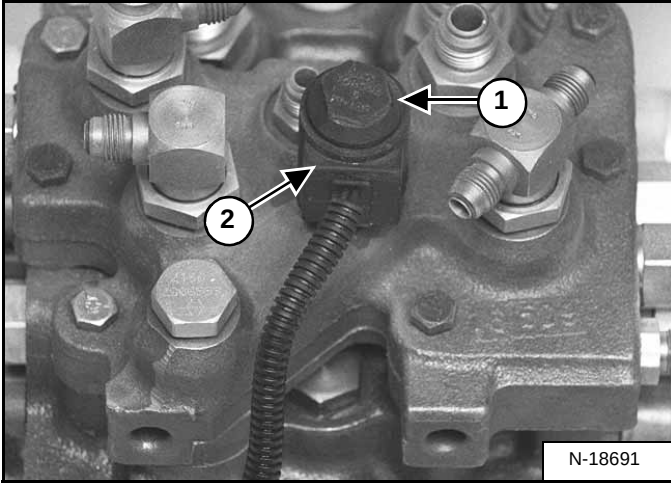
Install new O-rings (Item 1) and back-up rings (Item 2) [Figure 20-40-24] on the tilt and lift lock valves.

Reverse the removal procedure to install the lock valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve Solenoid Disassembly And Assembly

Figure 20-40-25

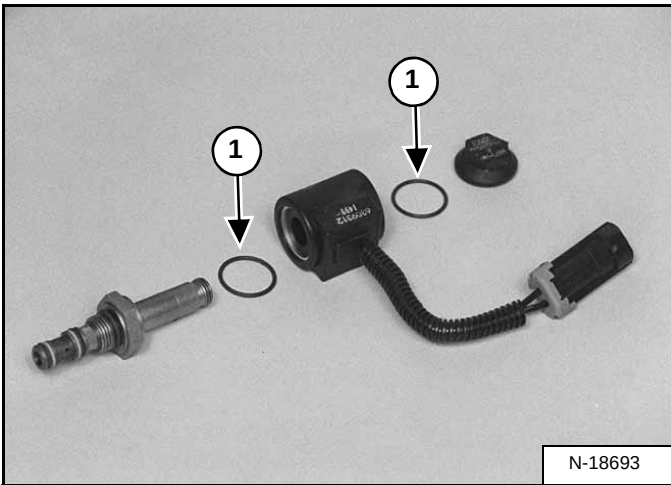


Remove the mounting nut (Item 1) [Figure 20-40-25] from the solenoid cartridge.

Installation: Tighten the mounting nut to 53 in.-lbs. (6 Nm) torque.

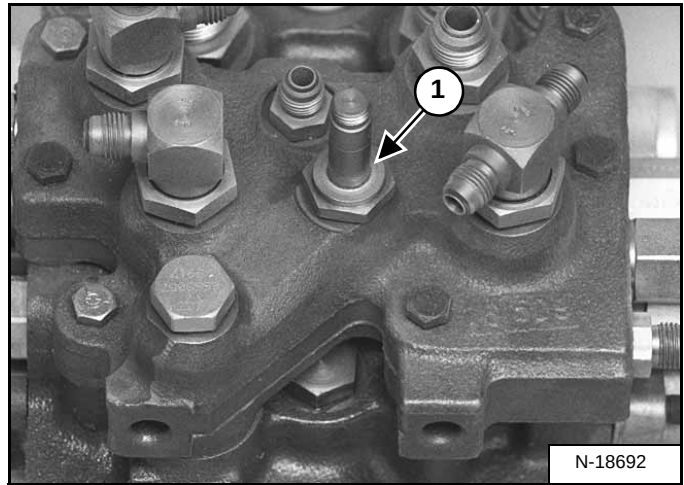
Remove the solenoid (Item 2) [Figure 20-40-25].

Figure 20-40-26



Remove the O-rings (Item 1) [Figure 20-40-26] from both ends of the solenoid.

Figure 20-40-27



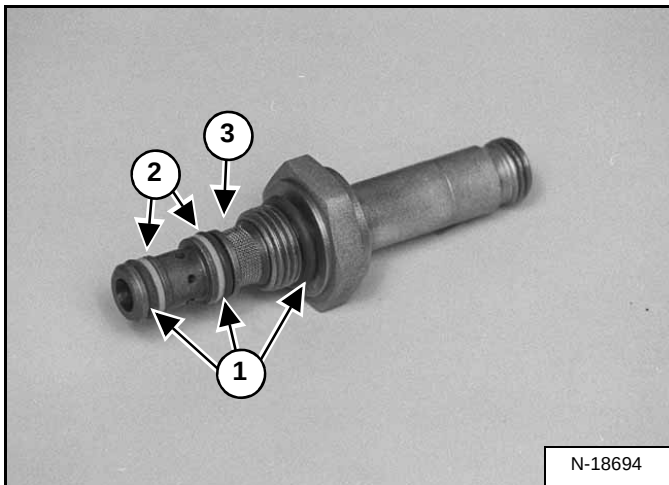
Remove the solenoid cartridge (Item 1) [Figure 20-40-27].

Installation: Tighten the cartridge to 20 ft.-lbs. (27 Nm) torque.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

BICS Valve Solenoid Disassembly And Assembly (Cont'd)

Figure 20-40-28



Remove the O-rings (Item 1) and back-up rings (Item 2) [Figure 20-40-28] from the cartridge.

Clean all parts in solvent and dry with compressed air.

Inspect all parts for wear and replace any showing excessive wear.

NOTE: The screen (Item 3) [Figure 20-40-28] may be cleaned with solvent. If it is torn or worn, it needs to be replaced.

Use only new O-rings and apply oil to all O-rings and back-up rings before installation.

Install new O-rings (Item 1) [Figure 20-40-26] & [Figure 20-40-28] and new back-up rings (Item 2) [Figure 20-40-28] on the solenoid cartridge.

BICS Valve Solenoid Testing

Figure 20-40-29



Use an Ohm meter to measure coil resistance [Figure 20-40-29].

Coil wires do not have polarity.

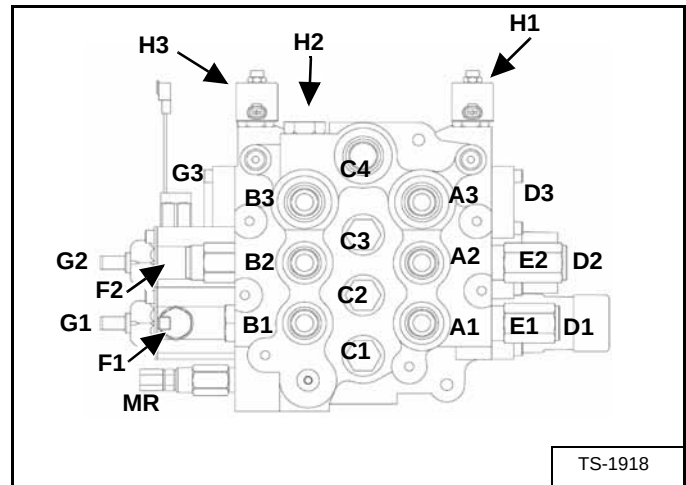
NOTE: The solenoid resistance value is (8-10 ohms at 20° C).

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Identification Chart

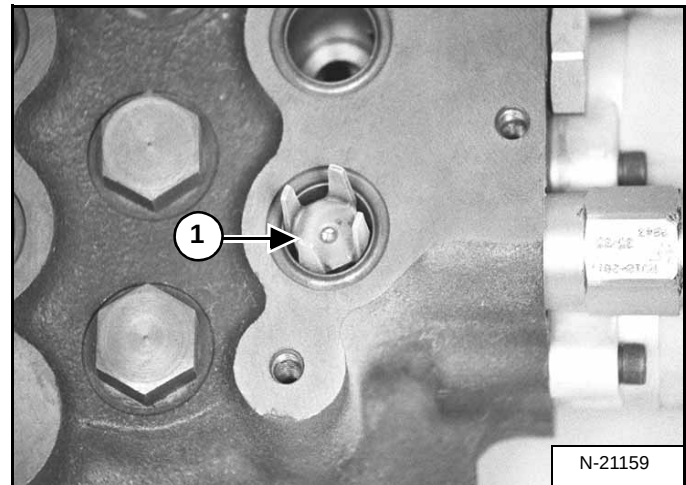
ITEM	773 LOADER
A1	Lift Cylinder Base End/Restrictor
A2	Tilt Cylinder Base End
A3	Auxiliary Hydraulics
B1	Lift Cylinder Rod End
B2	Tilt Cylinder Rod End
B3	Auxiliary Hydraulics
C1	Load Check Valve/Lift Function
C2	Load Check Valve/Tilt Function
C3	Orificed Load Check Valve Auxiliary Function
C4	Outlet Fluid Flow
D1	Lift Spool Centering Spring/Detent
D2	Tilt Spool Centering Spring
D3	Auxiliary Spool/Centering Springs
E1	Port Relief Valve-3500PSI
E2	Anti-Cavitation/Port Relief Valve-3500PSI
F1	Anti-Cavitation Valve
F2	Port Relief Valve-3500PSI
G1	Lift Spool End
G2	Tilt Spool End
G3	Auxiliary Spool/Centering Springs
H1	Auxiliary Electric Solenoid
H2	Plug/Port Relief (Optional)-3500PSI
H3	Auxiliary Electric Solenoid
MR	Main Relief Valve-3000PSI

Figure 20-40-30



Lift Base End Restrictor

Figure 20-40-31



Remove the BICS valve assembly from the control valve.
(See BICS Valve Removal And Installation on Page 20-40-4.)

Remove the restrictor (Item 1) [Figure 20-40-31] from the lift section base end port.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

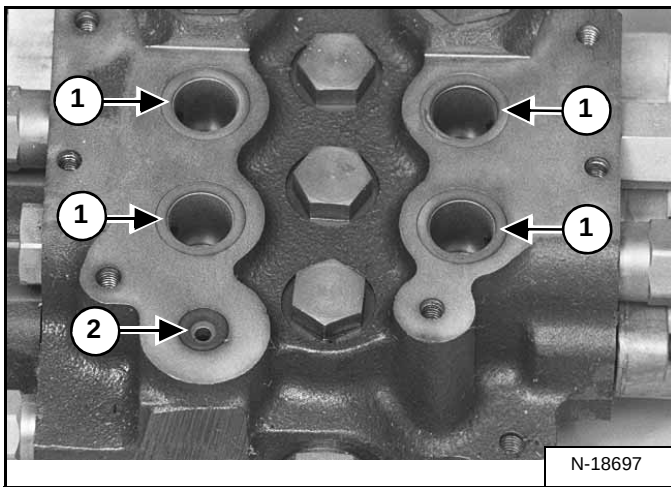
Load Check Valve

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

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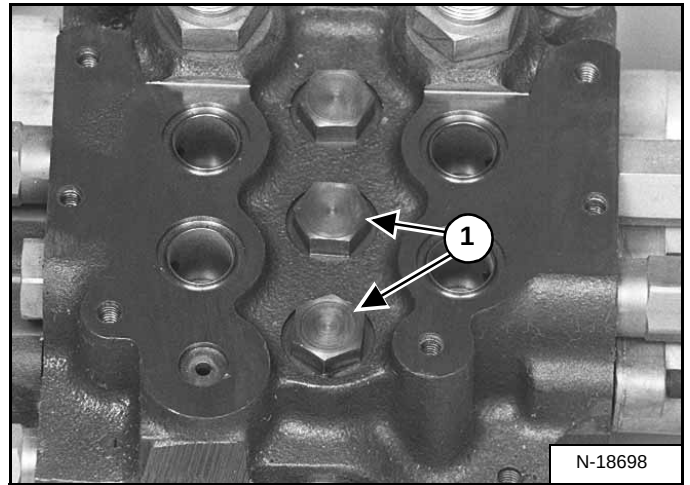
Figure 20-40-32



Remove the BICS valve assembly from the control valve. (See BICS Valve Removal And Installation on Page 20-40-4.)

Remove the four large O-rings (Item 1) and small O-ring (Item 2) [Figure 20-40-32]. Always replace these O-rings before installing the BICS valve assembly.

Figure 20-40-33



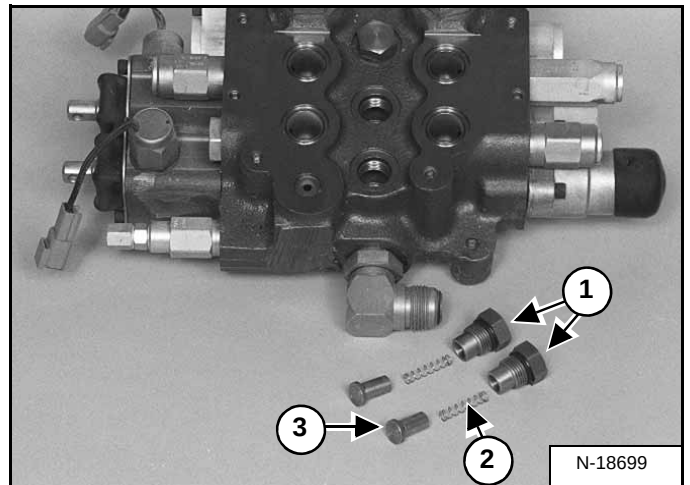
Mark each valve section, spool and related parts so that they will be returned to its original valve section during assembly.

Use bolts to fasten the control valve to a work bench for easier disassembly and assembly procedures.

Loosen the load check valve plugs (Item 1) [Figure 20-40-33].

Installation: Always use new O-ring. Tighten the plug to 35-40 ft.-lbs. (47-54 Nm) torque.

Figure 20-40-34



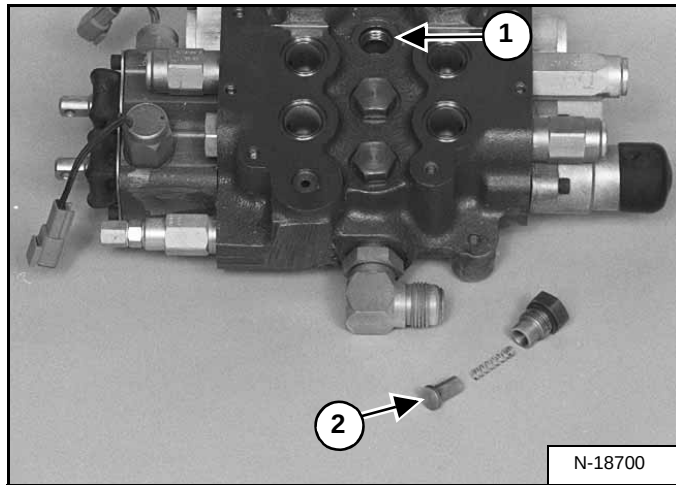
Remove the load check plugs (Item 1) [Figure 20-40-34].

Remove the spring (Item 2) and poppet (Item 3) [Figure 20-40-34].

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Load Check Valve (Cont'd)

Figure 20-40-35

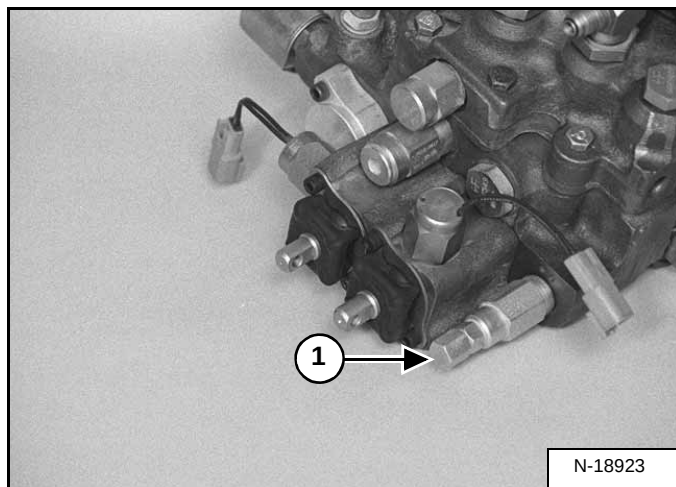


The auxiliary section (Item 1) uses an orifice load check poppet (Item 2) [Figure 20-40-35].

NOTE: For correct port locations and valve component value (See "BICS Valve Removal And Installation" on Page 20-40- 4.)

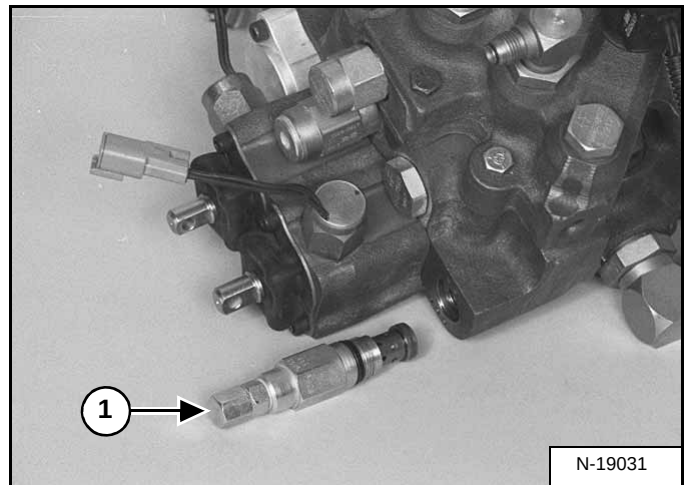
Main Relief Valve

Figure 20-40-36



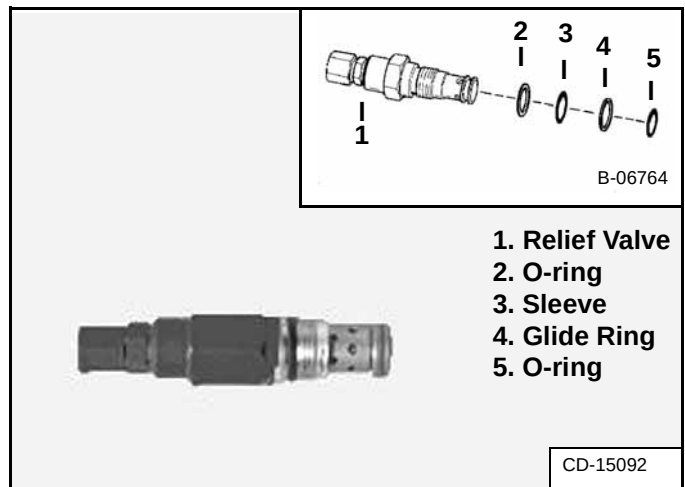
Loosen the main relief valve (Item 1) [Figure 20-40-36].

Figure 20-40-37



Remove the main relief valve (Item 1) [Figure 20-40-37].

Figure 20-40-38



1. Relief Valve
2. O-ring
3. Sleeve
4. Glide Ring
5. O-ring

Remove the O-rings, sleeve, and glide ring from the main relief valve [Figure 20-40-38].

Installation: Always use new O-rings, sleeve, and glide ring. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Port Relief Valve

Figure 20-40-39

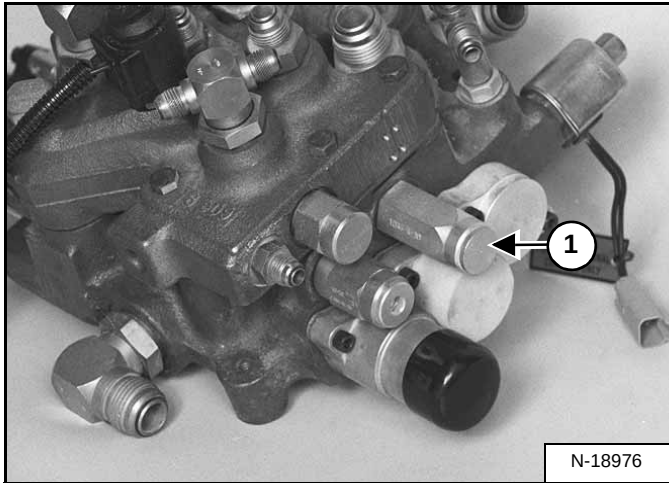
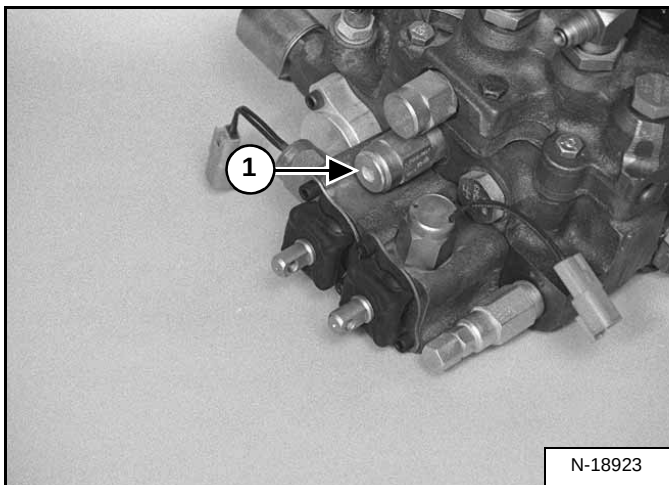


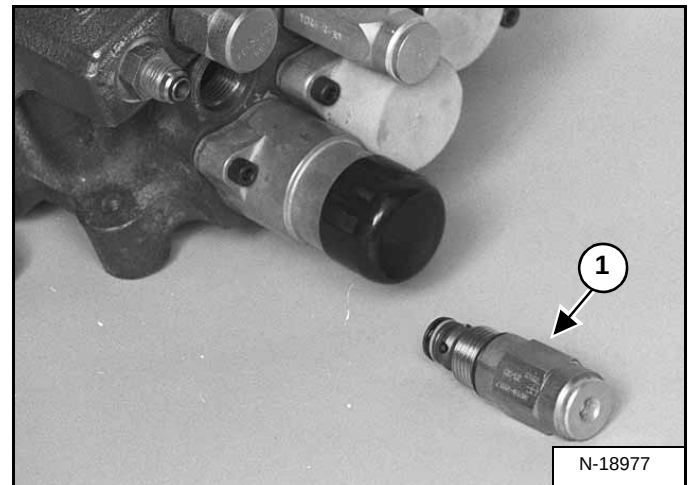
Figure 20-40-40



Loosen the port relief valve (Item 1) [Figure 20-40-39] & [Figure 20-40-40] (Port E1 or F2).

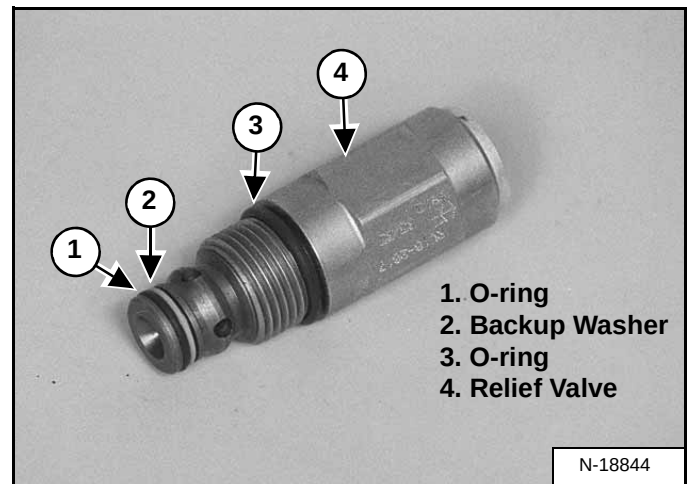
Installation: Always use new O-rings and back-up washers. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

Figure 20-40-41



Remove the port relief valve (Item 1) [Figure 20-40-41].

Figure 20-40-42

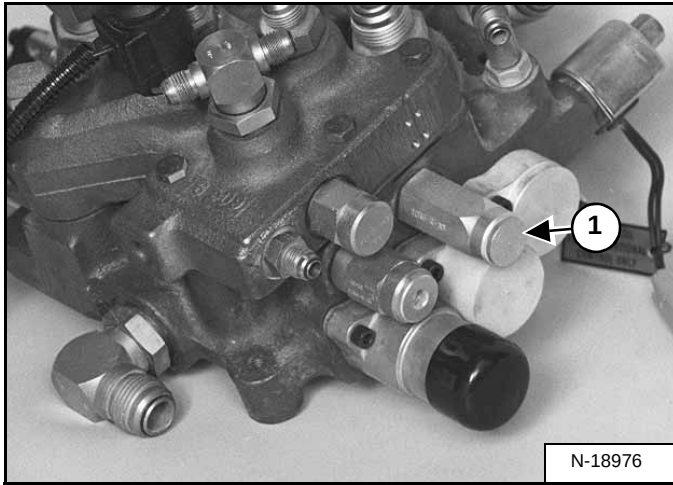


Remove the O-rings and back-up washer from the port relief valve [Figure 20-40-42].

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Anti-Cavitation Valve/Port Relief Valve

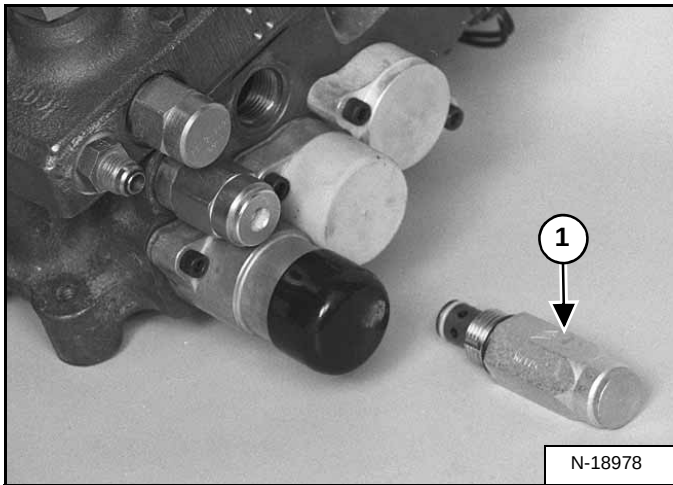
Figure 20-40-43



Loosen the anti-cavitation/port relief valve (Item 1) [Figure 20-40-43].

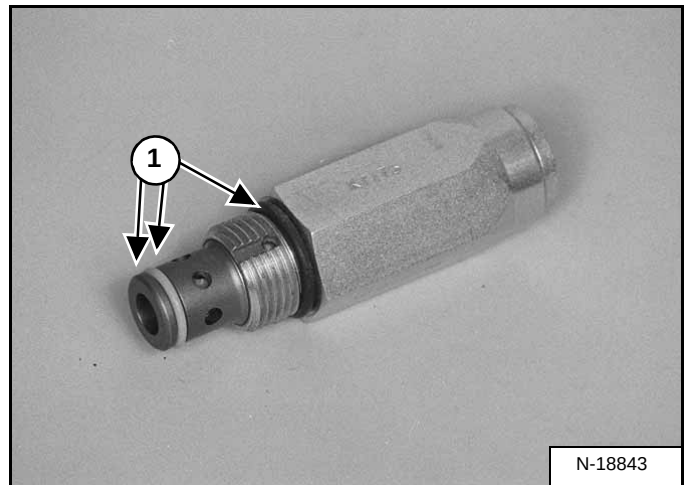
Installation: Always use new O-rings and back-up washers. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

Figure 20-40-44



Remove the anti-cavitation/port relief valve (Item 1) [Figure 20-40-44] from the control valve for the tilt section.

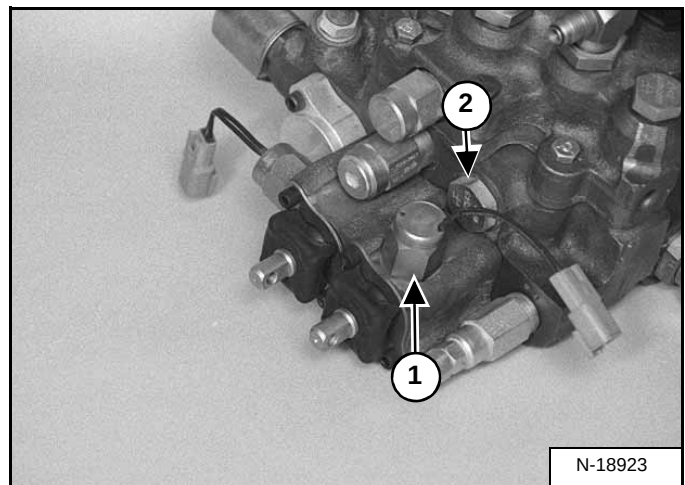
Figure 20-40-45



Remove the O-rings (Item 1) [Figure 20-40-45] from the anti-cavitation/port relief valve.

Anti-Cavitation Valve

Figure 20-40-46

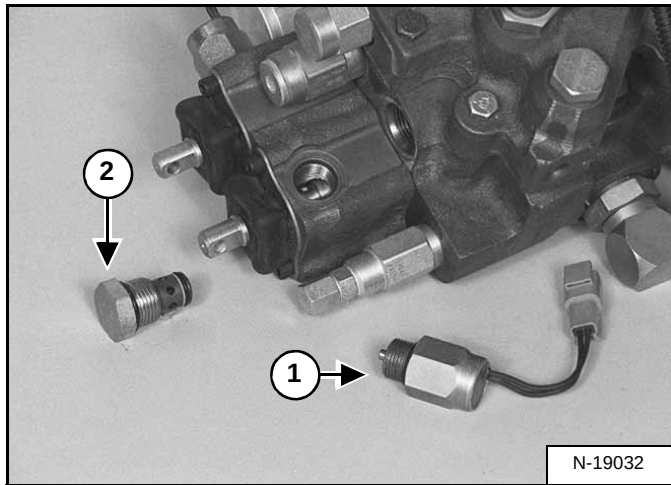


Remove the lift lock solenoid (Item 1) [Figure 20-40-46] & [Figure 20-40-47].

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

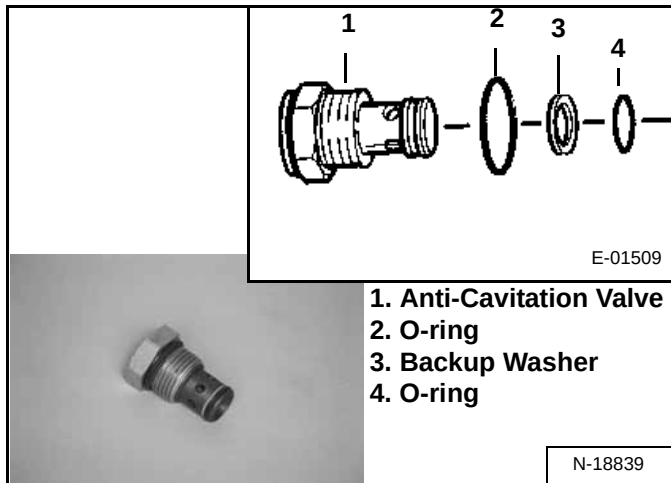
Anti-Cavitation Valve (Cont'd)

Figure 20-40-47



Remove the anti-cavitation valve (Item 2) [Figure 20-40-46] & [Figure 20-40-47] from the control valve for the lift section.

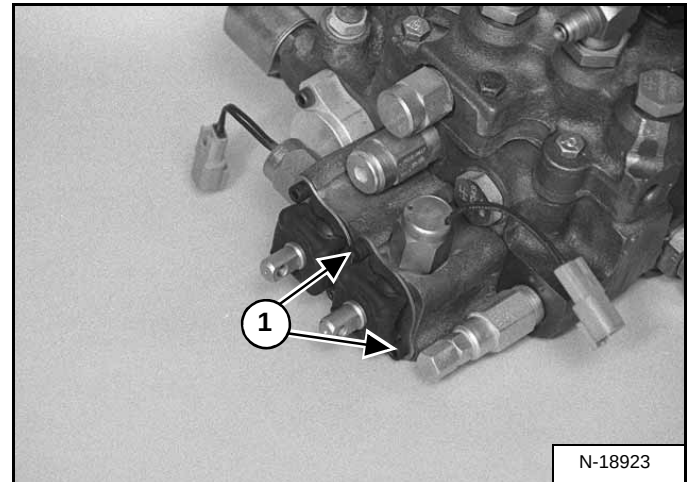
Figure 20-40-48



Remove the O-rings and back-up washer from the anti-cavitation valve [Figure 20-40-48].

Rubber Boot

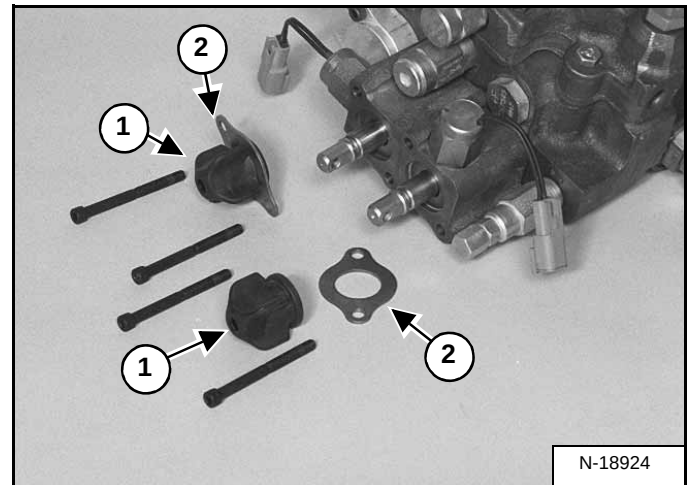
Figure 20-40-49



Remove the two screws (Item 1) [Figure 20-40-49] on the rubber boot retainer.

Installation: Tighten the screws to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-40-50



Remove the rubber boot (Item 1) and retainer (Item 2) [Figure 20-40-50].

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Lift And Tilt Lock Block

Figure 20-40-51

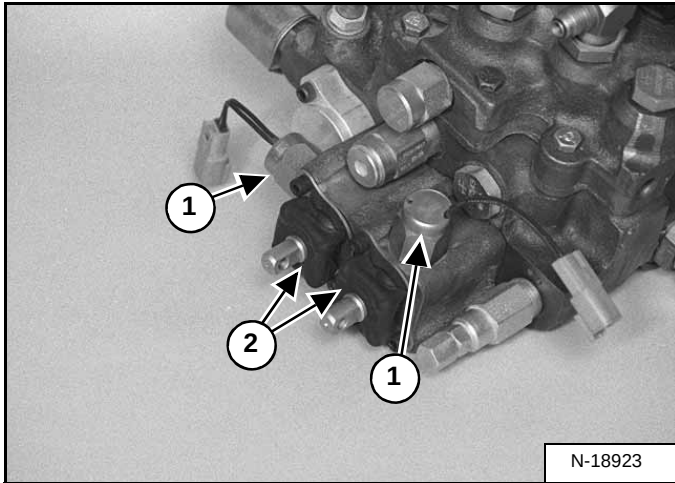
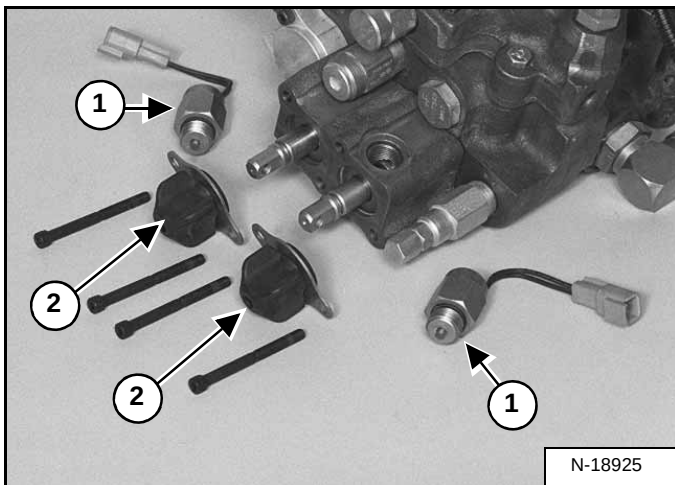


Figure 20-40-52

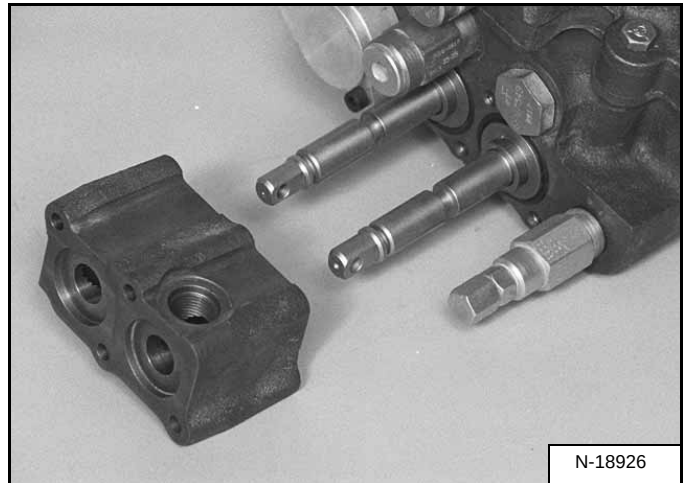


Removal And Installation

Remove the lock solenoids (Item 1) [Figure 20-40-51] & [Figure 20-40-52] from the lock block.

Remove the rubber Boot (Item 2) [Figure 20-40-51] & [Figure 20-40-52]. (See "Identification Chart" on Page 20-40- 10.)

Figure 20-40-53



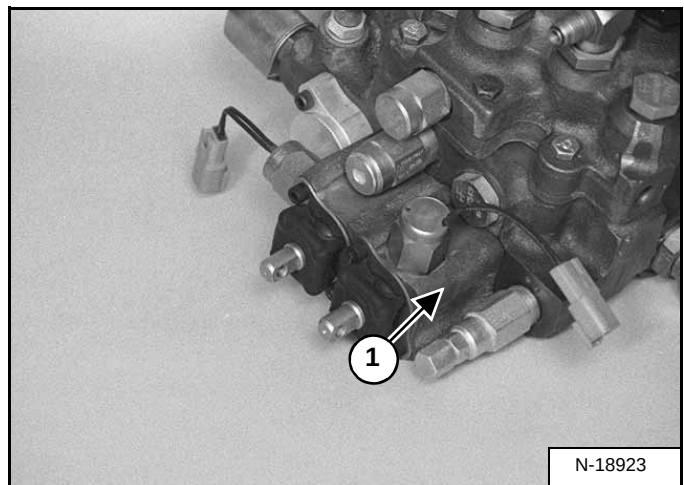
Remove the block [Figure 20-40-53].

NOTE: The lock block must be clean and oil free. (Oil can cause the solenoids not to function properly.)

Reverse the removal procedure to install the lift and tilt lock block.

Lift Spool and Detent

Figure 20-40-54



The tool listed will be needed to do the following procedure:

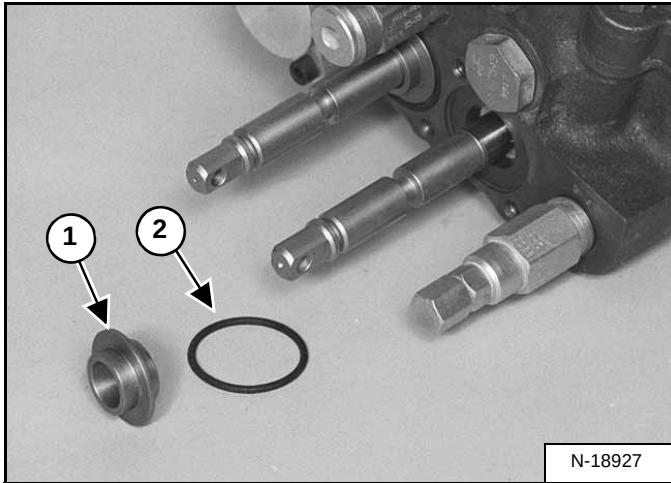
MEL1278 - Detent Tool
MEL1285 - Detent Spring Tool

Remove the lift and tilt lock block (Item 1) [Figure 20-40-54] from the control valve. (See "Load Check Valve" on Page 20-40- 11.)

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

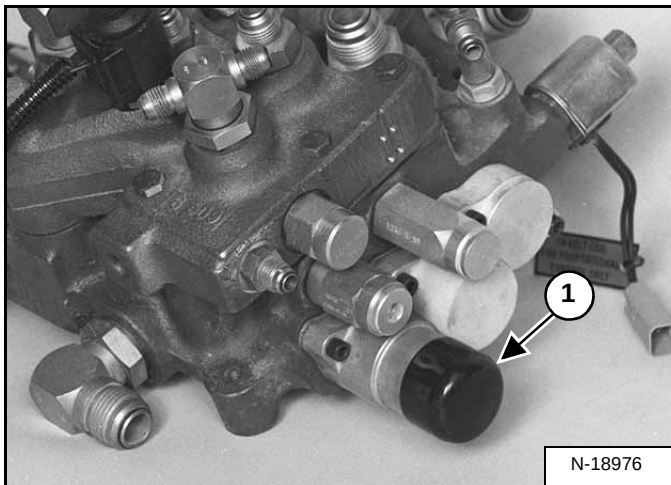
Lift Spool and Detent (Cont'd)

Figure 20-40-55



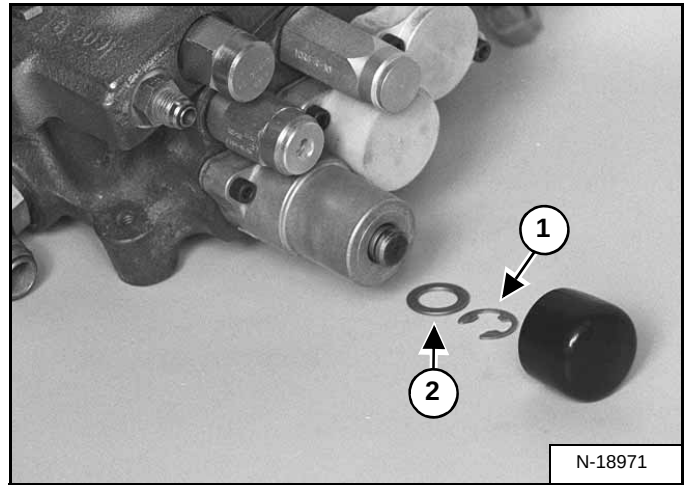
Remove the spacer (Item 1) and O-ring (Item 2) [Figure 20-40-55] from the lift spool.

Figure 20-40-56



Remove the end cap (Item 1) [Figure 20-40-56].

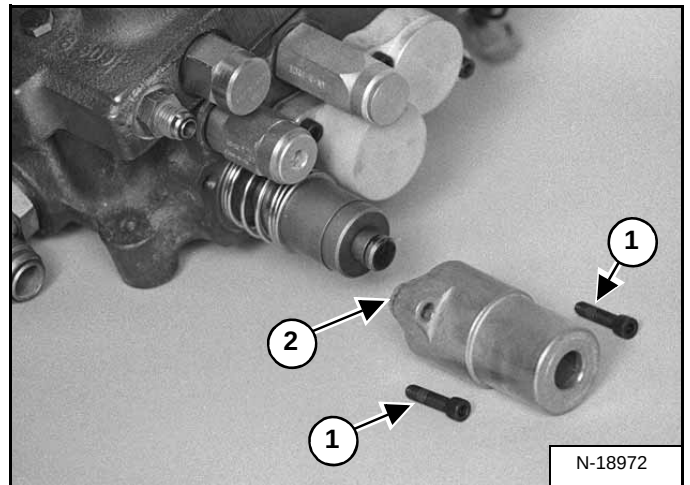
Figure 20-40-57



Use a screwdriver to remove the snap ring (Item 1) [Figure 20-40-57].

Remove the washer (Item 2) [Figure 20-40-57].

Figure 20-40-58



Remove the screws (Item 1) [Figure 20-40-58] from the detent bonnet.

Remove the detent bonnet (Item 2) [Figure 20-40-58].

IMPORTANT

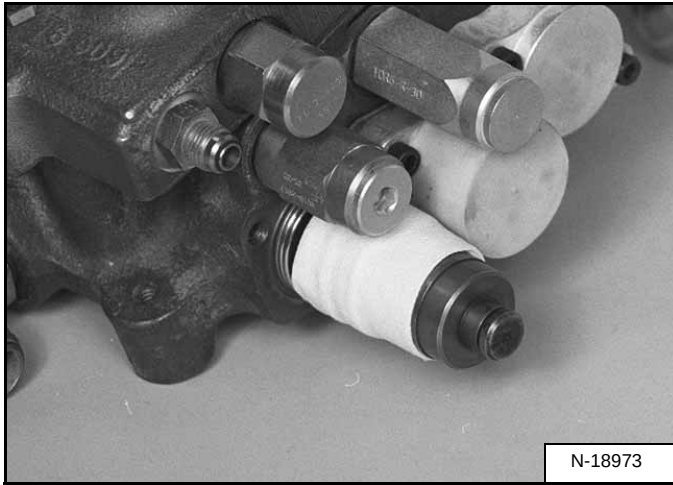
The detent assembly has small springs and balls. Do not lose these parts during disassembly and assembly.

I-2012-0284

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

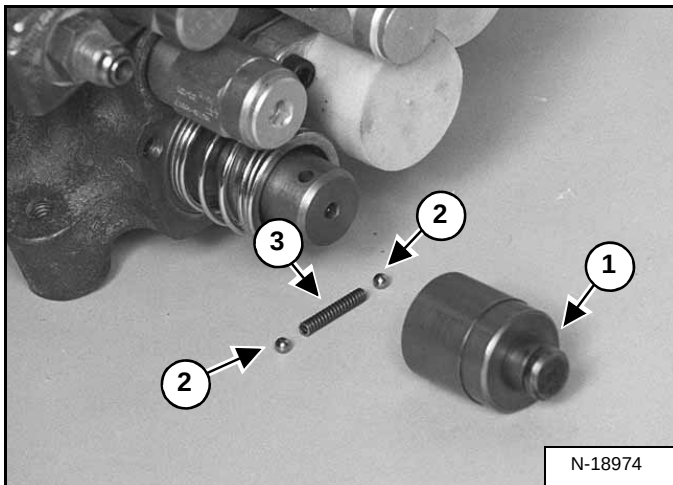
Lift Spool and Detent (Cont'd)

Figure 20-40-59



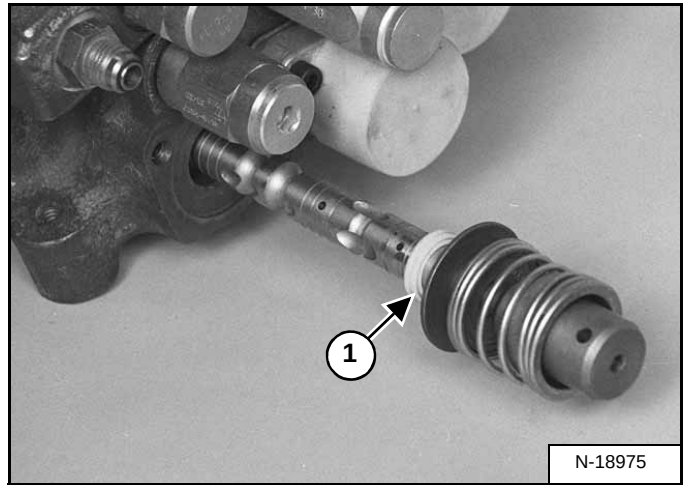
Put a rag around the detent assembly [Figure 20-40-59]. This will prevent the detent balls and spring from being lost when the detent sleeve is removed.

Figure 20-40-60



Remove the detent sleeve (Item 1), detent balls (Item 2) and spring (Item 3) [Figure 20-40-60].

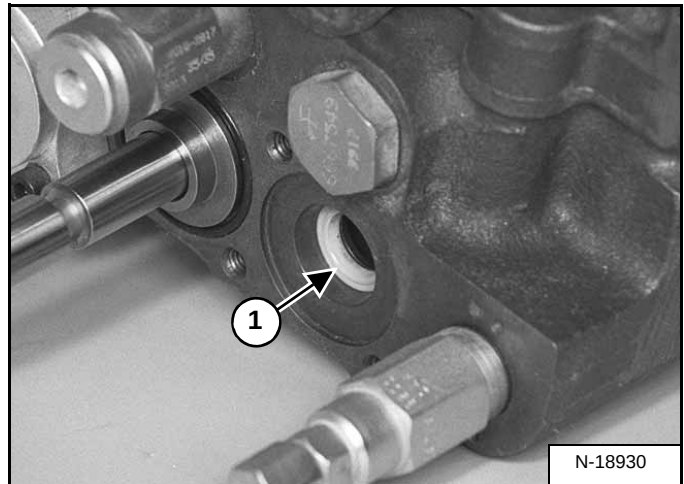
Figure 20-40-61



Remove the spool assembly and seal (Item 1) [Figure 20-40-61] from the control valve.

Assembly: Put grease on all the centering spring component parts.

Figure 20-40-62

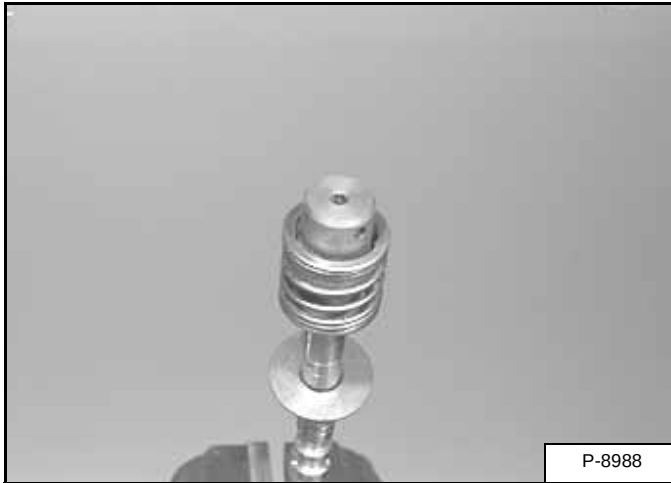


Remove the spool seal (Item 1) [Figure 20-40-62] from the linkage end of the valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

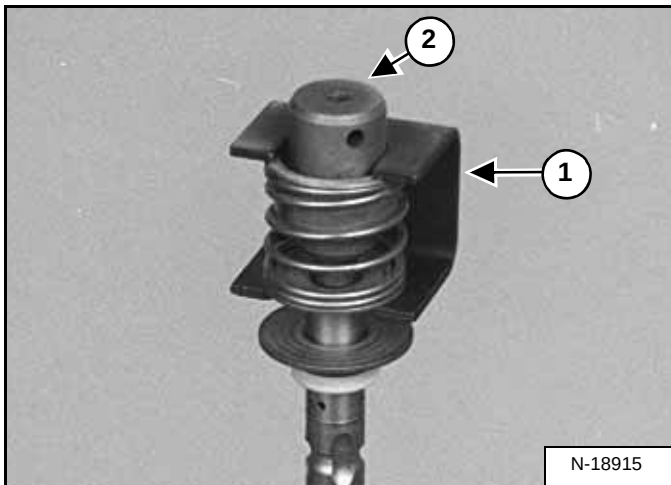
Lift Spool and Detent (Cont'd)

Figure 20-40-63



Clamp the linkage end of the spool in a vise [Figure 20-40-63].

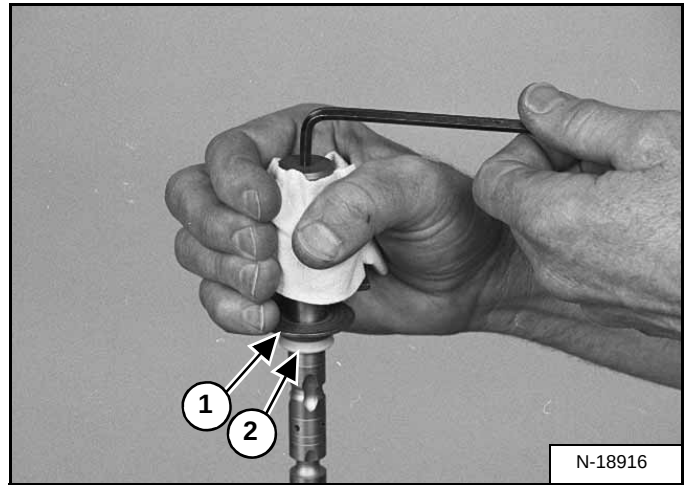
Figure 20-40-64



Install the spring tool (Item 1) [Figure 20-40-64] over the centering spring.

NOTE: Be careful when removing the detent adapter (Item 2) [Figure 20-40-64] from the centering spring, as it is under spring pressure.

Figure 20-40-65

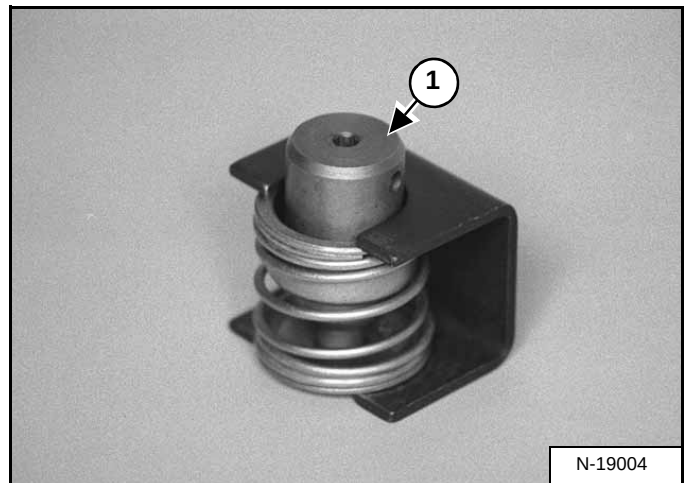


Put a rag around the detent assembly [Figure 20-40-65]. This will prevent the detent balls and spring from being lost when the detent adapter is removed.

Remove the detent adapter with an allen wrench.

Remove the back-up washer (Item 1) and spool seal (Item 2) [Figure 20-40-65].

Figure 20-40-66

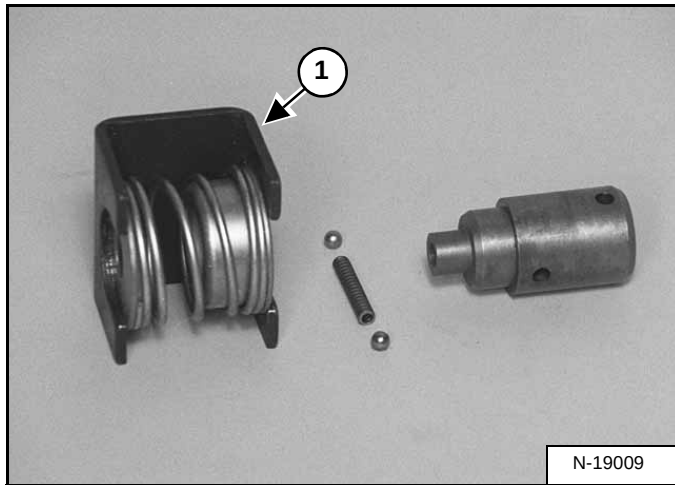


Remove the detent adapter (Item 1) [Figure 20-40-66] from the spring assembly.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

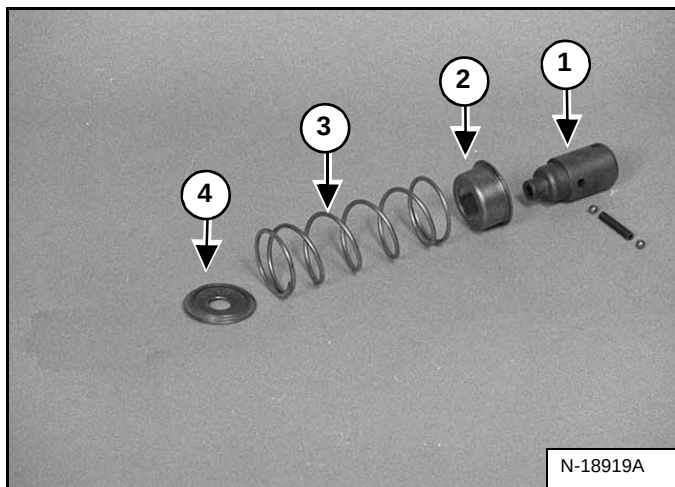
Lift Spool and Detent (Cont'd)

Figure 20-40-67



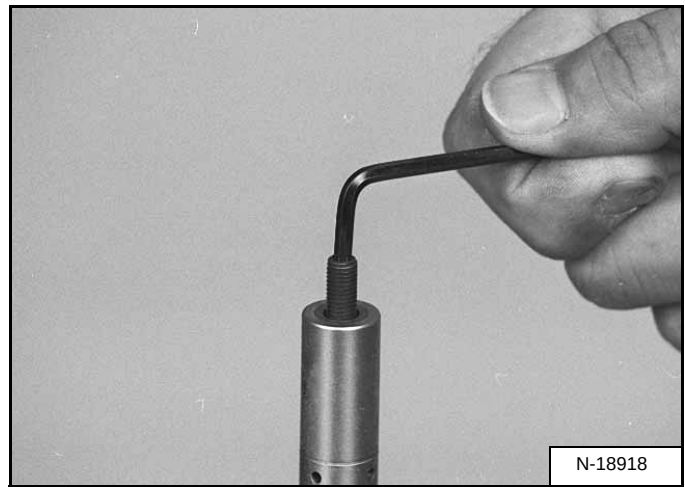
Remove spring tool (Item 1) [Figure 20-40-67] from the spring assembly.

Figure 20-40-68



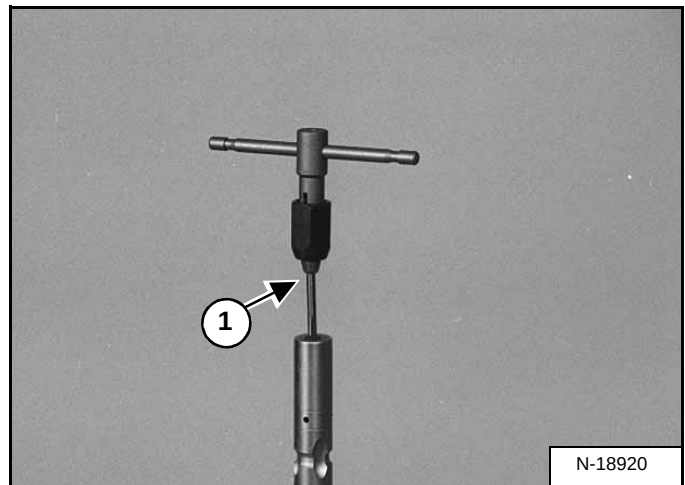
Inspect the adapter (Item 1), collar (Item 2), spring (Item 3), and washer (Item 4) [Figure 20-40-68].

Figure 20-40-69



Remove the stud from the end of the spool [Figure 20-40-69].

Figure 20-40-70



Removal of the plastic plug:

Make a center point in the plug using a 1/16 inch drill.

Drill a hole all the way through the plug using a 7/64 inch tap drill

Turn a 6-32 tap (Item 1) [Figure 20-40-70] into the plug. Pull the tap and plug out of the spool. Be careful, do not break the tap.

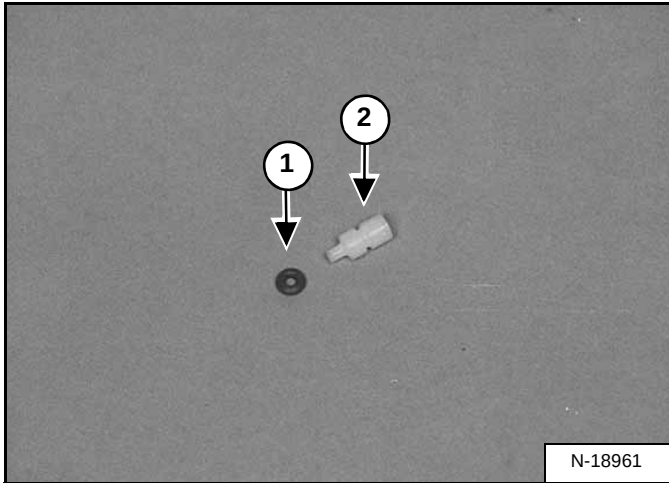
Clean all the debris from inside the spool bore.

NOTE: DO NOT USE LOCTITE ON THE STUD THREADS.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

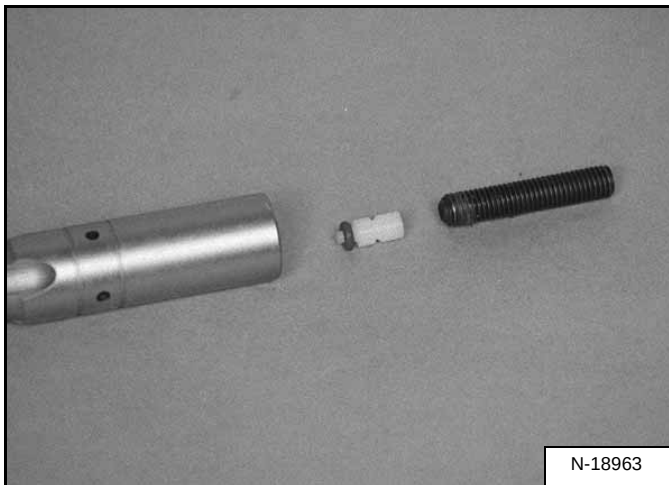
Lift Spool and Detent (Cont'd)

Figure 20-40-71



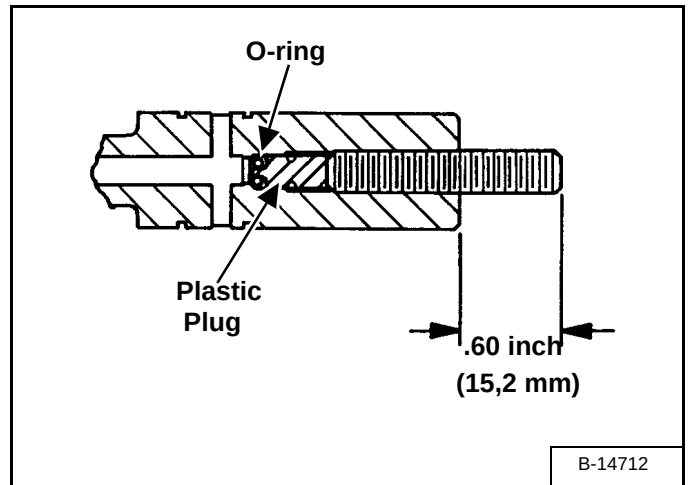
Install the O-ring (Item 1) over the nipple on the plastic plug (Item 2) [Figure 20-40-71].

Figure 20-40-72



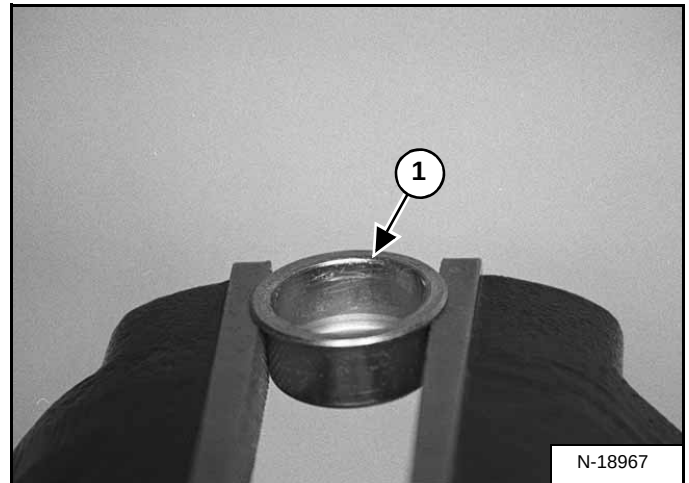
Install the plastic plug and O-ring in the spool [Figure 20-40-72].

Figure 20-40-73



Install the stud and tighten until the other end of the stud is out about 0.60 inch (15,2 mm) from the spool [Figure 20-40-73].

Figure 20-40-74

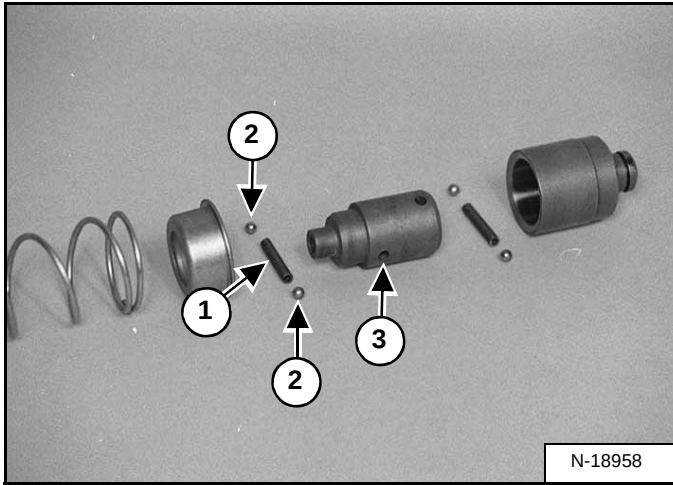


Clamp the collar (Item 1) [Figure 20-40-74] in a vise.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Lift Spool and Detent (Cont'd)

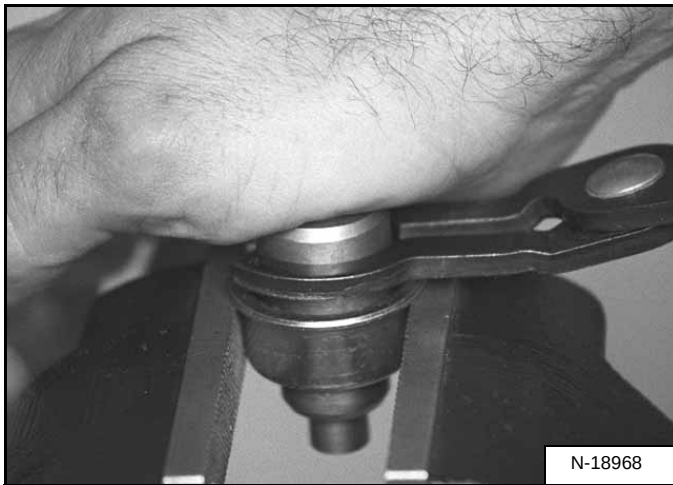
Figure 20-40-75



Apply grease on all the detent component surfaces before assembly [Figure 20-40-75].

Install the spring (Item 1) [Figure 20-40-75] and detent balls (Item 2) [Figure 20-40-75] into the adapter (Item 3) [Figure 20-40-75] and compress with the detent pliers (Item 1) [Figure 20-40-76].

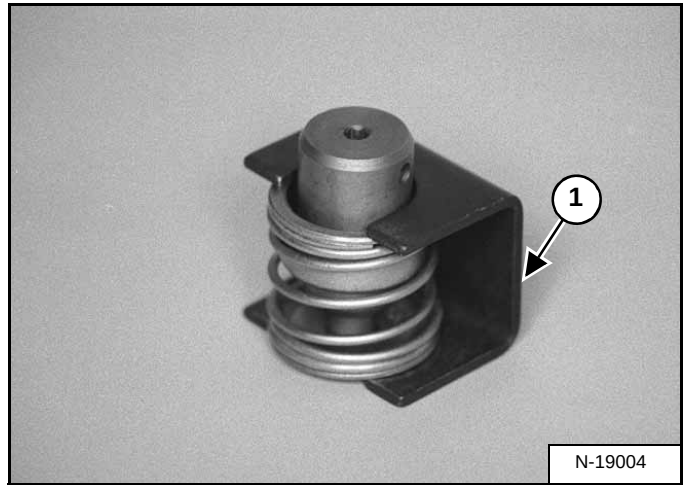
Figure 20-40-76



Install the detent adapter to the collar [Figure 20-40-76].

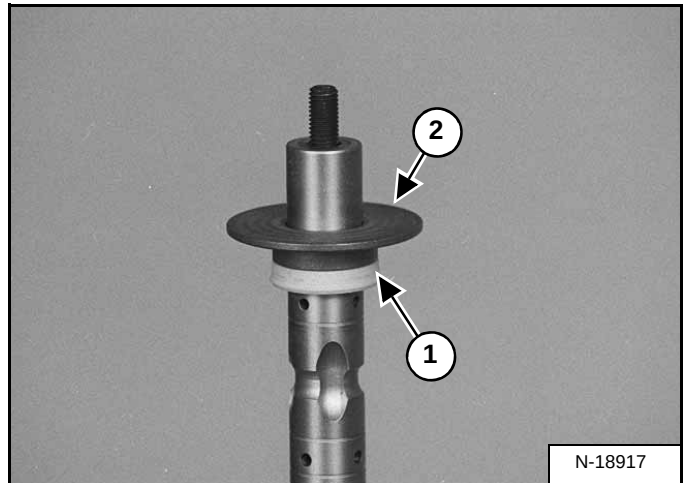
NOTE: The collar and the detent adapter are held together by spring pressure when assembled to the lift spool not the detent balls. Hold the detent adapter and collar together to prevent the detent balls and spring from falling out.

Figure 20-40-77



Install the spring tool (Item 1) [Figure 20-40-77] over the washer, spring, collar and detent adapter.

Figure 20-40-78

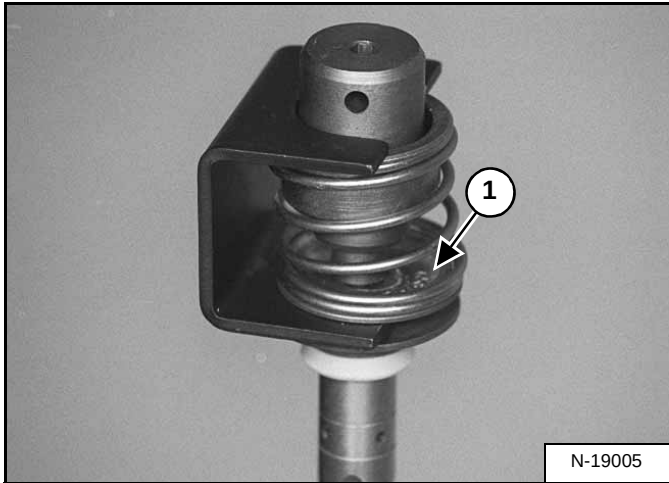


Install the spool seal (Item 1) and back-up washer (Item 2) [Figure 20-40-78].

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Lift Spool and Detent (Cont'd)

Figure 20-40-79



Install the spring assembly to the lift spool; hand tighten [Figure 20-40-79].

Remove the spring tool.

Check the alignment of the detent adapter and the washer.

Tighten the adapter to 90-100 in.-lbs. (10,2-11,3 Nm).

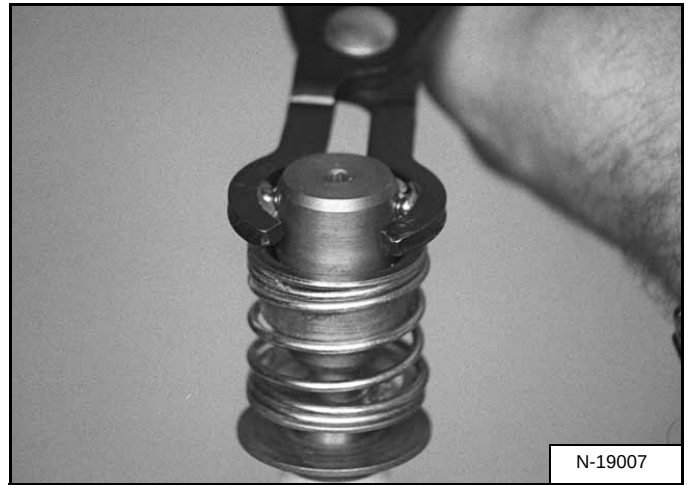
NOTE: The adapter must fit in the center of the washer (Item 1) [Figure 20-40-79].

Figure 20-40-80



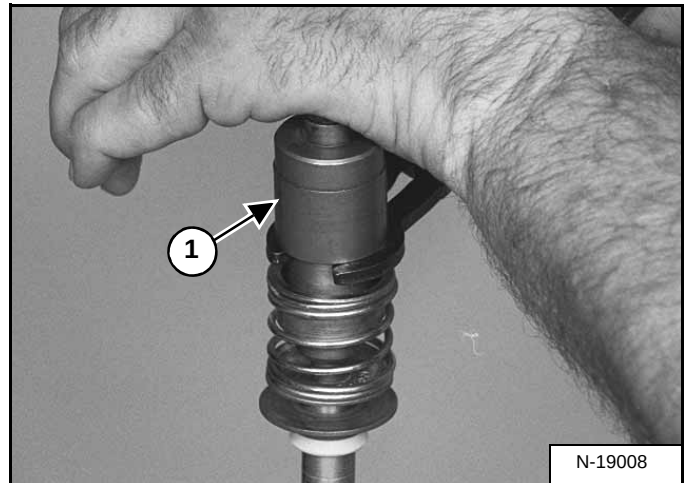
Install the detent balls and spring [Figure 20-40-80].

Figure 20-40-81



Hold the detent balls in place with the detent pliers [Figure 20-40-81].

Figure 20-40-82

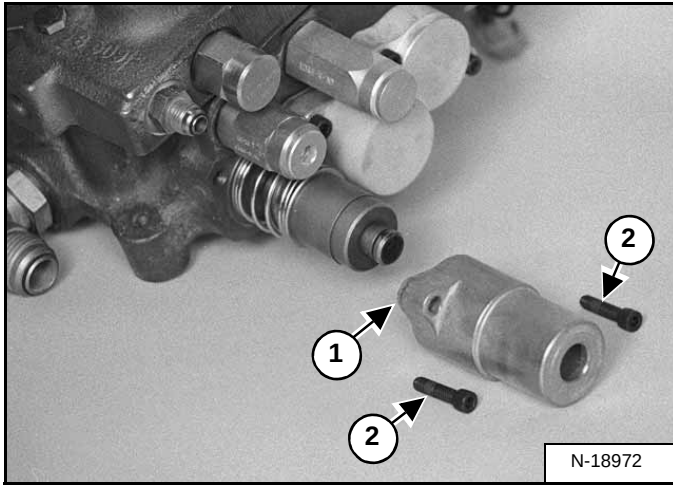


Install the detent sleeve (Item 1) [Figure 20-40-82] to the detent adapter.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Lift Spool and Detent (Cont'd)

Figure 20-40-83



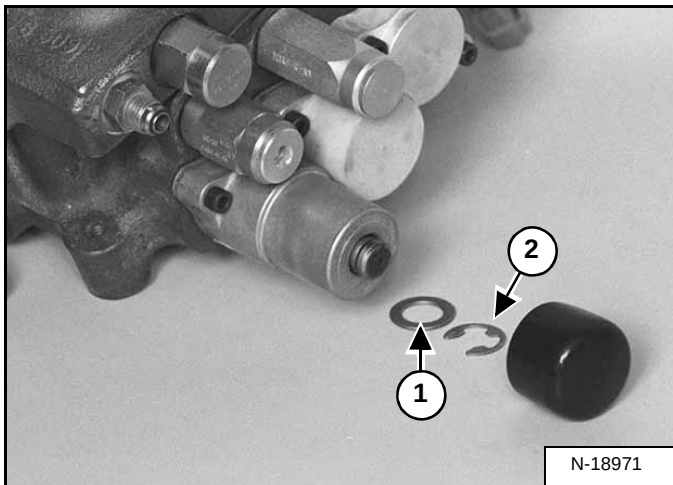
Install the lift spool assembly in the spool bore [Figure 20-40-83].

Install the detent bonnet (Item 1) [Figure 20-40-83].

Install the mounting screws (Item 2) [Figure 20-40-83].

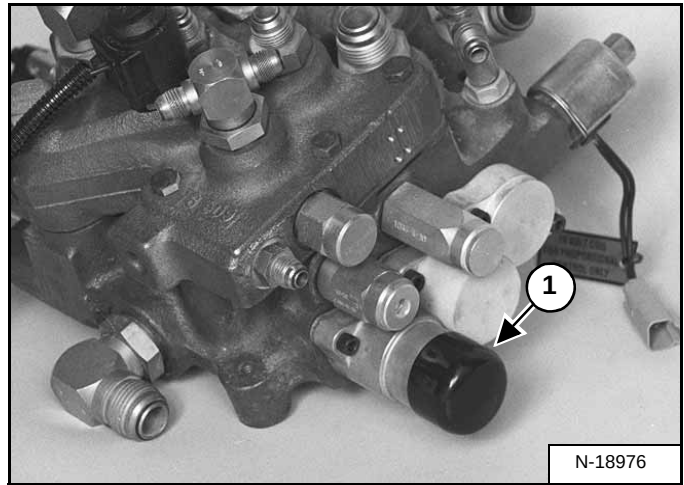
Installation: Tighten the screws to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-40-84



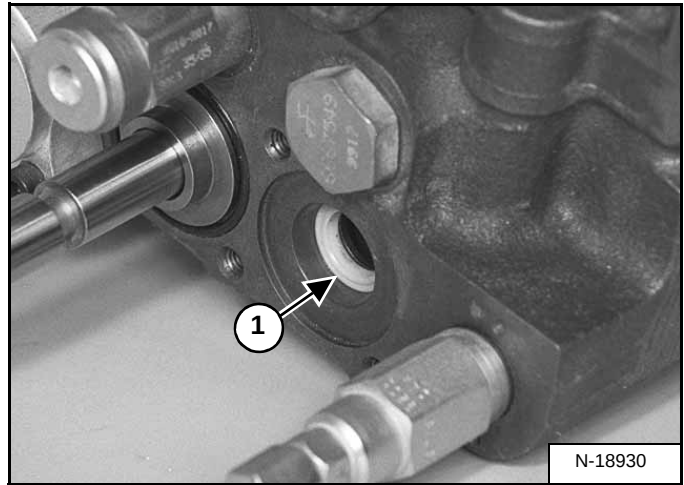
Install the washer (Item 1) and snap ring (Item 2) [Figure 20-40-84].

Figure 20-40-85



Install the end cap (Item 1) [Figure 20-40-85].

Figure 20-40-86

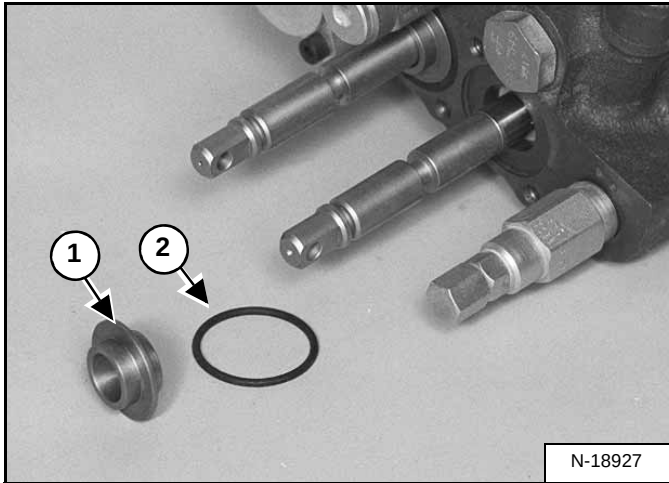


Install the spool seal (Item 1) [Figure 20-40-86] on the linkage end of the valve.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

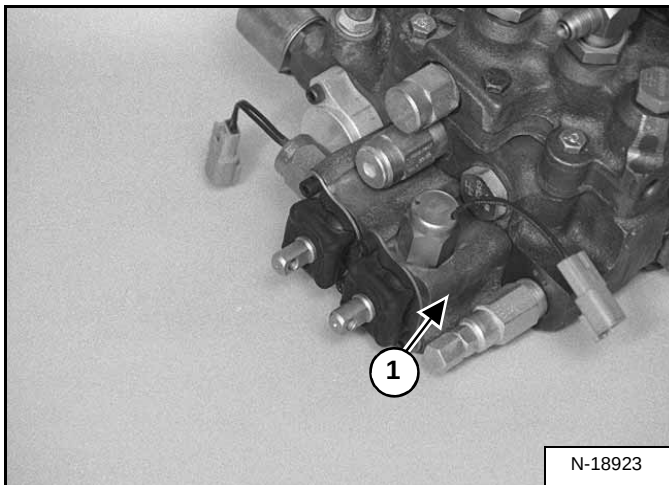
Lift Spool and Detent (Cont'd)

Figure 20-40-87



Install the spacer (Item 1) and O-ring (Item 2) [Figure 20-40-87] on the linkage end of the lift spool.

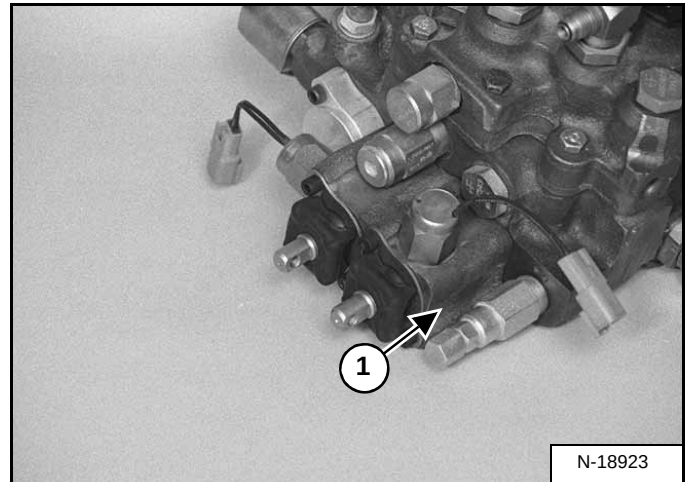
Figure 20-40-88



Install the lift and tilt lock block (Item 1) [Figure 20-40-88]. (See "Load Check Valve" on Page 20-40- 11.)

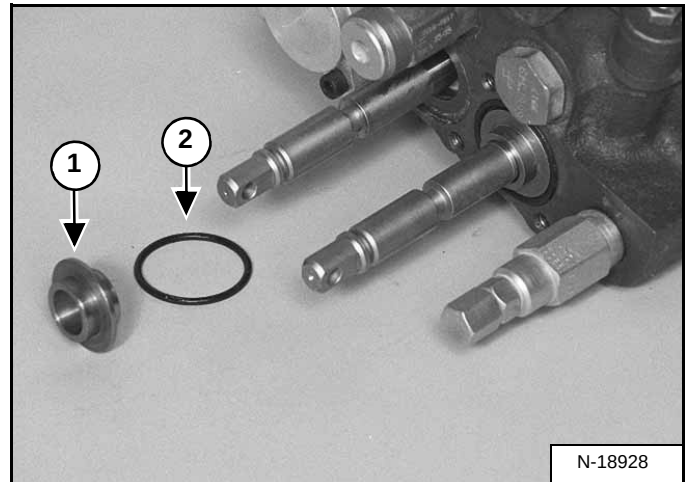
Tilt Spool Removal And Installation

Figure 20-40-89



Remove the lift and tilt lock block (Item 1) [Figure 20-40-89] from the control valve. (See "Load Check Valve" on Page 20-40- 11.)

Figure 20-40-90

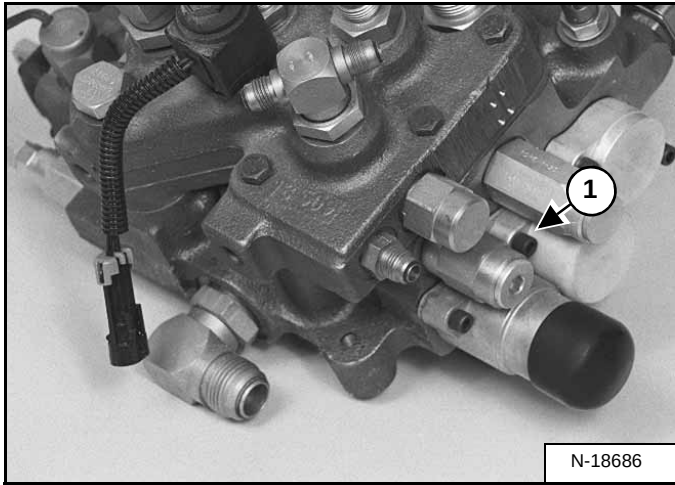


Remove the spacer (Item 1) and O-ring (Item 2) [Figure 20-40-90] from the tilt spool.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Tilt Spool Removal And Installation (Cont'd)

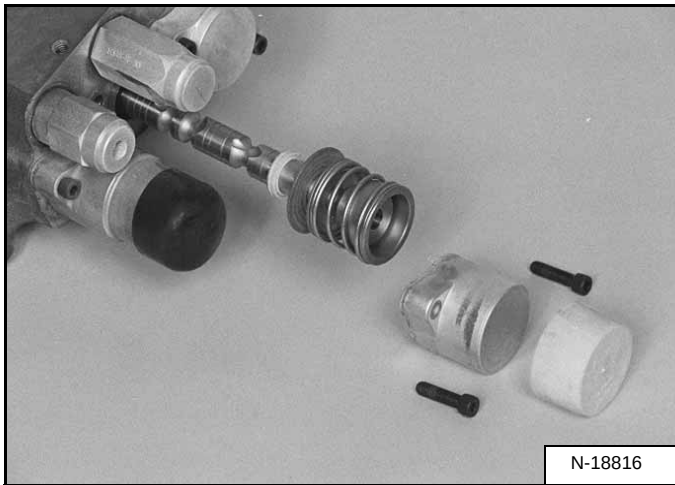
Figure 20-40-91



Remove the screws (Item 1) [Figure 20-40-91] from the end cap.

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-40-92

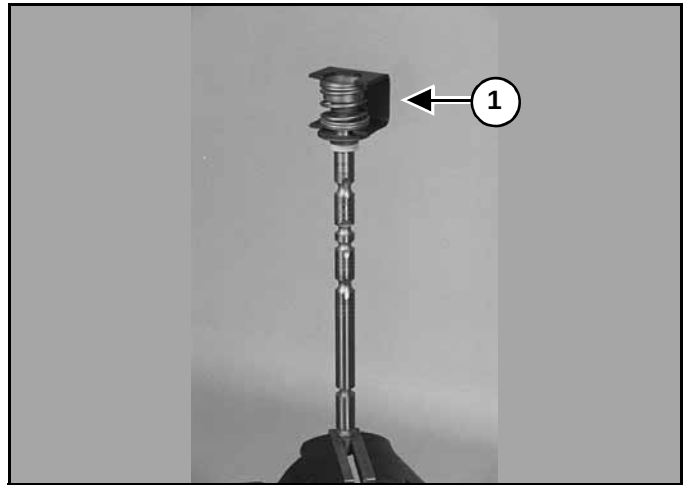


Remove the spool, centering spring, back-up washer and spool seal [Figure 20-40-92].

Assembly: Put grease on all the centering spring component parts.

Assembly: Always use a new spool seal.

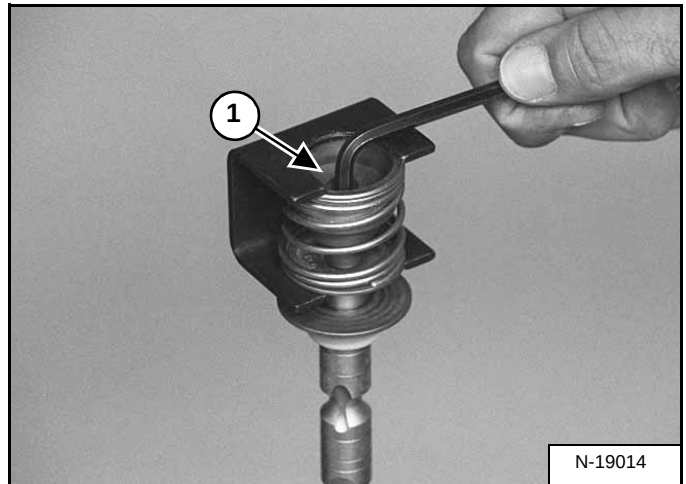
Figure 20-40-93



Put the linkage end of the spool in the vise [Figure 20-40-93].

Install the spool tool (Item 1) [Figure 20-40-93] over the centering spring.

Figure 20-40-94



Remove the bolt (Item 1) [Figure 20-40-94] holding the centering spring to the spool.

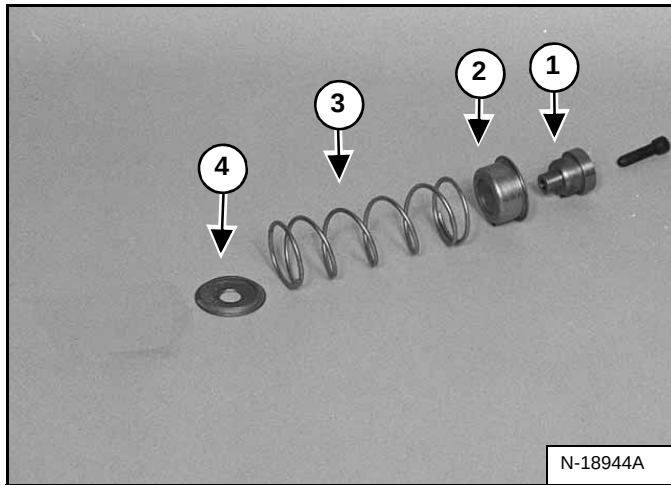
Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Remove spring tool from the spring assembly.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

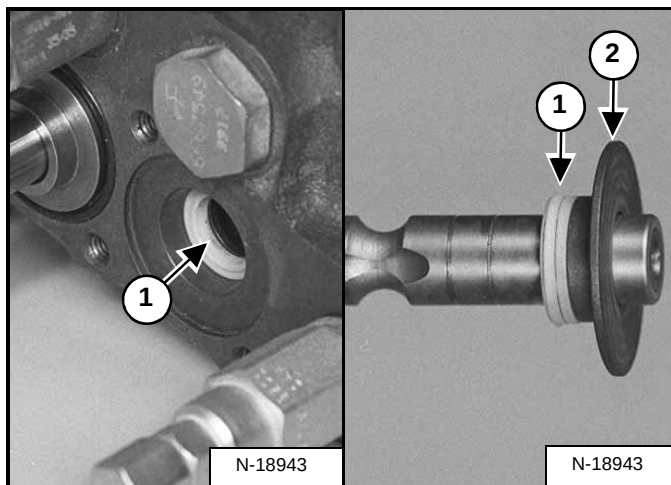
Tilt Spool Removal And Installation (Cont'd)

Figure 20-40-95



Inspect the adapter (Item 1), collar (Item 2), spring (Item 3), and washer (Item 4) [Figure 20-40-95].

Figure 20-40-96



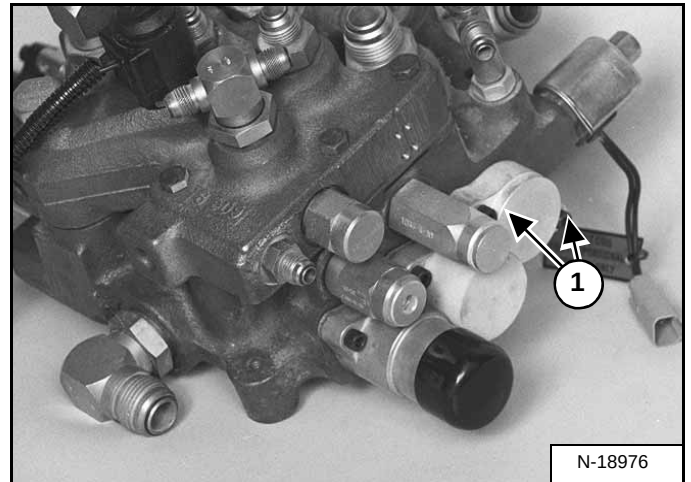
Remove the spool seal(s) (Item 1) and the back-up washer (Item 2) [Figure 20-40-96].

Assembly: Always use a new spool seal.

Reverse the removal procedure to install the tilt spool.

Auxiliary Spool Removal And Installation

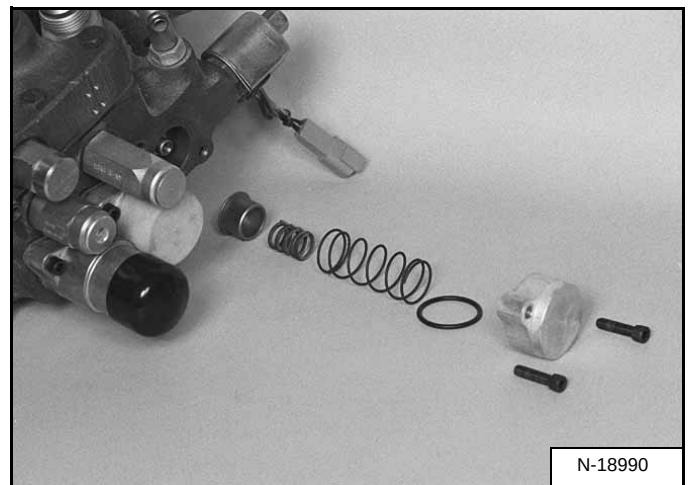
Figure 20-40-97



Remove the screws (Item 1) [Figure 20-40-97] from the end cap (both sides).

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-40-98



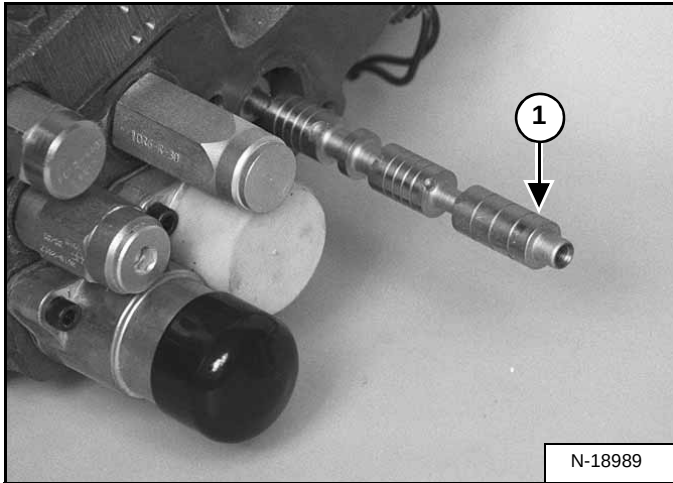
Remove the end cap, O-ring, springs and washer (both sides).

Assembly: Always use a new spool seal.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Auxiliary Spool Removal And Installation (Cont'd)

Figure 20-40-99



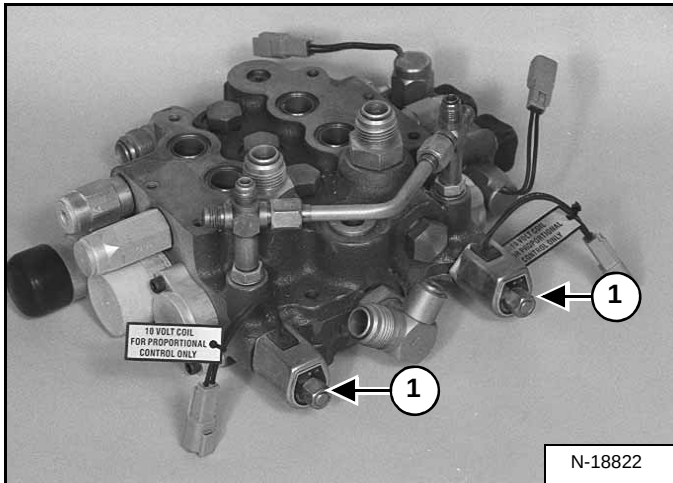
Remove the spool (Item 1) [Figure 20-40-99]

Assembly: Put grease on all centering spring component parts.

Reverse the removal procedure to install the auxiliary spool.

Auxiliary Electric Solenoid Disassembly

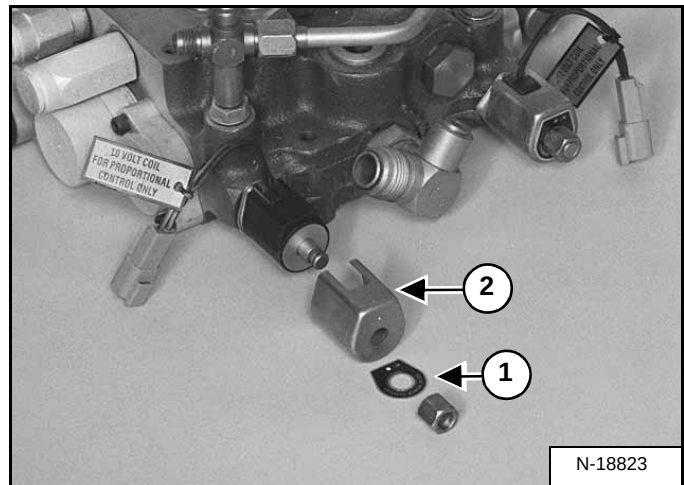
Figure 20-40-100



Remove the nut (Item 1) [Figure 20-40-100] from both solenoids.

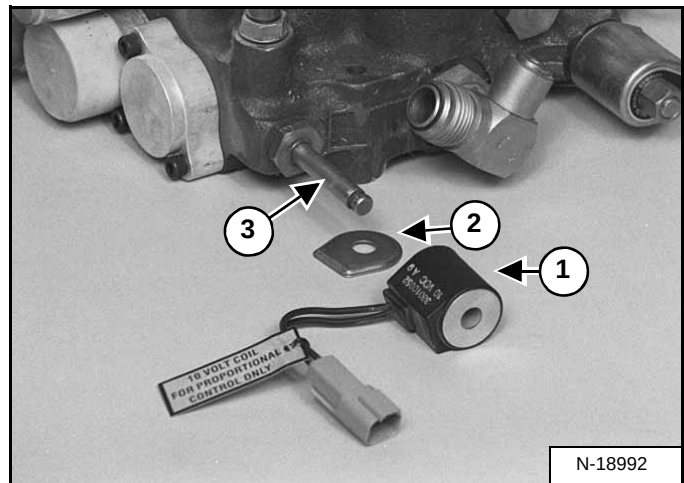
Installation: Tighten the nut to 8-12 ft.-lbs. (11-16 Nm) torque.

Figure 20-40-101



Remove the end plate (Item 1) and housing (Item 2) [Figure 20-40-101].

Figure 20-40-102



Remove the coil (Item 1) and end plate (Item 2) [Figure 20-40-102].

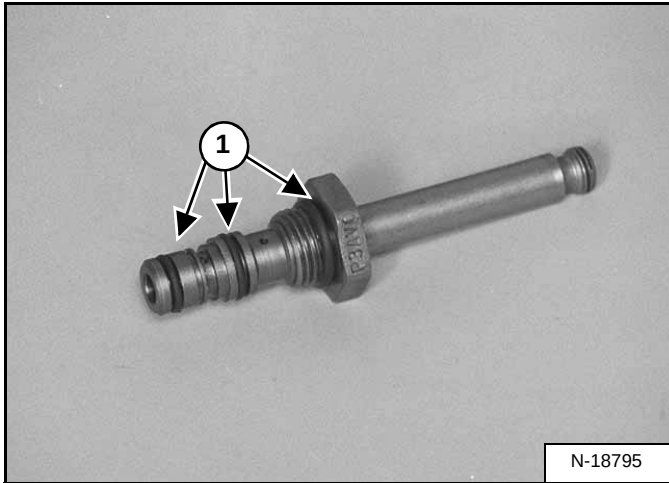
Remove the solenoid valve (Item 3) [Figure 20-40-102].

Installation: Tighten valve to 8-12 ft.-lbs. (11-16 Nm) torque.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Auxiliary Electric Solenoid Disassembly (Cont'd)

Figure 20-40-103

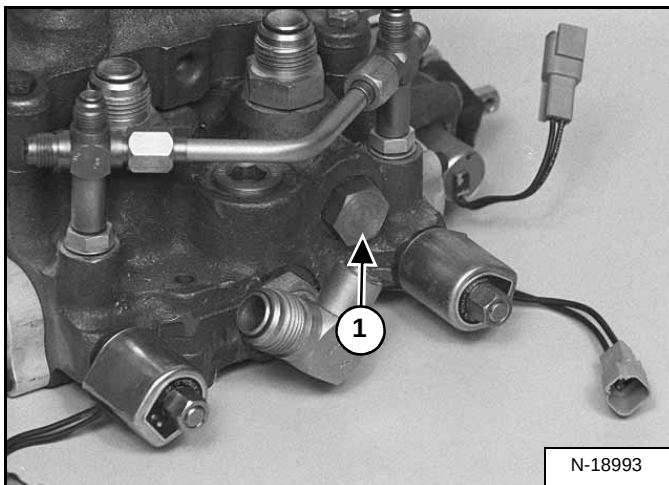


Remove the O-rings (Item 1) [Figure 20-40-103] from the solenoid valves.

Reverse the disassembly procedure to assemble the auxiliary electric solenoid.

Port-Auxiliary Section Disassembly

Figure 20-40-104



Remove the plug (Item 1) [Figure 20-40-104] or optional port relief valve from the control valve.

NOTE: Optional port relief (Item 1) [Figure 20-40-104] is either 2500 PSI or 3100 PSI depending on the attachment used.

Figure 20-40-105

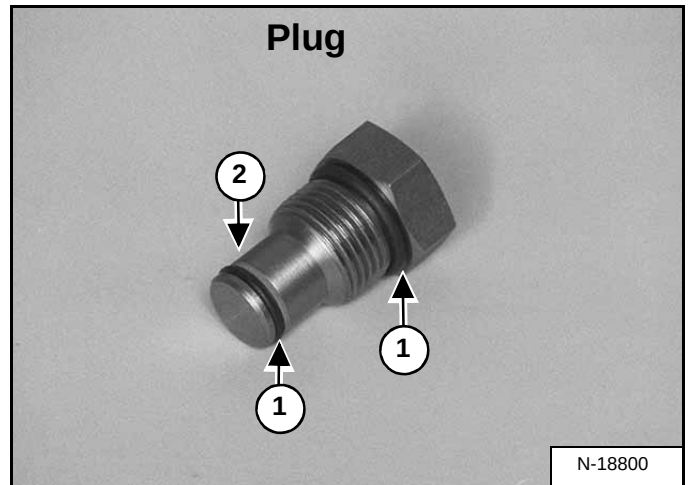
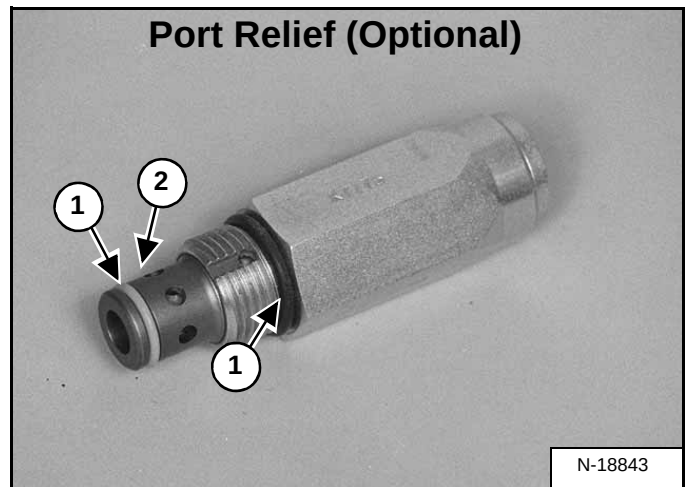


Figure 20-40-106



Remove the O-rings (Item 1) [Figure 20-40-105] & [Figure 20-40-106] and back-up ring (Item 2) [Figure 20-40-105] & [Figure 20-40-106] from the plug.

HYDRAULIC CONTROL VALVE (FOOT CONTROL) (CONT'D)

Cleaning And Inspection

Clean all components with clean solvent and dry with compressed air.

Check the spools for wear or scratches.

Check that the spools are not loose in their bore.

Check that the centering springs are not broken.

Check that the load check valve seats are not worn.

Check the load check poppets for damage.

Check the rubber boots and retainers.

Replace the parts as needed.

Use new O-rings and back-up rings.

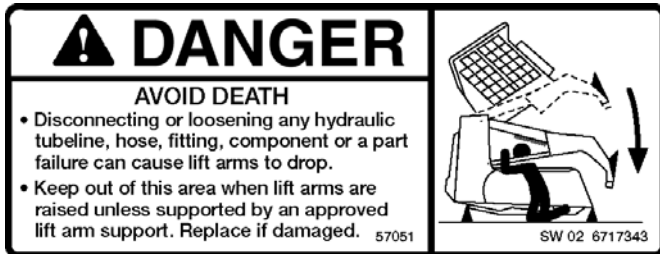
Apply oil to all new O-rings and back-up rings before installation.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS)

Description

The Advanced Control System (ACS) includes the Advanced Hand Controls (AHC) and/or the Selectable Hand/Foot Control.

Removal and Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598



When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device (See Installing Lift Arm Support Device on Page 10-20-1.)

Stop the engine.

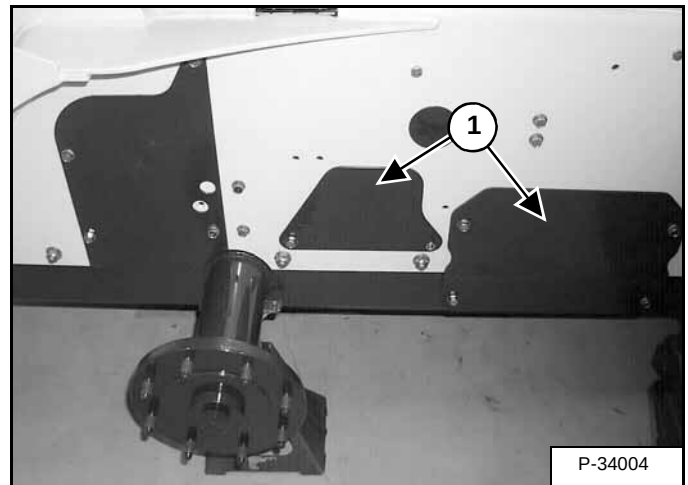
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Clean the area around the control valve.

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

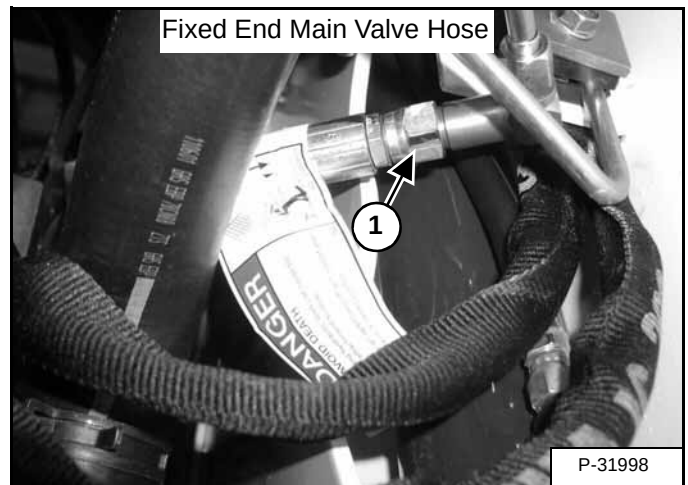
Figure 20-41-1



Remove the right rear tire.

Locate and remove the access covers (Item 1) [Figure 20-41-1] on the right side of the machine.

Figure 20-41-2



Mark all tubelines and hoses for correct installation.

NOTE: Early model machines may not be equipped with the fixed end main valve hose.

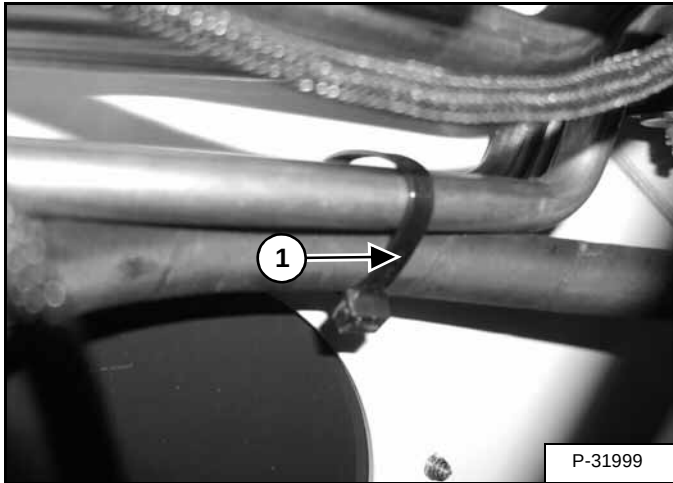
The fixed end main valve hose assembly (Item 1) [Figure 20-41-2] is connected to a fixed end fitting on the control valve. The hose is routed to the back upright where the hose is connected to a tee fitting that feeds the base end of both lift cylinders. The hose must be removed at the back tee fitting, located in the right side upright.

NOTE: Remember the hose routing for ease of control valve installation.

HYDRAULIC CONTROL VALVE (ADVANCE CONTROL SYSTEM) (ACS) (CONT'D)

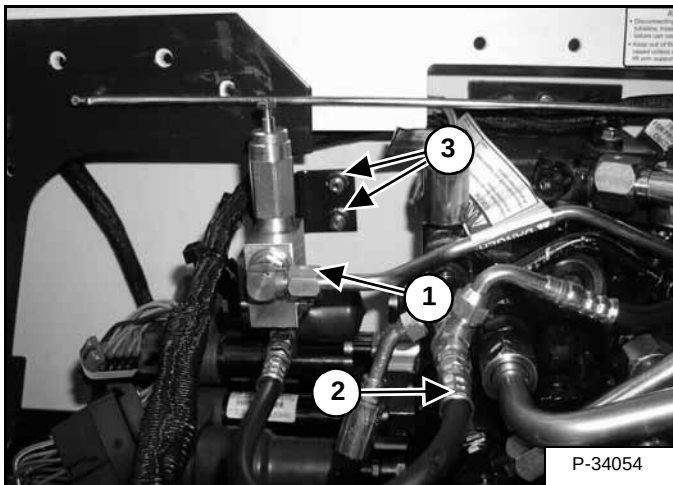
Removal and Installation (Cont'd)

Figure 20-41-3



Remove the tie-strap (Item 1) [Figure 20-41-3] from the fixed end main valve hose.

Figure 20-41-4

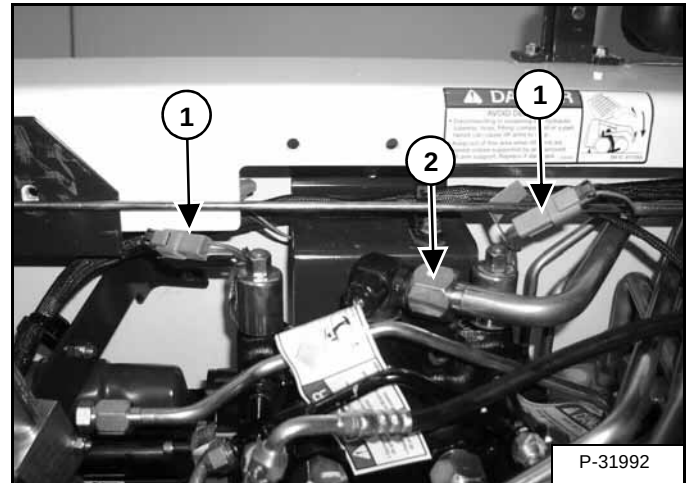


Disconnect the tubeline (Item 1) [Figure 20-41-4] from the lift arm by-pass valve.

Disconnect the drain hose (Item 2) [Figure 20-41-4] from the control valve.

Remove the bolts (Item 3) [Figure 20-41-4] from the lift arm by-pass control valve.

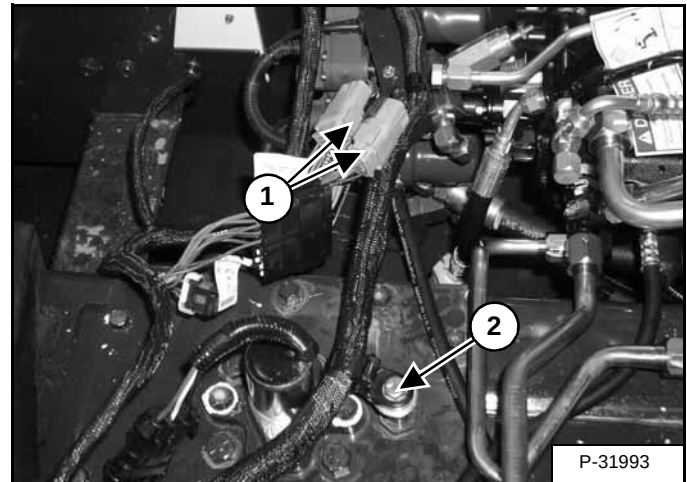
Figure 20-41-5



Label and disconnect the auxiliary solenoid connectors (Item 1) [Figure 20-41-5].

Disconnect the outlet tubeline (Item 2) [Figure 20-41-5] from the control valve.

Figure 20-41-6



Label and disconnect the actuator electrical connectors (Item 1) [Figure 20-41-6].

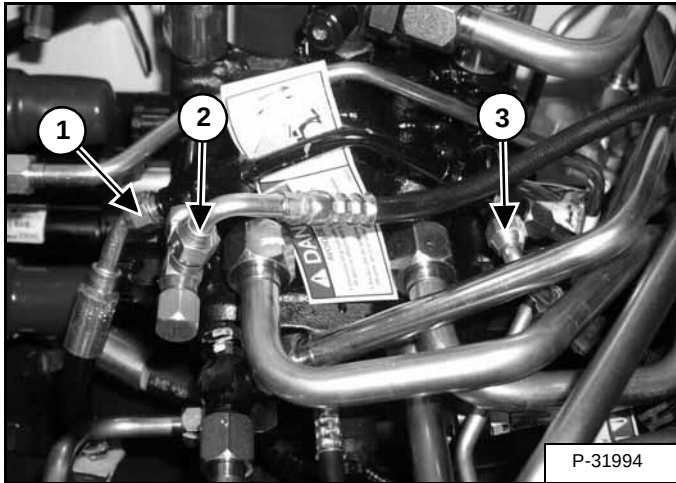
Remove the bolt (Item 2) [Figure 20-41-6] from the wire harness clamp.

Installation: Tighten the bolt to 25-28 ft.-lbs. (34-38 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCE CONTROL SYSTEM) (ACS) (CONT'D)

Removal and Installation (Cont'd)

Figure 20-41-7

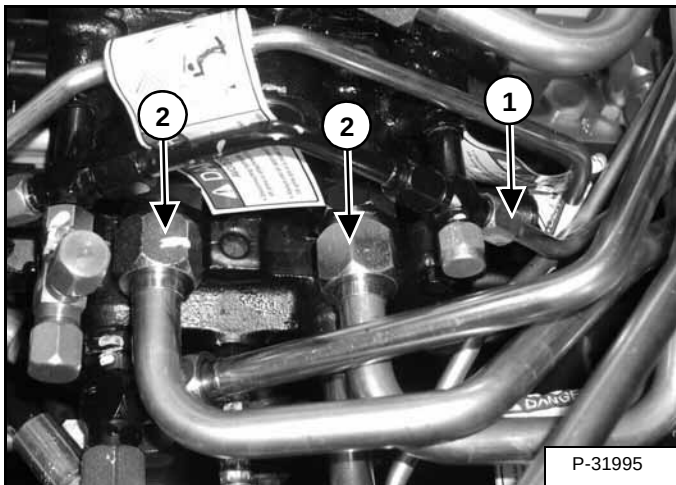


Disconnect the drive motor case drain hose (Item 1) [Figure 20-41-7].

Disconnect the Power Bob-Tach drain hose (Item 2) [Figure 20-41-7] if so equipped.

Disconnect the drain to reservoir hose (Item 3) [Figure 20-41-7].

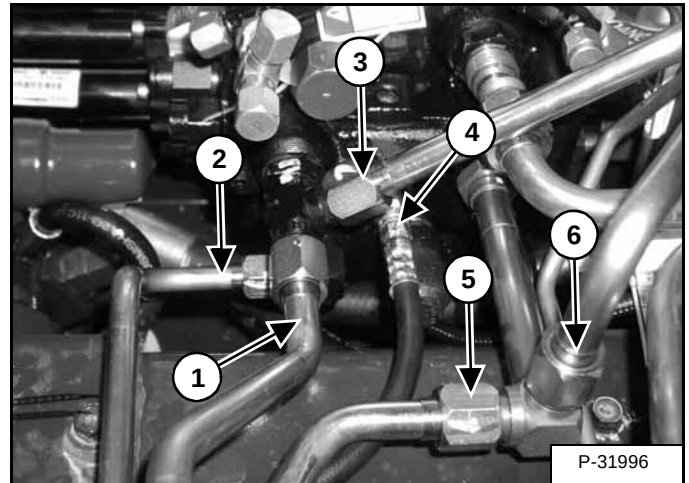
Figure 20-41-8



If loader is equipped with rear auxiliaries remove the drain tubeline (Item 1) [Figure 20-41-8] from the control valve and the rear auxiliary valve.

Disconnect the auxiliary tubelines (Item 2) [Figure 20-41-8].

Figure 20-41-9



Remove the tilt tubeline (Item 1) [Figure 20-41-9].

Disconnect the lift tubeline (Item 2) [Figure 20-41-9].

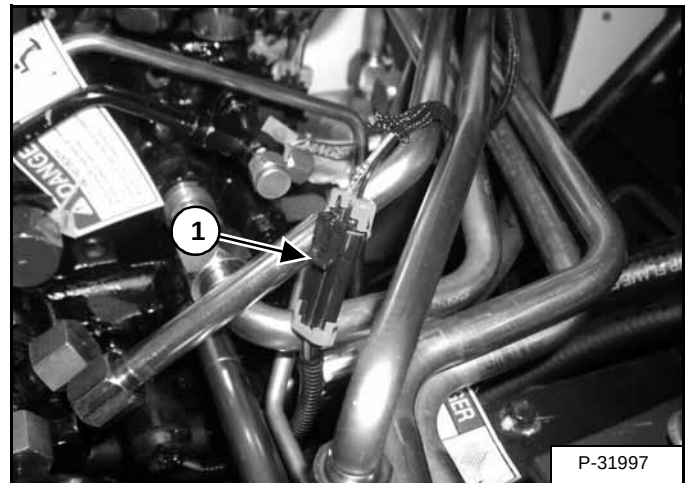
Disconnect the tilt tubeline (Item 3) [Figure 20-41-9].

Disconnect the drain hose (Item 4) [Figure 20-41-9].

Remove the tilt tubeline (Item 5) [Figure 20-41-9] from the bucket positioning valve and the control valve (if so equipped).

Disconnect the tilt tubeline (Item 6) [Figure 20-41-9].

Figure 20-41-10

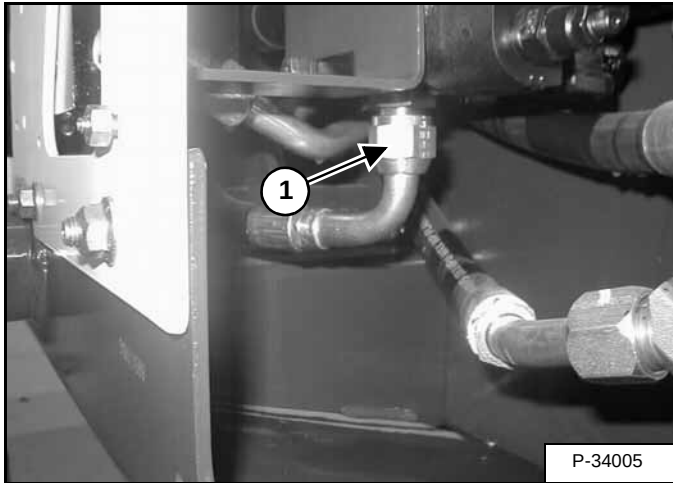


Disconnect the BICS valve electrical connector (Item 1) [Figure 20-41-10].

HYDRAULIC CONTROL VALVE (ADVANCE CONTROL SYSTEM) (ACS) (CONT'D)

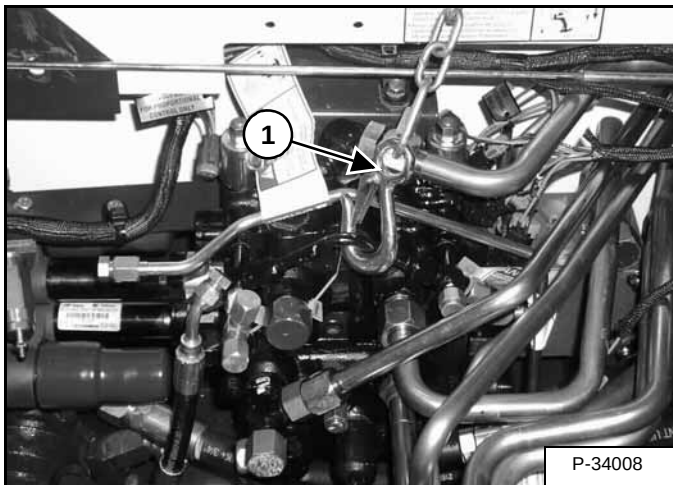
Removal and Installation (Cont'd)

Figure 20-41-11



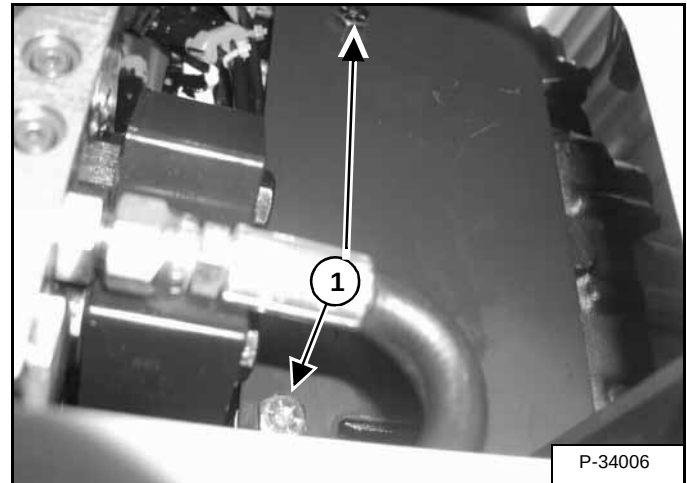
Disconnect the inlet hose (Item 1) [Figure 20-41-11] from the bottom of the control valve.

Figure 20-41-12



Connect a hoist (Item 1) [Figure 20-41-12] to the control valve.

Figure 20-41-13



Locate and remove the two control valve mounting bolts (Item 1) [Figure 20-41-13] through the right side access panels.

Installation: Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 20-41-14



Remove the control valve from the loader [Figure 20-41-14].

Reverse the removal procedure to install the control valve.

⚠ DANGER

AVOID DEATH

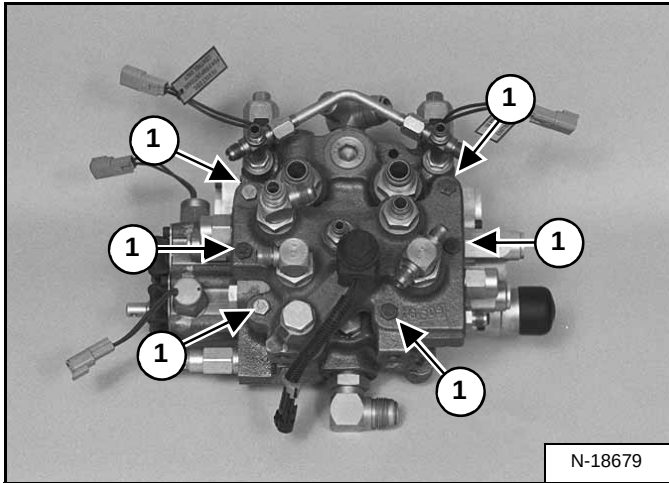
- Disconnecting or loosening any hydraulic tubeline, hose, fitting, component or a part failure can cause lift arms to drop.
- Keep out of this area when lift arms are raised unless supported by an approved lift arm support. Replace if damaged. 57051

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HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve Removal And Installation

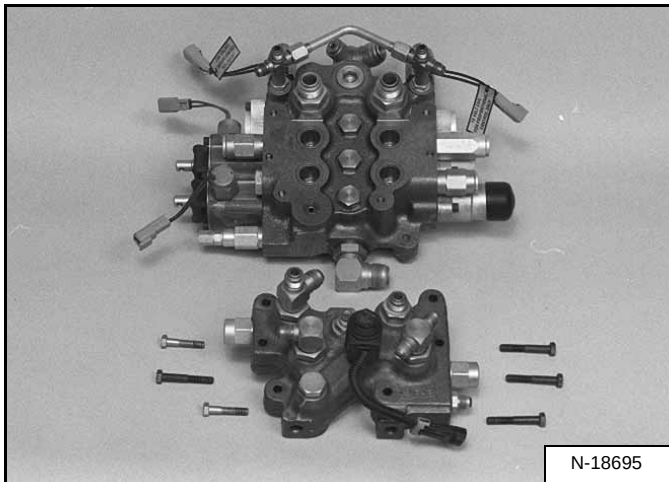
Figure 20-41-15



Remove the control valve. (See Removal and Installation on Page 20-41-1.)

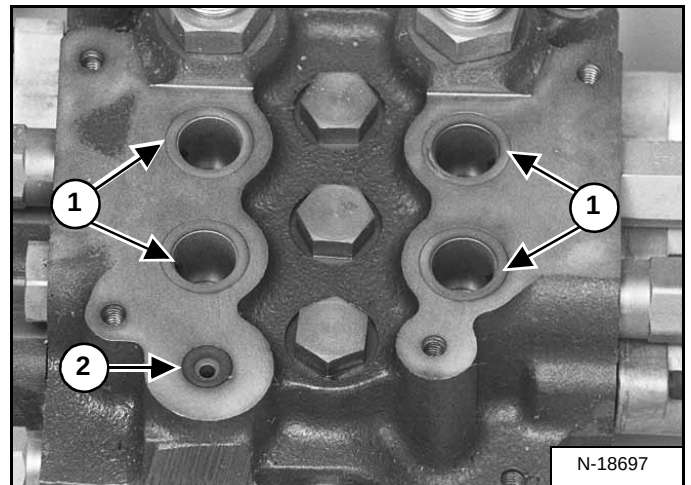
To remove the BICS from the control valve loosen and remove the six mounting bolts (Item 1) [Figure 20-41-15].

Figure 20-41-16



Remove the BICS valve assembly from the top of the control valve [Figure 20-41-16].

Figure 20-41-17



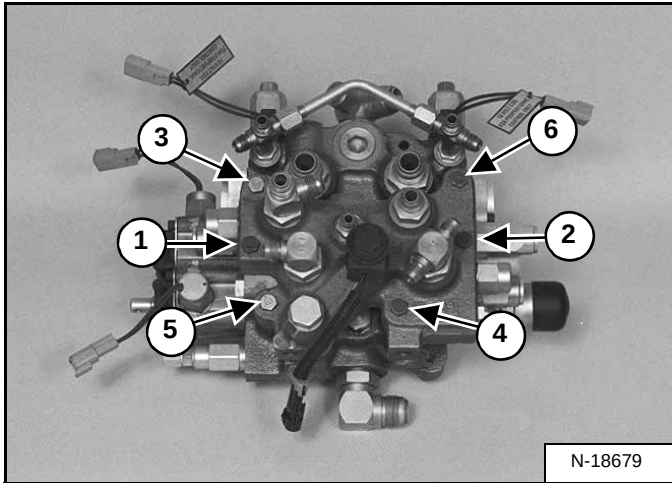
Remove the four large O-rings (Item 1) and the small O-ring (Item 2) [Figure 20-41-17] from the top of the control valve.

Install the four large O-rings (Item 1) and the small O-ring (Item 2) [Figure 20-41-17] on top of the control valve.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve Removal And Installation (Cont'd)

Figure 20-41-18



Install the six mounting bolts [Figure 20-41-18].

The chart below lists the correct torque specifications and tightening sequence when reinstalling the BICS valve assembly to the control valve. Thoroughly clean and dry bolts and threads in valve. Use liquid adhesive LOCTITE #242 or equivalent.

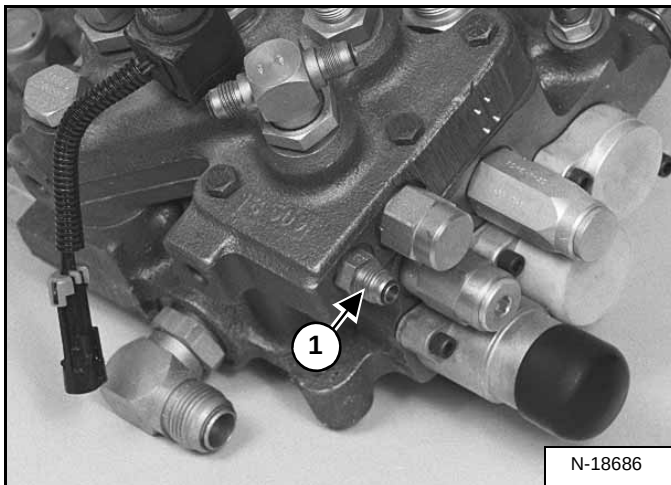
STEP	TORQUE	SEQUENCE
1	110-130 in.-lbs. (12,4-14,7 Nm)	1,2,3,4,5 & 6
2	190-210 in.-lbs. (21,5-23,7 Nm)	
3	190-210 in.-lbs. (21,5-23,7 Nm)	

*Torque must be 190-210 in.-lbs. (21,5-23,7 Nm) for every bolt or repeat step 3.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve, Lift Arm By-Pass Orifice Removal And Installation

Figure 20-41-19



Remove the fitting (Item 1) [Figure 20-41-19] from the valve.

Figure 20-41-20

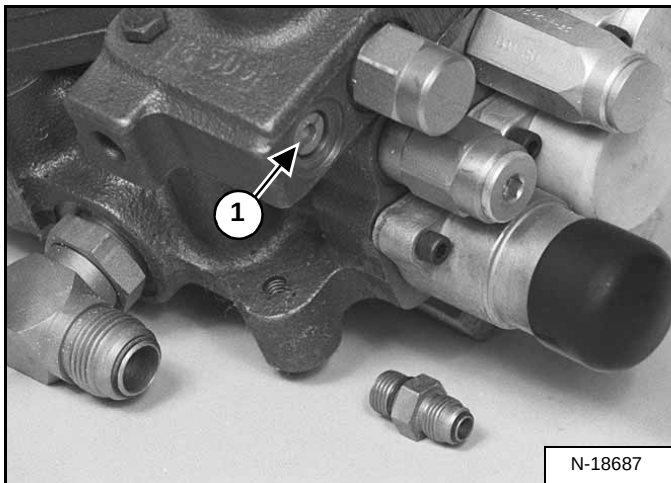
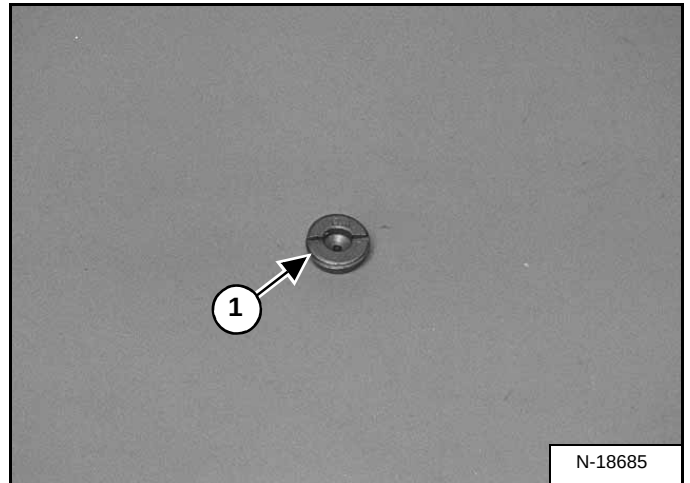


Figure 20-41-21



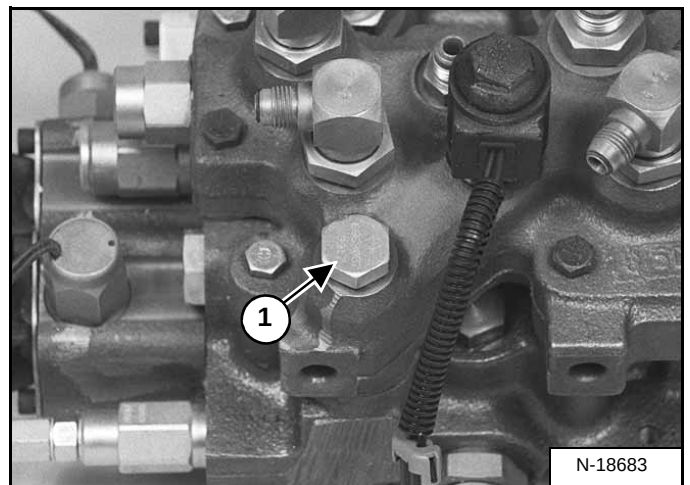
Using a flat blade screw driver, remove the lift arm by-pass orifice (Item 1) [Figure 20-41-20] & [Figure 20-41-21].

Orifice size is 0.078 inch.

Reverse the removal procedure to install the lift arm by-pass orifice.

BICS Valve, Check Valve Removal And Installation

Figure 20-41-22



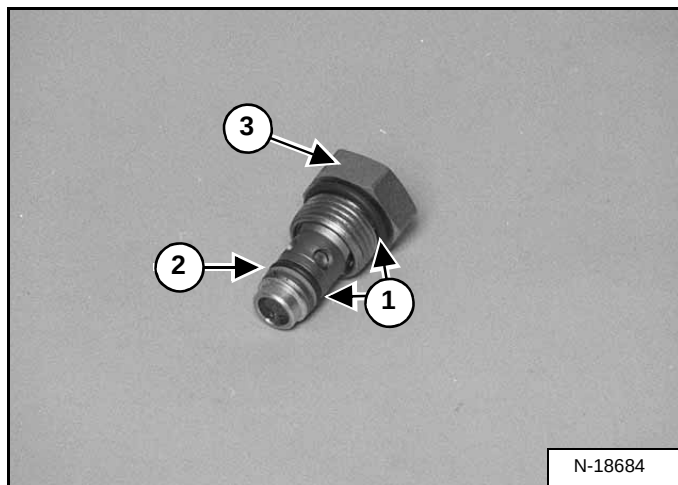
Remove the check valve (Item 1) [Figure 20-41-22].

Installation: Tighten the valve to 22 ft.-lbs. (30 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve, Check Valve Removal And Installation (Cont'd)

Figure 20-41-23

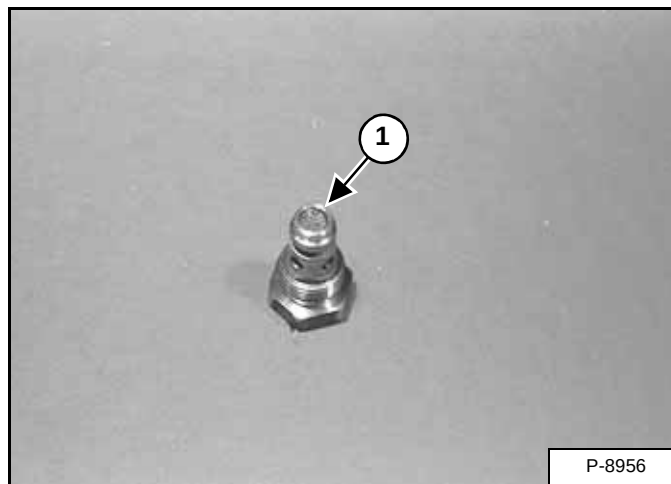


Remove the O-rings (Item 1) and back-up ring (Item 2) [Figure 20-41-23].

Install new O-rings (Item 1) and back-up ring (Item 2) [Figure 20-41-23] on the check valve.

Check valve (Item 3) has a rating of 5-10 PSI.

Figure 20-41-24



Clean and inspect the screen (Item 1) [Figure 20-41-24] on the end of the valve.

Reverse the removal procedure to install the BICS check valve.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve Lock Valve Removal And Installation

Figure 20-41-25

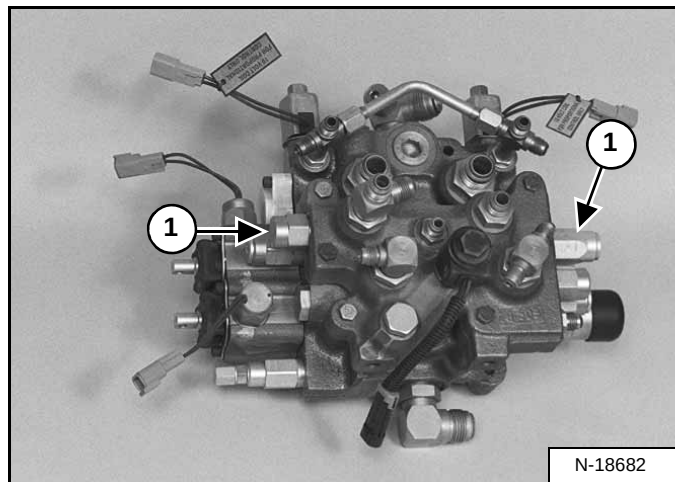


Figure 20-41-26

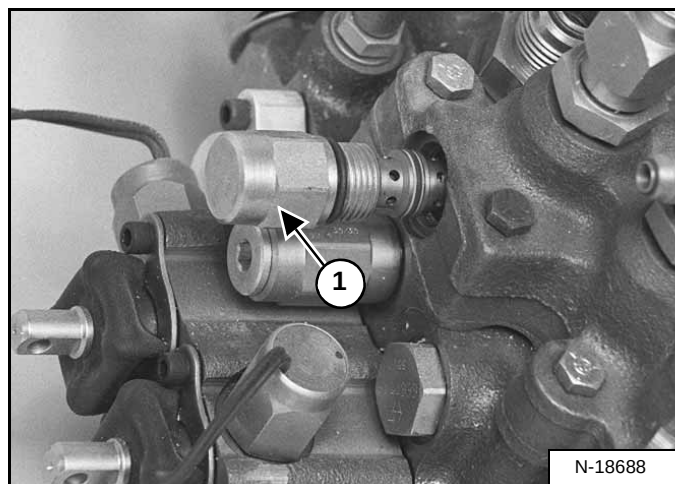
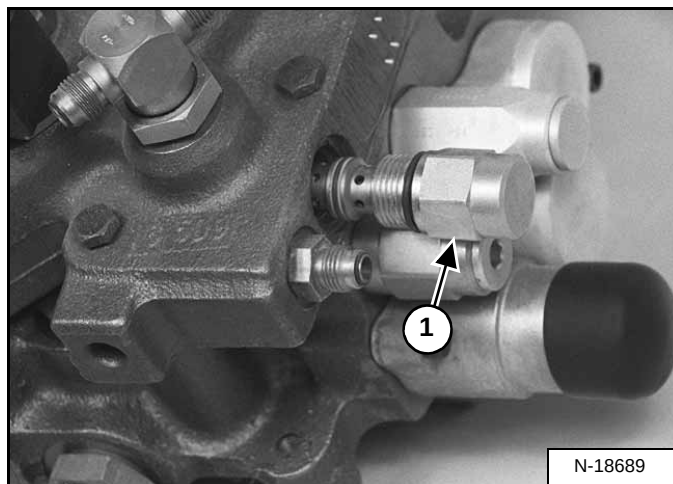


Figure 20-41-27



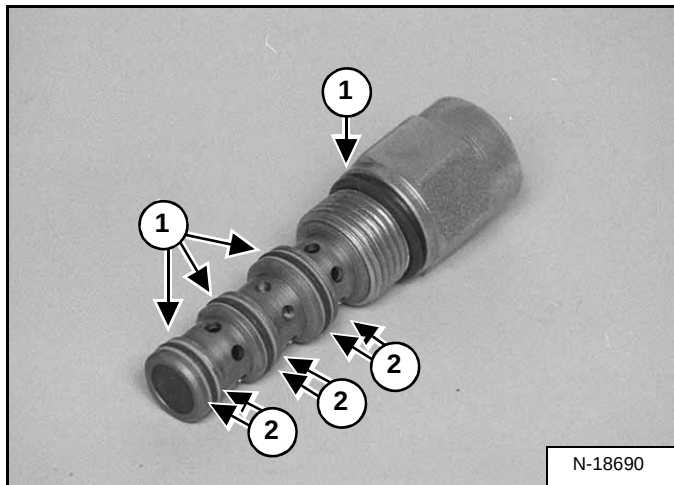
Remove the lock valves (Item 1) [Figure 20-41-25], [Figure 20-41-26] & [Figure 20-41-27] from the BICS valve.

Installation: Tighten the lock valves to 22 ft.-lbs. (30 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve Lock Valve Removal And Installation (Cont'd)

Figure 20-41-28



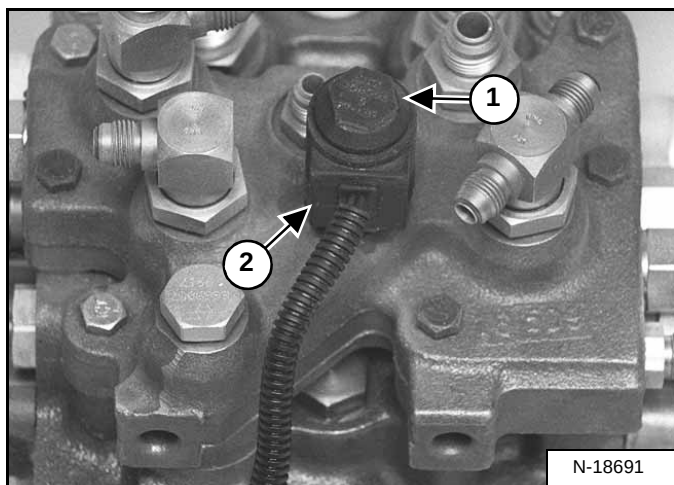
Remove the O-rings (Item 1) and back-up rings (Item 2) [Figure 20-41-28] from both the tilt and lift lock valves.

Install new O-rings (Item 1) and back-up rings (Item 2) [Figure 20-41-28] on the tilt and lift lock valves.

Reverse the removal procedure to install the lock valve.

BICS Valve Solenoid Removal And Installation

Figure 20-41-29



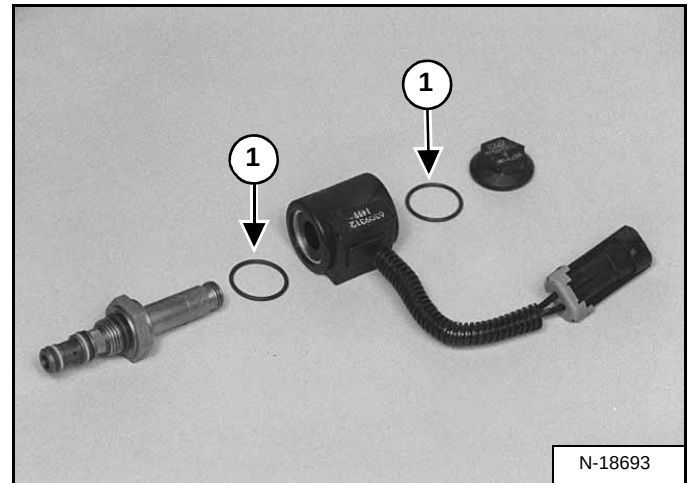
Remove the mounting nut (Item 1) [Figure 20-41-29] from the solenoid cartridge.

Installation: Tighten the mounting nut to 53 in.-lbs. (6 Nm) torque.

Remove the solenoid (Item 2) [Figure 20-41-29].

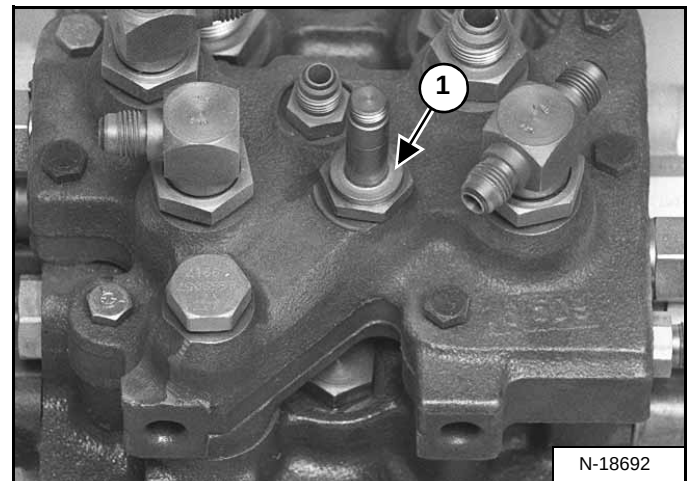
NOTE: The solenoid resistance valve is (8.7-10.7 ohms).

Figure 20-41-30



Remove the O-rings (Item 1) [Figure 20-41-30] from both ends of the solenoid.

Figure 20-41-31



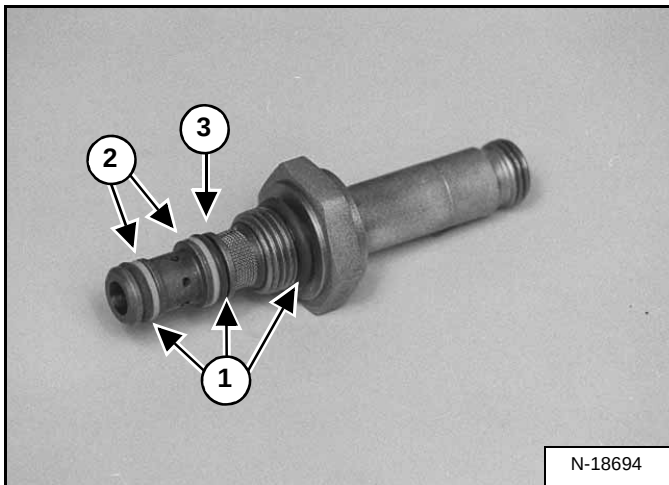
Remove the solenoid cartridge (Item 1) [Figure 20-41-31].

Installation: Tighten the cartridge to 22 ft.-lbs. (30 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

BICS Valve Solenoid Removal And Instalaltion (Cont'd)

Figure 20-41-32



Remove the O-rings (Item 1) and back-up rings (Item 2) **[Figure 20-41-32]** from the cartridge.

Clean all parts in solvent and dry with compressed air.

Inspect all parts for wear and replace any showing excessive wear.

NOTE: The screen (Item 3) [Figure 20-41-32] may be cleaned with solvent. If it is torn or worn it needs to be replaced.

Use only new O-rings and apply oil to all O-rings and back-up rings before installation.

Install new O-rings (Item 1) **[Figure 20-41-30]** & **[Figure 20-41-32]** and new back-up rings (Item 2) **[Figure 20-41-32]** on the solenoid cartridge.

BICS Valve Solenoid Testing

Figure 20-41-33



Use an Ohm meter to measure coil resistance **[Figure 20-41-33]**.

Coil wires do not have polarity.

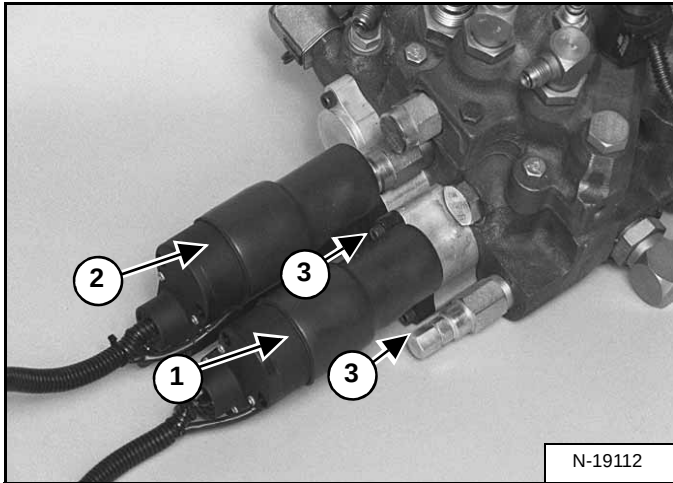
Correct resistance for the BICS is 9.7 ± 1 Ohm at 20°C.

Correct resistance for the tilt and lift lock coils is 7.7 ± 1 Ohm at 20°C.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Actuator Removal And Installation

Figure 20-41-34



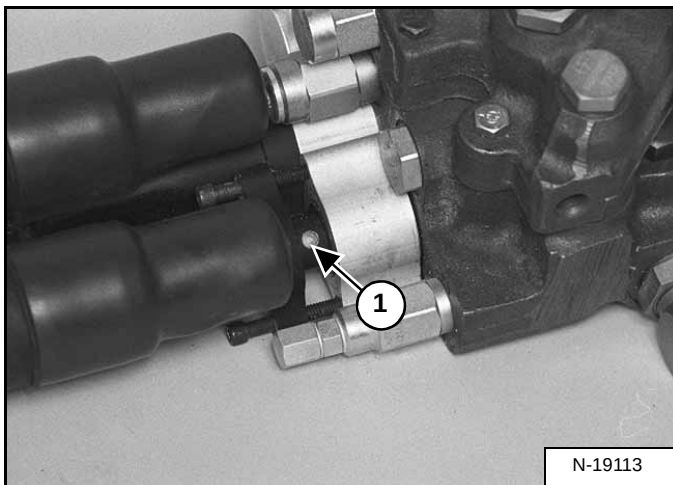
NOTE: The lift actuator (Item 1) is the bottom actuator and the tilt actuator (Item 2) [Figure 20-41-34] is the top actuator.

Remove the two screws (Item 3) [Figure 20-41-34] on the actuator retainer.

Installation: Tighten the screws to 90-100 in.-lbs. (10,2-11,3 Nm) torque. Alternately torque the screws gradually to ensure the actuator does not bind during operation.

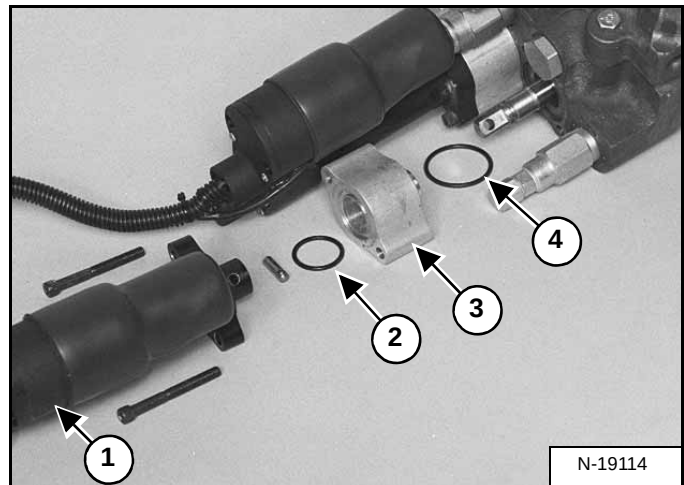
Pull the lift actuator (Item 1) [Figure 20-41-34] away from the control valve.

Figure 20-41-35



Use a drift pin and hammer to remove the actuator pin (Item 1) [Figure 20-41-35] from the actuator and the lift spool.

Figure 20-41-36



Remove the actuator (Item 1) [Figure 20-41-36].

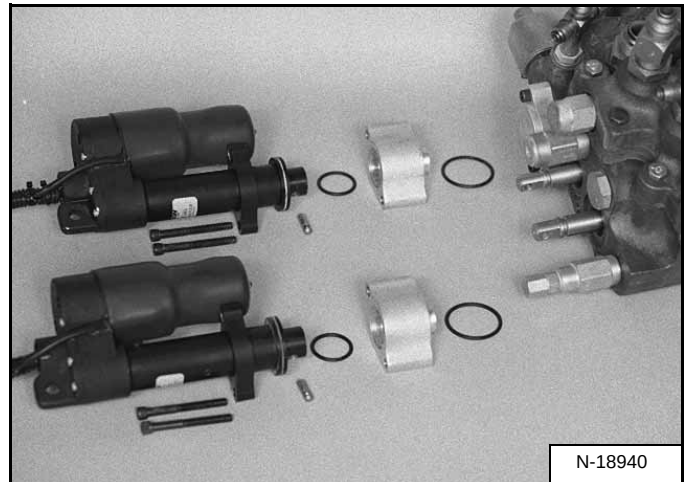
Remove the O-ring (Item 2) [Figure 20-41-36].

Installation: Replace O-rings if worn or damaged. Grease can be applied to the O-rings to hold them in place during re-assembly.

Remove the spacer block (Item 3) [Figure 20-41-36].

Remove the O-ring (Item 4) [Figure 20-41-36].

Figure 20-41-37



Repeat removal for tilt actuator [Figure 20-41-37].

NOTE: The calibration procedure must be followed when replacing handle sensor, actuator or ACS controller. (See Calibration Procedure on Page 60-123-14.)

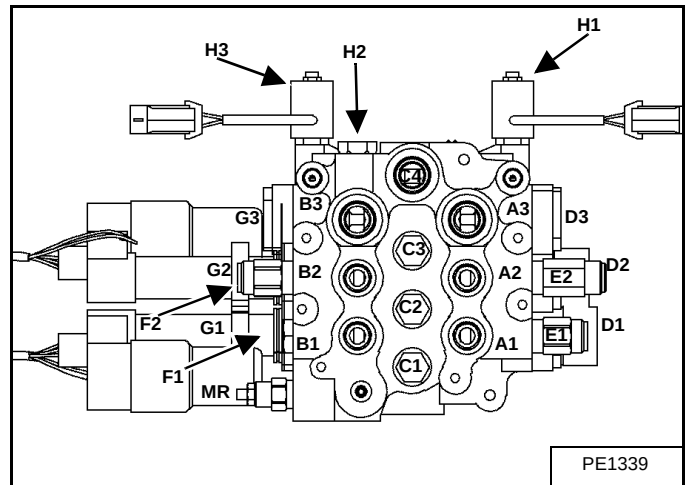
Reverse the removal procedure to install the lift actuator.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Identification Chart (ACS)

ITEM	773 ACS LOADER
A1	Lift Cylinder Base End/Restrictor
A2	Tilt Cylinder Base End
A3	Auxiliary Hydraulics
B1	Lift Cylinder Rod End
B2	Tilt Cylinder Rod End
B3	Auxiliary Hydraulics
C1	Load Check Valve/Lift Function
C2	Load Check Valve/Tilt Function
C3	Orificed Load Check Valve/Auxiliary Function
C4	Outlet Fluid Flow
D1	Lift Spool Centering Spring/Detent
D2	Tilt Spool Centering Spring
D3	Auxiliary Spool/Centering Springs
E1	Port Relief Valve-3500PSI
E2	Anti-Cavitation/Port Relief Valve-3500PSI
F1	Anti-Cavitation Valve
F2	Port Relief Valve-3500PSI
G1	Lift Spool End
G2	Tilt Spool End
G3	Auxiliary Spool/Centering Springs
H1	Auxiliary Electric Solenoid
H2	Plug/Port Relief (Optional)-3500PSI
H3	Auxiliary Electric Solenoid
MR	Main Relief Valve-3300PSI

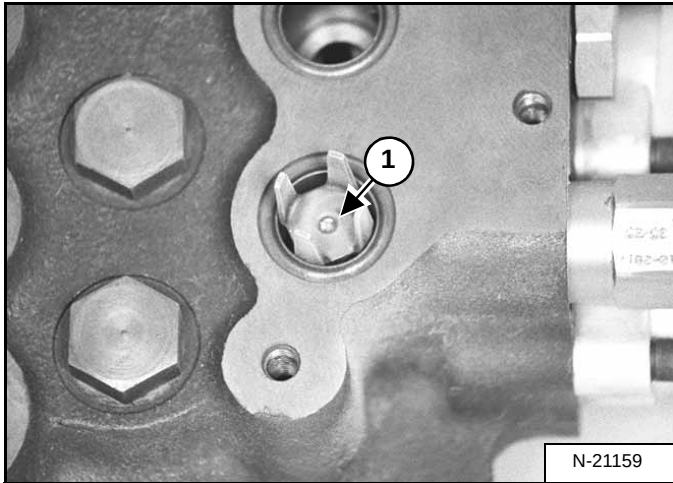
Figure 20-41-38



HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Lift Base End Restrictor

Figure 20-41-39

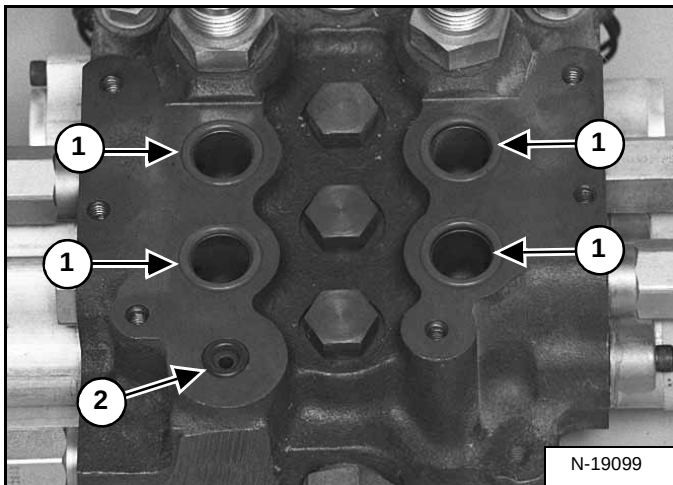


Remove the BICS valve assembly from the control valve. (See BICS Valve Removal And Installation on Page 20-41-5.)

Remove the restrictor (Item 1) [Figure 20-41-39] from the lift section base end port.

Load Check Valve

Figure 20-41-40



Remove the BICS valve assembly from the control valve. (See BICS Valve Removal And Installation on Page 20-41-5.)

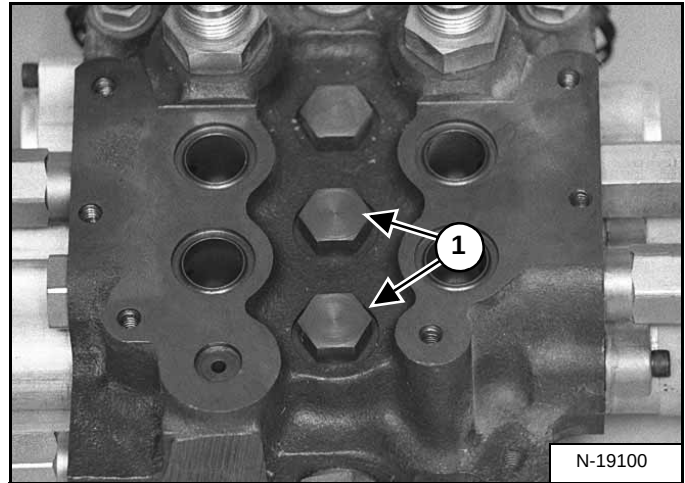
Remove the four large O-rings (Item 1) and small O-ring (Item 2) [Figure 20-41-40]. Always replace these O-rings before installing the BICS valve assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-41-41



Mark each valve section, spool and related parts so that they will be returned to their original valve section during assembly.

Use bolts to fasten the control valve to a work bench for easier disassembly and assembly procedures.

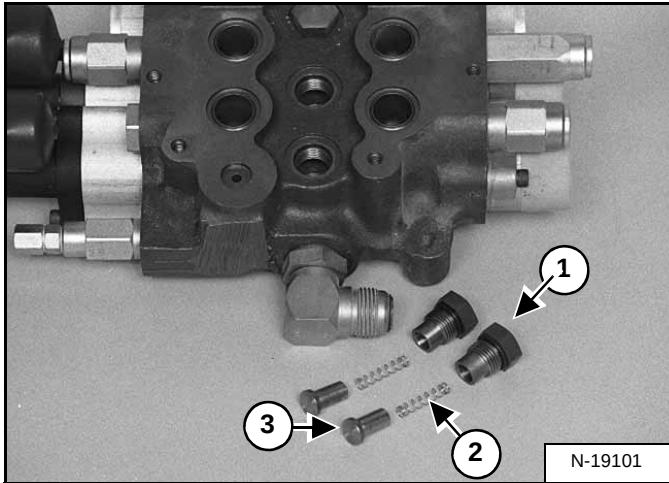
Loosen the load check valve plugs (Item 1) [Figure 20-41-41].

Installation: Always use new O-ring. Tighten the plug to 35-40 ft.-lbs. (47-54 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Load Check Valve (Cont'd)

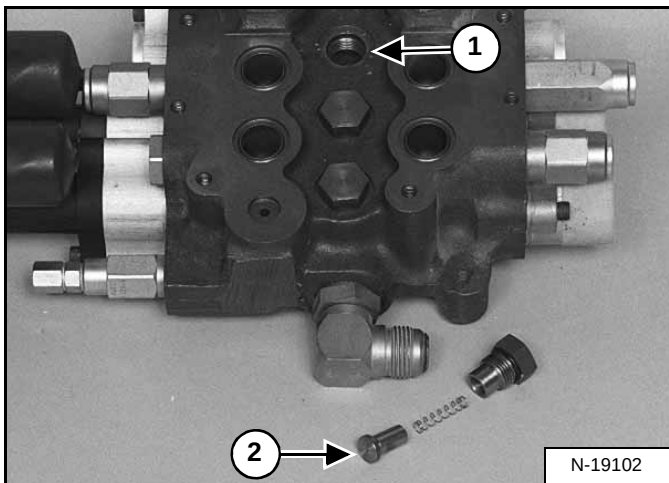
Figure 20-41-42



Remove the load check plugs (Item 1) [Figure 20-41-42].

Remove the spring (Item 2) and poppet (Item 3) [Figure 20-41-42].

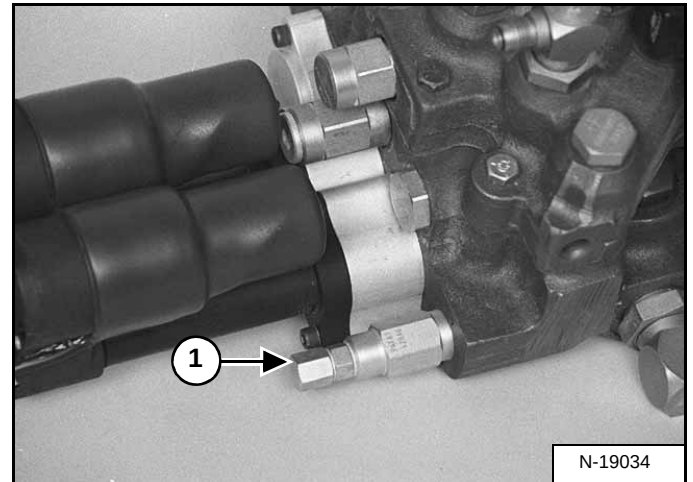
Figure 20-41-43



The auxiliary section (Item 1) uses an orifice load check poppet (Item 2) [Figure 20-41-43].

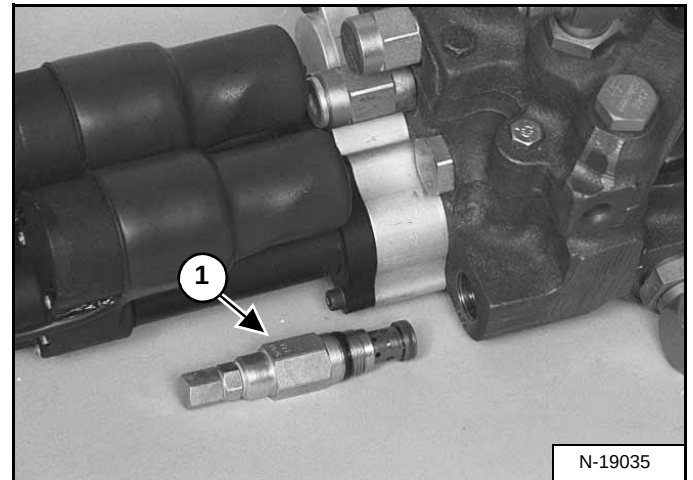
Main Relief Valve

Figure 20-41-44



Loosen the main relief valve (Item 1) [Figure 20-41-44].

Figure 20-41-45

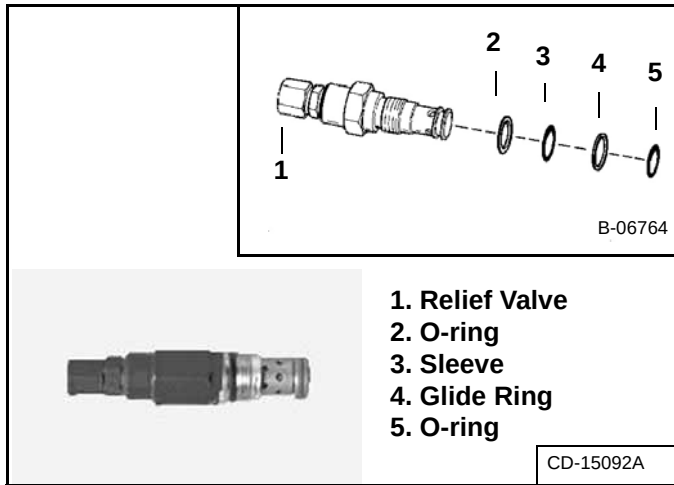


Remove the main relief valve (Item 1) [Figure 20-41-45].

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Main Relief Valve (Cont'd)

Figure 20-41-46



Remove the O-rings, sleeve, and glide ring from the main relief valve [Figure 20-41-46].

Installation: Always use new O-rings, sleeve, and glide ring. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

Port Relief Valve

Figure 20-41-47

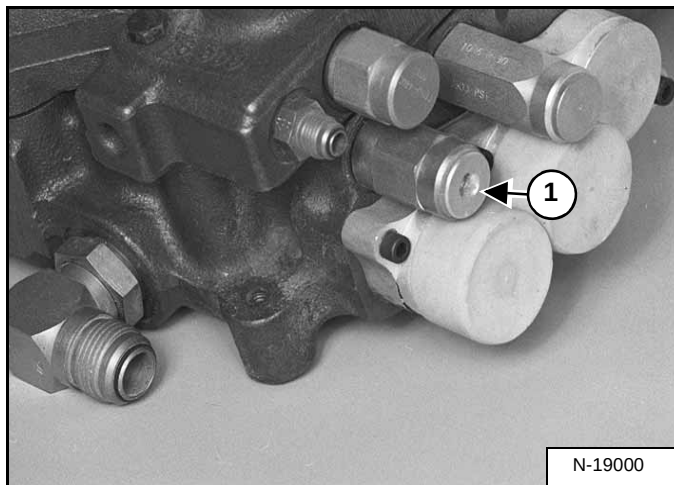
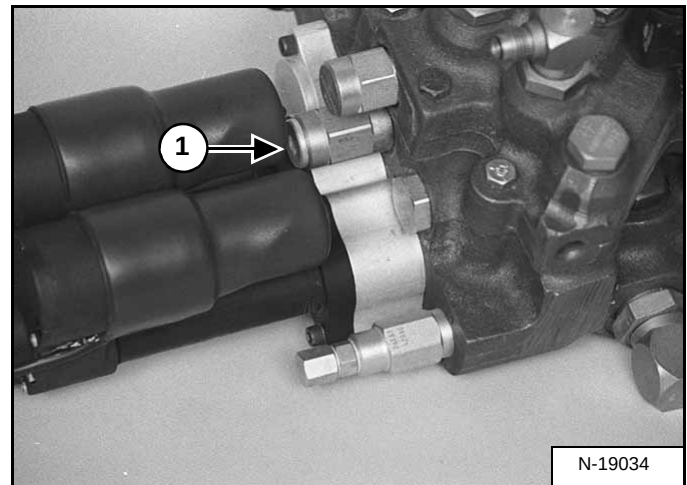


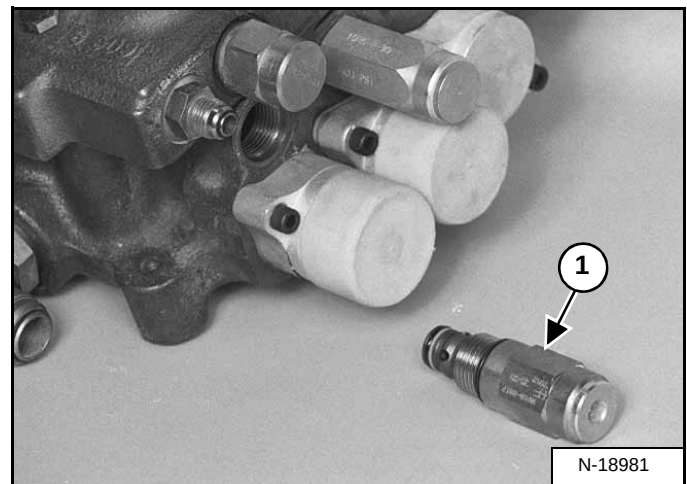
Figure 20-41-48



Loosen the port relief valve (Item 1) [Figure 20-41-47] & [Figure 20-41-48] (Port E1 or F2). (See Identification Chart (ACS) on Page 20-41- 13.)

Installation: Always use new O-rings and back-up washers. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

Figure 20-41-49

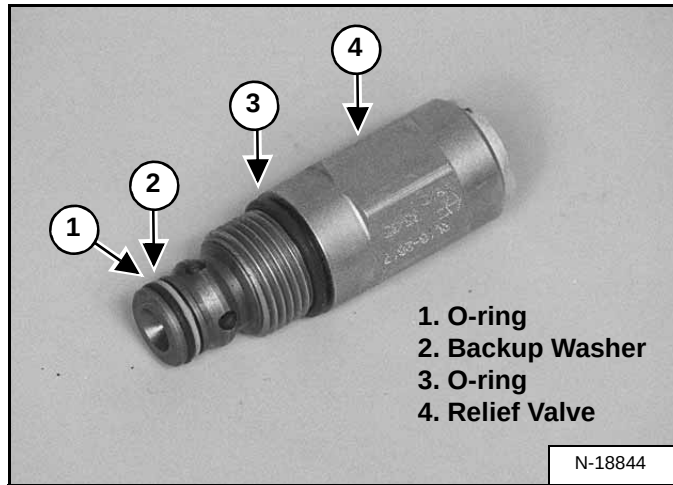


Remove the port relief valve (Item 1) [Figure 20-41-49].

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Port Relief Valve (Cont'd)

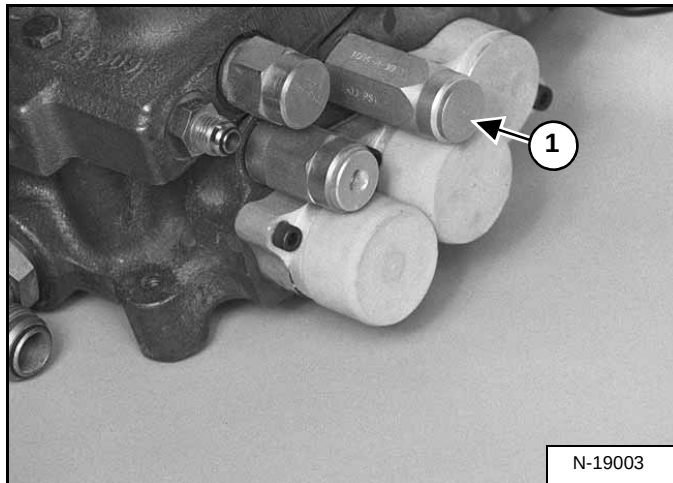
Figure 20-41-50



Remove the O-rings and back-up washer from the port relief valve [Figure 20-41-50].

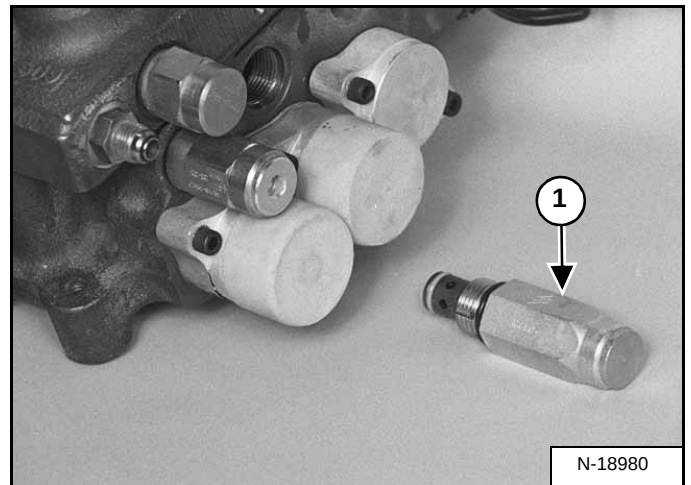
Anti-Cavitation Valve/Port Relief Valve

Figure 20-41-51



Loosen the anti-cavitation valve (Item 1) [Figure 20-41-51].

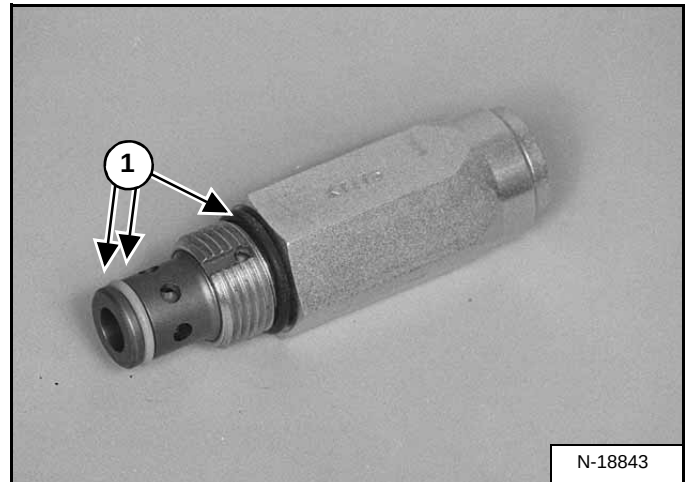
Figure 20-41-52



Remove the anti-cavitation/port relief valve (Item 1) from the control valve for the tilt section.[Figure 20-41-52]

Installation: Always use new O-rings and back-up washers. Tighten to 35-40 ft.-lbs. (47-54 Nm) torque.

Figure 20-41-53



Remove the O-rings (Item 1) [Figure 20-41-53] from the anti-cavitation/port relief valve.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Anti-Cavitation Valve

Figure 20-41-54

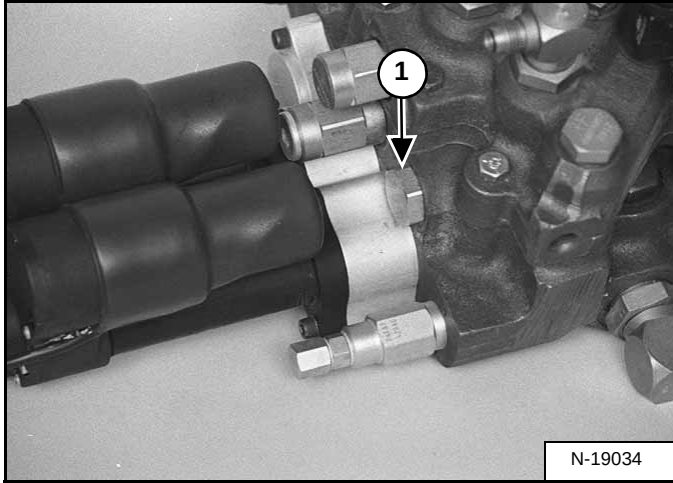
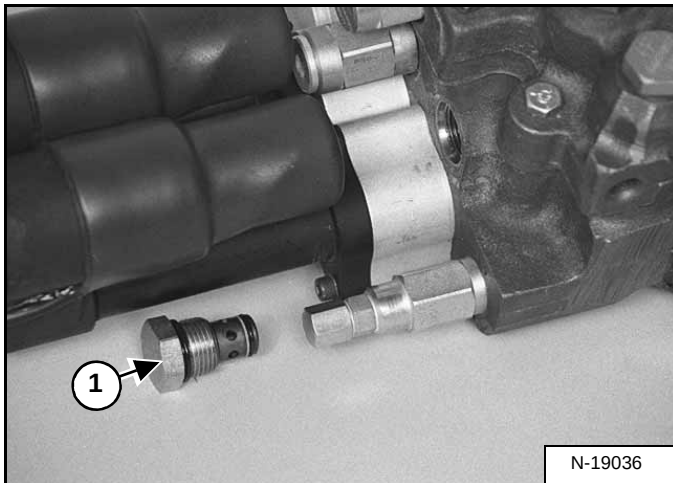
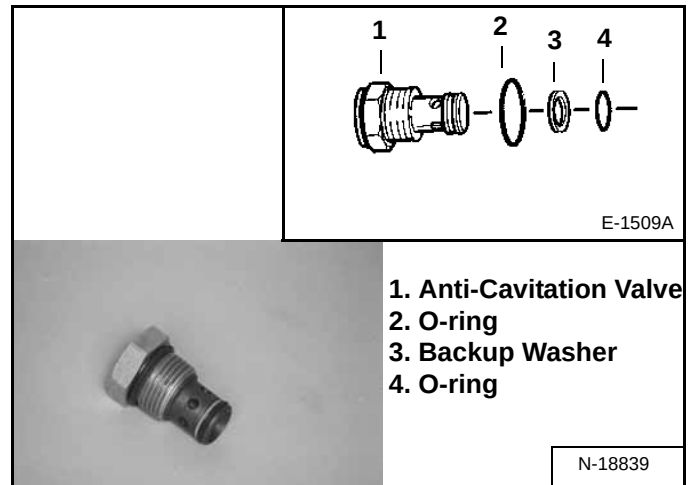


Figure 20-41-55



Remove the anti-cavitation valve (Item 1) [Figure 20-41-54] & [Figure 20-41-55] from the control valve.

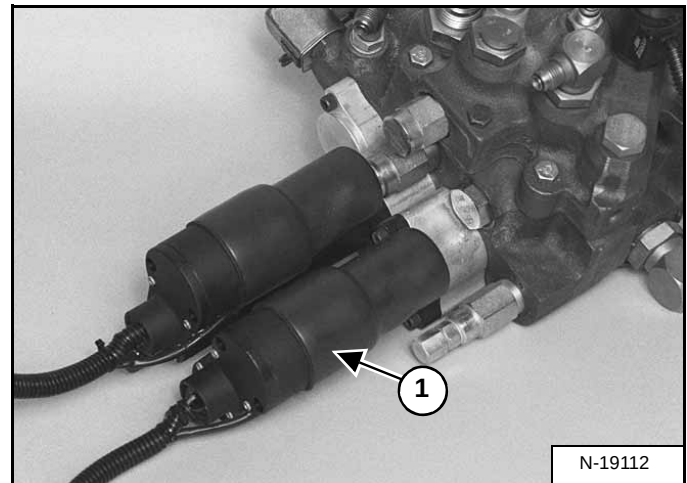
Figure 20-41-56



Remove the O-rings and back-up washer from the anti-cavitation valve [Figure 20-41-56].

Lift Spool Removal And Installation

Figure 20-41-57

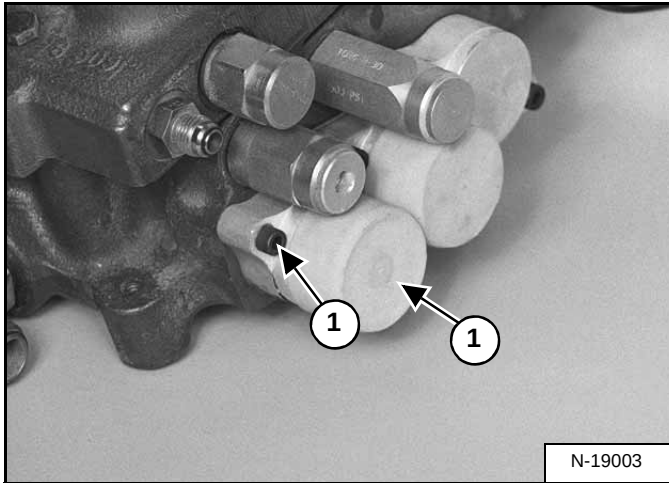


Remove the actuator (Item 1) [Figure 20-41-57] from the control valve. (See Actuator Removal And Installation on Page 20-41-12.)

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Lift Spool Removal And Installation (Cont'd)

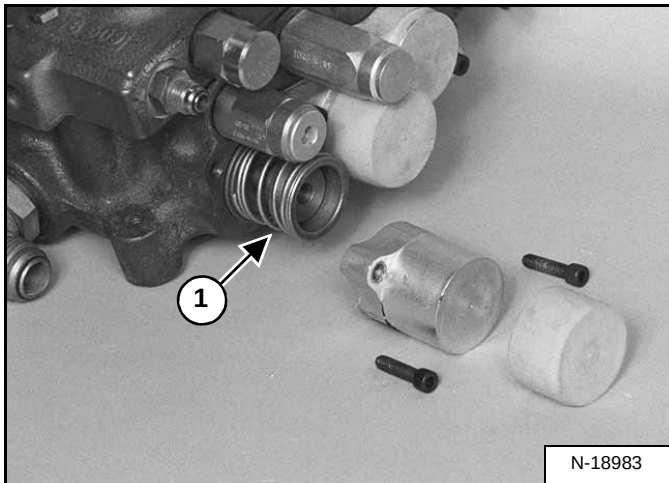
Figure 20-41-58



Remove the screws (Item 1) [Figure 20-41-58] from the cap.

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-41-59

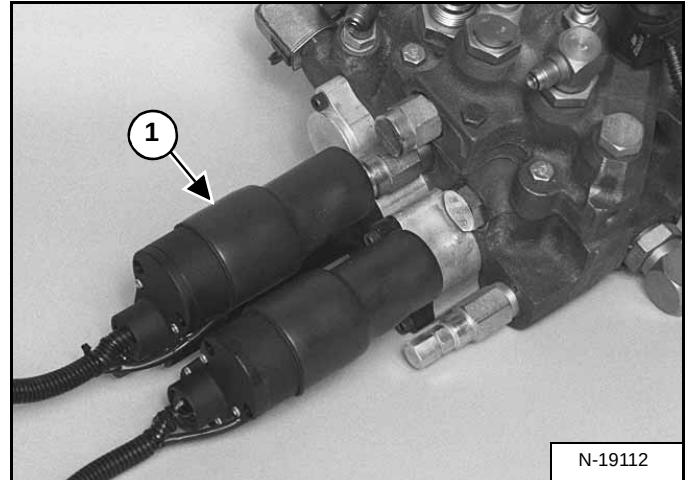


Remove the spool assembly (Item 1) [Figure 20-41-59] and seal from the control valve.

Assembly: Always use a new spool seal.

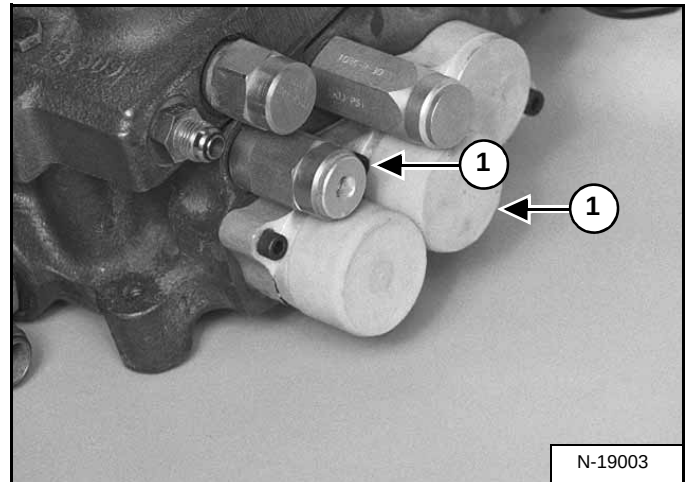
Tilt Spool Removal And Installation

Figure 20-41-60



Remove the actuator (Item 1) [Figure 20-41-60] from the control valve. (See Actuator Removal And Installation on Page 20-41-12.)

Figure 20-41-61



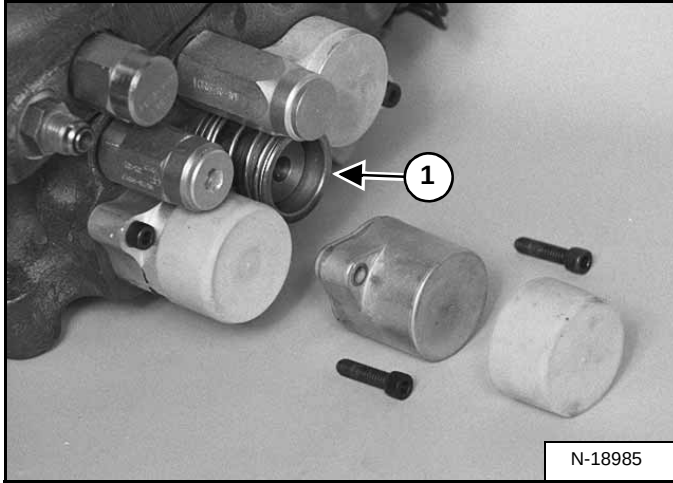
Remove the screws (Item 1) [Figure 20-41-61] from the end cap.

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Tilt Spool Removal And Installation (Cont'd)

Figure 20-41-62

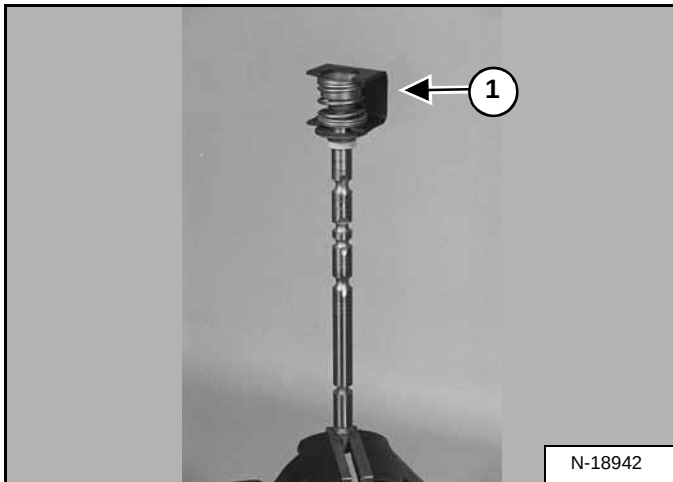


Remove the spool assembly (Item 1) [Figure 20-41-62] and seal from the control valve.

Assembly: Always use a new spool seal.

Lift and Tilt Spool Disassembly And Assembly

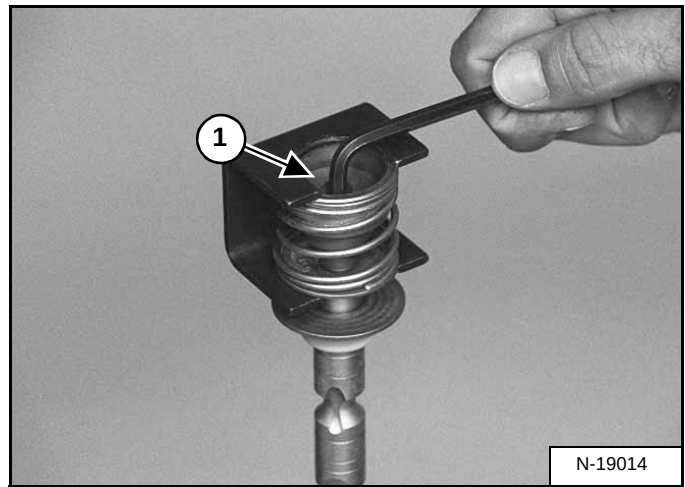
Figure 20-41-63



Put the linkage end of the spool in the vise [Figure 20-41-63].

Install the spool tool (Item 1) [Figure 20-41-63] over the centering spring.

Figure 20-41-64

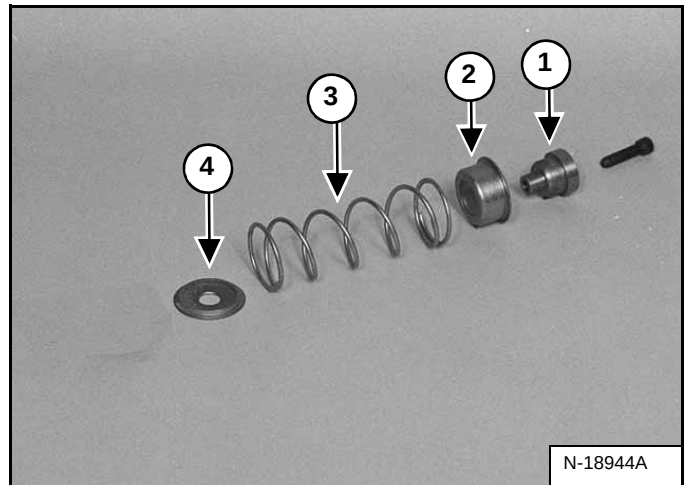


Remove the bolt (Item 1) [Figure 20-41-64] holding the centering spring to the spool.

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Remove spring tool from the spring assembly.

Figure 20-41-65

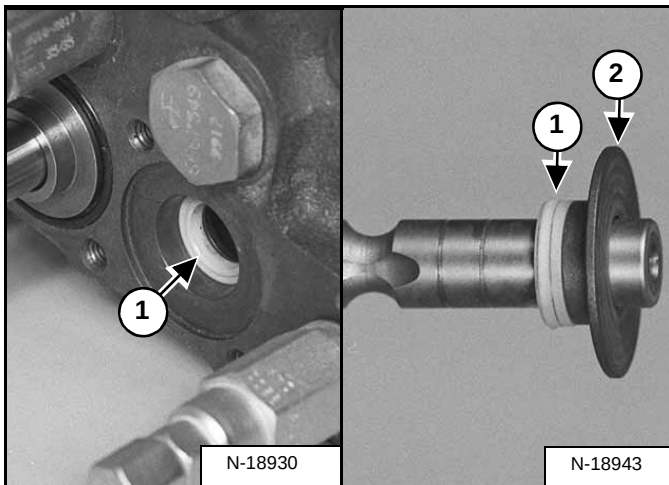


Inspect the adapter (Item 1), collar (Item 2), spring (Item 3), and washer (Item 4) [Figure 20-41-65].

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Lift and Tilt Spool Disassembly And Assembly (Cont'd)

Figure 20-41-66



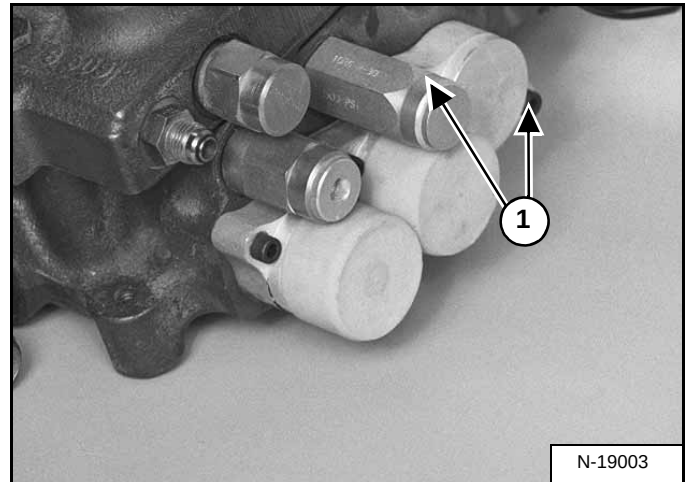
Remove the spool seal(s) (Item 1) and the back-up washer (Item 2) [Figure 20-41-66].

Assembly: Always use a new spool seal.

Assembly: Put grease on all the centering spring component parts.

Auxiliary Spool Removal And Installation

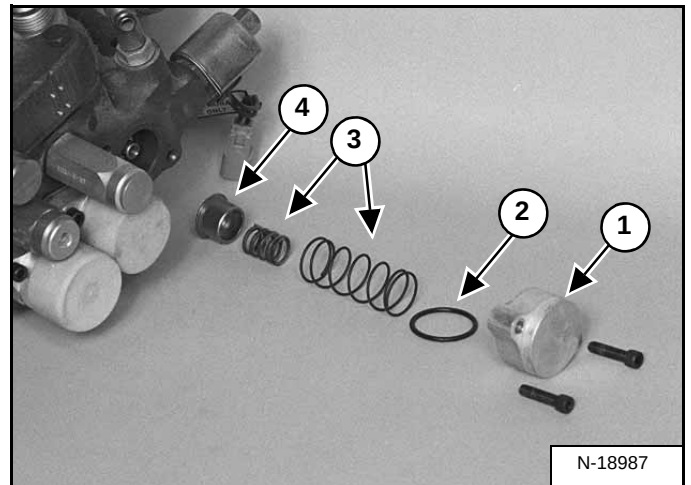
Figure 20-41-67



Remove the screws (Item 1) [Figure 20-41-67] from the end cap (both sides).

Installation: Tighten the bolt to 90-100 in.-lbs. (10,2-11,3 Nm) torque.

Figure 20-41-68



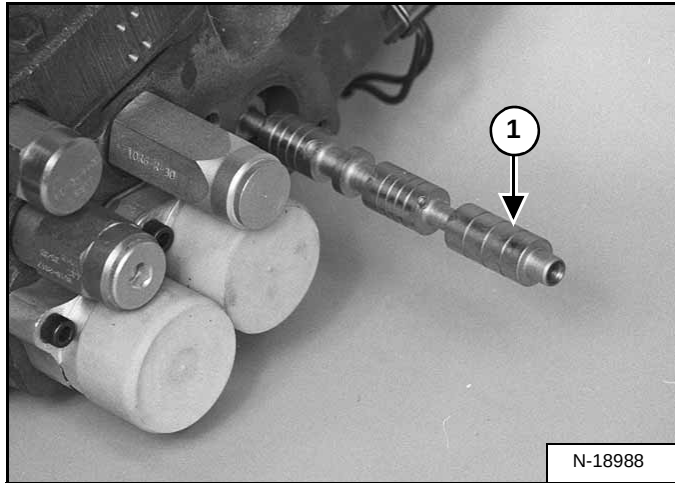
Remove the end cap (Item 1), O-ring (Item 2), springs (Item 3) and washer (Item 4) [Figure 20-41-68] (both sides).

Assembly: Always use a new spool seal.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Auxiliary Spool Removal And Installation (Cont'd)

Figure 20-41-69

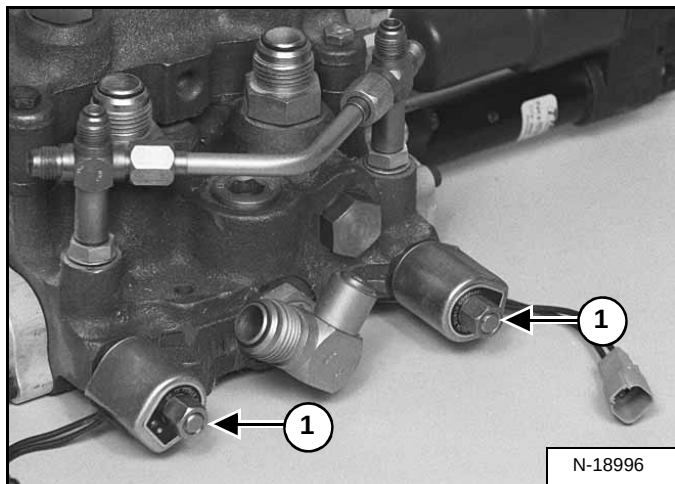


Remove the spool (Item 1) [Figure 20-41-69].

Assembly: Put grease on all the centering spring component parts.

Auxiliary Electric Solenoid

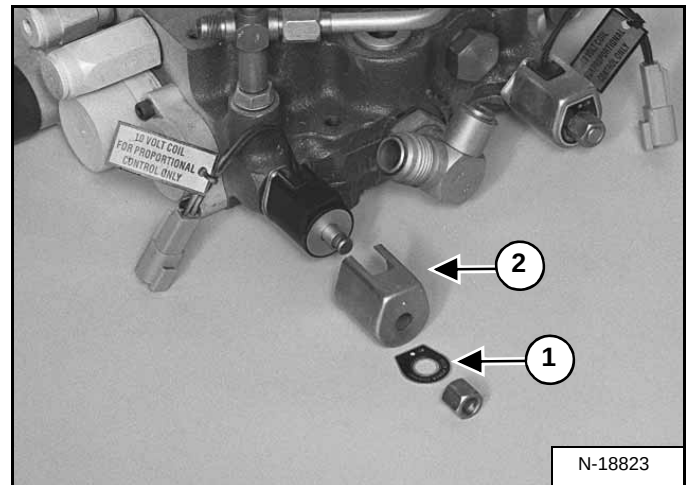
Figure 20-41-70



Remove the nut (Item 1) [Figure 20-41-70] from both solenoids.

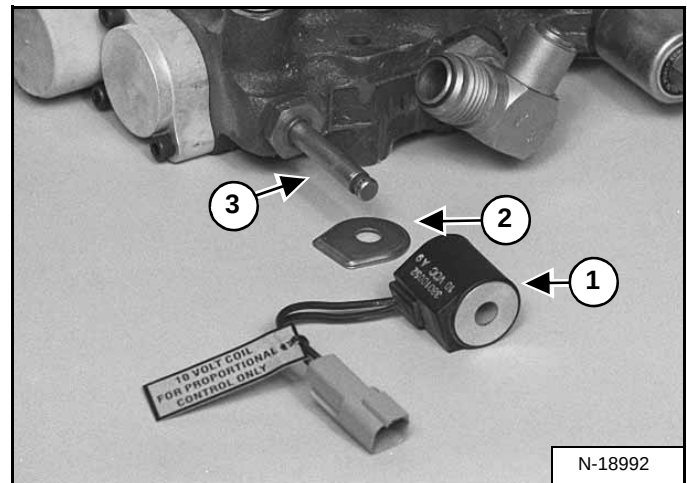
Installation: Tighten the nut to 8-14 ft.-lbs. (11-16 Nm) torque.

Figure 20-41-71



Remove the end plate (Item 1) and housing (Item 2) [Figure 20-41-71].

Figure 20-41-72



Remove the coil (Item 1) and end plate (Item 2) [Figure 20-41-72].

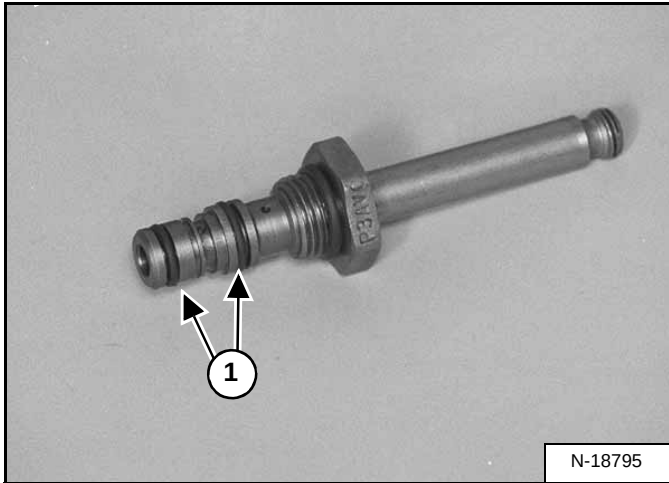
Remove the solenoid valve (Item 3) [Figure 20-41-72].

Installation: Tighten valve to 8-14 ft.-lbs. (11-16 Nm) torque.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Auxiliary Electric Solenoid (Cont'd)

Figure 20-41-73

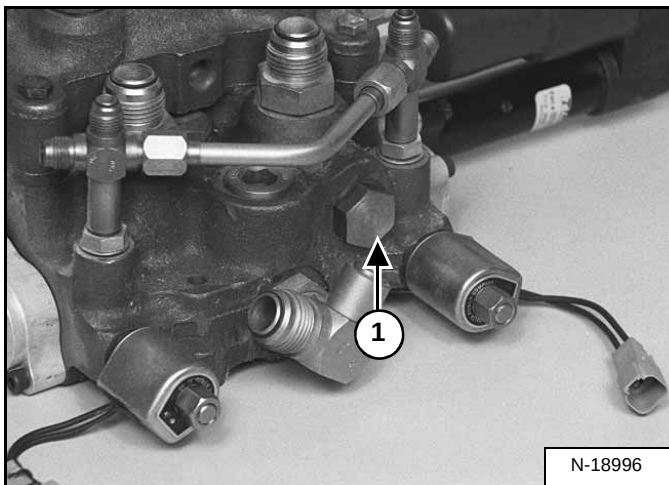


Remove the O-rings (Item 1) [Figure 20-41-73] from the solenoid valves.

Installation: Always use new O-rings and apply oil to the O-rings prior to installation.

Port-Auxiliary Section

Figure 20-41-74



Remove the plug (Item 1) [Figure 20-41-74] or optional port relief valve from the control valve.

Figure 20-41-75

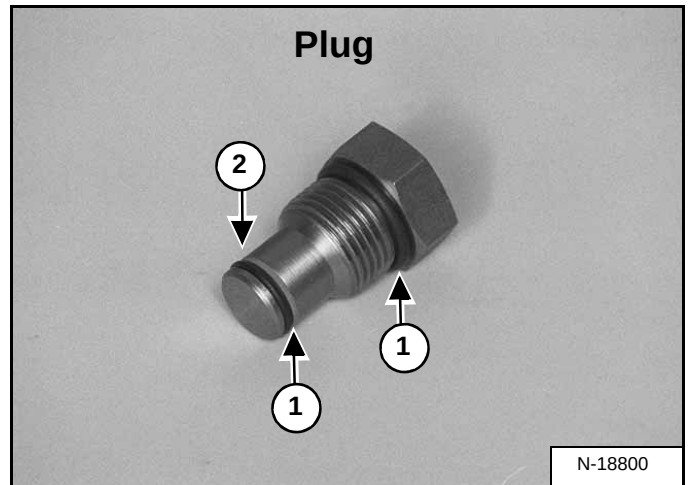
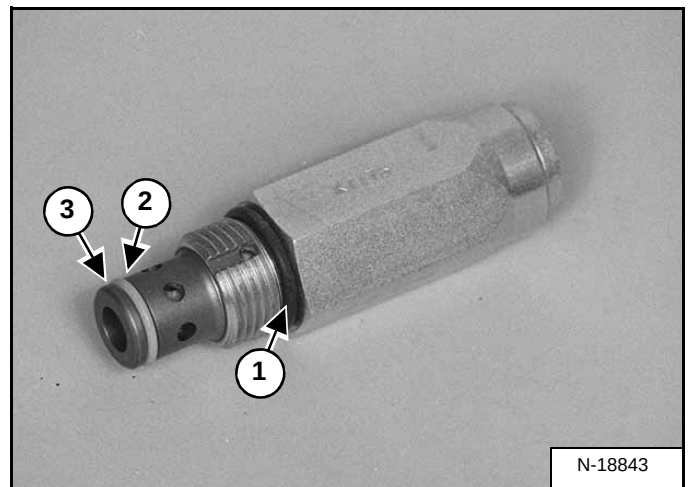


Figure 20-41-76



Remove the O-rings (Item 1) [Figure 20-41-75] & [Figure 20-41-76] and back-up ring (Item 2) [Figure 20-41-75] & [Figure 20-41-76] from the plug.

Reverse all disassembly procedures to assemble the hydraulic control valve.

HYDRAULIC CONTROL VALVE (ADVANCED CONTROL SYSTEM) (ACS) (CONT'D)

Cleaning And Inspection

Clean all components with clean solvent and dry with compressed air.

Check the spools for wear or scratches.

Check that the spools are not loose in their bore.

Check that the centering springs are not broken.

Check that the load check valve seats are not worn.

Check the load check poppets for damage.

Check the rubber boots and retainers.

Replace the parts as needed.

Use new O-rings and back-up rings.

Apply oil to all new O-rings and back-up rings before installation.

LIFT ARM BY-PASS CONTROL VALVE

Inspecting

Raise the lift arms 6 feet (2 m) off the ground. Stop the engine. Turn the Lift Arm By-Pass Control Knob clockwise 1/4 turn. Then pull up and hold the Lift Arm By-Pass Control Knob until the lift arms slowly lower.

Additional Inspection For Loaders With Advanced Hand Controls

Sit in the operator's seat and fasten the Seat Belt. Lower the Seat Bar, start the engine and press the green **PRESS TO OPERATE** Button.

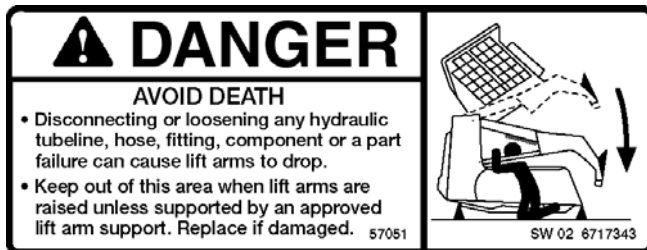
Raise the lift arms about 6 feet (2 meters) off the ground.

Turn the key OFF and wait for the engine to come to a complete stop.

Turn the key ON. Press the green **PRESS TO OPERATE** Button, move the left hand control toward the operator. The lift arms should not lower.

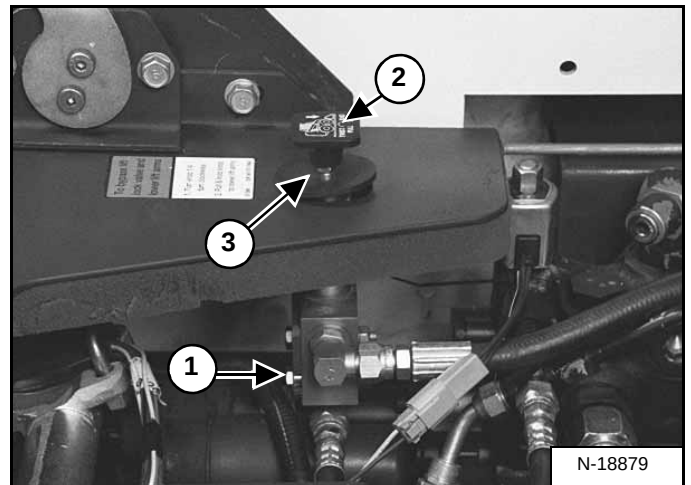
Move the right hand control away from the operator. The bucket (or attachment) should not tilt forward.

Removal And Installation



W-2059-0598

Figure 20-50-1



Install jackstands the rear corners of the loader.

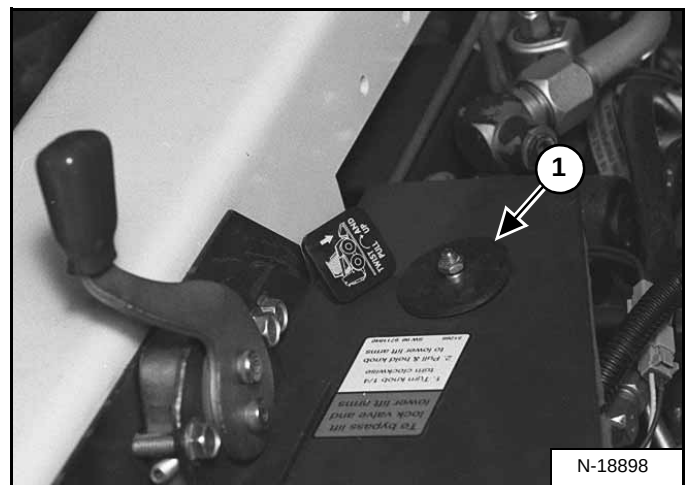
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

The lift lock by-pass valve (Item 1) [Figure 20-50-1] is located under the right side of the control panel.

Hold the by-pass control knob (Item 2) and loosen the jam nut (Item 3) [Figure 20-50-1] on the by-pass valve shaft.

Figure 20-50-2



Remove the by-pass control knob and jam nut from the valve shaft [Figure 20-50-2].

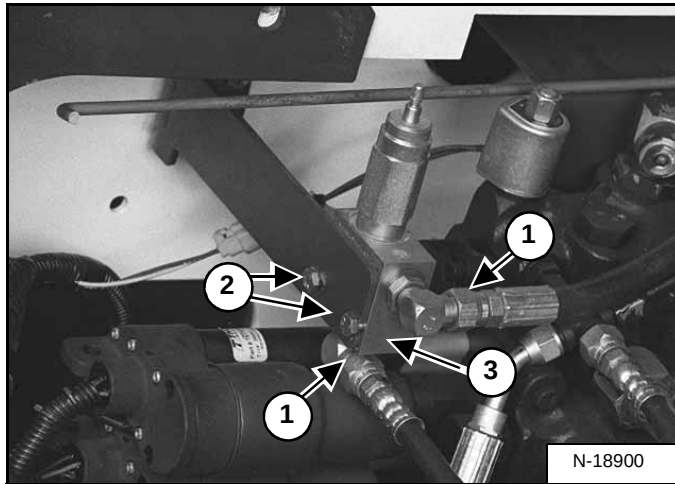
Remove the rubber washer (Item 1) [Figure 20-50-2].

LIFT ARM BY-PASS CONTROL VALVE (CONT'D)

Disassembly And Assembly

Removal And Installation (Cont'd)

Figure 20-50-3



Disconnect the two hoses (or tubelines on later models) (Item 1) from the lift lock by-pass valve (Item 3) [Figure 20-50-3].

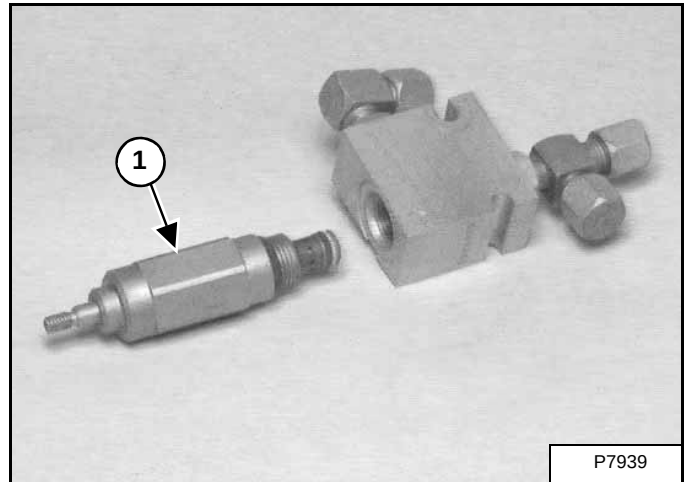
Remove the two mounting bolts (Item 2) [Figure 20-50-3].

Installation: Tighten the mounting bolts to 180-200 in.-lbs. (21-23 Nm) torque.

Remove the lift arm by-pass valve.

Reverse the removal procedure to install the lift arm by-pass control valve.

Figure 20-50-4



Remove the by-pass valve (Item 1) [Figure 20-50-4] from the valve block. Inspect the by-pass valve for damage and replace if necessary.

Installation: Tighten the valve to 33-37 ft.-lbs. (45-50 Nm) torque.

Inspect the hydraulic fittings on the valve block for damage and replace if necessary.

HYDRAULIC PUMP (ALUMINUM)

Checking The Output Of The Hydraulic Pump Without Power Bob-Tach.

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

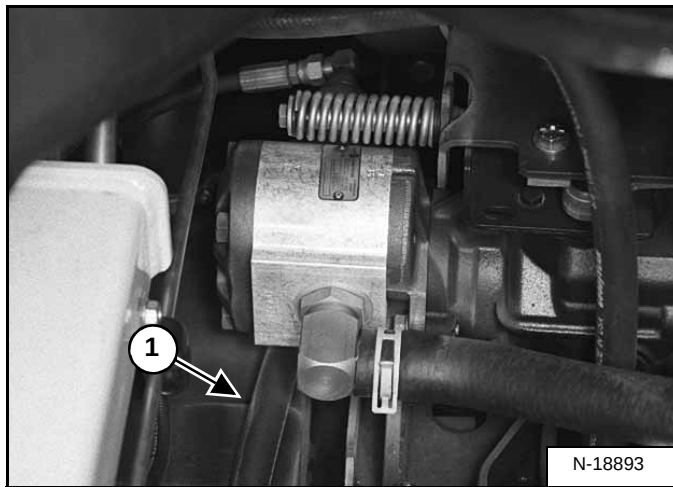
W-2017-0286

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 20-60-1



The tools listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool
MEL10103 - Hydraulic Tester
MEL10106 - Hydraulic Test Kit

NOTE: Make sure all the air is removed from the hydraulic system before beginning the test. Air in the system can give an inaccurate test.

***Relief pressure must be per specification before the test is done.**

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door of the loader.

Connect the remote start switch. (See REMOTE START on Page 10-60-1.)

NOTE: Photos may appear different but the procedure is the same.

Disconnect the OUTLET hose (Item 1) [Figure 20-60-1] from the pump.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Checking The Output Of The Hydraulic Pump Without Bob-Tach (Cont'd)

IMPORTANT

The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

Figure 20-60-2

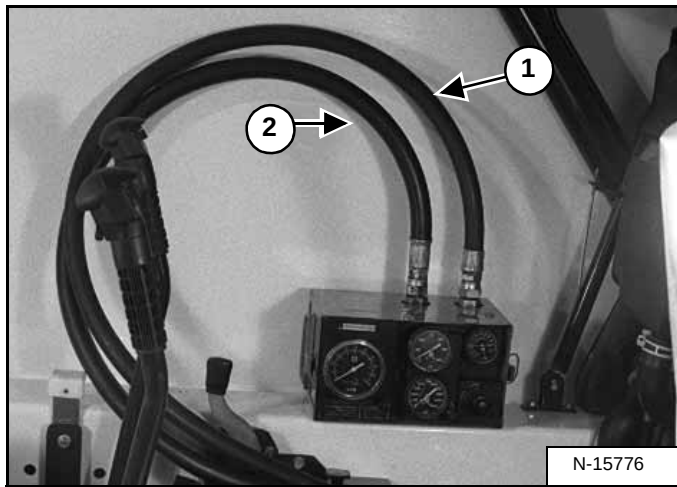
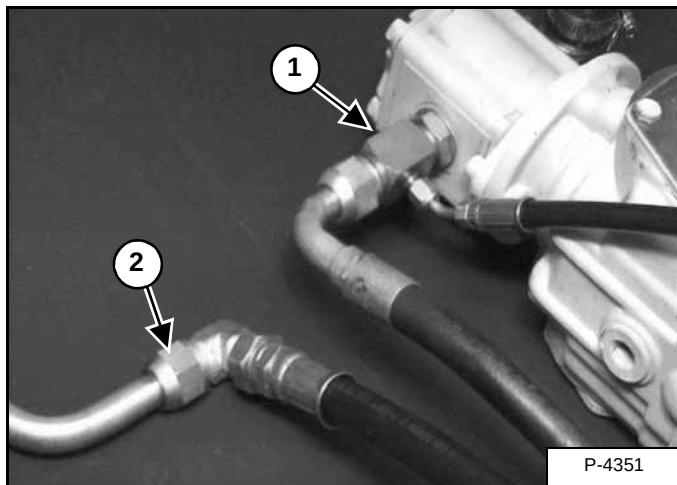
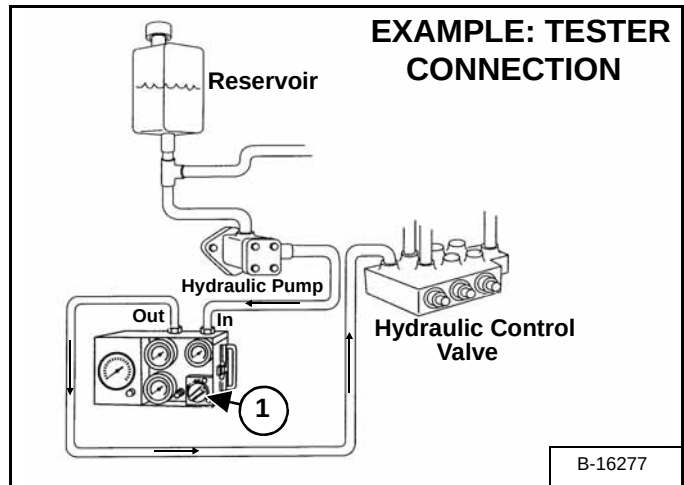


Figure 20-60-3



Connect the INLET hose (Item 1) [Figure 20-60-2] from the tester to the OUTLET fitting (Item 1) [Figure 20-60-3] of the pump. Connect the OUTLET hose (Item 2) [Figure 20-60-2] from the tester to the hose (Item 2) [Figure 20-60-3] which was disconnected from the pump.

Figure 20-60-4



Sample tester connection shown [Figure 20-60-4].

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM*.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control (Item 1) [Figure 20-60-4] on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the maximum/variable flow switch (on the remote start tool) to engage the front auxiliary hydraulics, the light will come ON. Push the button (on the right control lever) for fluid flow to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

$$\% = \frac{\text{HIGH PRESSURE FLOW (GPM)}}{\text{FREE FLOW (GPM)}} \times 100$$

A low percentage may indicate a failed pump.

*Refer to SPECIFICATIONS Section SPEC-01 for system relief pressure and full RPM.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Checking The Output Of The Hydraulic Pump With Power Bob-Tach.

! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

! WARNING

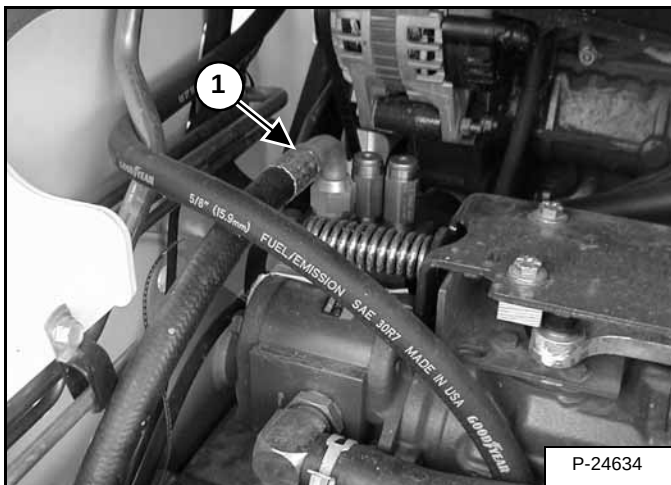
Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

IMPORTANT

The hydraulic tester must be in the fully open position before you start the engine.

Figure 20-60-5



The tools listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool
MEL10103 - Hydraulic Tester
MEL10106 - Hydraulic Test Kit

NOTE: Make sure all the air is removed from the hydraulic system before beginning the test. Air in the system can give an inaccurate test.

***Relief pressure must be per specification before the test is done.**

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

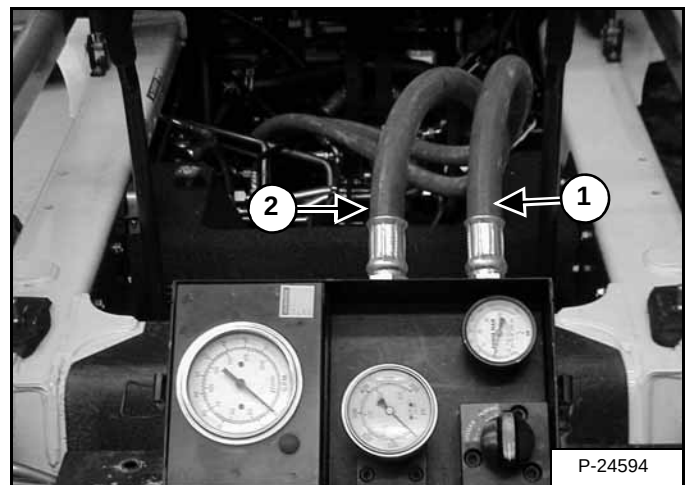
Open the rear door of the loader.

Connect the remote start switch. (See REMOTE START on Page 10-60-1.)

NOTE: Photos may appear different but the procedure is the same.

Disconnect the OUTLET hose (Item 1) [Figure 20-60-5] from the top of the Power Bob-Tach block.

Figure 20-60-6

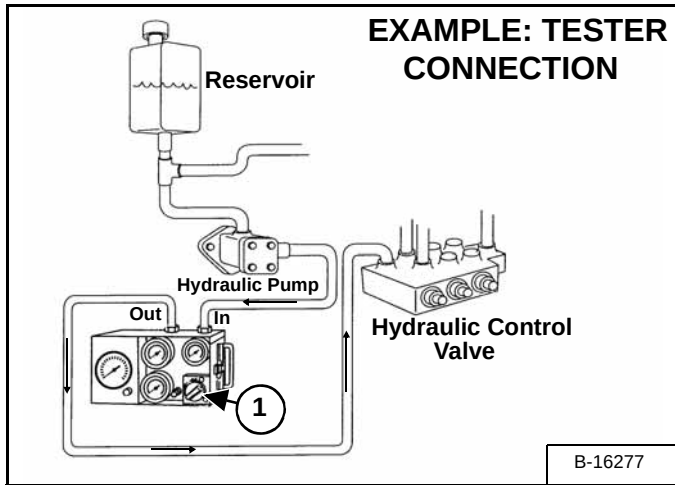


Connect the INLET hose (Item 1) from the tester to the OUTLET fitting on the top of the Power Bob-Tach block. Connect the OUTLET hose (Item 2) [Figure 20-60-6] from the tester to the hose which was disconnected from the Power Bob-Tach block.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Checking The Output Of The Hydraulic Pump With Power Bob-Tach (Cont'd)

Figure 20-60-7



Sample tester connection shown [Figure 20-60-7].

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM*.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control (Item 1) [Figure 20-60-7] on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the maximum/variable flow switch (on the remote start tool) to engage the front auxiliary hydraulics, the light will come ON. Push the button (on the right control lever) for fluid flow to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

$$\% = \frac{\text{HIGH PRESSURE FLOW (GPM)}}{\text{FREE FLOW (GPM)}} \times 100$$

A low percentage may indicate a failed pump.

*Refer to *SPECIFICATIONS* Section SPEC-01 for system relief pressure and full RPM.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

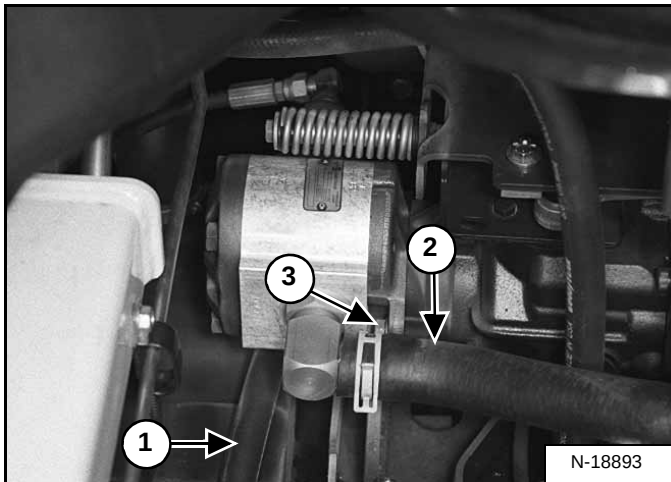
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 20-60-8



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Stop the engine. Raise the seat bar.

Lift and block the rear of the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic fluid from the reservoir. (See Fluid Removal on Page 20-80-1.)

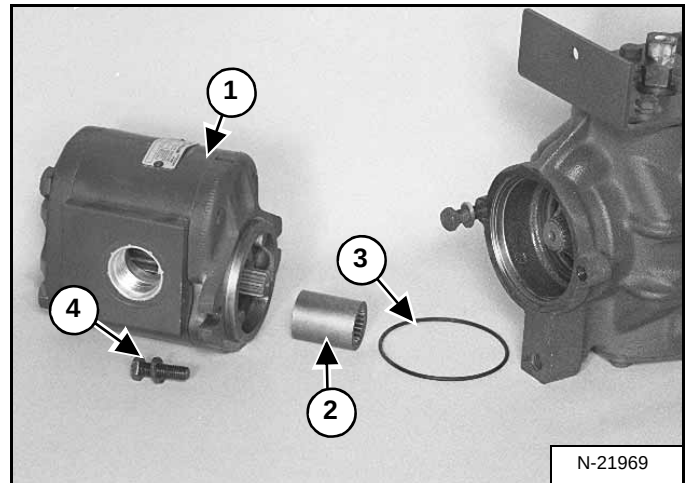
Open the rear door of the loader.

Remove the Power Bob-Tach block if equipped. (See Removal And Installation on Page 20-121-1.)

Disconnect the outlet hose (Item 1) [Figure 20-60-8] from the back of the hydraulic pump.

Disconnect the inlet hose (Item 2) [Figure 20-60-8] from the front of the hydraulic pump.

Figure 20-60-9



Remove the two mounting bolts (Item 3) [Figure 20-60-8] & (Item 4) [Figure 20-60-9] from the hydraulic pump.

Remove the hydraulic pump (Item 1) [Figure 20-60-9] from the hydrostatic pump.

Remove the O-ring (Item 3) [Figure 20-60-9].

Installation: Tighten the mounting bolts to 27-37 ft.-lbs. (37-50 Nm) torque.

Remove the coupler (Item 2) [Figure 20-60-9] from the hydraulic pump shaft.

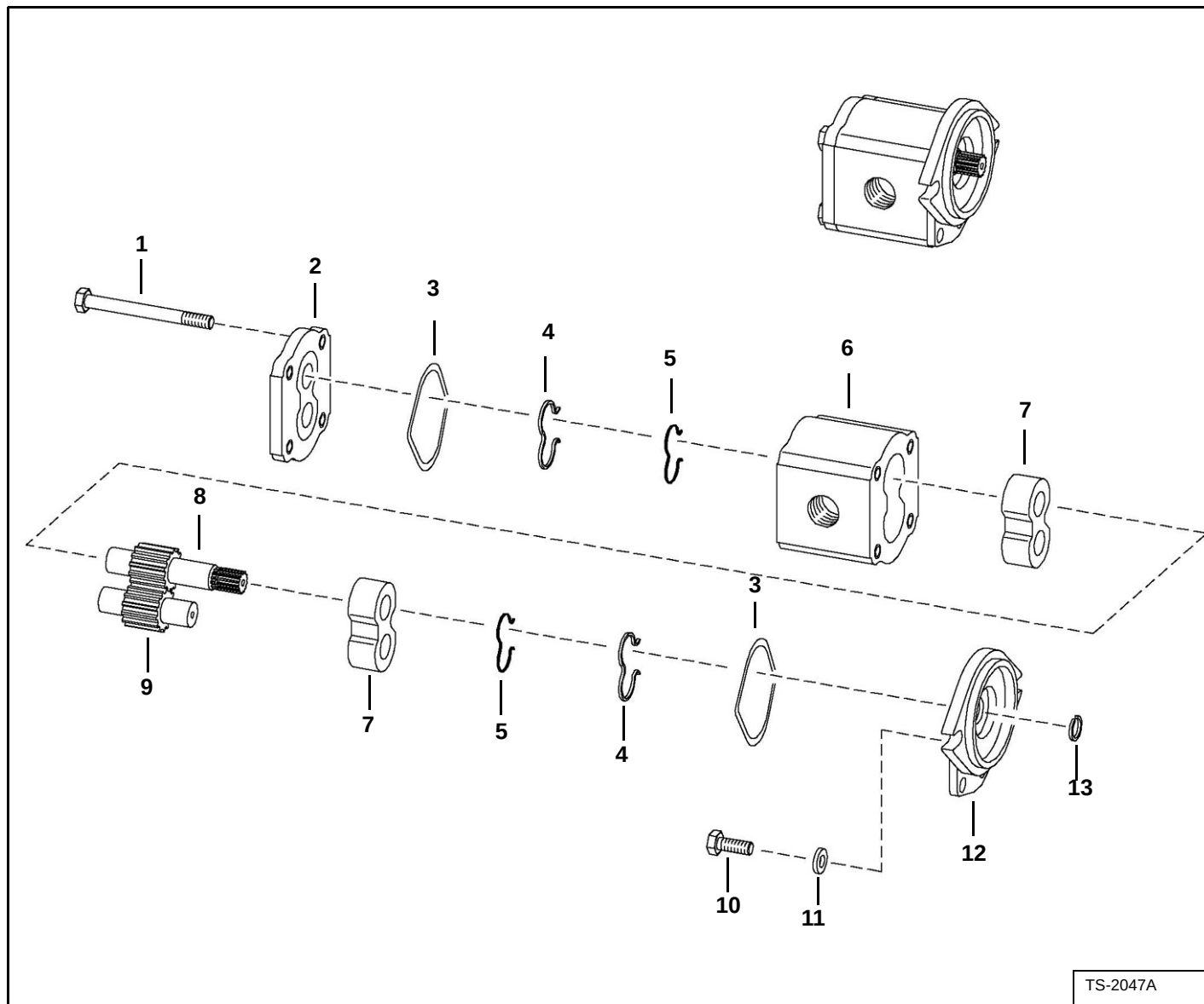
Reverse the removal procedure to install the hydraulic pump.

Installation: Use a new O-ring when installing the hydraulic pump.

For the proper procedure See Disassembly on Page 20-60-7. And See Assembly on Page 20-60-11.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Parts Identification



TS-2047A

Ref. Description

- 1. BOLT
- 2. END HOUSING
- 3. O-RING SEAL
- 4. BACK-UP SEAL
- 5. SEAL
- 6. BODY

Ref. Description

- 7. BEARING HOUSING
- 8. DRIVE GEAR
- 9. IDLER GEAR
- 10. BOLT
- 11. WASHER
- 12. END HOUSING
- 13. RING

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

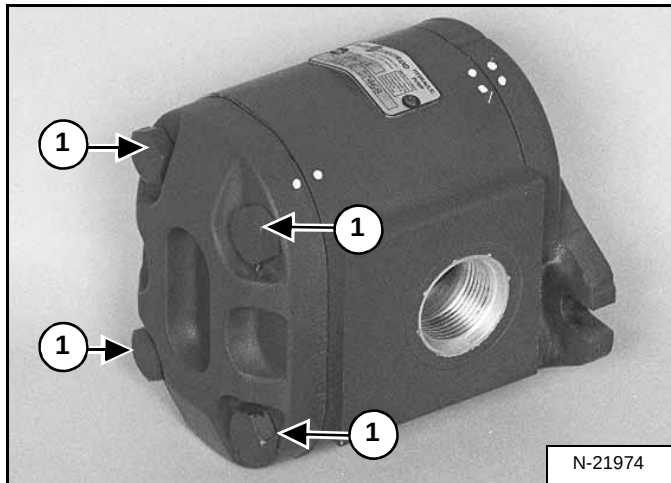
Disassembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

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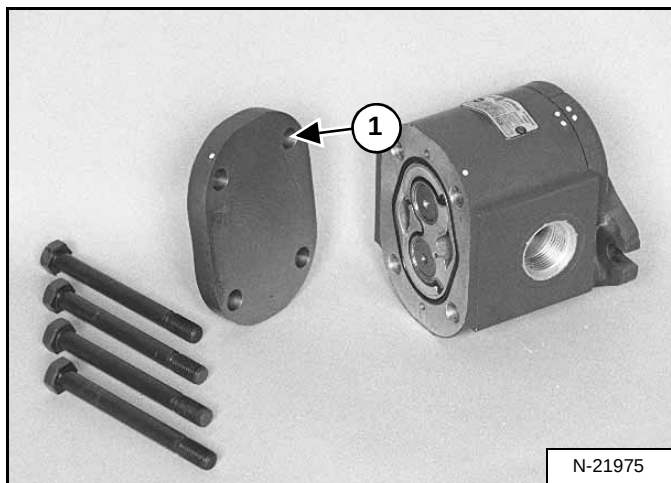
Figure 20-60-10



Mark the pump sections for correct assembly [Figure 20-60-10].

Remove the pump housing bolts (Item 1) [Figure 20-60-10].

Figure 20-60-11



Remove the end housing (Item 1) [Figure 20-60-11].

Figure 20-60-12

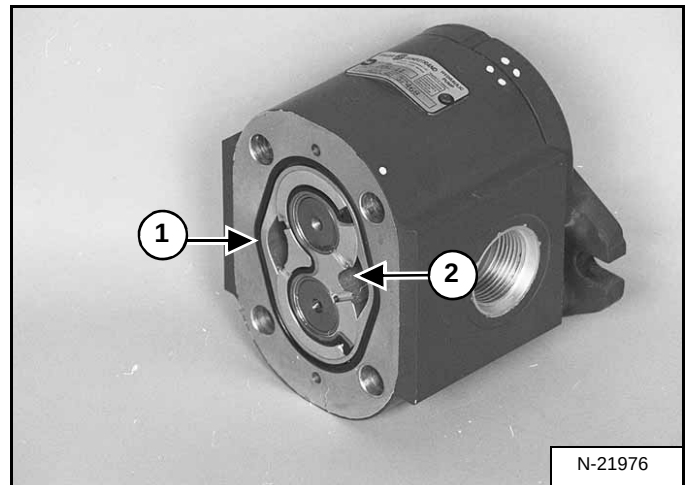
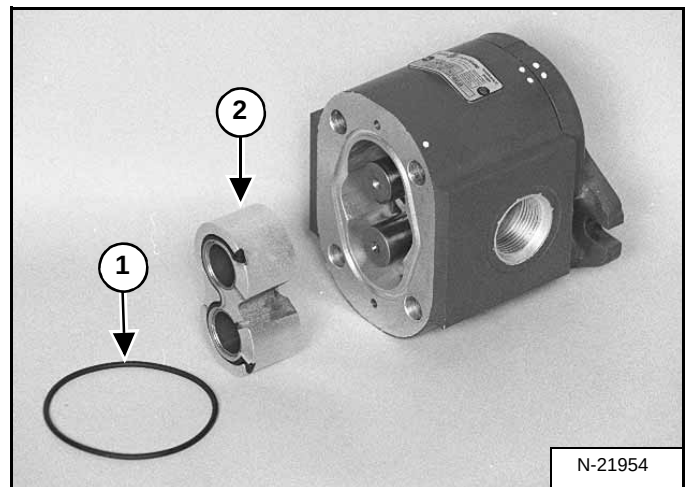


Figure 20-60-13

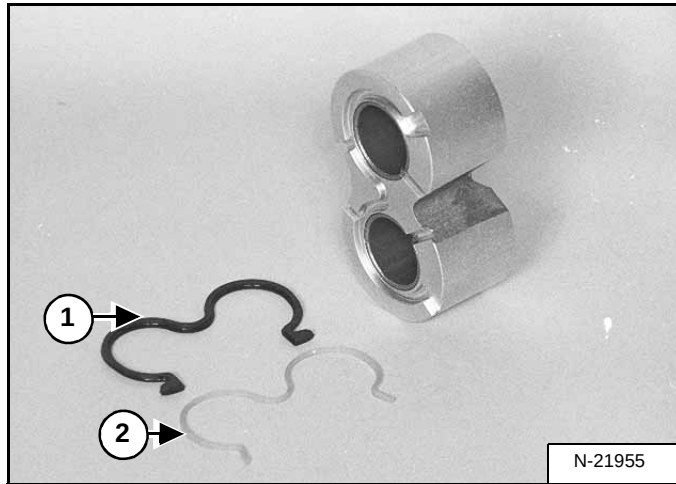


Remove the O-ring (Item 1) [Figure 20-60-12] & [Figure 20-60-13] and bearing housing (Item 2) [Figure 20-60-12] & [Figure 20-60-13] from the body.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Disassembly (Cont'd)

Figure 20-60-14



Remove the seal (Item 1) and back-up seal (Item 2) [Figure 20-60-14] from the bearing housing.

Figure 20-60-15

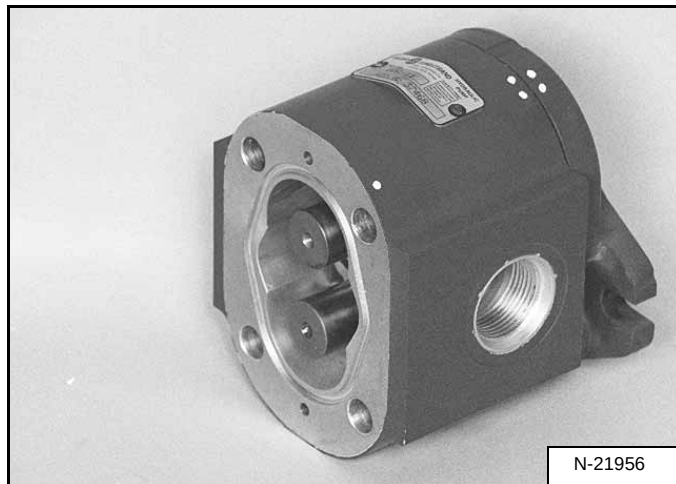
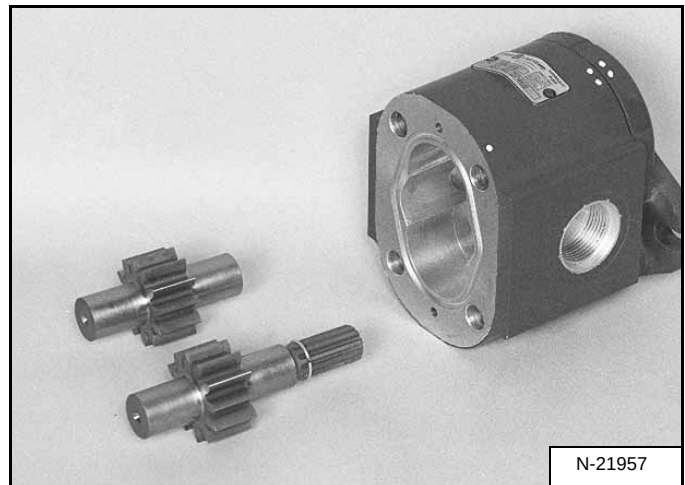
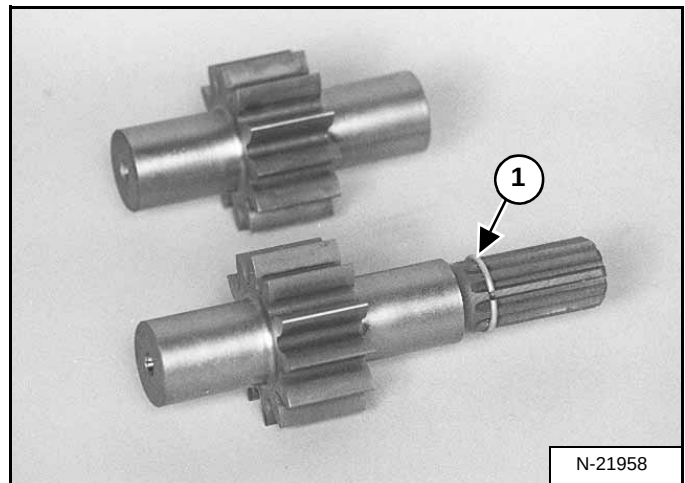


Figure 20-60-16



Remove the drive gear and idler gear [Figure 20-60-15] & [Figure 20-60-16].

Figure 20-60-17

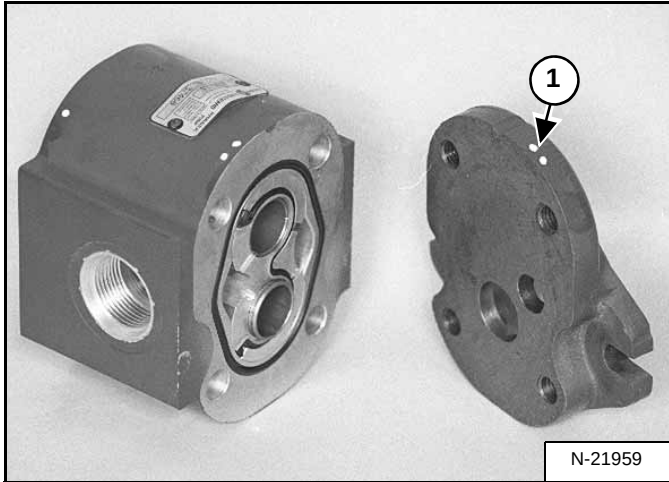


Remove the ring (Item 1) [Figure 20-60-17].

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Disassembly (Cont'd)

Figure 20-60-18



Remove the other end bearing housing (Item 1) [Figure 20-60-18].

Figure 20-60-19

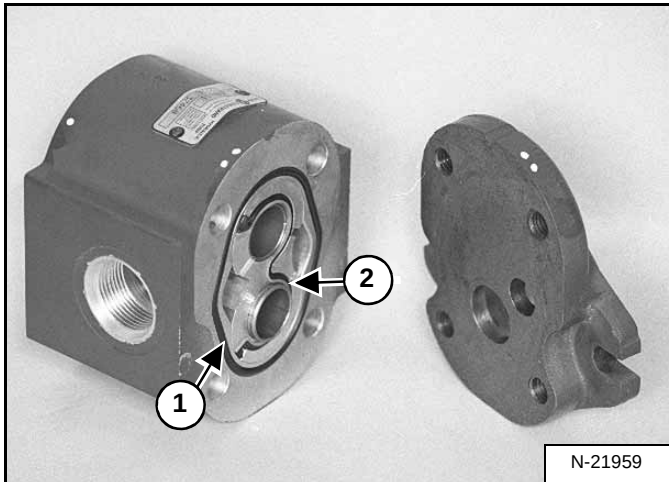
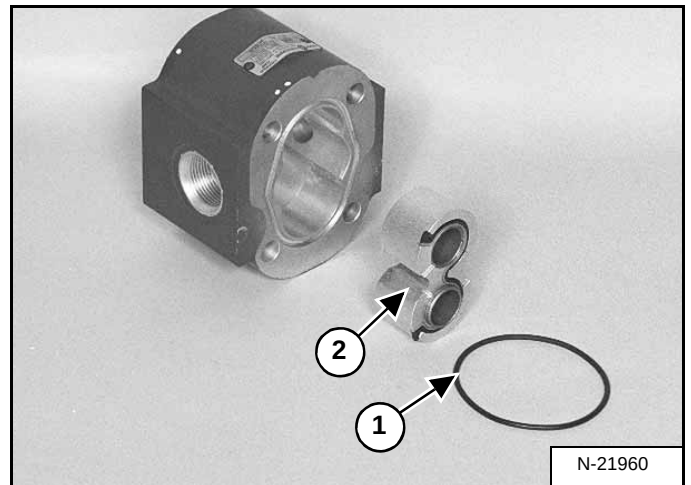
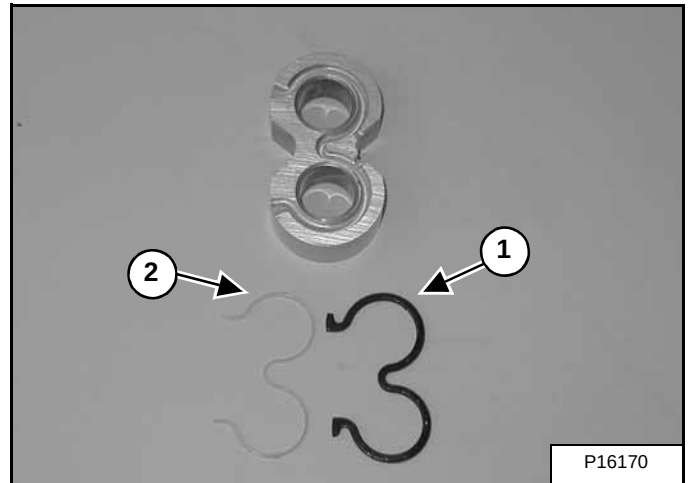


Figure 20-60-20



Remove the O-ring (Item 1) [Figure 20-60-19] & [Figure 20-60-20] and bearing housing (Item 2) [Figure 20-60-19] & [Figure 20-60-20] from the body.

Figure 20-60-21

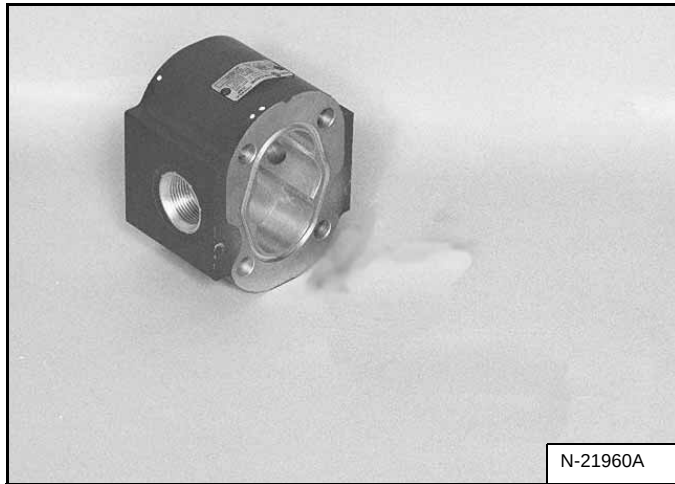


Remove the seal (Item 1) and back-up seal (Item 2) [Figure 20-60-21] from the bearing housing.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Inspection

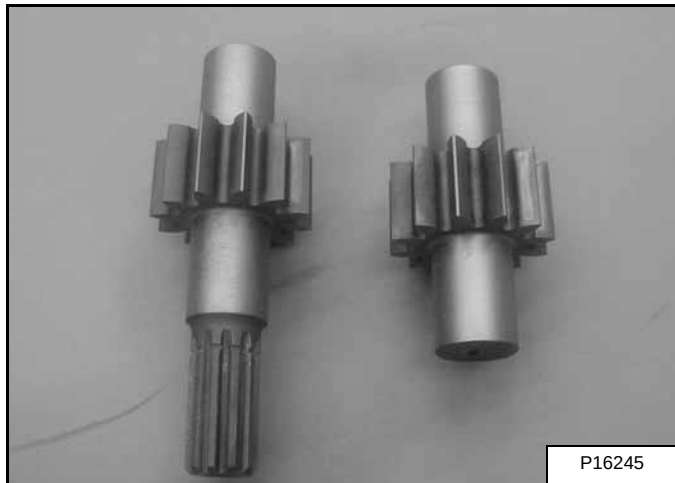
Figure 20-60-22



Wash all parts in clean solvent and use air pressure to dry them.

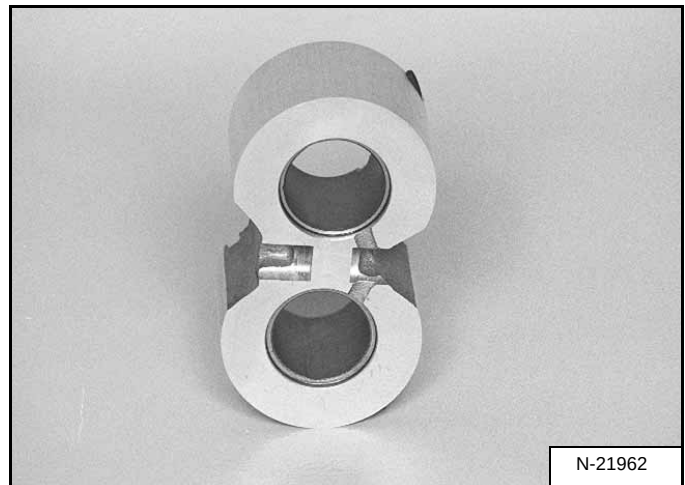
Check the body [Figure 20-60-22].

Figure 20-60-23



Check the gear(s) [Figure 20-60-23].

Figure 20-60-24



Check the bushings in the bearing housing [Figure 20-60-24].

If excessive wear or damage is visible on any of the parts, the pump must be replaced.

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

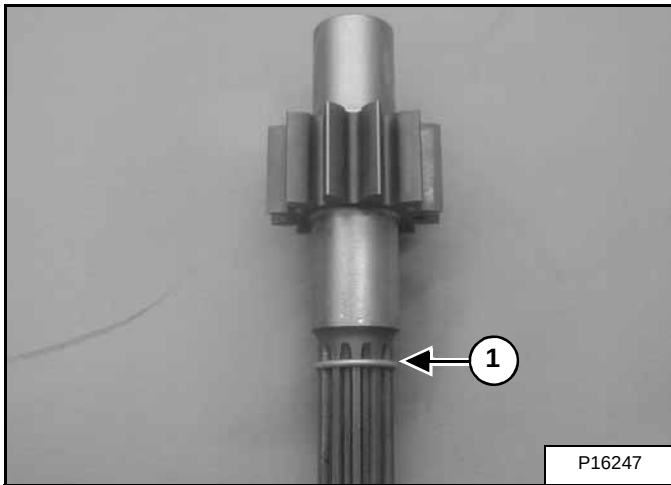
Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

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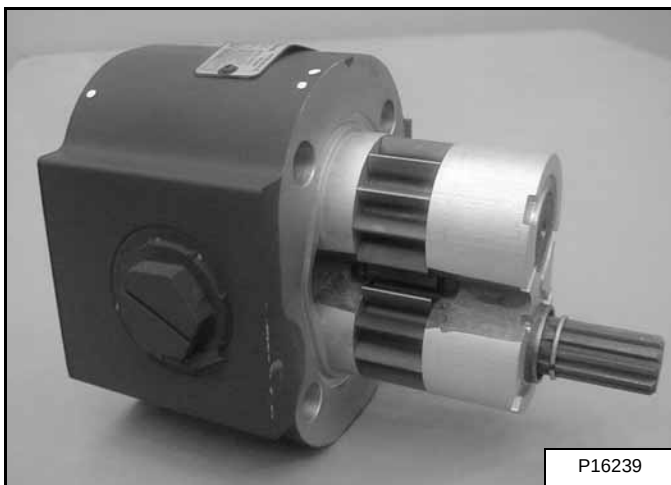
Figure 20-60-25



Always use new O-rings and seals when assembling the hydraulic pump.

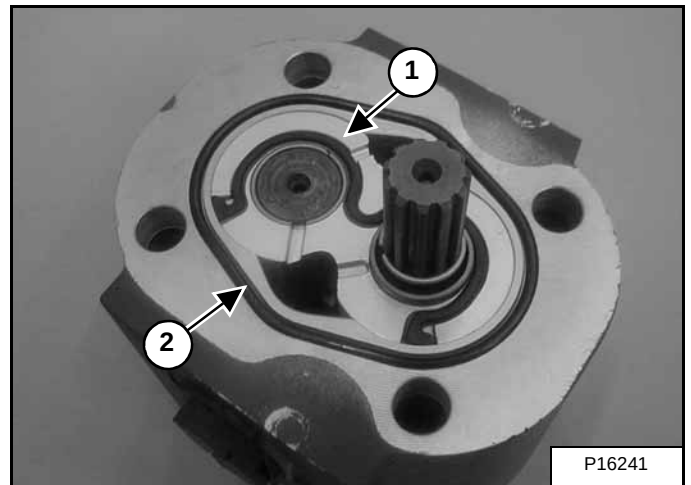
Install the ring (Item 1) [Figure 20-60-25] on the drive gear.

Figure 20-60-26



Install the bearing housing/gears assembly into the pump housing [Figure 20-60-26].

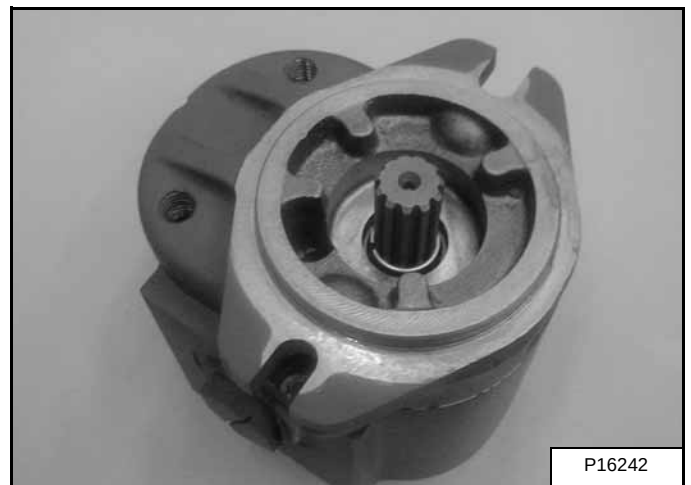
Figure 20-60-27



Install the back-up seal and seal (Item 1) [Figure 20-60-27].

Install the large O-ring (Item 2) [Figure 20-60-27].

Figure 20-60-28

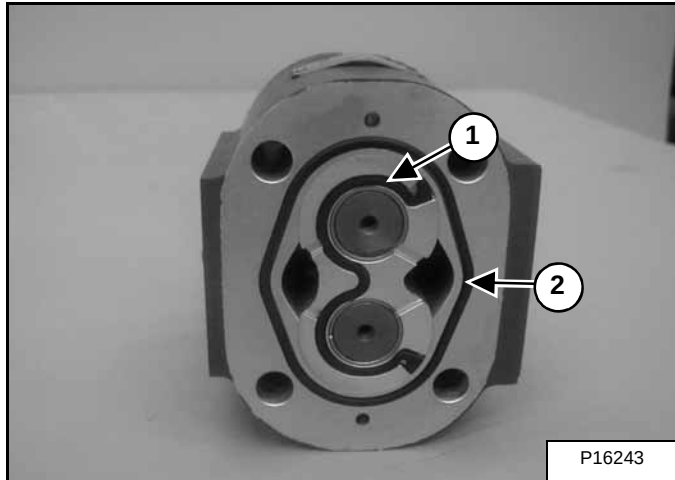


Install the mounting flange housing on the pump housing [Figure 20-60-28].

HYDRAULIC PUMP (ALUMINUM) (CONT'D)

Assembly (Cont'd)

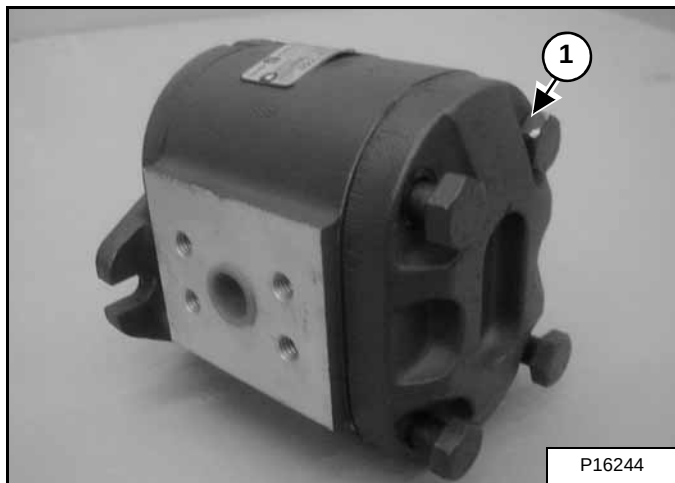
Figure 20-60-29



Install the back-up seal and seal (Item 1) [Figure 20-60-29].

Install the large O-ring (Item 2) [Figure 20-60-29].

Figure 20-60-30



Install the end housing (Item 1) [Figure 20-60-30].

Install the four pump housing bolts [Figure 20-60-30].

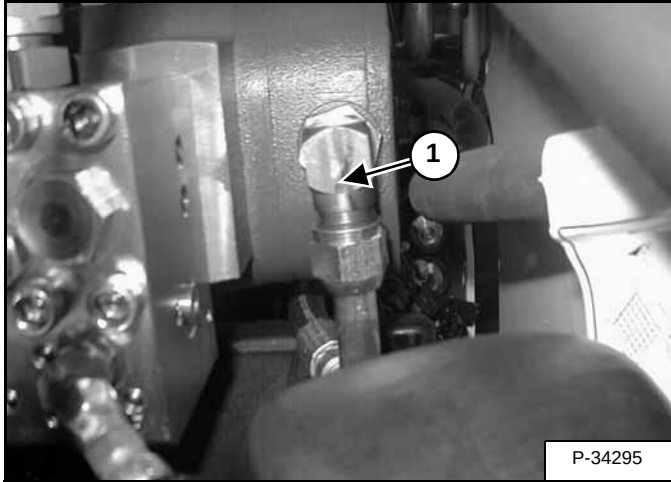
Tighten the bolts to 45-50 ft.-lbs. (61-68 Nm) torque.

HYDRAULIC PUMP (ALUMINUM) (HI FLOW)

Checking The Output Of The High Flow Pump

NOTE: The photo may appear different, but the procedure is the same.

Figure 20-61-1



The tools listed will be needed to do the following procedure:

MEL10003 - Hydraulic Tester
MEL10006 - Hydraulic Test Kit

NOTE: Make sure all the air is removed from the hydraulic system before beginning the test. Air in the system can give an inaccurate test.

***Relief pressure must be per specification before the test is done.**

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the cab. (See Raising The Operator Cab on Page 10-30-1.)

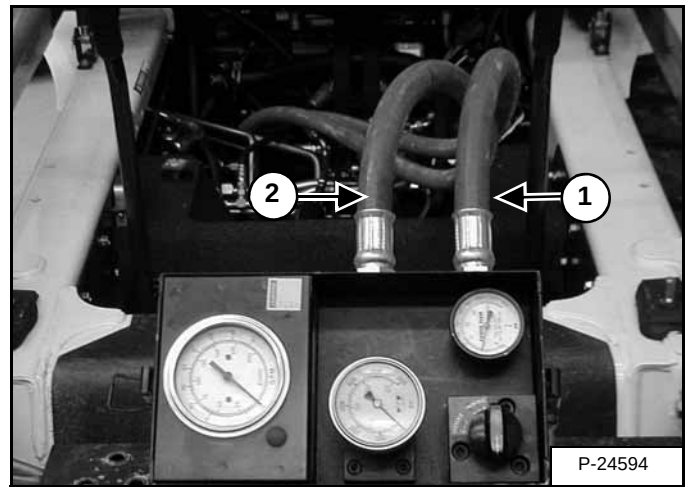
Disconnect the pump OUTLET hose (Item 1) [Figure 20-61-1] from the high flow pump.

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Figure 20-61-2



Connect the INLET hose (Item 1) from the tester to the OUTLET pump fitting. Connect the OUTLET (Item 2) [Figure 20-61-2] hose from the tester to the hose which was disconnected from the High Flow Pump.

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the mode switch (on the remote start switch) to engage the front auxiliary hydraulics, the light will come ON. Push the button (on the right control lever) for fluid pressure to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

HYDRAULIC PUMP (ALUMINUM) (HI FLOW) (CONT'D)

Removal And Installation



! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

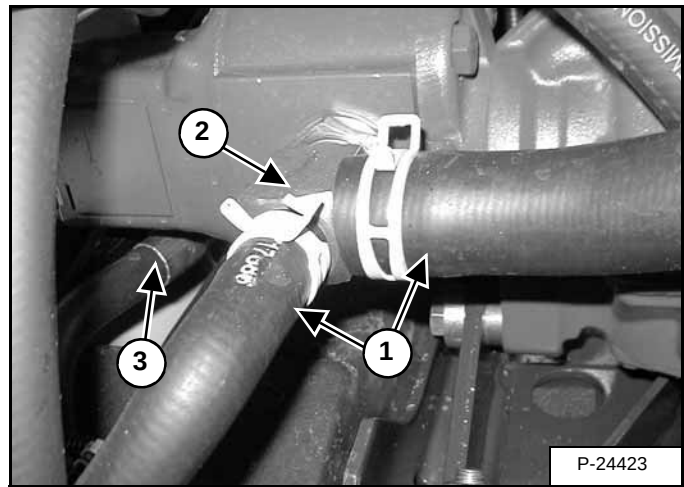
Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

Remove the Power Bob-Tach block if equipped. (See Removal And Installation on Page 20-121-1.)

Figure 20-61-3

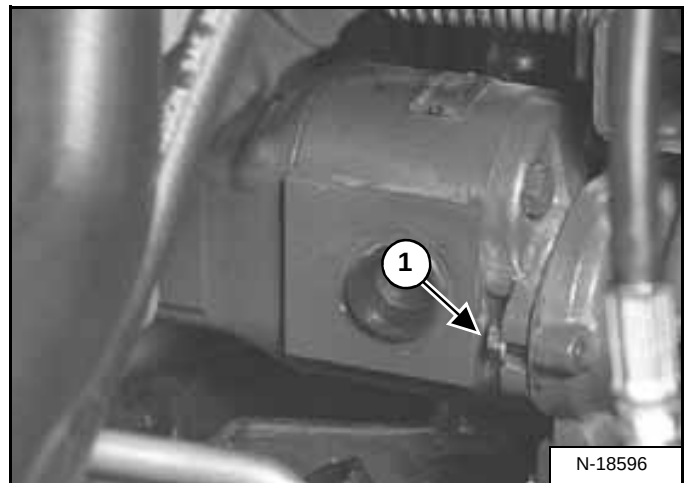


Loosen the clamps and disconnect the pump inlet hoses (Item 1) [Figure 20-61-3]. Cap the hoses.

Remove the inlet fitting (Item 2) [Figure 20-61-3] from the pump.

Remove and cap the outlet hose (Item 3) [Figure 20-61-3] from the hi flow pump.

Figure 20-61-4

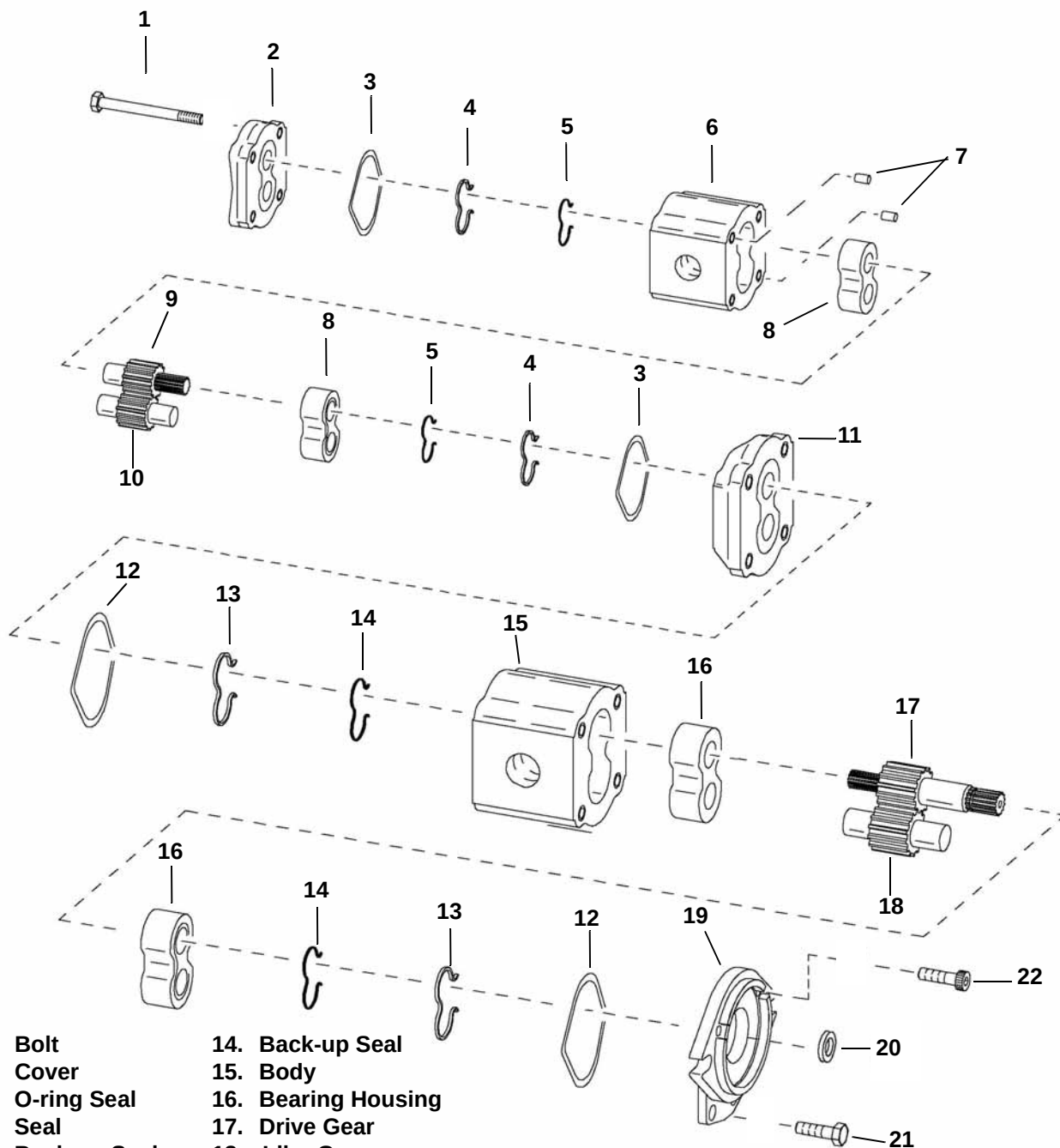


Loosen and remove the two pump mounting bolts (Item 1) [Figure 20-61-4]. (Both sides.)

Installation: Install a new gasket. Tighten the mounting bolts to 25-27 ft.-lbs. (34-37 Nm) torque.

HYDRAULIC PUMP (ALUMINUM) (HI FLOW) (CONT'D)

Parts Identification



- | | |
|--------------------|---------------------|
| 1. Bolt | 14. Back-up Seal |
| 2. Cover | 15. Body |
| 3. O-ring Seal | 16. Bearing Housing |
| 4. Seal | 17. Drive Gear |
| 5. Back-up Seal | 18. Idler Gear |
| 6. Body | 19. Cover |
| 7. Dowel | 20. Ring |
| 8. Bearing Housing | 21. Hex Bolt |
| 9. Drive Gear | 22. Allen Head Bolt |
| 10. Idler Gear | |
| 11. Cover | |
| 12. O-ring Seal | |
| 13. Seal | |

TS-1078B

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

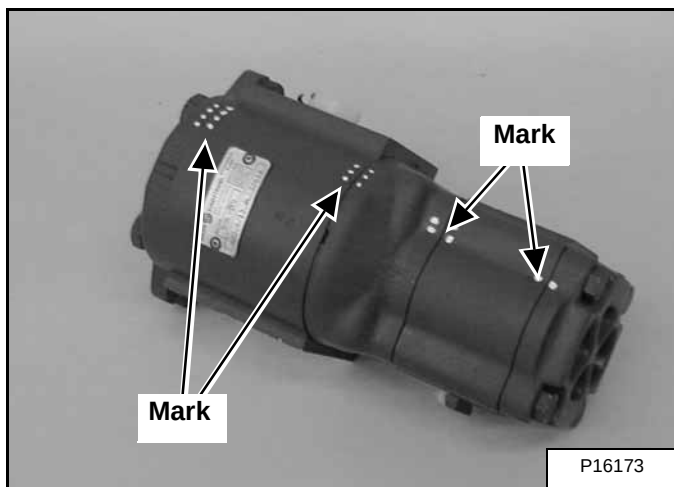
Disassembly And Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

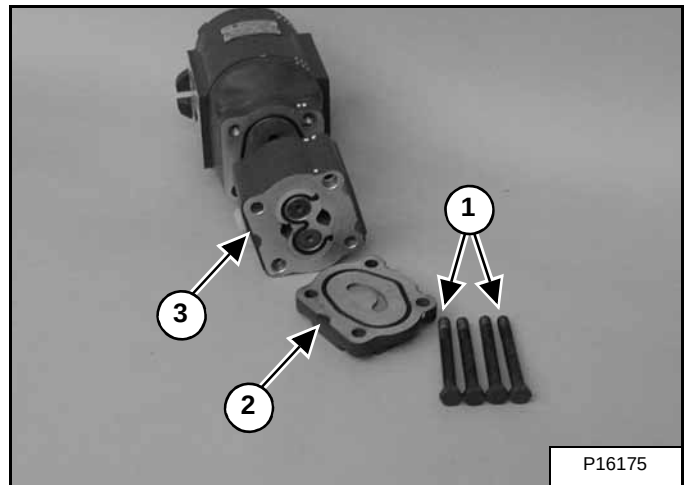
I-2003-0888

Figure 20-61-5



Mark the pump sections for correct assembly [Figure 20-61-5].

Figure 20-61-6

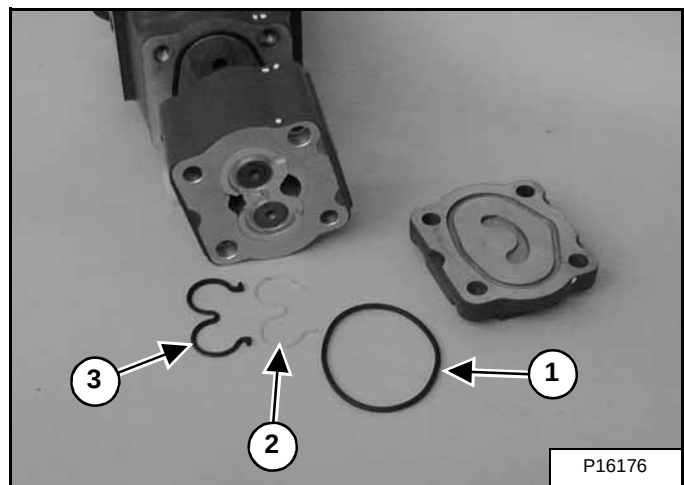


Remove the four pump housing bolts (Item 1) [Figure 20-61-6] from the small gear pump end housing.

Remove the small gear pump end housing (Item 2) [Figure 20-61-6].

Remove the small gear pump housing (Item 3) [Figure 20-61-6] from the center housing

Figure 20-61-7



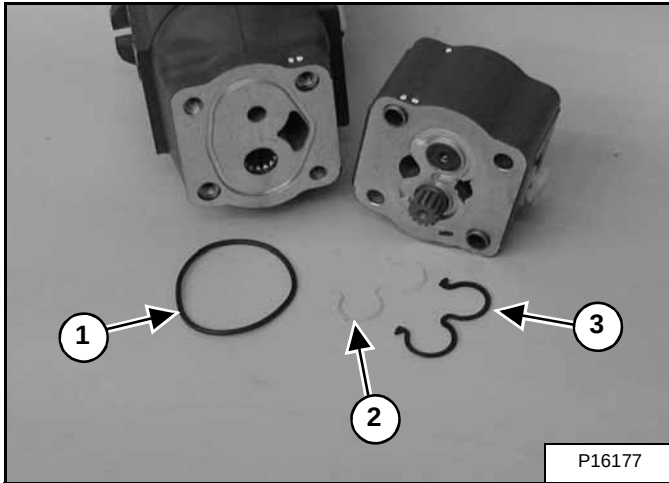
Remove the O-ring (Item 1) [Figure 20-61-7] from the end housing.

Remove the back-up seal (Item 2) and seal (Item 3) [Figure 20-61-7] from the pump housing.

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

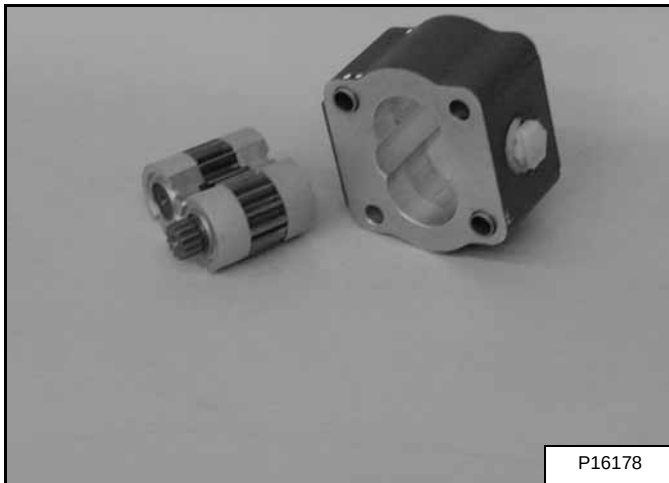
Figure 20-61-8



Remove the O-ring (Item 1) [Figure 20-61-8] from the center housing.

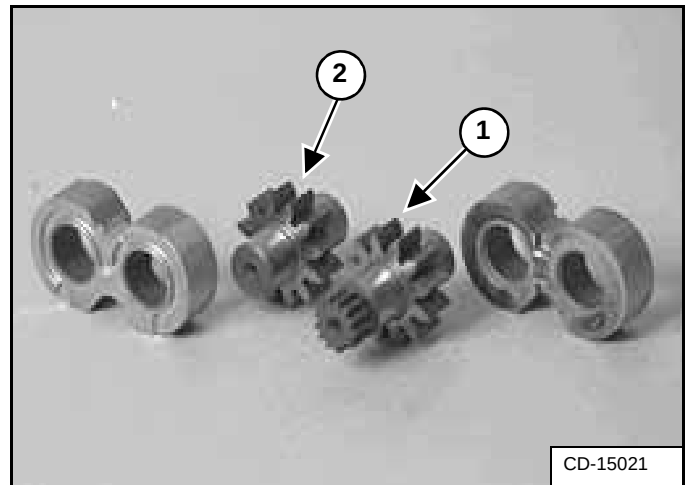
Remove the back-up seal (Item 2) and seal (Item 3) [Figure 20-61-8].

Figure 20-61-9



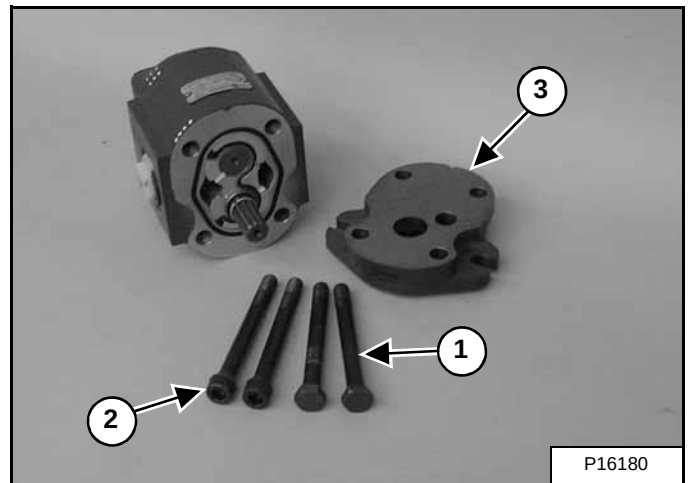
Remove the bearing housing/gear assembly from the housing [Figure 20-61-9].

Figure 20-61-10



Remove the drive gear (Item 1) and idler gear (Item 2) [Figure 20-61-10] from the bearing housing.

Figure 20-61-11



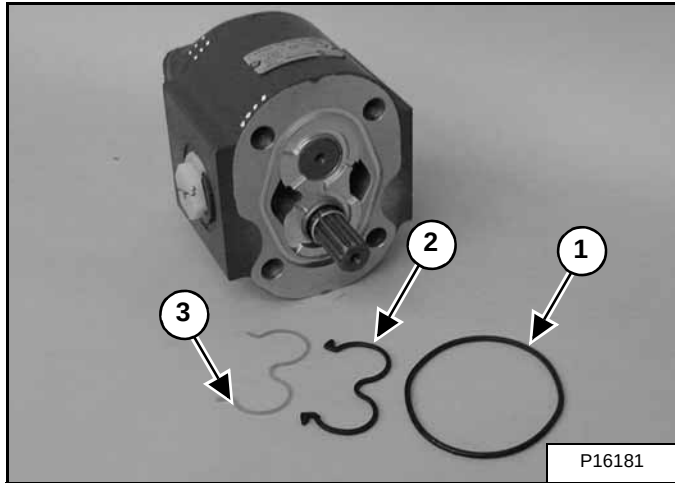
Remove the two hex head bolts (Item 1) and two allen head bolts (Item 2) [Figure 20-61-11] from the mounting flange housing.

Remove the mounting flange housing (Item 3) [Figure 20-61-11].

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

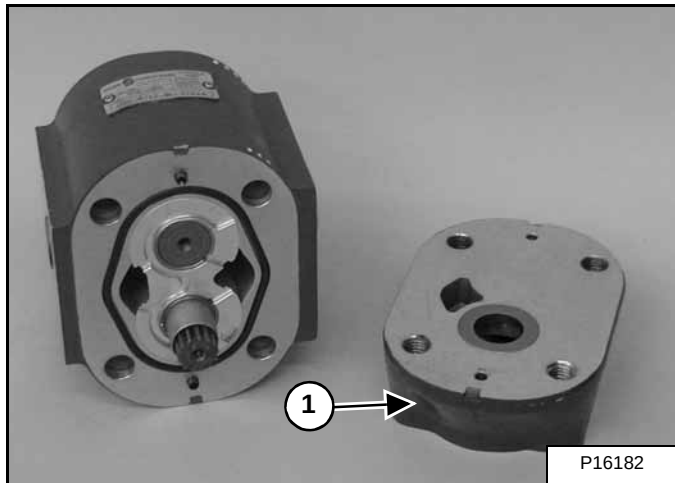
Figure 20-61-12



Remove the O-ring (Item 1) [Figure 20-61-12].

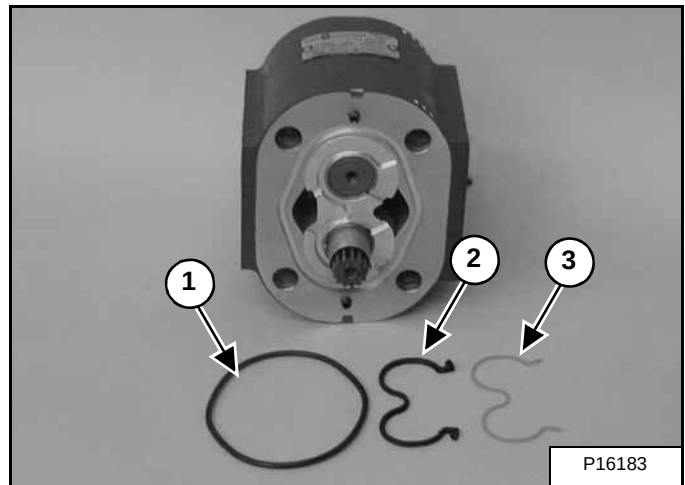
Remove the seal (Item 2) and back-up seal (Item 3) [Figure 20-61-12].

Figure 20-61-13



Remove the center housing (Item 1) [Figure 20-61-13] from the large gear pump housing.

Figure 20-61-14



Remove the O-ring (Item 1) [Figure 20-61-14].

Remove the seal (Item 2) and back-up seal (Item 3) [Figure 20-61-14].

Figure 20-61-15

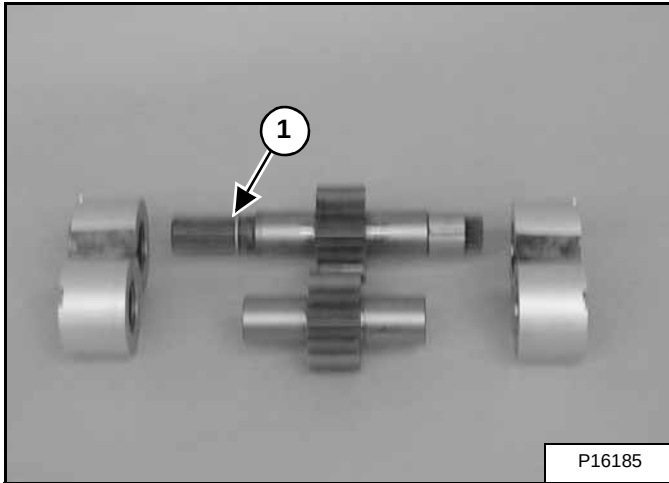


Remove the bearing housing/gears assembly from the large pump housing [Figure 20-61-15].

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

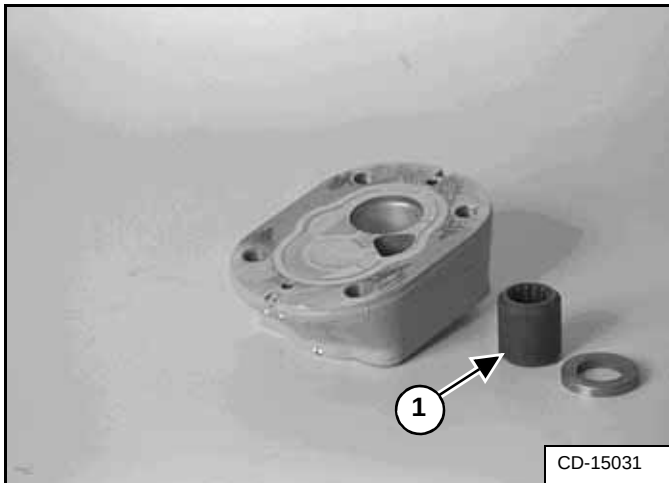
Figure 20-61-16



Remove the drive and idler gear from the bearing housings **[Figure 20-61-16]**.

Remove the ring (Item 1) **[Figure 20-61-16]** from the drive gear.

Figure 20-61-17



Check the connecting coupler (Item 1) **[Figure 20-61-17]** in the center housing. If worn or damaged, use a press and correct size drive tool to remove it from the center housing.

Inspection

Figure 20-61-18



Wash all parts in clean solvent.

Use air pressure to dry them.

Make a visual inspection of all the parts.

After visual inspection, if parts are of questionable condition, replace the pump.

Check the bushings in the large and small bearing housings **[Figure 20-61-18]**.

If the bushings are worn, scratched, and etc., replace the complete pump.

Figure 20-61-19



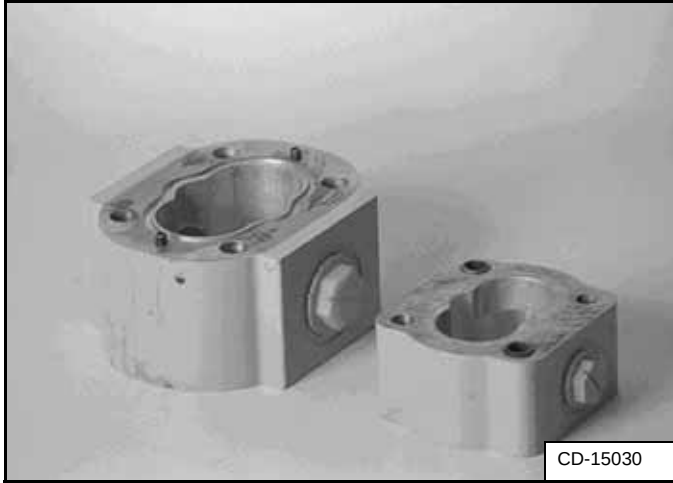
Check the drive and idler gears for the large and small pumps **[Figure 20-61-19]**.

If excessive wear is visible on the journals, side or face of the gears the pump must be replaced. If the splines are worn, replace the gear pump.

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

Inspection (Cont'd)

Figure 20-61-20



Check the large and small pump housing [Figure 20-61-20].

Check the surfaces in the gear area for scratches, wear and etc.

If excessive wear is visible, replace the complete pump.

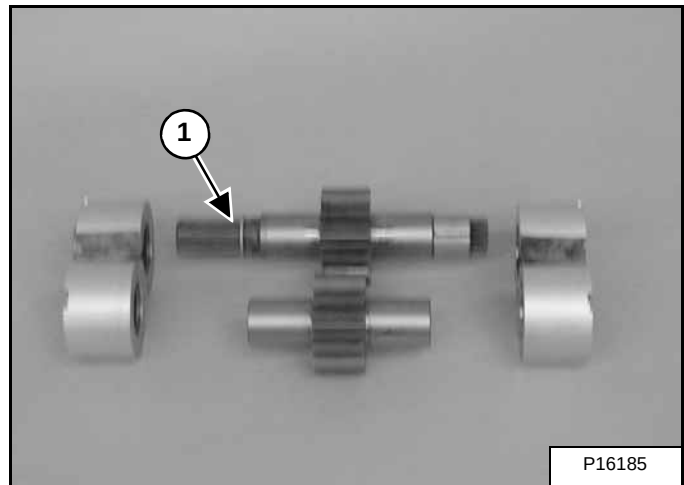
Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

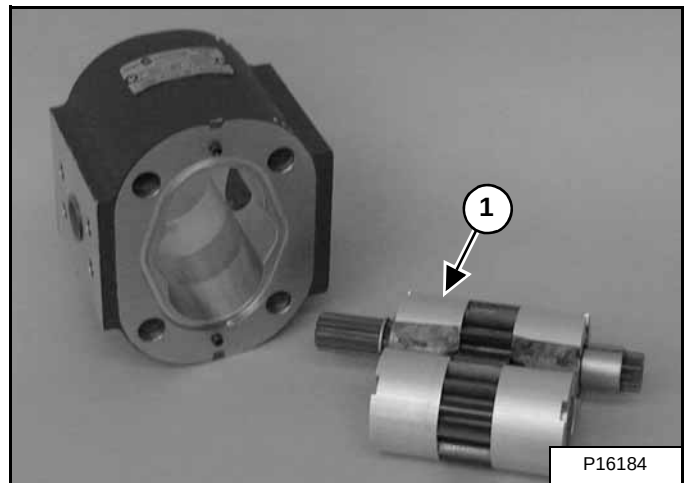
I-2003-0888

Figure 20-61-21



Install the ring (Item 1) [Figure 20-61-21] onto the large drive gear shaft.

Figure 20-61-22

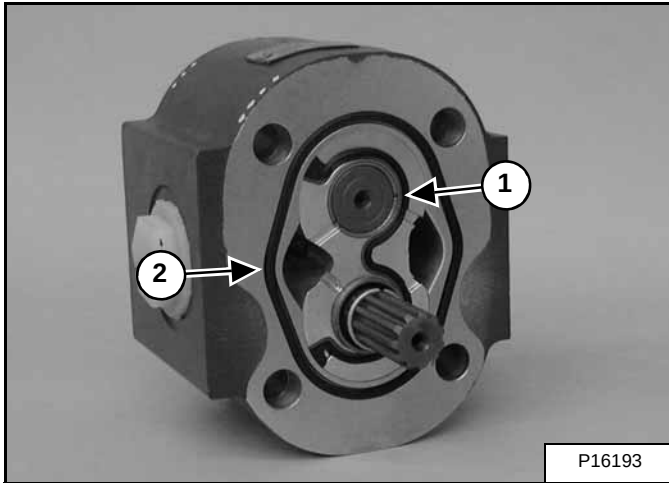


Install the large drive and idler gears into the bearing housing (Item 1) [Figure 20-61-22].

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

Assembly (Cont'd)

Figure 20-61-23

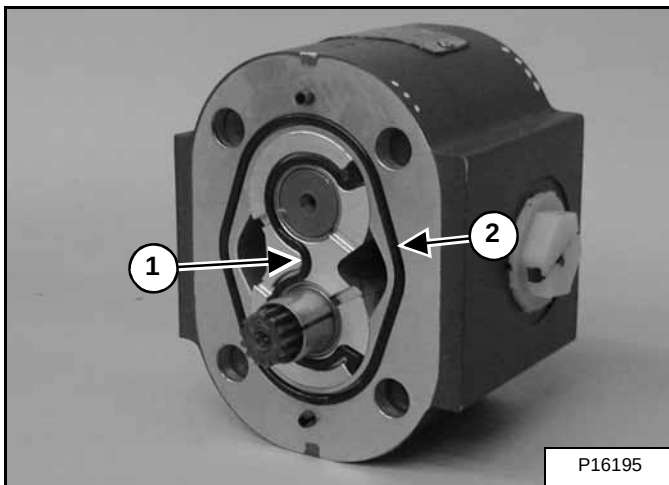


Install the bearing housing/gears assembly into the large pump housing [Figure 20-61-23].

Install the back-up seal and seal (Item 1) [Figure 20-61-23].

Install the large O-ring (Item 2) [Figure 20-61-23].

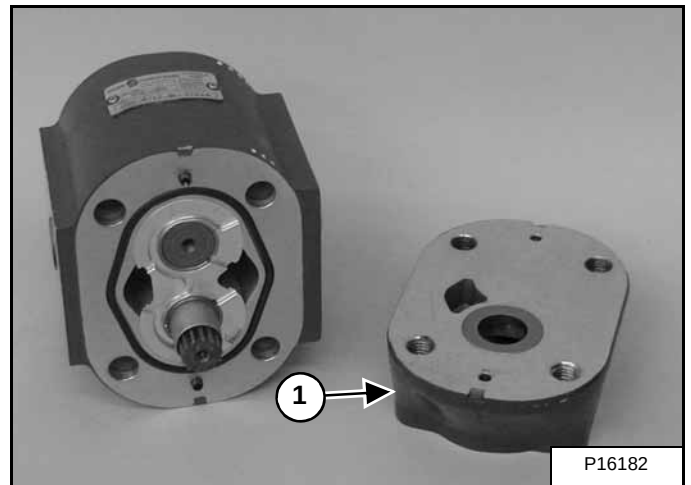
Figure 20-61-24



Turn the large pump housing around, install the back-up seal and seal (Item 1) [Figure 20-61-24].

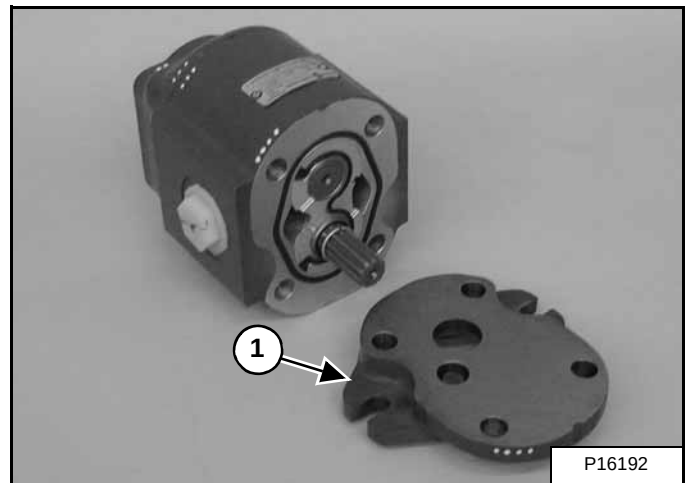
Install the large O-ring (Item 2) [Figure 20-61-24].

Figure 20-61-25



Install the center housing (Item 1) [Figure 20-61-25] on the large pump housing.

Figure 20-61-26

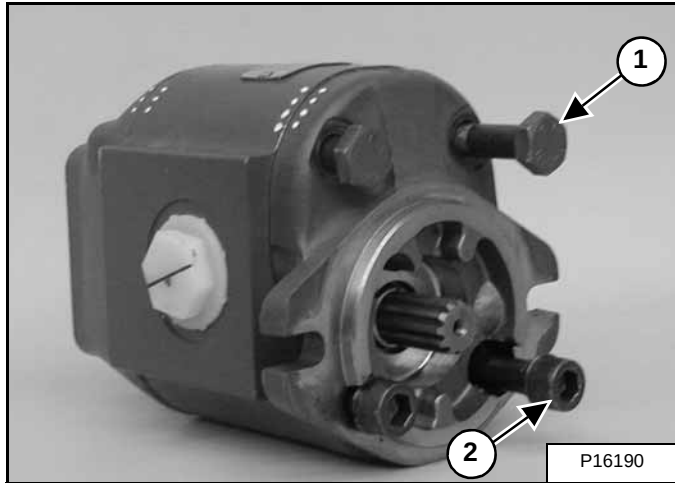


Install the mounting flange housing (Item 1) [Figure 20-61-26] on the large pump housing.

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

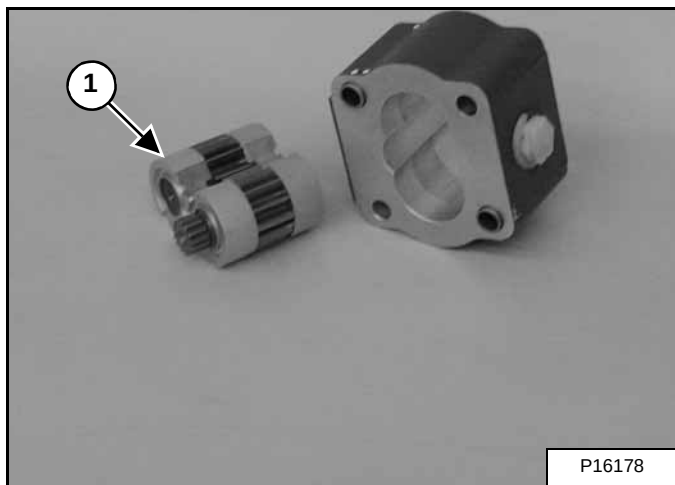
Assembly (Cont'd)

Figure 20-61-27



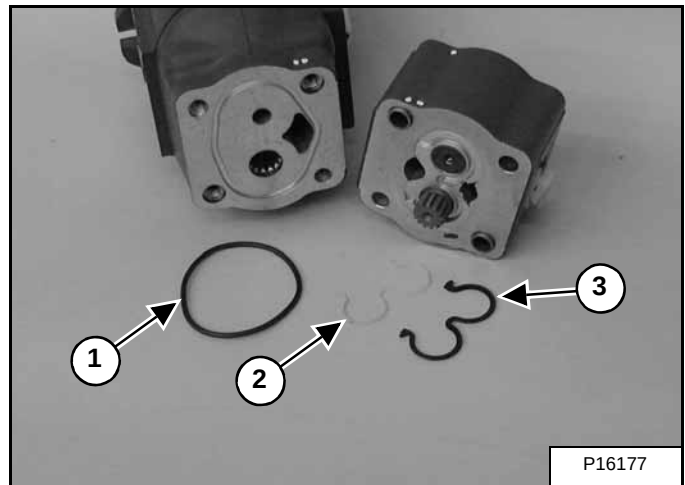
Install the hex head bolts (Item 1) and allen head bolts (Item 2) [Figure 20-61-27]. Finger tighten only.

Figure 20-61-28



Install the drive and idler gears into the bearing housing (Item 1) [Figure 20-61-28].

Figure 20-61-29

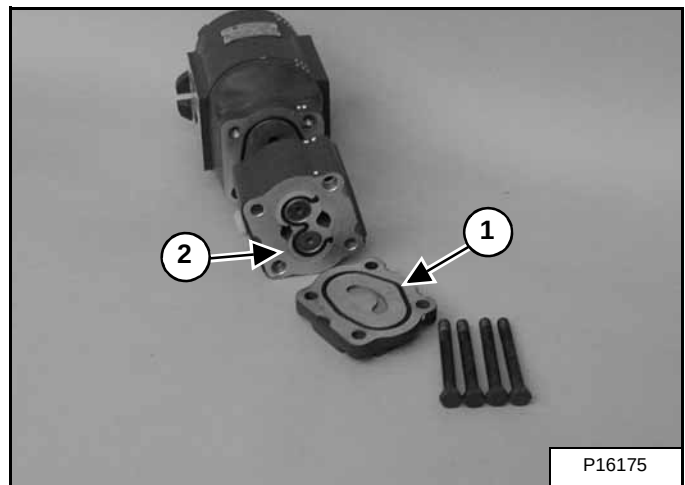


Install the bearing housing/gears assembly into the pump housing [Figure 20-61-29].

Install the large O-ring (Item 1) [Figure 20-61-29].

Install the back-up seal (Item 2) and seal (Item 3) [Figure 20-61-29].

Figure 20-61-30



Install pump housing on the center housing [Figure 20-61-30].

Install the large O-ring (Item 1) [Figure 20-61-30].

Install the seal and back-up seal (Item 2) [Figure 20-61-30].

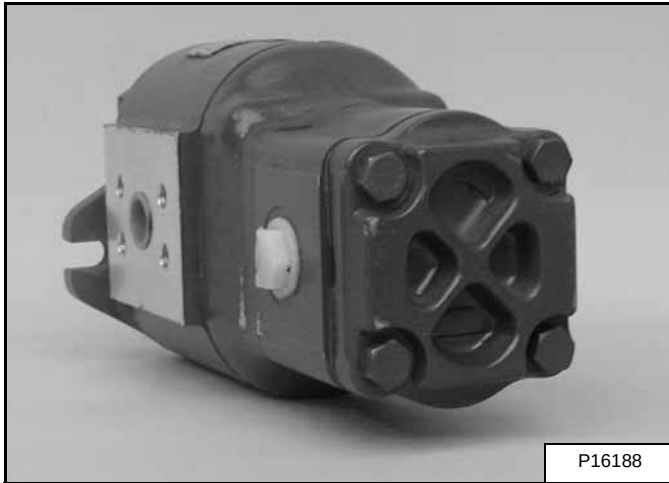
Install the end housing.

Install the four pump housing bolts.

HYDRAULIC PUMP (ALUMINUM) (HIGH FLOW) (CONT'D)

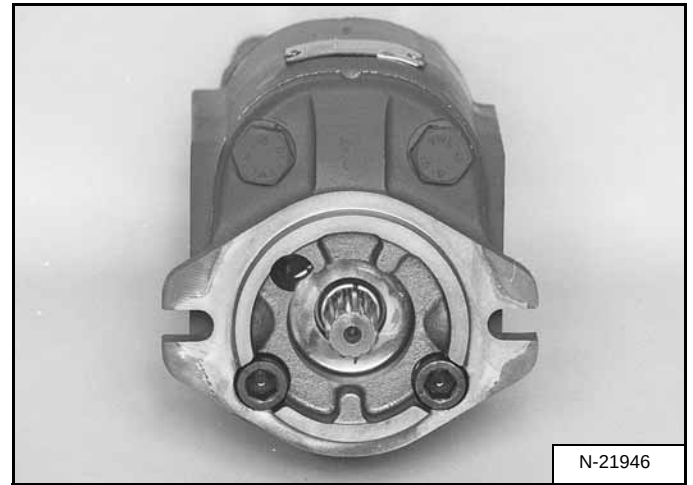
Assembly (Cont'd)

Figure 20-61-31



Tighten the small pump housing bolts to 20-25 ft.-lbs. (27-34 Nm) torque **[Figure 20-61-31]**.

Figure 20-61-32



Tighten the large pump housing bolts (hex head & allen head) to 33-41 ft.-lbs. (45-56 Nm) torque **[Figure 20-61-32]**



Bobcat®

HYDRAULIC PUMP (CAST IRON)

Check The Output Of The Hydraulic Pump Without Power Bob-Tach

! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

The tools listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool
MEL10103 - Hydraulic Tester
MEL10106 - Hydraulic Test Kit

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

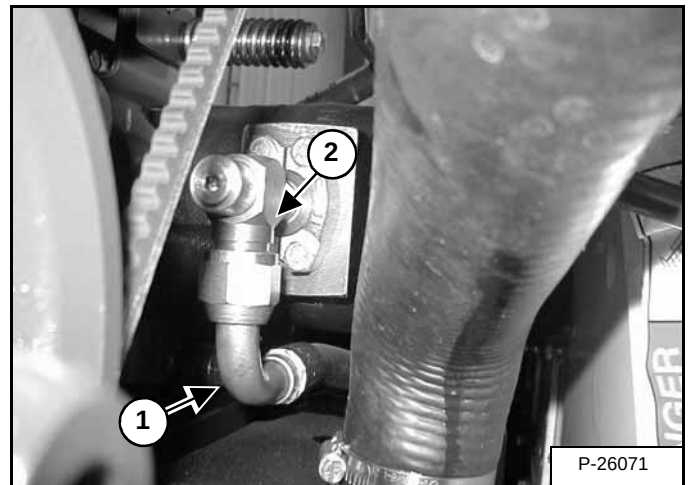
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door of the loader.

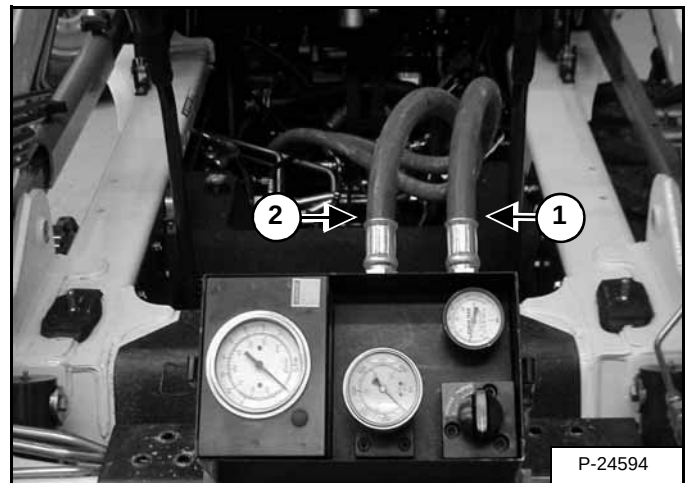
Connect the remote start tool. (See REMOTE START on Page 10-60-1.)

Figure 20-62-1



Disconnect the OUTLET hose (Item 1) [Figure 20-62-1] from the pump.

Figure 20-62-2



Connect the INLET hose (Item 1) [Figure 20-62-2] from the tester to the OUTLET fitting (Item 2) [Figure 20-62-1] of the pump. Connect the OUTLET hose (Item 2) [Figure 20-62-2] from the tester to the hose (Item 1) [Figure 20-62-1] which was disconnected from the pump.

IMPORTANT

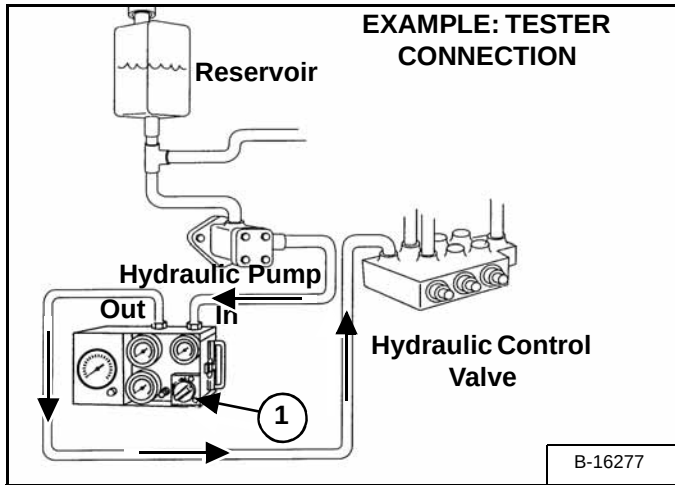
The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Check The Output Of The Hydraulic Pump Without Power Bob-Tach (Cont'd)

Figure 20-62-3



Sample tester connection shown [Figure 20-62-3].

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM*.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control (Item 1) [Figure 20-62-3] on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the maximum/variable flow switch (on the remote start tool) to engage the front auxiliary hydraulics. The light will come ON. Push the button (on the right control lever) for fluid flow to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

$$\% = \frac{\text{HIGH PRESSURE FLOW (GPM)}}{\text{FREE FLOW (GPM)}} \times 100$$

A low percentage may indicate a failed pump.

*Refer to *SPECIFICATIONS* Section SPEC-01 for system relief pressure and full RPM.

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Check The Output Of The Hydraulic Pump With Power Bob-Tach.

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

The tools listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool
MEL10103 - Hydraulic Tester
MEL10106 - Hydraulic Test Kit

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

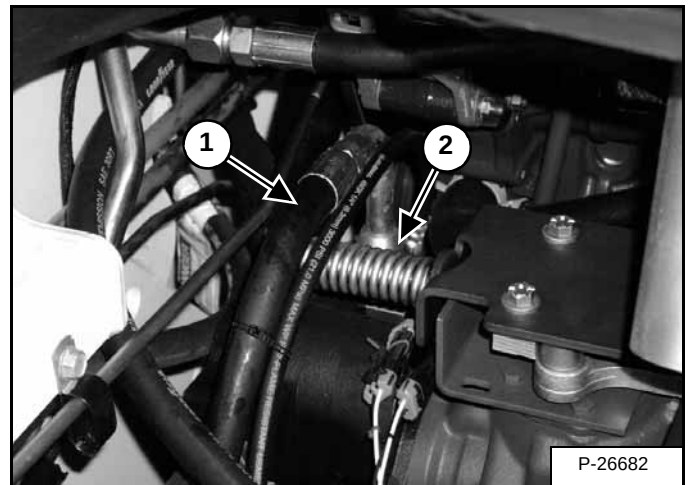
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door of the loader.

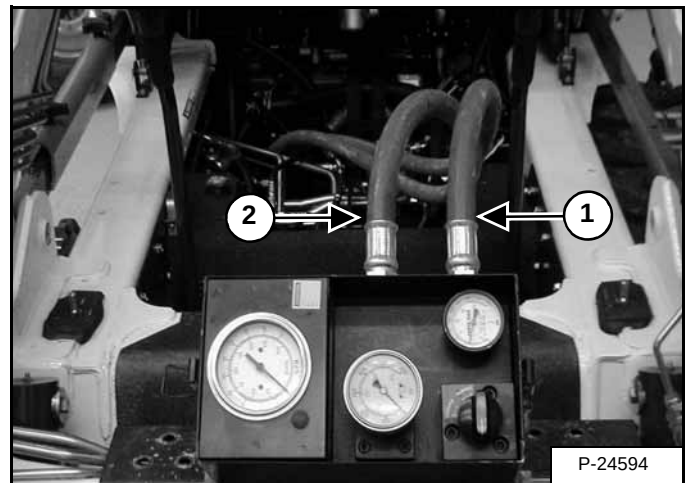
Connect the remote start tool. (See REMOTE START on Page 10-60-1.)

Figure 20-62-4



Disconnect the OUTLET hose (Item 1) [Figure 20-62-4] from the top of the Power Bob-Tach block.

Figure 20-62-5



Connect the INLET hose (Item 1) [Figure 20-62-5] from the tester to the OUTLET fitting (Item 2) [Figure 20-62-4] on the top of the Power Bob-Tach block. Connect the OUTLET hose (Item 2) [Figure 20-62-5] from the tester to the hose (Item 1) [Figure 20-62-4] which was disconnected from the Power Bob-Tach block.

IMPORTANT

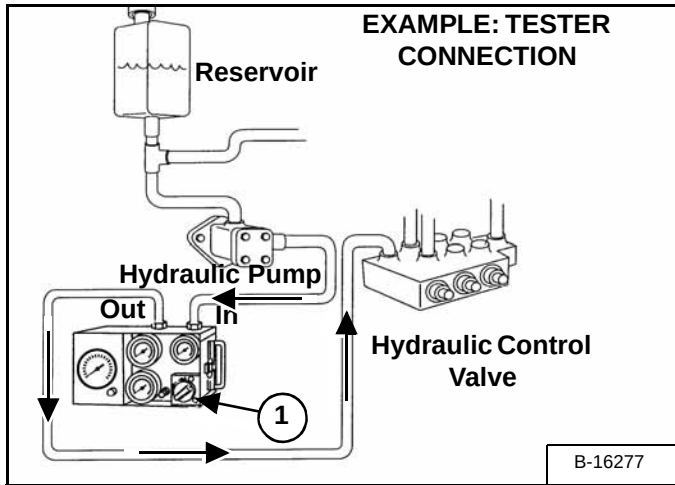
The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Check The Output Of The Hydraulic Pump With Power Bob-Tach. (Cont'd)

Figure 20-62-6



Sample tester connection shown [Figure 20-62-6].

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM*.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control (Item 1) [Figure 20-62-6] on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the maximum/variable flow switch (on the remote start tool) to engage the front auxiliary hydraulics. The light will come ON. Push the button (on the right control lever) for fluid flow to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

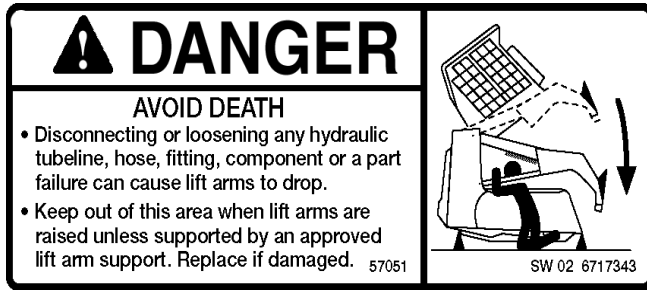
$$\% = \frac{\text{HIGH PRESSURE FLOW (GPM)}}{\text{FREE FLOW (GPM)}} \times 100$$

A low percentage may indicate a failed pump.

*Refer to *SPECIFICATIONS* Section SPEC-01 for system relief pressure and full RPM.

HYDRAULIC PUMP (CAST IRON) (CONT'D)

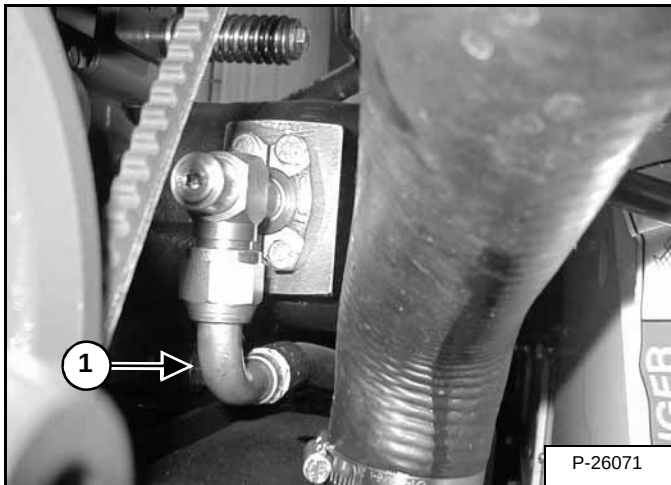
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 20-62-7



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Stop the engine. Raise the seat bar.

Lift and block the rear of the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

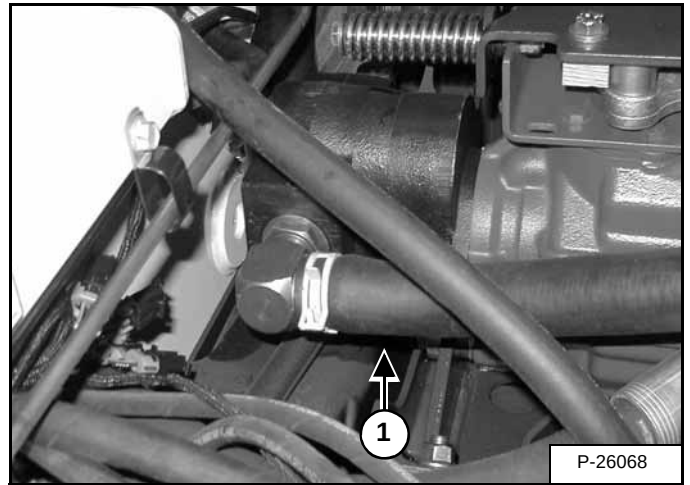
Drain the hydraulic fluid from the reservoir. (See Fluid Removal on Page 20-80-1.)

Open the rear door of the loader.

Remove the Power Bob-Tach block if equipped. (See Removal And Installation on Page 20-121-1.)

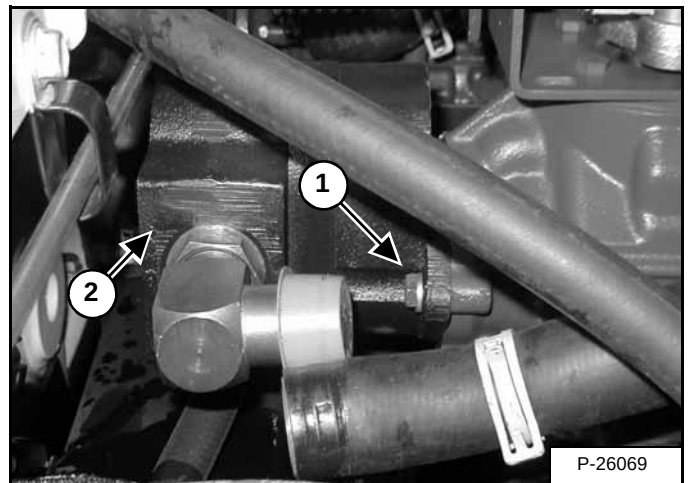
Disconnect and cap the outlet hose (Item 1) [Figure 20-62-7] from the back of the hydraulic pump.

Figure 20-62-8



Disconnect and cap the inlet hose (Item 1) [Figure 20-62-8] from the front of the hydraulic pump.

Figure 20-62-9



Remove the two mounting bolts (Item 1) [Figure 20-62-9] from the hydraulic pump.

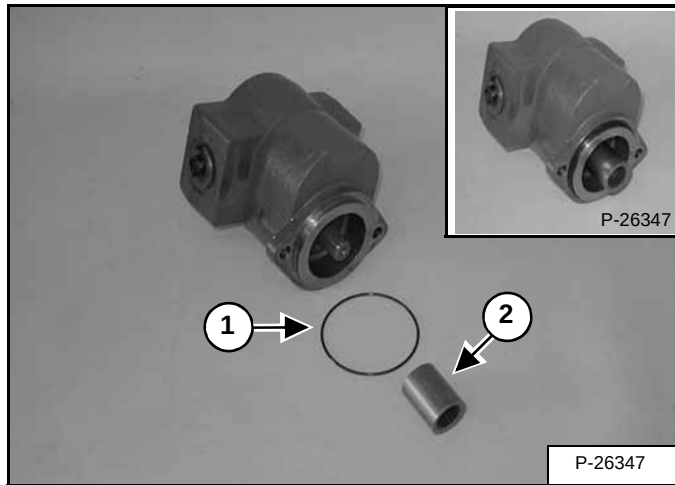
Installation: Tighten the mounting bolts to 27-37 ft.-lbs. (37-50 Nm) torque.

Remove the hydraulic pump (Item 2) [Figure 20-62-9] from the hydrostatic pump.

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Removal And Installation (Cont'd)

Figure 20-62-10



Remove the O-ring (Item 1) [Figure 20-62-10].

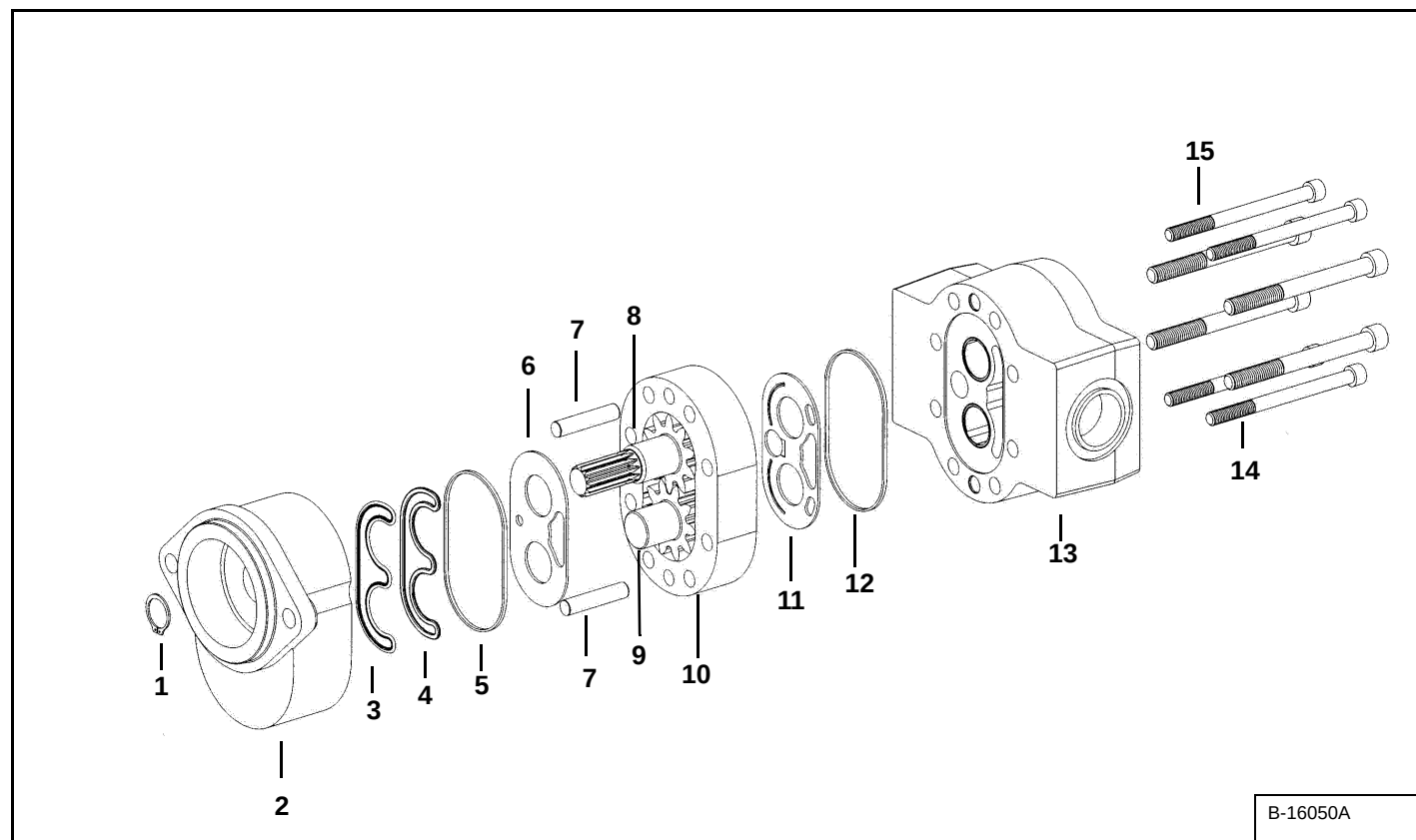
Remove the coupler (Item 2) [Figure 20-62-10] from the hydraulic pump shaft.

Reverse the removal procedure to install the hydraulic pump.

Installation: Use a new O-ring (Item 1) [Figure 20-62-10] when installing the hydraulic pump. See Disassembly And Assembly on Page 20-60-8

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Identification



B-16050A

REF. DESCRIPTION

1	RETAINING RING
2	PUMP END SECTION
3	PRE-LOAD SEAL
4	LOAD SEAL
5	SECTION SEAL
6	WEAR PLATE
7	PINS
8	DRIVE GEAR

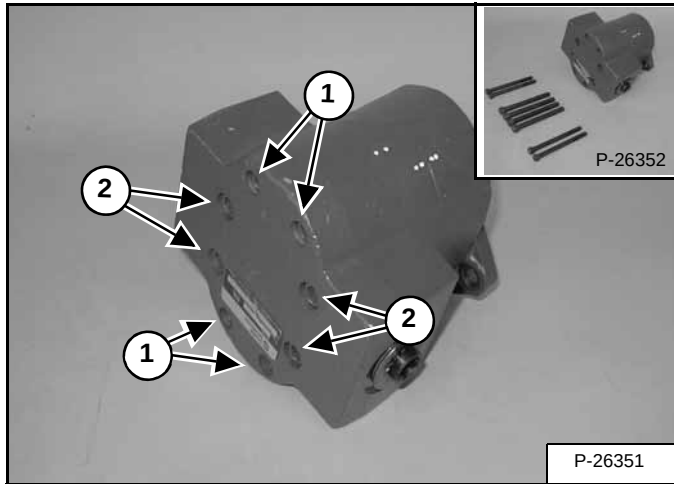
REF. DESCRIPTION

9	IDLER GEAR
10	PUMP SECTION
11	WEAR PLATE
12	SECTION SEAL
13	PUMP END SECTION
14	BOLT (4)
15	BOLT (4)

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Disassembly And Assembly

Figure 20-62-11



Mark the pump sections for correct assembly [Figure 20-62-11].

Remove the four smaller pump housing bolts (Item 1) [Figure 20-62-11].

Remove the four larger pump housing bolts (Item 2) [Figure 20-62-11].

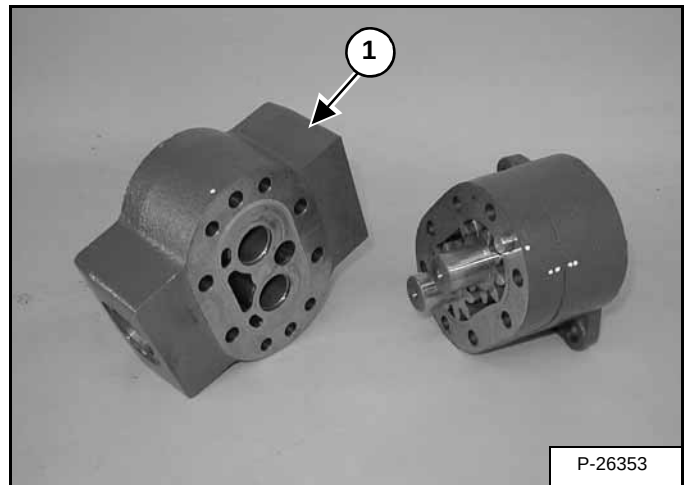
Installation: Tighten the four smaller bolts (Item 1) to 30 ft.-lbs. (40,7 Nm) torque. Tighten the four larger bolts (Item 2) [Figure 20-62-11] to 54 ft.-lbs. (73,2 Nm) torque.

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-62-12



Remove the pump end section (Item 1) [Figure 20-62-12].

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-62-13

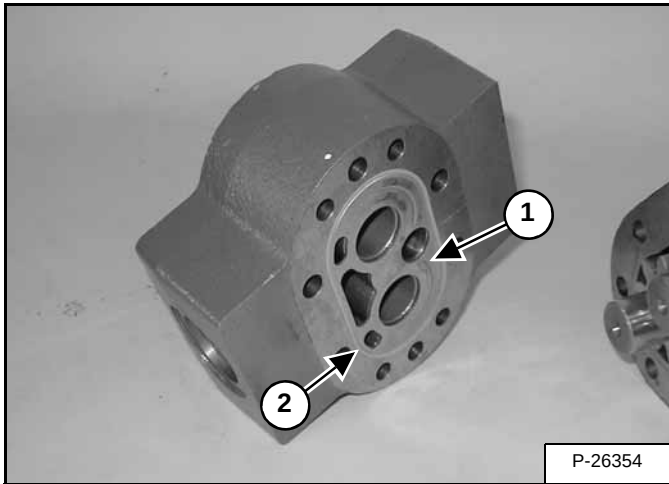
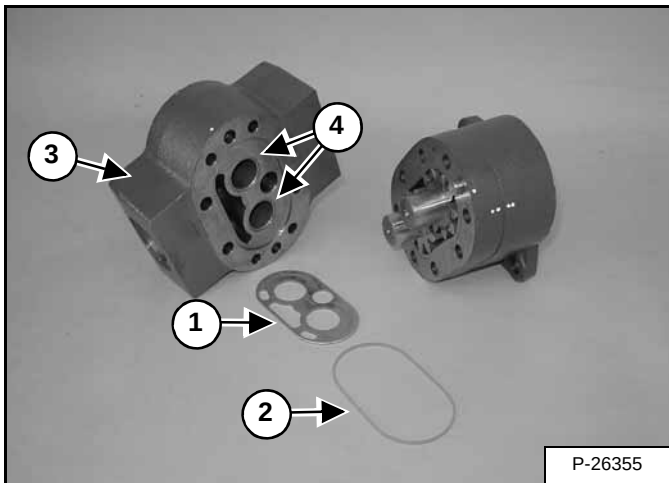


Figure 20-62-14



Remove the wear plate (Item 1) [Figure 20-62-13] & [Figure 20-62-14] and section seal (Item 2) [Figure 20-62-13] & [Figure 20-62-14] from the pump end section.

NOTE: Position wear plate (Item 1) [Figure 20-62-14] inlets and traps as shown with bronze side toward gears.

NOTE: Inspect the pump end section (Item 3) and bushings (Item 4) [Figure 20-62-14]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-62-15

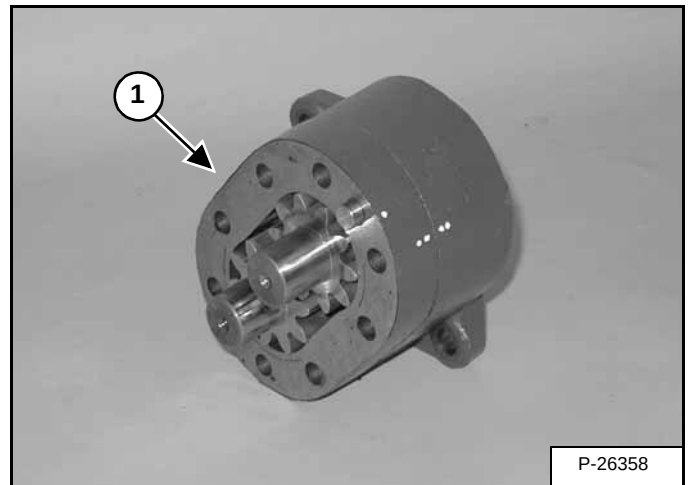
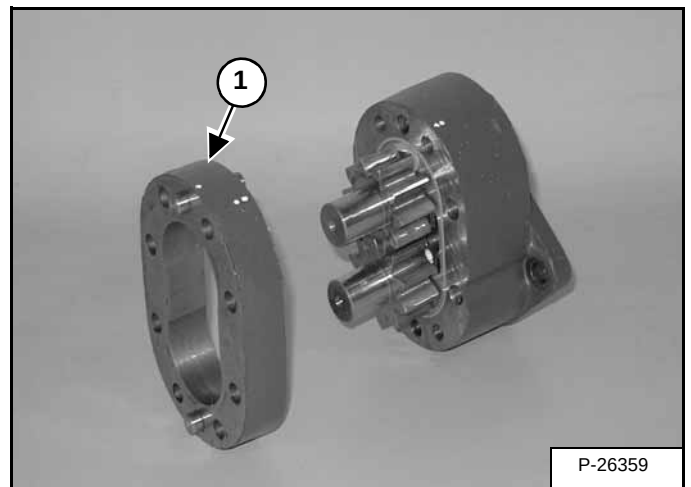


Figure 20-62-16



Remove the pump center section (Item 1) [Figure 20-62-15] & [Figure 20-62-16] from the pump end section.

NOTE: Inspect the pump center section (Item 1) [Figure 20-62-16]. If excessive wear or damage is visible, the pump must be replaced.

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-62-17

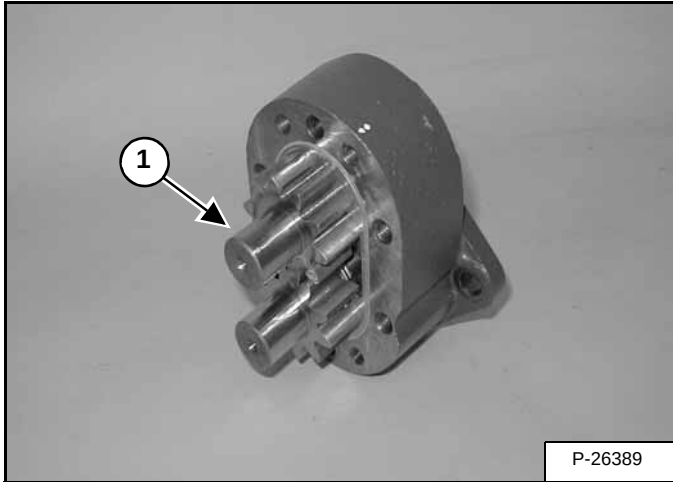
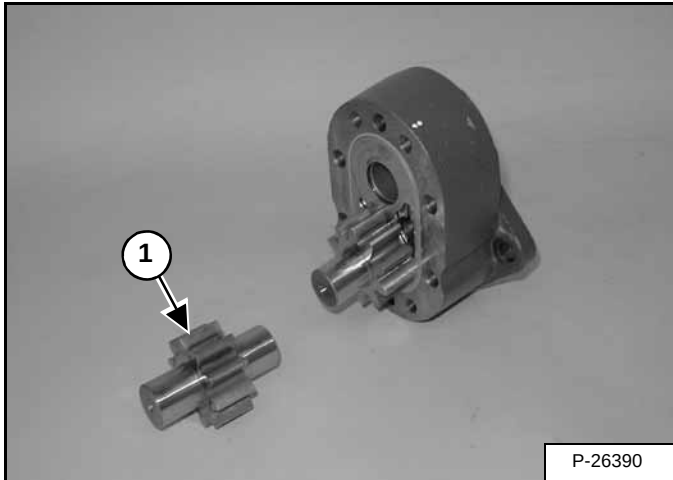


Figure 20-62-18



Remove the idler gear (Item 1) [Figure 20-62-17] & [Figure 20-62-18].

NOTE: Inspect the idler gear (Item 1) [Figure 20-62-18]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-62-19

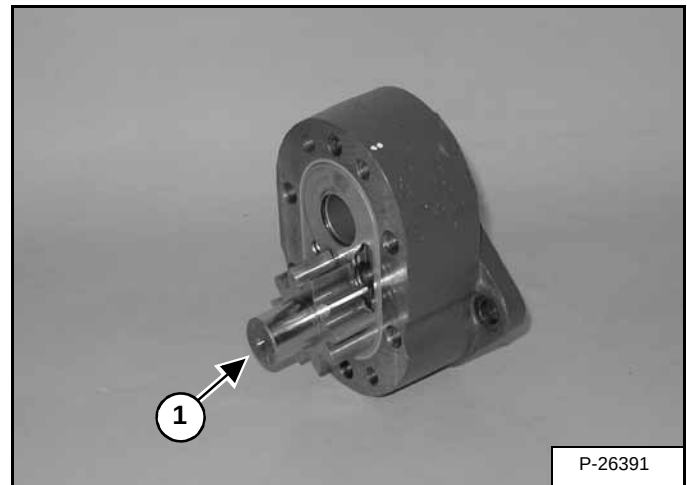
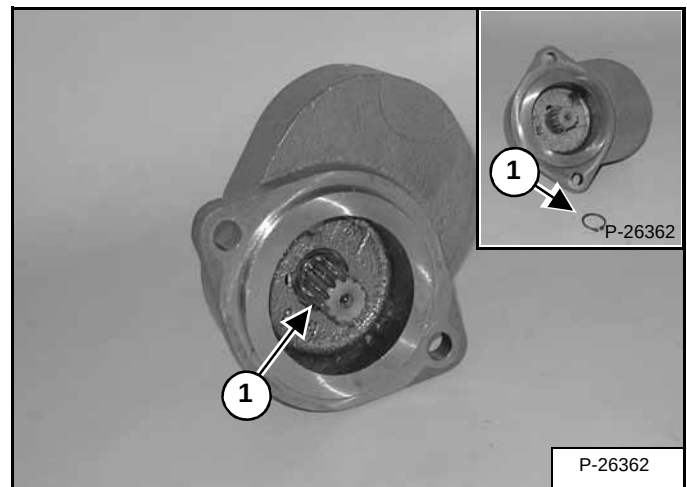


Figure 20-62-20

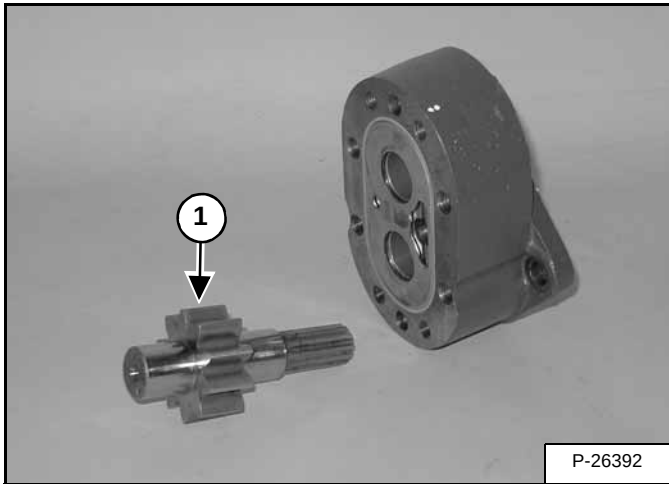


To remove the drive gear (Item 1) [Figure 20-62-19] from the pump end section, locate and remove the retaining ring (Item 1) [Figure 20-62-20] from the spline end of the drive gear.

HYDRAULIC PUMP (CAST IRON) (CONT'D)

Disassembly And Assembly (Cont'd)

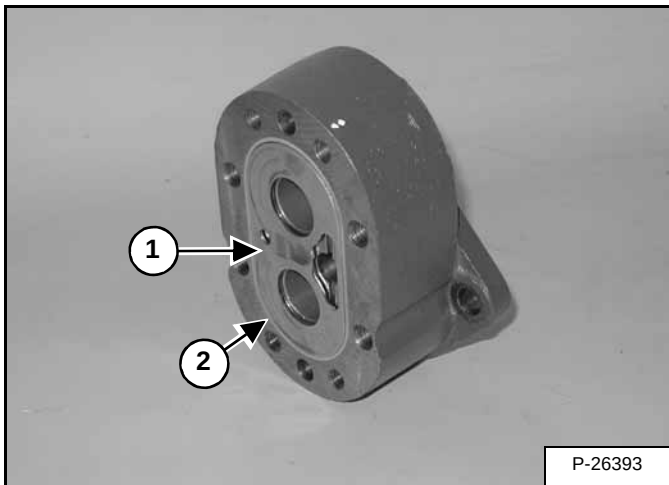
Figure 20-62-21



Remove the drive gear (Item 1) [Figure 20-62-21] from the pump end section.

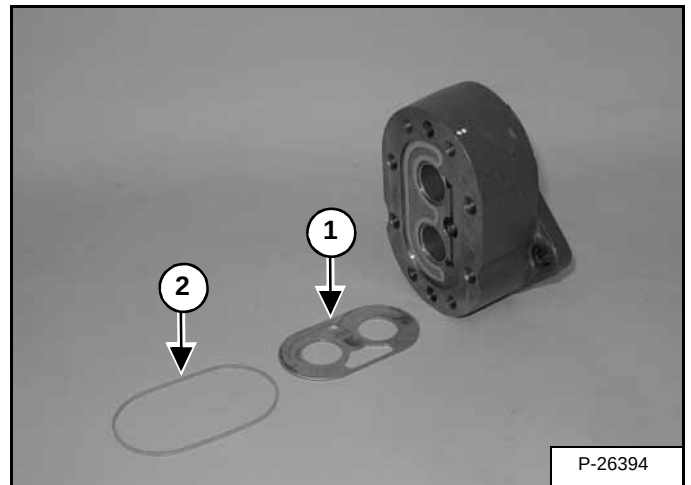
NOTE: Inspect the drive gear (Item 1) [Figure 20-62-21]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-62-22



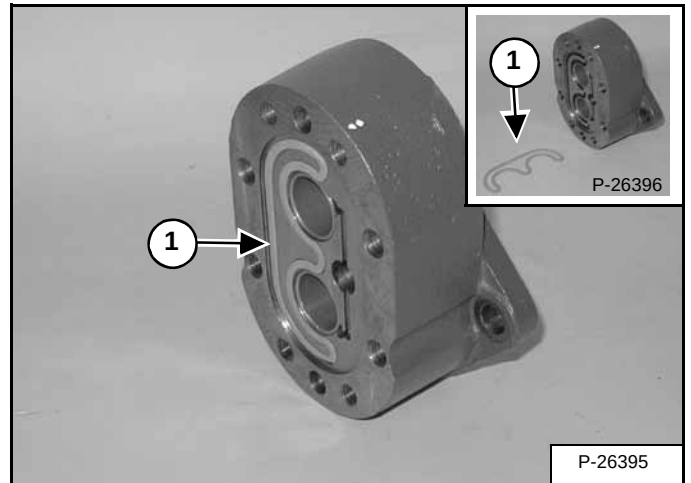
Remove the wear plate (Item 1) [Figure 20-62-22] & [Figure 20-62-23] and section seal (Item 2) [Figure 20-62-22] & [Figure 20-62-23] from the pump end section.

Figure 20-62-23



NOTE: Position wear plate (Item 1) [Figure 20-62-23] inlets and traps as shown with bronze side toward gears.

Figure 20-62-24

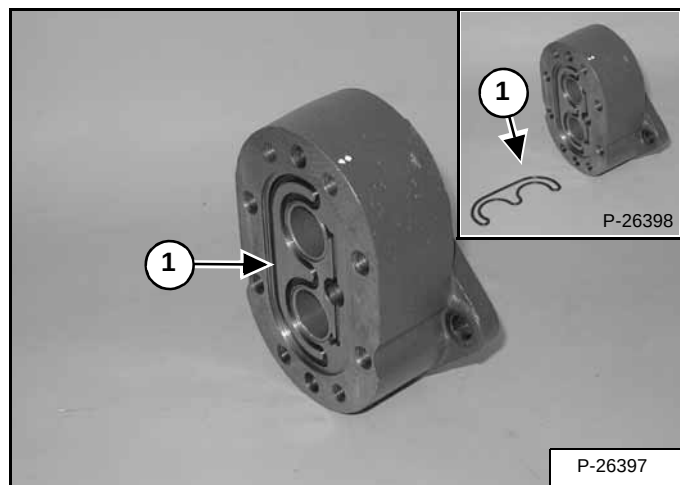


Remove the load seal (Item 1) [Figure 20-62-24].

HYDRAULIC PUMP (CAST IRON) (CONT'D)

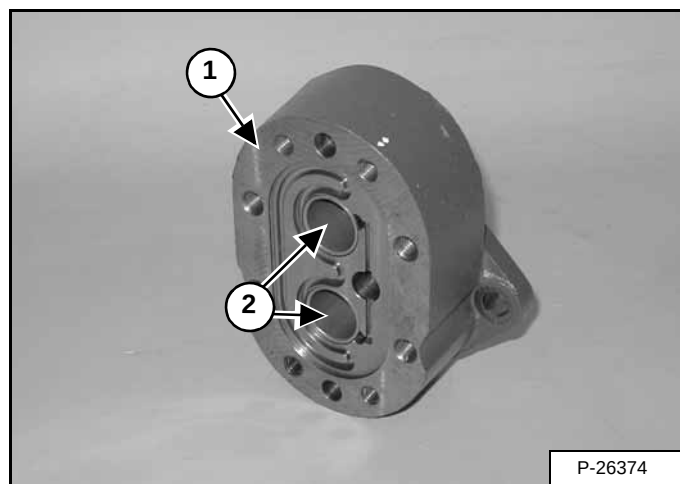
Disassembly And Assembly (Cont'd)

Figure 20-62-25



Remove the pre-load seal (Item 1) [Figure 20-62-25].

Figure 20-62-26



NOTE: Inspect the pump end section (Item 1) and bushings (Item 2) [Figure 20-62-26] . If excessive wear or damage is visible, the pump must be replaced.

Reverse the removal procedure to assemble the pump.

HYDRAULIC PUMP (CAST IRON) (HI FLOW)

Check The Output Of The High Flow Pump

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

The tools listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool
MEL10103 - Hydraulic Tester
MEL10106 - Hydraulic Test Kit

NOTE: Make sure all the air is removed from the hydraulic system before beginning the test. Air in the system can give an inaccurate test.

***Relief pressure must be per specification before the test is done.**

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

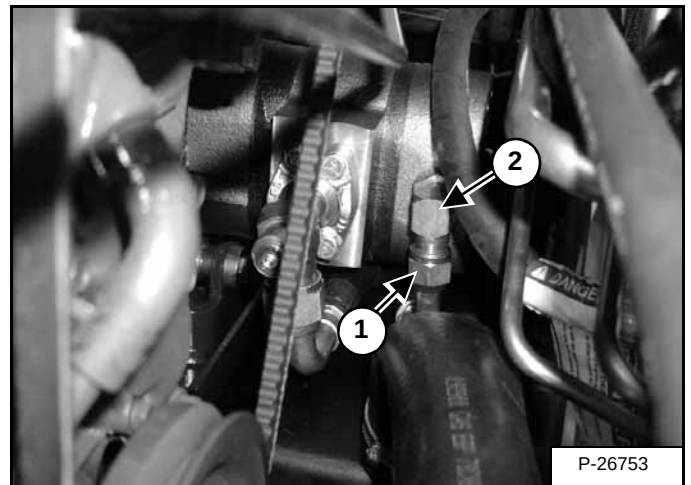
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door of the loader.

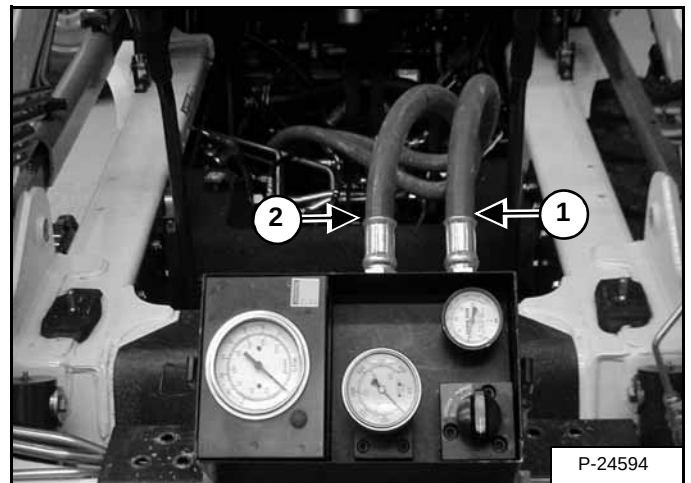
Connect the remote start tool. (See REMOTE START on Page 10-60-1.)

Figure 20-63-1



Disconnect the OUTLET hose (Item 1) [Figure 20-63-1] from the pump.

Figure 20-63-2



Connect the INLET hose (Item 1) [Figure 20-63-2] from the tester to the OUTLET fitting (Item 2) [Figure 20-63-1] of the pump. Connect the OUTLET hose (Item 2) [Figure 20-63-2] from the tester to the hose (Item 1) [Figure 20-63-1] which was disconnected from the pump.

IMPORTANT

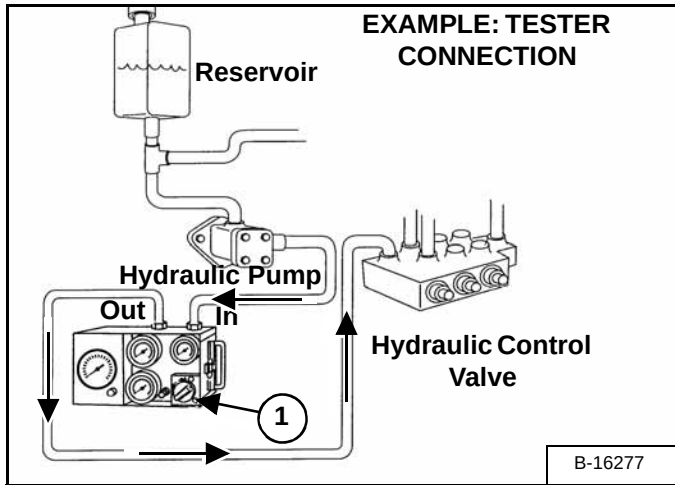
The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Check The Output Of The High flow Pump (Cont'd)

Figure 20-63-3



Sample tester connection shown [Figure 20-63-3].

Start the engine and run at low idle RPM. Make sure the tester is connected correctly. If no flow is indicated on the tester, the hoses are connected wrong. With the hoses connected correctly, increase the engine speed to full RPM*.

Warm the fluid to 140°F. (60°C.) by turning the restrictor control (Item 1) [Figure 20-63-3] on the tester to about 1000 PSI (6895 kPa). DO NOT exceed system relief pressure. Open the restrictor control and record the free flow (GPM) at full RPM.

Push the maximum/variable flow switch (on the remote start tool) to engage the front auxiliary hydraulics, the light will come ON. Push the button (on the right control lever) for fluid flow to the quick coupler (fluid pressure will go over main relief). Record the highest pressure (PSI) and flow (GPM). The high pressure flow must be at least 80% of free flow.

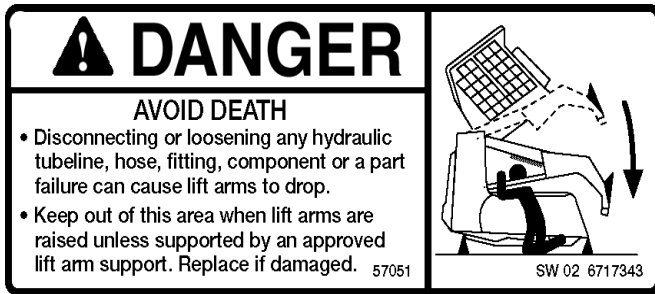
$$\% = \frac{\text{HIGH PRESSURE FLOW (GPM)}}{\text{FREE FLOW (GPM)}} \times 100$$

A low percentage may indicate a failed pump.

*Refer to *SPECIFICATIONS* Section SPEC-01 for system relief pressure and full RPM.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

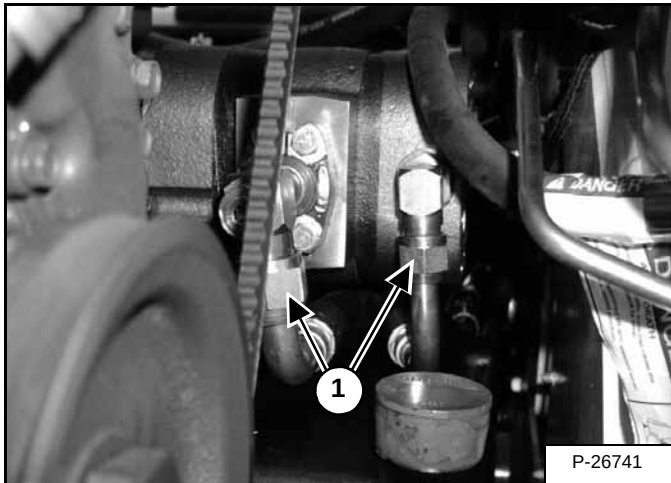
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 20-63-4



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Stop the engine. Raise the seat bar.

Lift and block the rear of the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

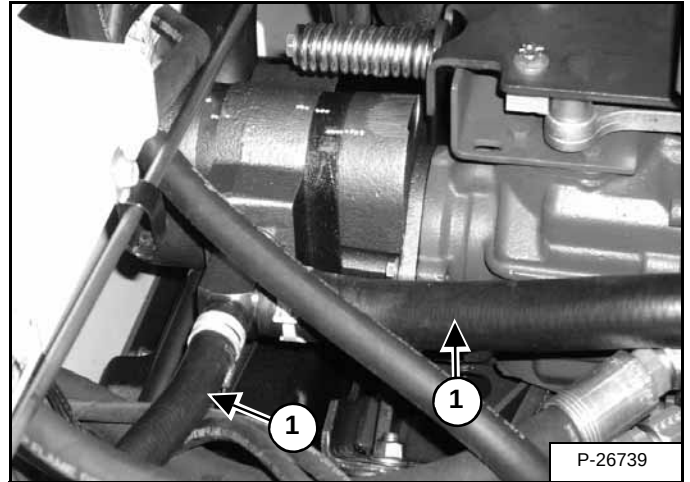
Drain the hydraulic fluid from the reservoir. (See Fluid Removal on Page 20-80-1.)

Open the rear door of the loader.

Remove the Power Bob-Tach block if equipped. (See Removal And Installation on Page 20-121-1.)

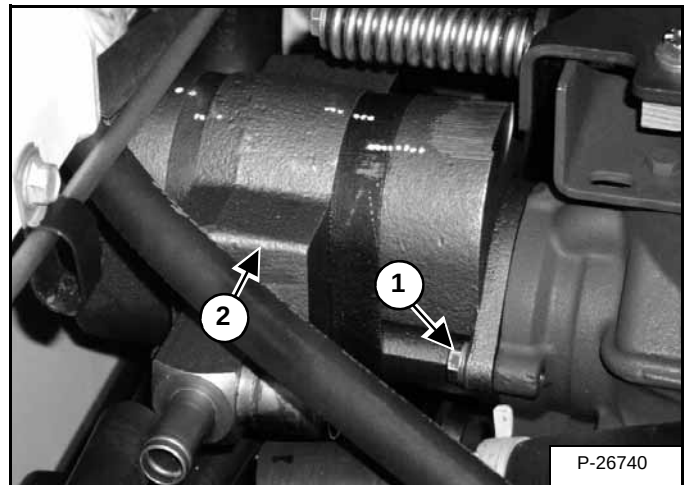
Disconnect and cap the outlet hoses (Item 1) [Figure 20-63-4] from the back of the hydraulic pump.

Figure 20-63-5



Disconnect and cap the inlet hoses (Item 1) [Figure 20-63-5] from the front of the hydraulic pump.

Figure 20-63-6



Remove the two mounting bolts (Item 1) [Figure 20-63-6] from the hydraulic pump.

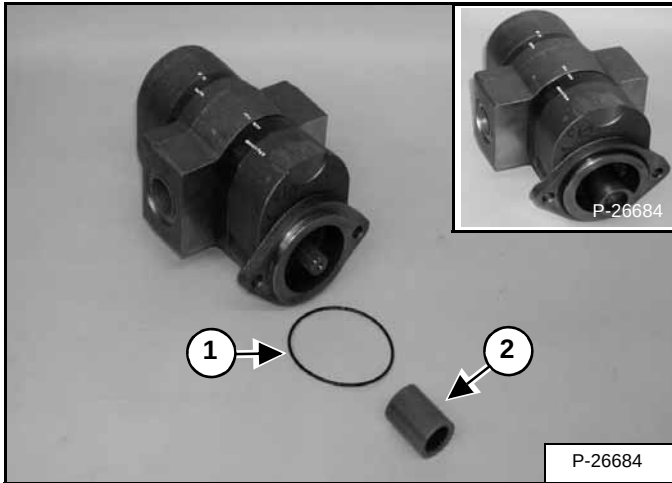
Installation: Tighten the mounting bolts to 27-37 ft.-lbs. (37-50 Nm) torque.

Remove the hydraulic pump (Item 2) [Figure 20-63-6] from the hydrostatic pump.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Removal And Installation (Cont'd)

Figure 20-63-7



Remove the O-ring (Item 1) [Figure 20-63-7].

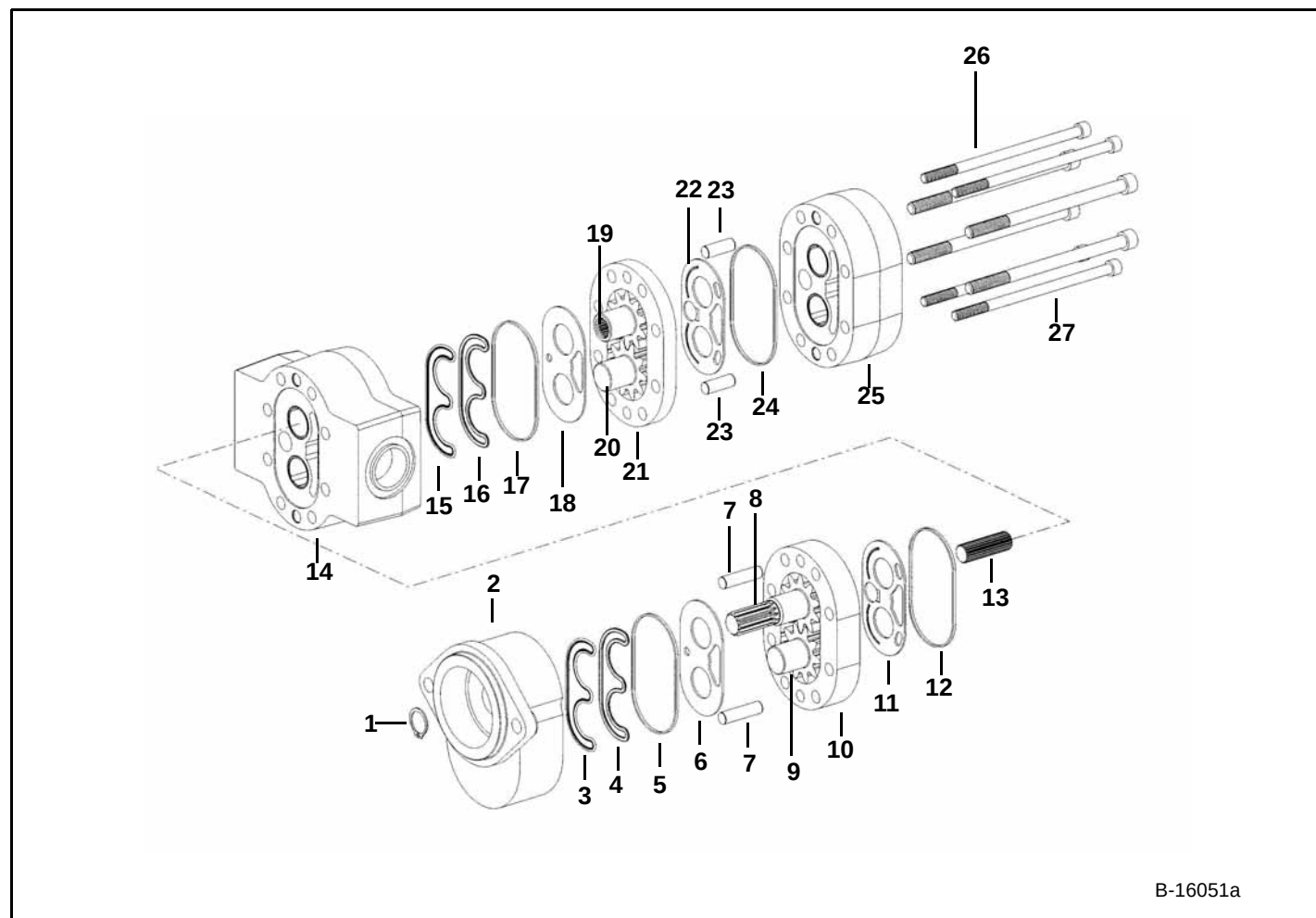
Remove the coupler (Item 2) [Figure 20-63-7] from the hydraulic pump shaft.

Reverse the removal procedure to install the hydraulic pump.

Installation: Use a new O-ring (Item 1) [Figure 20-63-7] when installing the hydraulic pump.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Identification



B-16051a

REF. DESCRIPTION

- 1 RETAINING RING
- 2 PUMP END SECTION
- 3 PRE-LOAD SEAL
- 4 LOAD SEAL
- 5 SECTION SEAL
- 6 WEAR PLATE
- 7 PINS
- 8 DRIVE GEAR
- 9 IDLER GEAR
- 10 PUMP SECTION
- 11 WEAR PLATE
- 12 SECTION SEAL
- 13 SPLINE SHAFT

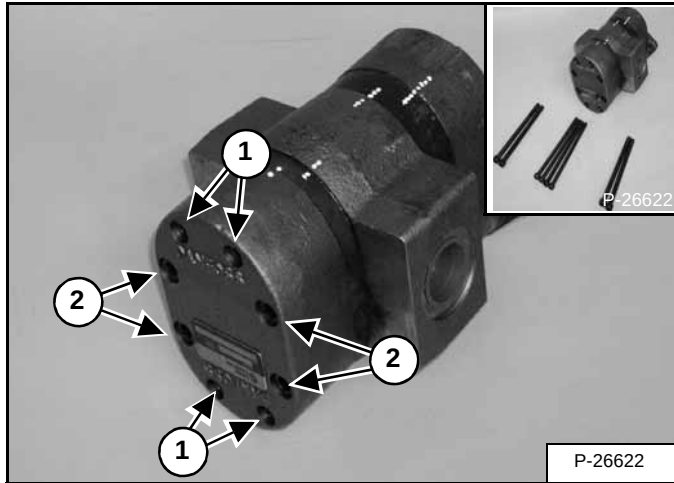
REF. DESCRIPTION

- 14 PUMP CENTER SECTION
- 15 PRE-LOAD SEAL
- 16 LOAD SEAL
- 17 SECTION SEAL
- 18 WEAR PLATE
- 19 DRIVE GEAR
- 20 IDLER GEAR
- 21 PUMP SECTION
- 22 WEAR PLATE
- 23 PINS
- 24 SECTION SEAL
- 25 PUMP END SECTION
- 26 BOLT (4)
- 27 BOLT (4)

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly

Figure 20-63-8



Mark the pump sections for correct assembly [Figure 20-63-8].

Remove the four smaller pump housing bolts (Item 1) [Figure 20-63-8].

Remove the four larger pump housing bolts (Item 2) [Figure 20-63-8].

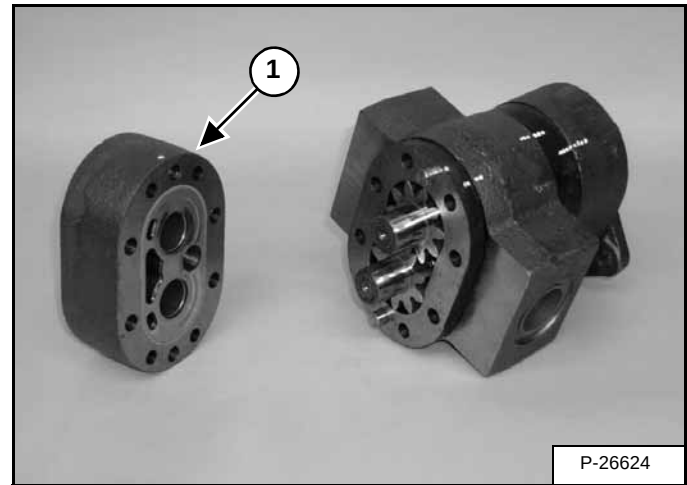
Installation: Tighten the four smaller bolts (Item 1) to 30 ft.-lbs. (40,7 Nm) torque. Tighten the four larger bolts (Item 2) [Figure 20-63-8] to 54 ft.-lbs. (73,2 Nm) torque.

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-63-9



Remove the pump end section (Item 1) [Figure 20-63-9].

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-63-10

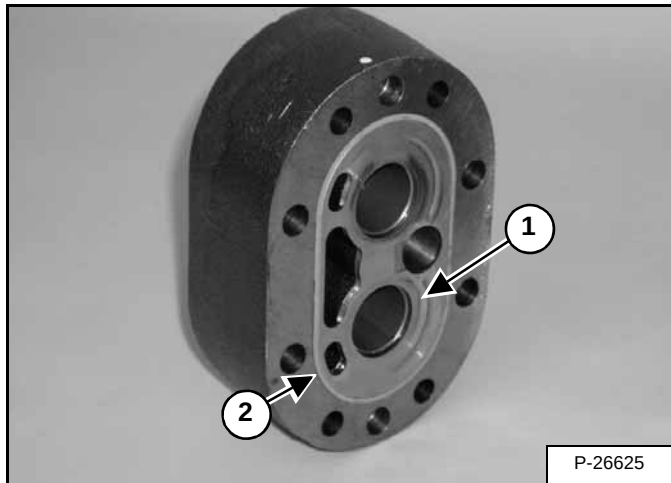
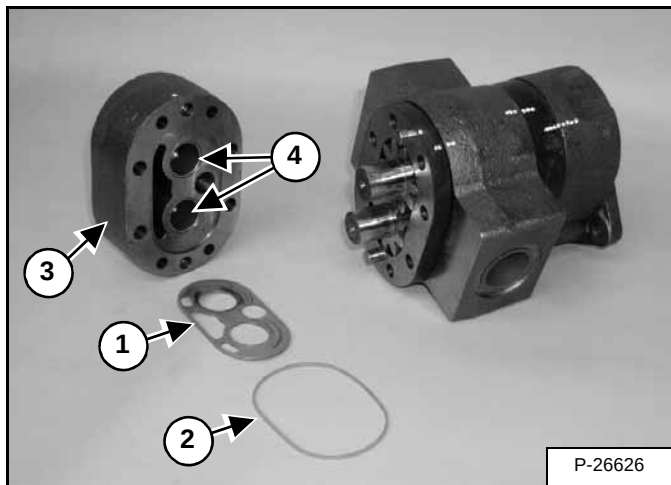


Figure 20-63-11



Remove the wear plate (Item 1) [Figure 20-63-10] & [Figure 20-63-11] and section seal (Item 2) [Figure 20-63-10] & [Figure 20-63-11] from the pump end section.

NOTE: Position wear plate (Item 1) [Figure 20-63-11] inlets and traps as shown with bronze side toward gears.

NOTE: Inspect the pump end section (Item 3) and bushings (Item 4) [Figure 20-63-11]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-63-12

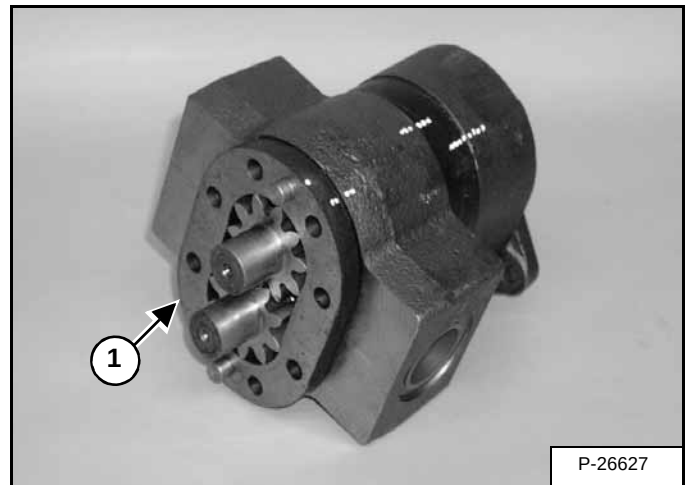
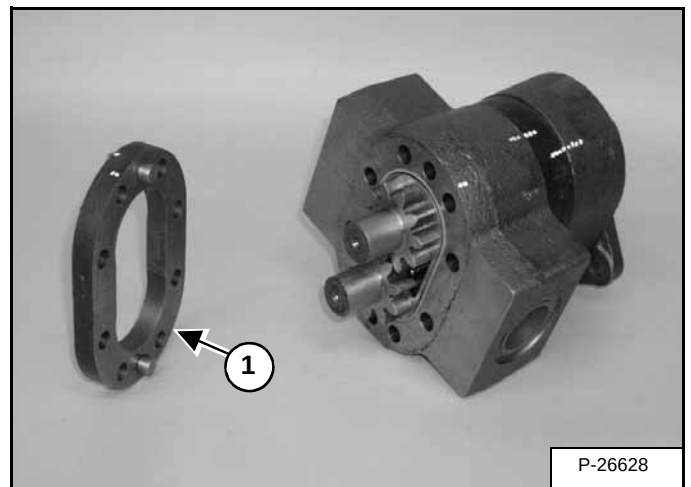


Figure 20-63-13



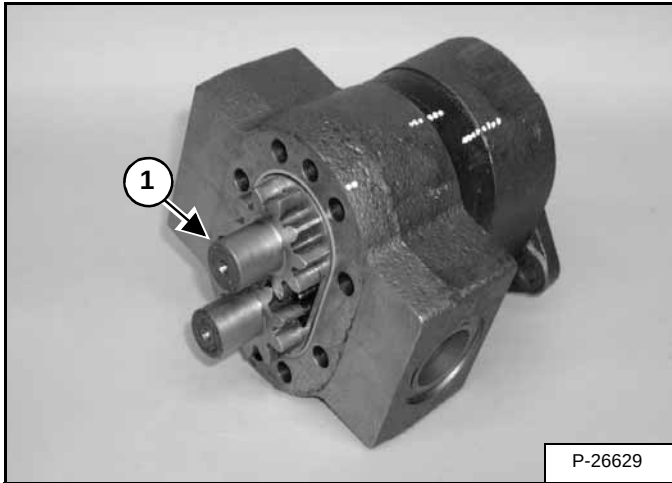
Remove the pump section (Item 1) [Figure 20-63-12] & [Figure 20-63-13] from the pump center section.

NOTE: Inspect the pumps center section (Item 1) [Figure 20-63-13]. If excessive wear or damage is visible, the pump must be replaced.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

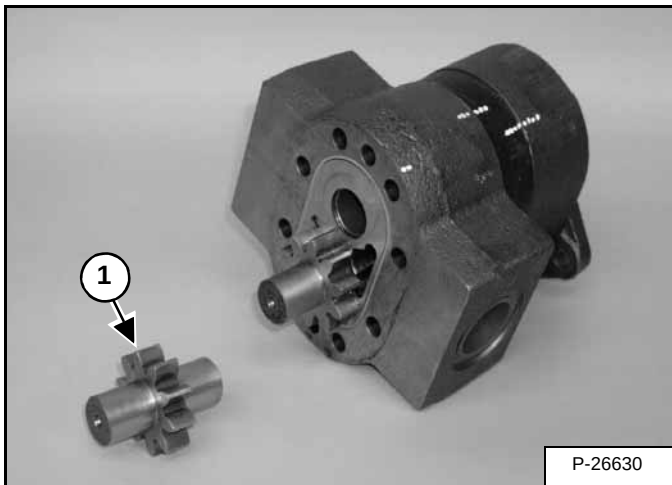
Disassembly And Assembly (Cont'd)

Figure 20-63-14



Remove the idler gear (Item 1) [Figure 20-63-14] & [Figure 20-63-15].

Figure 20-63-15



NOTE: Inspect the idler gear (Item 1) [Figure 20-63-15]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-63-16

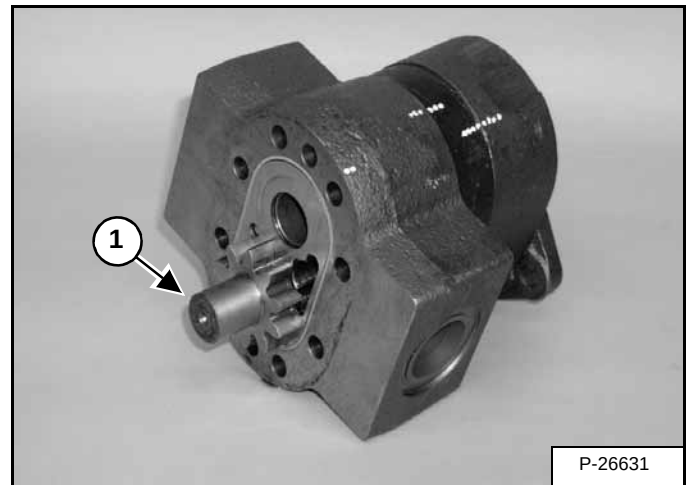
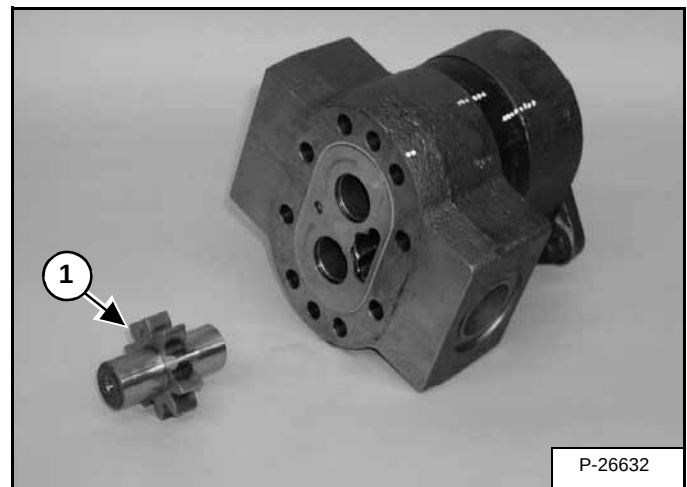


Figure 20-63-17



Remove the drive gear (Item 1) [Figure 20-63-16] & [Figure 20-63-17].

NOTE: Inspect the drive gear (Item 1) [Figure 20-63-17]. If excessive wear or damage is visible, the pump must be replaced.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-63-18

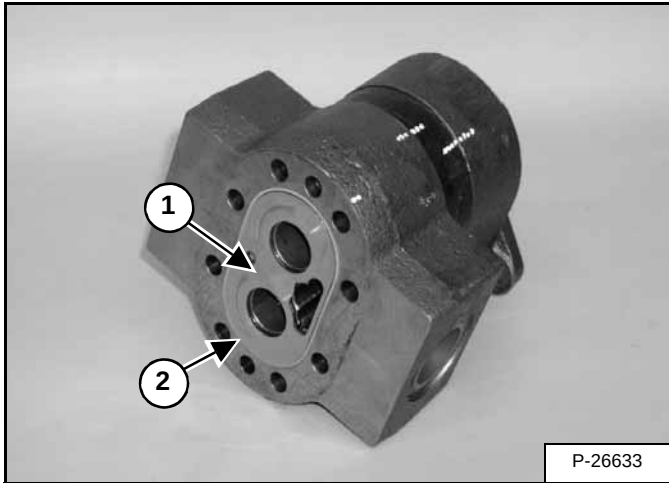
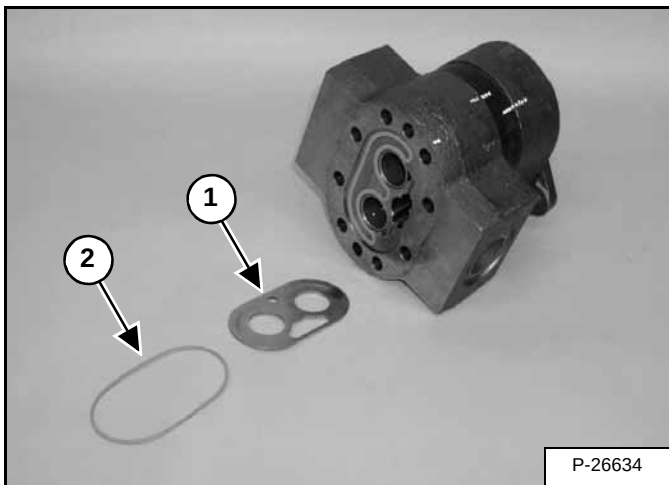


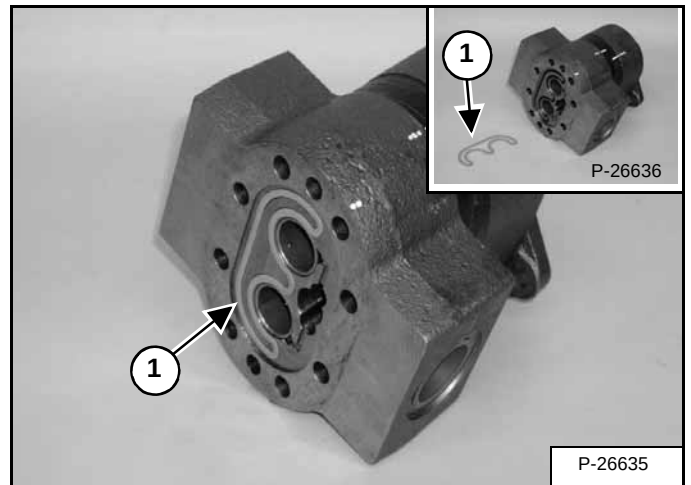
Figure 20-63-19



Remove the wear plate (Item 1) [Figure 20-63-18] & [Figure 20-63-19] and section seal (Item 2) [Figure 20-63-18] & [Figure 20-63-19] from the pump center section.

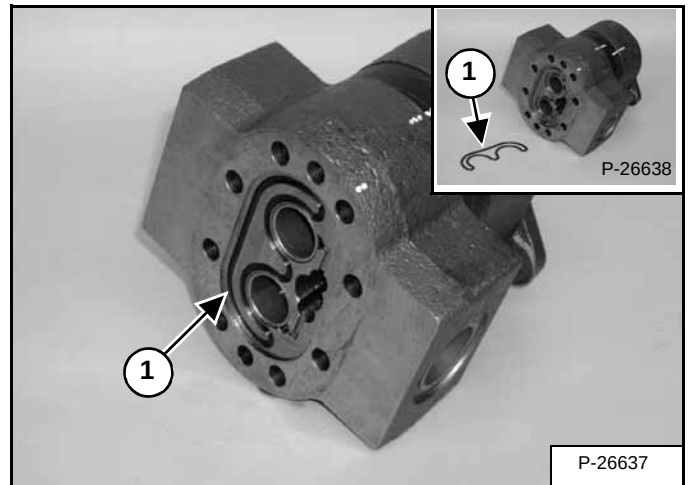
NOTE: Position wear plate (Item 1) [Figure 20-63-19] inlets and traps as shown with bronze side toward gears.

Figure 20-63-20



Remove the load seal (Item 1) [Figure 20-63-20].

Figure 20-63-21

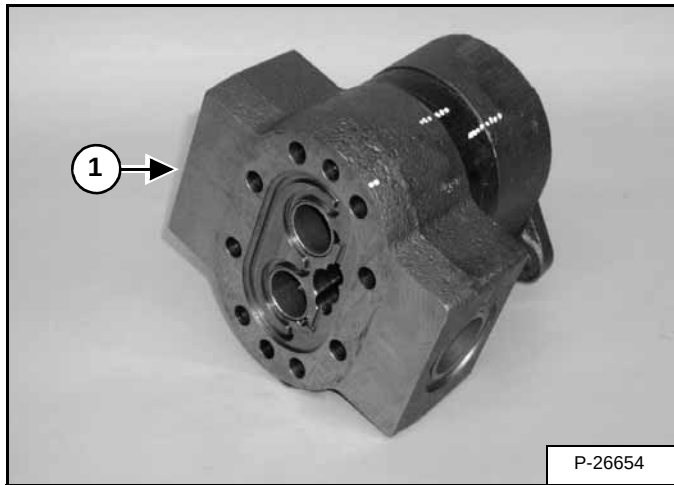


Remove the pre-load seal (Item 1) [Figure 20-63-21].

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

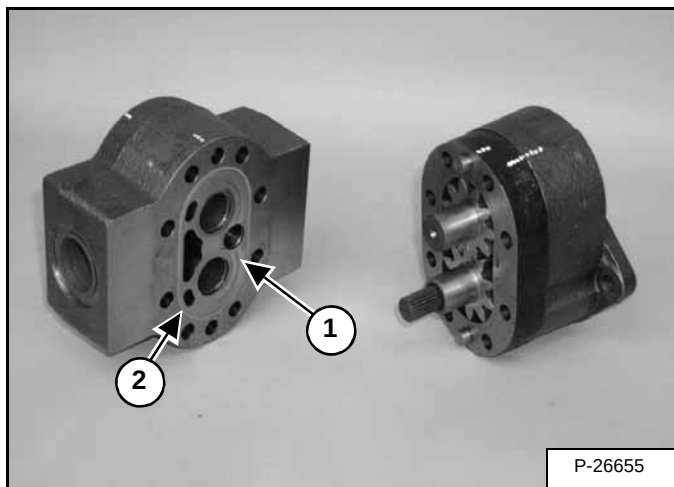
Disassembly And Assembly (Cont'd)

Figure 20-63-22



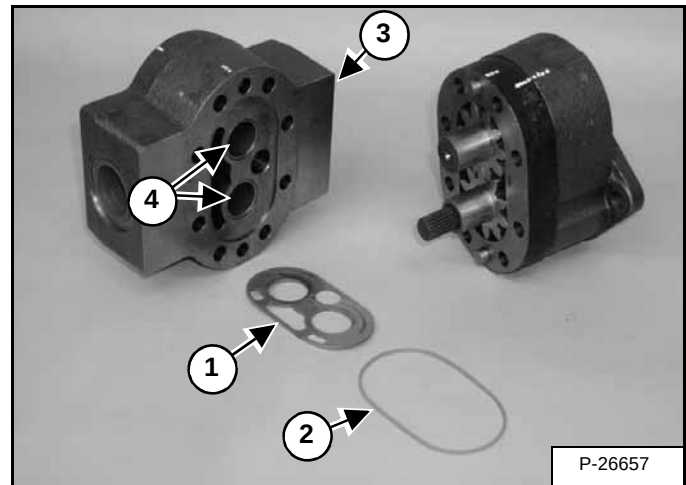
Remove the pump center section (Item 1) [Figure 20-63-22] from the pump sections.

Figure 20-63-23



Remove the wear plate (Item 1) [Figure 20-63-23] & [Figure 20-63-24] and section seal (Item 2) [Figure 20-63-23] & [Figure 20-63-24] from the pump section.

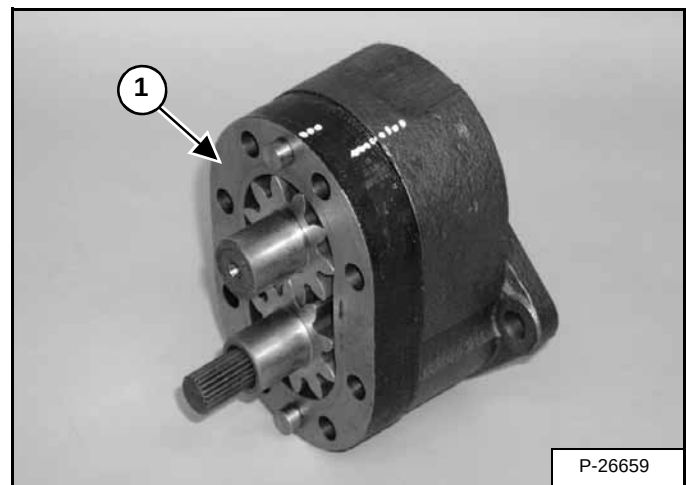
Figure 20-63-24



NOTE: Position wear plate (Item 1) [Figure 20-63-24] inlets and traps as shown with bronze side toward gears.

NOTE: Inspect the pump center section (Item 3) and bushings (Item 4) [Figure 20-63-24]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-63-25

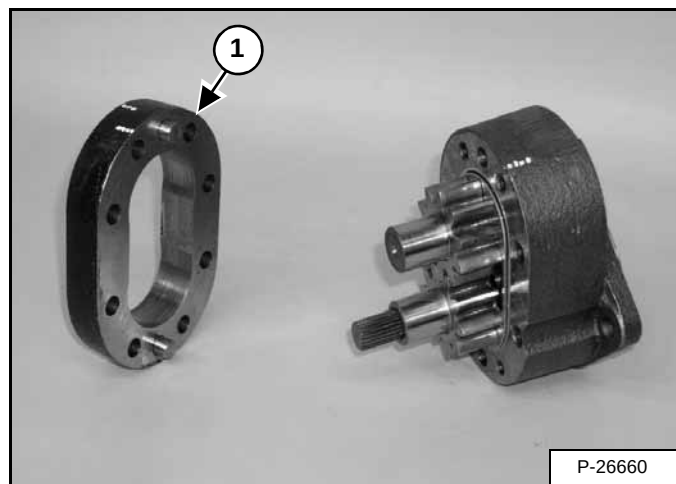


Remove the pump section (Item 1) [Figure 20-63-25] from the pump end section.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

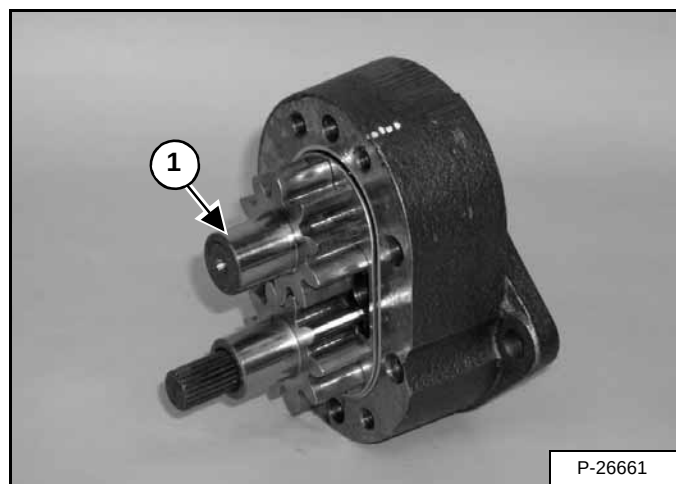
Disassembly And Assembly (Cont'd)

Figure 20-63-26



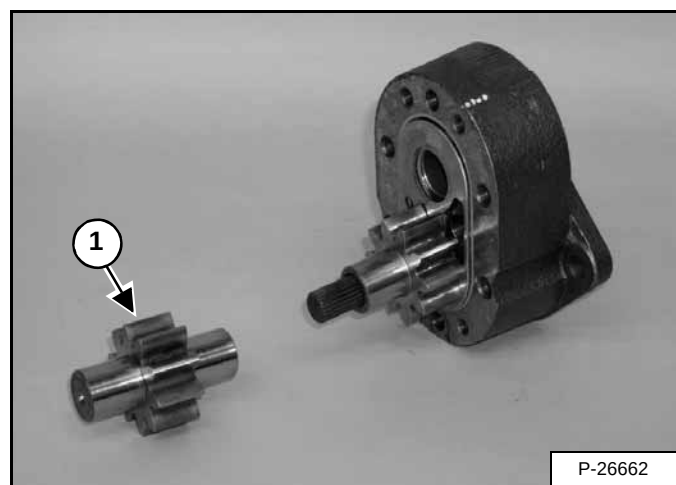
NOTE: Inspect the pump section (Item 1) [Figure 20-63-26]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-63-27



Remove the idler gear (Item 1) [Figure 20-63-27] & [Figure 20-63-28].

Figure 20-63-28



NOTE: Inspect the idler gear (Item 1) [Figure 20-63-28]. If excessive wear or damage is visible, the pump must be replaced.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-63-29

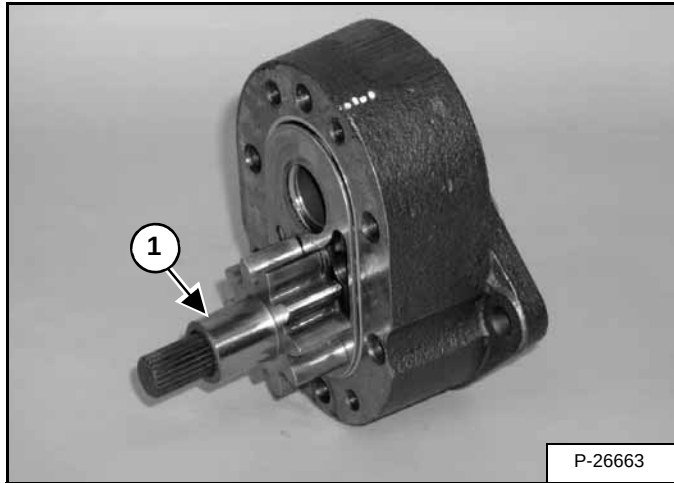
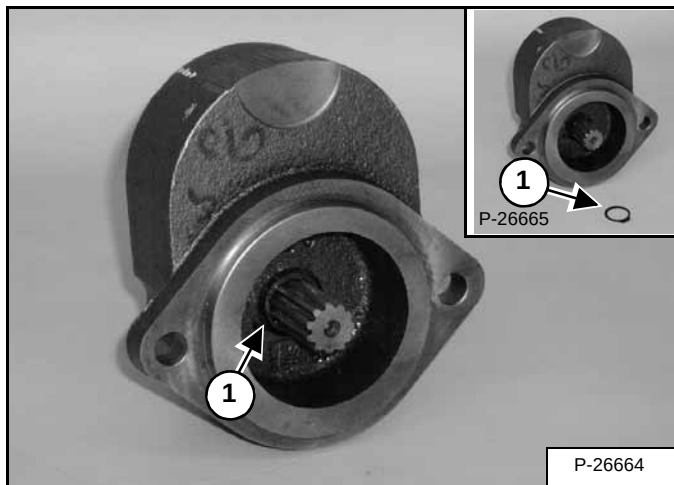
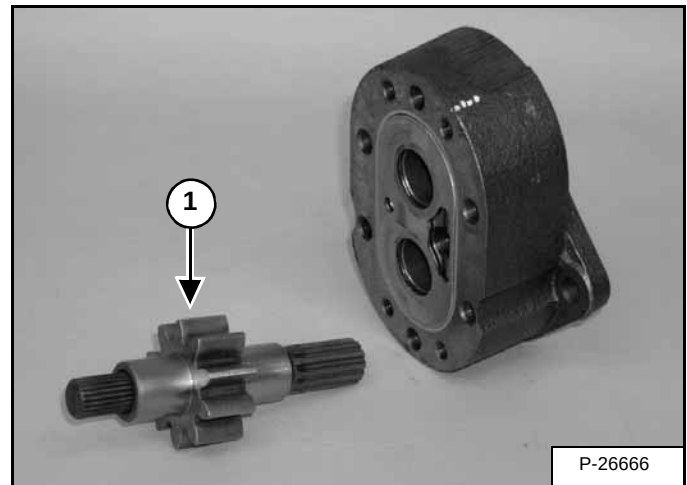


Figure 20-63-30



To remove the drive gear (Item 1) [Figure 20-63-29] from the pump end section, locate and remove the retaining ring (Item 1) [Figure 20-63-30] from the spline end of the drive gear.

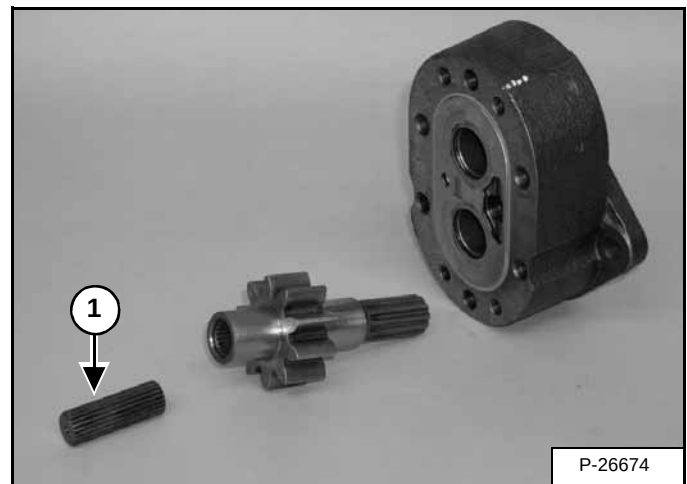
Figure 20-63-31



Remove the drive gear (Item 1) [Figure 20-63-31] from the pump end section.

NOTE: Inspect the drive gear (Item 1) [Figure 20-63-31]. If excessive wear or damage is visible, the pump must be replaced.

Figure 20-63-32



Remove the spline shaft (Item 1) [Figure 20-63-32] from the end of the drive gear.

NOTE: Inspect the spline shaft (Item 1) [Figure 20-63-32]. If excessive wear or damage is visible, the pump must be replaced.

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-63-33

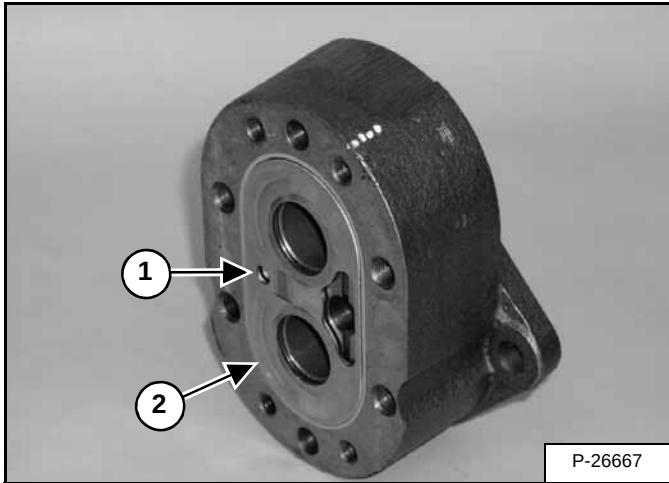
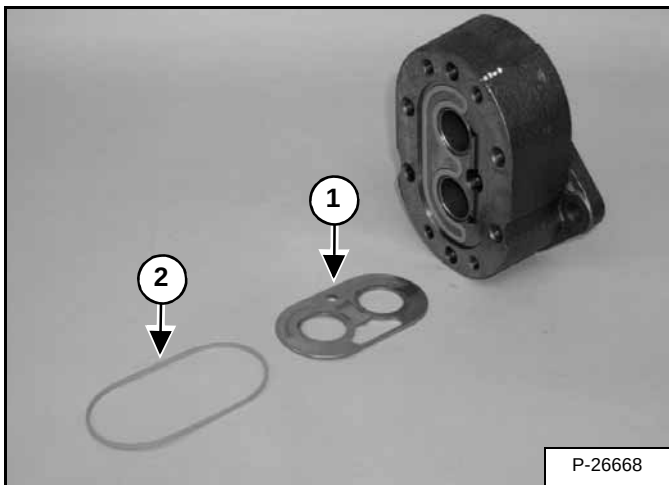


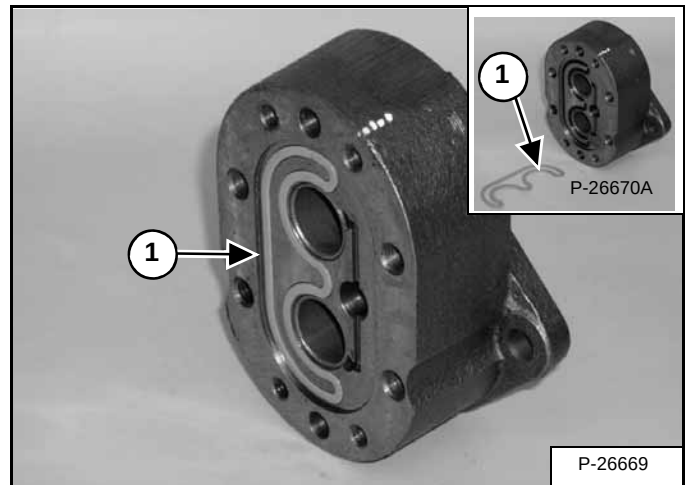
Figure 20-63-34



Remove the wear plate (Item 1) [Figure 20-63-33] & [Figure 20-63-34] and section seal (Item 2) [Figure 20-63-33] & [Figure 20-63-34] from the pump end section.

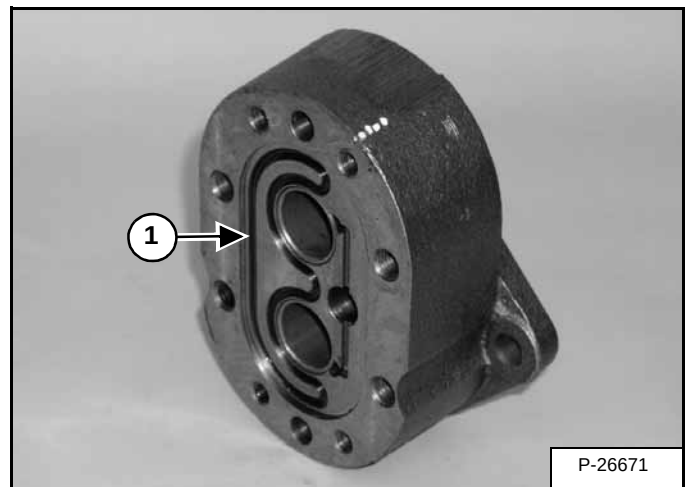
NOTE: Position wear plate (Item 1) [Figure 20-63-34] inlets and traps as shown with bronze side toward gears.

Figure 20-63-35



Remove the load seal (Item 1) [Figure 20-63-35].

Figure 20-63-36

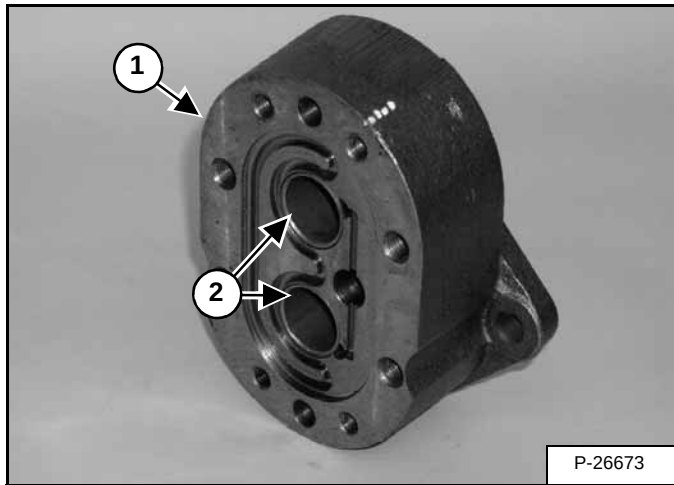


Remove the pre-load seal (Item 1) [Figure 20-63-36].

HYDRAULIC PUMP (CAST IRON) (HI FLOW) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-63-37



NOTE: Inspect the pump end section (Item 1) and bushings (Item 2) [Figure 20-63-37]. If excessive wear or damage is visible, the pump must be replaced.

Reverse the disassembly procedure to assemble the pump.

HYDRAULIC FILTER HOUSING

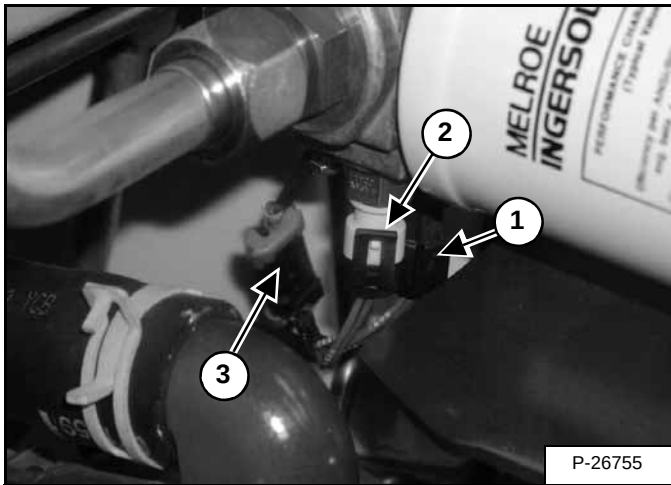
Removal And Installation

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

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Figure 20-70-1



Stop the engine and open the rear door.

Remove the muffler. (See Removal And Installation on Page 70-30-1.)

Disconnect the wires from the charge pressure sender (Item 1) [Figure 20-70-1] from the filter housing.

Disconnect the temperature sender connector (Item 2) [Figure 20-70-1] from the filter housing.

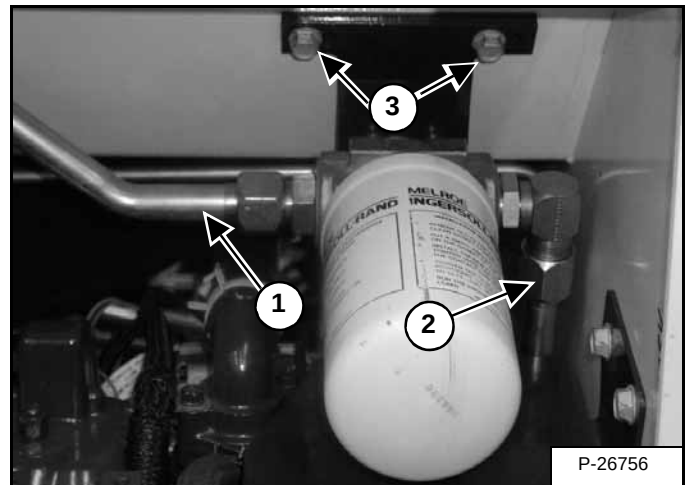
Disconnect the oil cooler tubeline (Item 1) [Figure 20-70-2] from the filter housing.

Disconnect the tubeline (Item 2) [Figure 20-70-2] from the filter housing outlet.

Remove the two mounting bolts (Item 3) [Figure 20-70-2] from the filter housing mounting bracket.

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 20-70-2



Remove the hydraulic filter housing and filter.

Reverse the removal procedure to install the filter housing and filter.

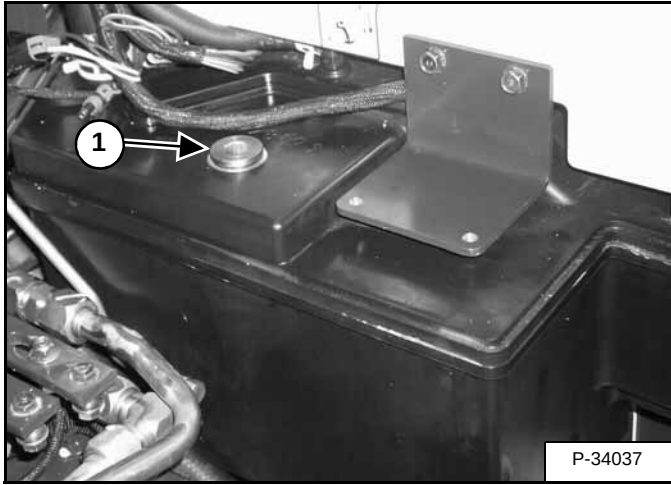


Bobcat®

HYDRAULIC FLUID RESERVOIR

Fluid Removal

Figure 20-80-1



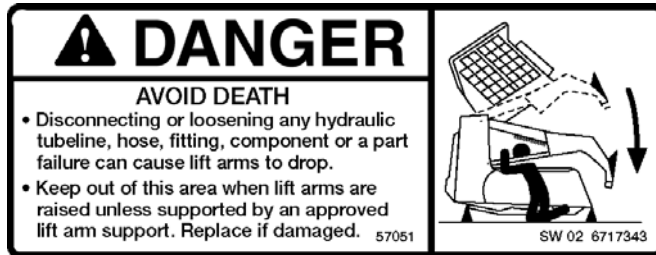
Remove the plug (Item 1) [Figure 20-80-1] from the hydraulic reservoir.

Remove the fluid from the tank with a transfer pump.

Removal And Installation (Early Style)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Start the engine. Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

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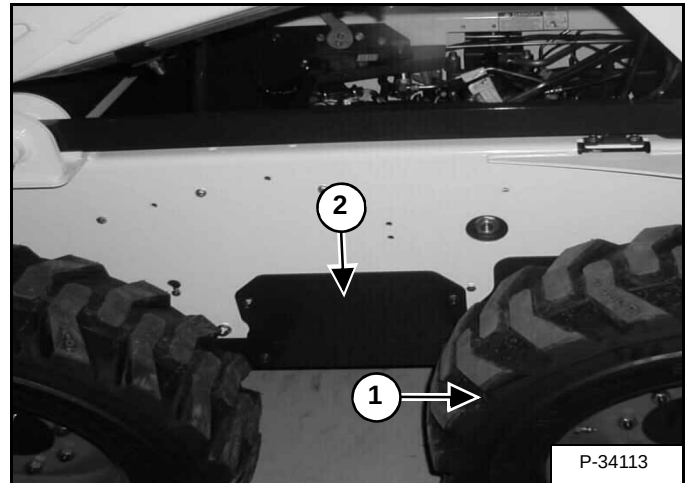
Stop the engine.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic fluid reservoir. (See Fluid Removal on Page 20-80-1.)

Remove the bucket position valve if equipped.

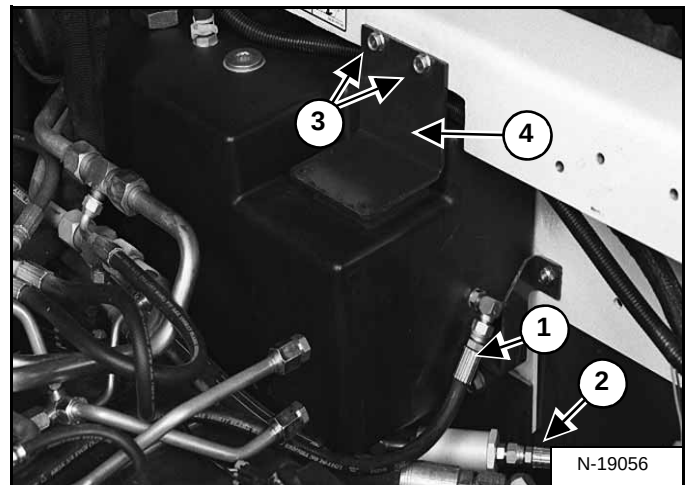
Figure 20-80-2



Remove the left rear tire assembly (Item 1) [Figure 20-80-2].

Remove the access panel (Item 2) [Figure 20-80-2].

Figure 20-80-3



Disconnect the hose (Item 1) [Figure 20-80-3] from the hydraulic reservoir to the left hydraulic drive motor case drain.

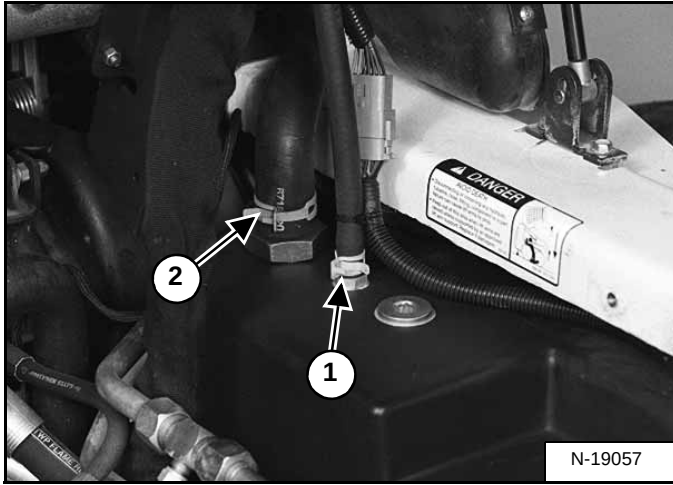
Disconnect the hose (Item 2) [Figure 20-80-3] to the filter.

Remove the mounting screws (Item 3) and the hydraulic reservoir bracket (Item 4) [Figure 20-80-3].

HYDRAULIC FLUID RESERVOIR (CONT'D)

Removal And Installation (Early Style) (Cont'd)

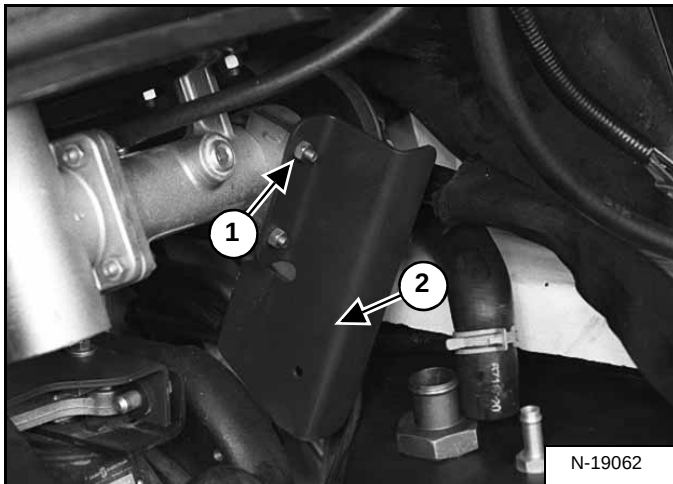
Figure 20-80-4



Disconnect the reservoir vent hose (Item 1) [Figure 20-80-4] from the hydraulic fluid reservoir.

Disconnect the hydraulic fill hose (Item 2) [Figure 20-80-4] from the hydraulic fluid reservoir.

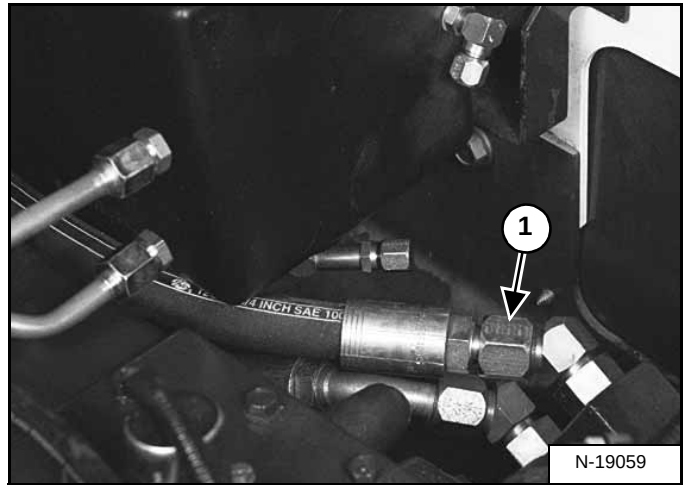
Figure 20-80-5



Remove the mounting nuts (Item 1) [Figure 20-80-5] of the fan pulley guard.

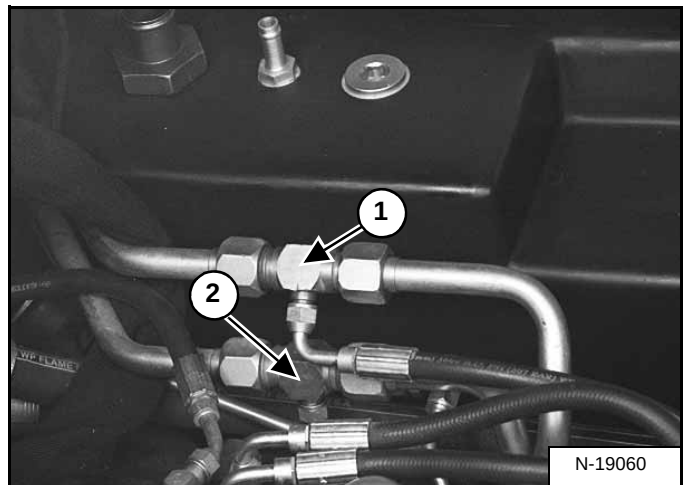
Remove the fan pulley guard (Item 2) [Figure 20-80-5].

Figure 20-80-6



Disconnect the hose (Item 1) [Figure 20-80-6] on the drive motor.

Figure 20-80-7



Remove the auxiliary tubeline tee fitting (Item 1) [Figure 20-80-7] (top) to slide the front auxiliary relief hoses out of the way.

Disconnect the other end attached to the diverter valve.

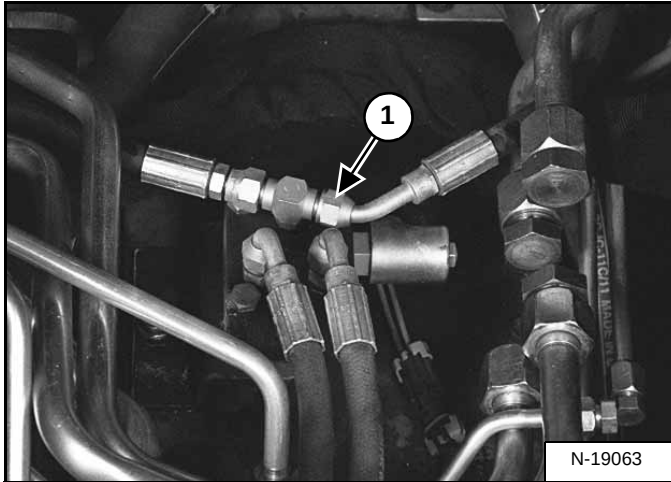
Disconnect the auxiliary tubeline tee fitting (Item 2) [Figure 20-80-7] (bottom) to slide the front auxiliary relief hoses out of the way.

Disconnect the other end attached to the diverter valve.

HYDRAULIC FLUID RESERVOIR (CONT'D)

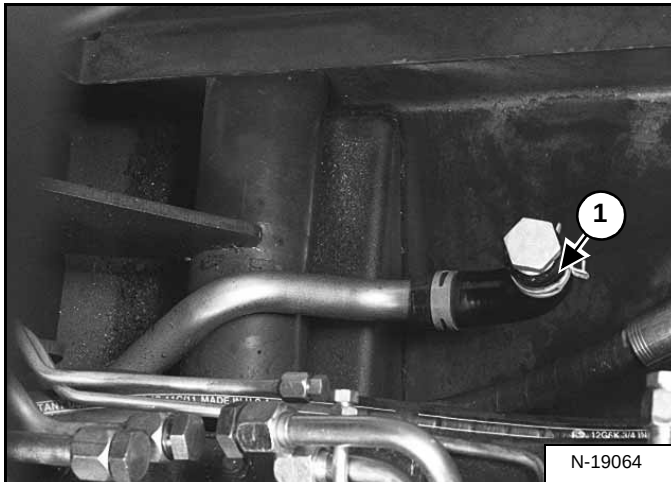
Removal And Installation (Early Style) (Cont'd)

Figure 20-80-8



Disconnect the hose (Item 1) [Figure 20-80-8] on the auxiliary pressure relief from the right pump case drain.

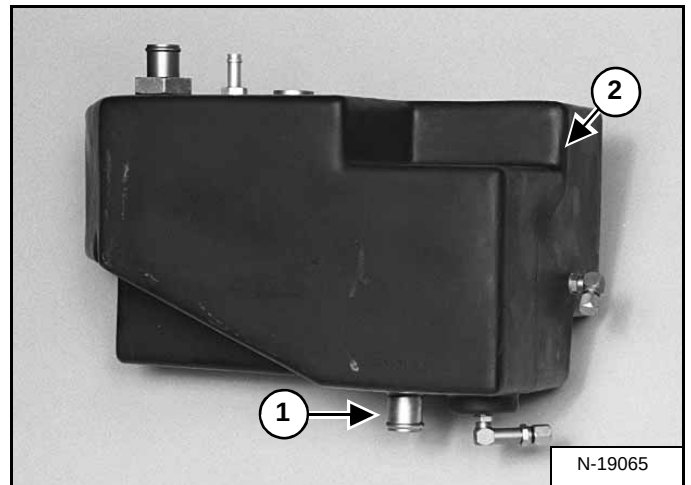
Figure 20-80-9



Disconnect the hose (Item 1) [Figure 20-80-9] from the fitting (Item 1) [Figure 20-80-10] at the bottom of the reservoir.

NOTE: The picture is shown with the tank removed for visual clarity.

Figure 20-80-10



Remove the reservoir (Item 2) [Figure 20-80-10].

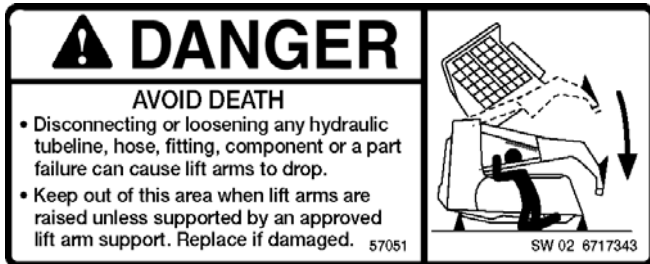
Reverse the removal procedure to install the hydraulic fluid reservoir.

HYDRAULIC FLUID RESERVOIR (CONT'D)

Removal And Installation (Later Style)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Start the engine. Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)



! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Stop the engine.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

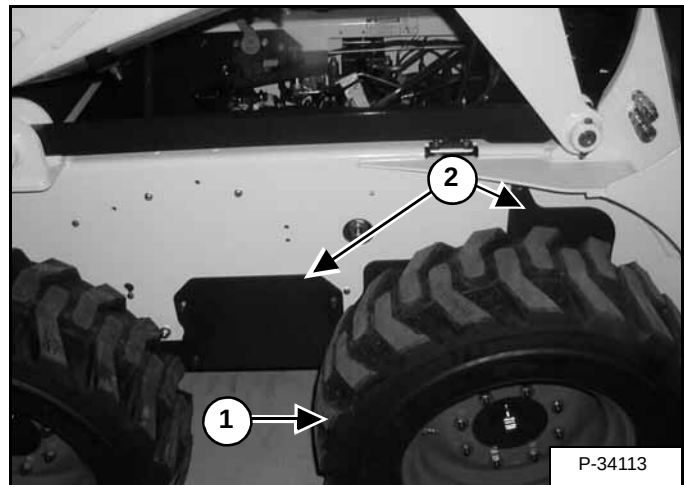
Remove the fluid from the hydraulic reservoir.

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Remove Bucket position valve if so equipped. (See Removal and Installation on Page 20-90-2.)

Remove the crossbar linkage. (See Crossbar Linkage Removal and Installation on Page 50-90-2.)

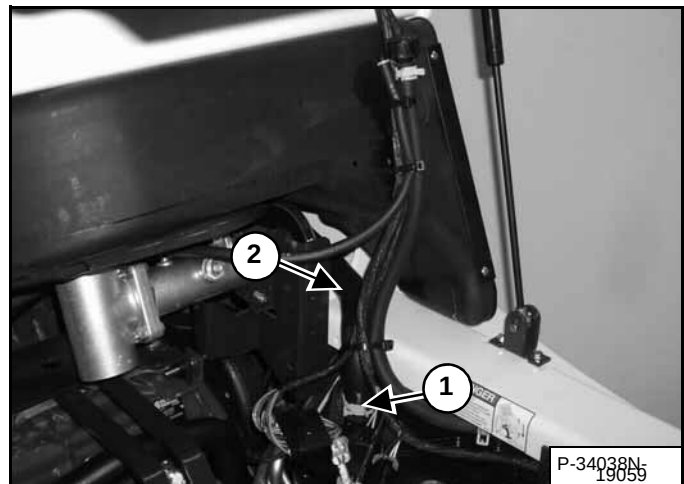
Figure 20-80-11



Remove the left rear tire assembly (Item 1) [Figure 20-80-11].

Remove the two access panels (Item 2) [Figure 20-80-11].

Figure 20-80-12



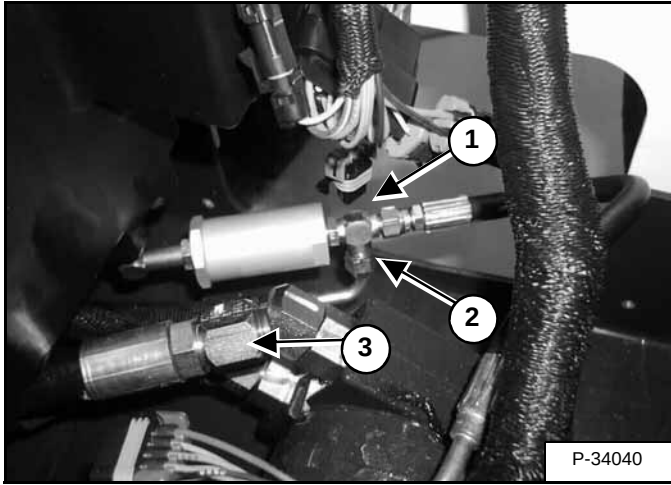
Remove the hose clamp (Item 1) [Figure 20-80-12].

Remove the hydraulic fill hose (Item 2) [Figure 20-80-12] from the hydraulic reservoir.

HYDRAULIC FLUID RESERVOIR (CONT'D)

Removal And Installation (Later Style) (Cont'd)

Figure 20-80-13

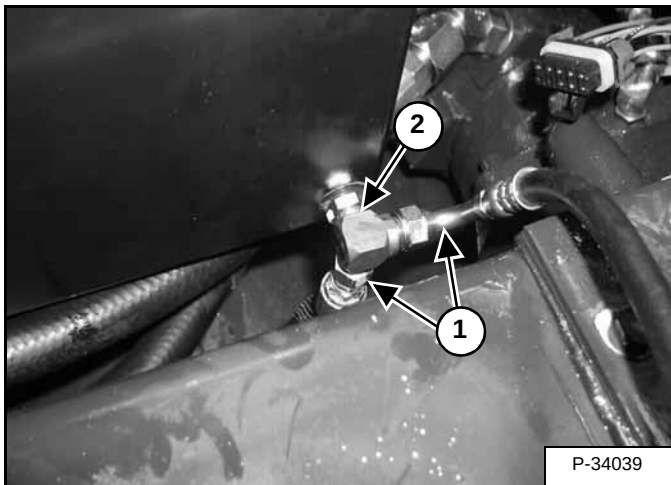


Remove the drive motor drain hose (Item 1) [Figure 20-80-13] at the drain filter

Remove the auxiliary pressure relief drain hose (Item 2) [Figure 20-80-13] at the drain filter.

Remove the drive motor supply hose (Item 3) [Figure 20-80-13].

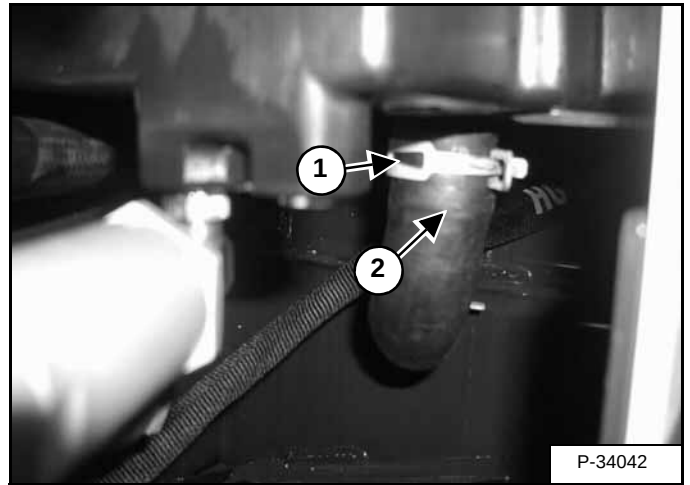
Figure 20-80-14



Remove the two control valve drain hoses (Item 1) [Figure 20-80-14].

Remove the fitting (Item 2) [Figure 20-80-14] from the reservoir.

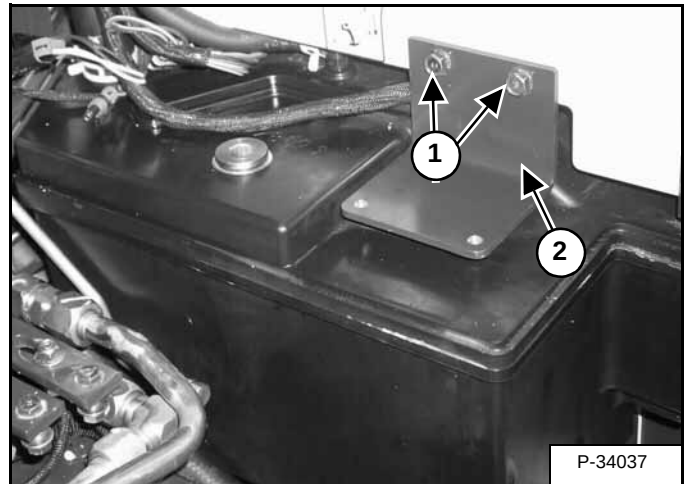
Figure 20-80-15



Remove the hose clamp (Item 1) [Figure 20-80-15] from the tank outlet.

Remove the hydrostatic supply hose (Item 2) [Figure 20-80-15] from the bottom of the reservoir.

Figure 20-80-16

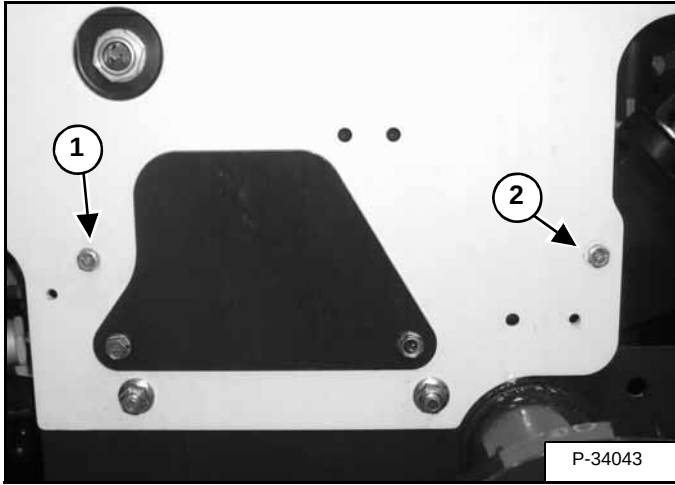


Remove the two mounting bolts (Item 1) and remove the plate (Item 2) [Figure 20-80-16] from the loader.

HYDRAULIC FLUID RESERVOIR (CONT'D)

Removal And Installation (Later Style) (Cont'd)

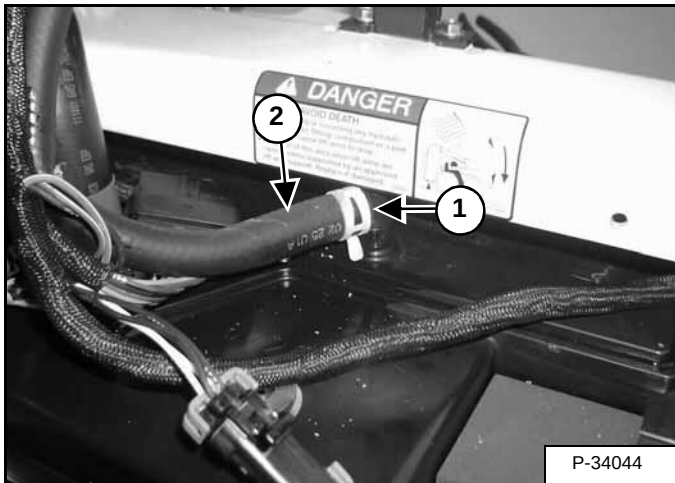
Figure 20-80-17



Remove the bolt and nut (Item 1) [Figure 20-80-17].

Loosen the bolt and nut (Item 2) [Figure 20-80-17] to allow the hydraulic reservoir mount to drop down.

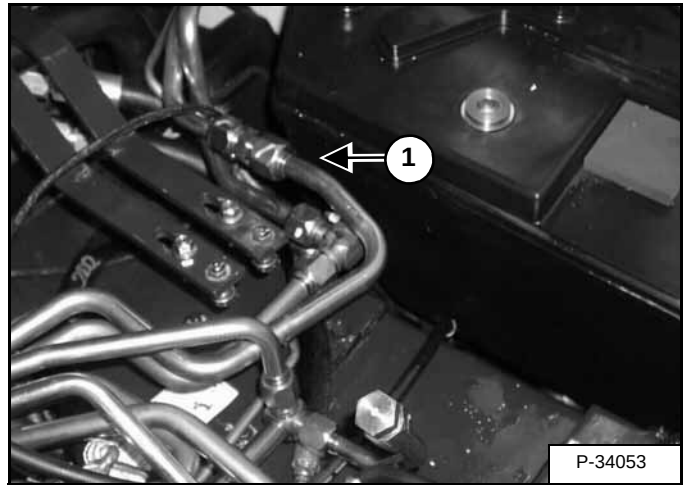
Figure 20-80-18



Remove the hose clamp (Item 1) [Figure 20-80-18] from the fitting.

Remove the breather hose (Item 2) [Figure 20-80-18] from the hydraulic reservoir.

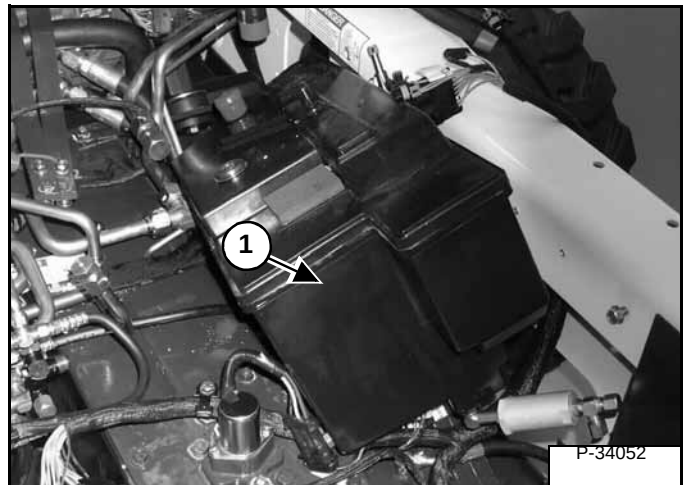
Figure 20-80-19



If the loader is equipped with rear auxiliaries remove the auxiliary tubeline (Item 1) [Figure 20-80-19] to allow the hydraulic reservoir to roll out from under the fender.

NOTE: Standard loaders without rear auxiliaries and all high flow loaders will have a one-piece auxiliary tubeline from the control valve to the rear upright hoses. Disconnect the tubeline (Item 1) [Figure 20-80-19] from the control valve and loosen the fitting in the left rear upright to allow movement of the tubeline for the hydraulic reservoir removal.

Figure 20-80-20



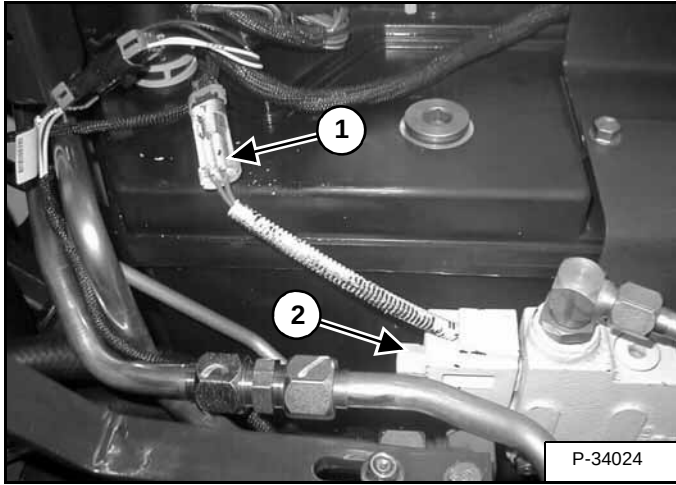
Remove the hydraulic reservoir (Item 1) [Figure 20-80-20] from the loader.

Reverse the removal procedure to install the hydraulic fluid reservoir.

BUCKET POSITION VALVE

Solenoid Removal And Installation

Figure 20-90-1

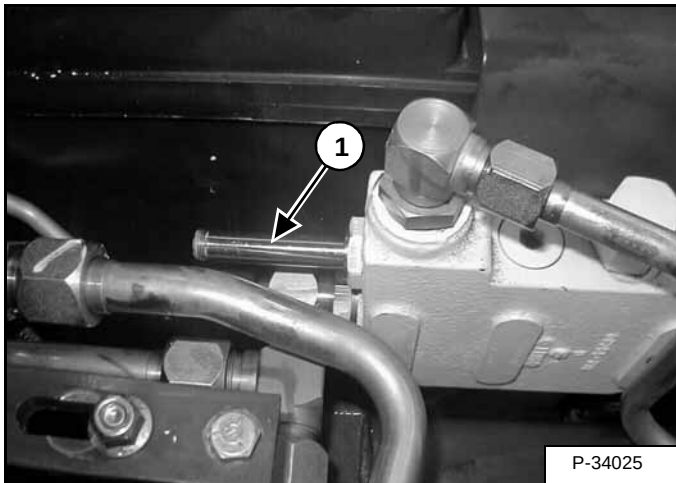


Disconnect the wire harness connector (Item 1) [Figure 20-90-1].

Remove the solenoid nut (Item 2) [Figure 20-90-1]

Installation: Tighten the solenoid nut to 60 in. lbs. (6,78 Nm) torque.

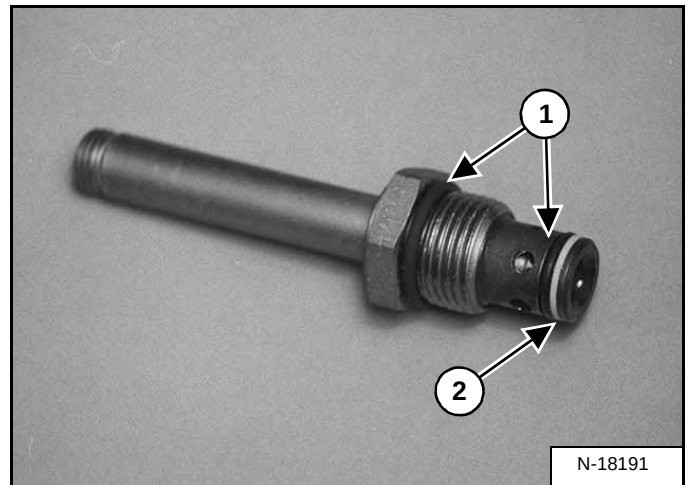
Figure 20-90-2



Remove the solenoid stem (Item 1) [Figure 20-90-2] from the bucket positioning valve.

Installation: Put oil on the O-rings and back-up washers and tighten the solenoid stem to 30-35 ft. lbs. (40,8-47,6 Nm) torque.

Figure 20-90-3



Inspect the solenoid stem and replace the O-rings (Item 1) and the back-up washer (Item 2) [Figure 20-90-3].

Solenoid Testing

Figure 20-90-4



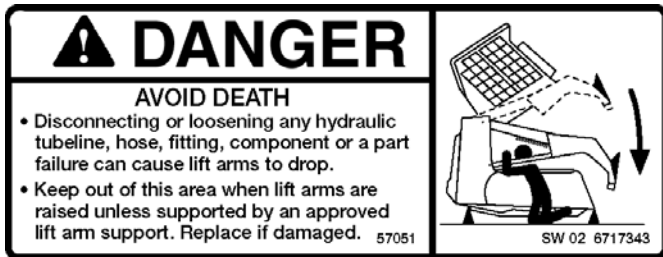
Use a test meter to measure coil resistance [Figure 20-90-4]. Coil wires do not have polarity. Correct resistance for the pressure relief (small) coil is 7-10 ohm and the other coils 5-8 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.

BUCKET POSITION VALVE (CONT'D)

Removal and Installation

Start the engine. Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

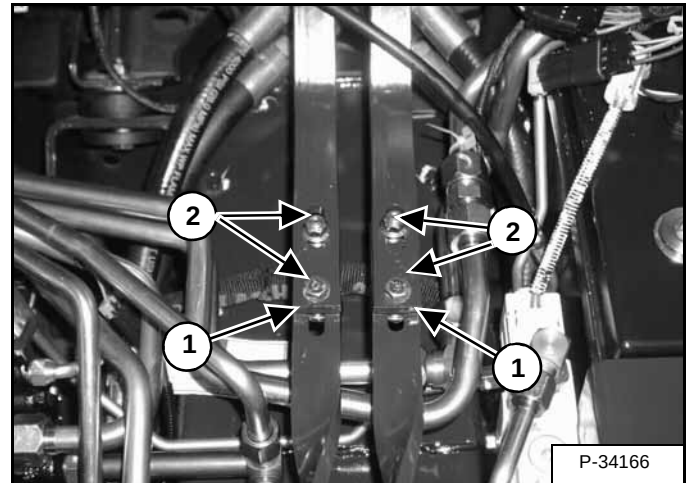
W-2059-0598



When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-90-5

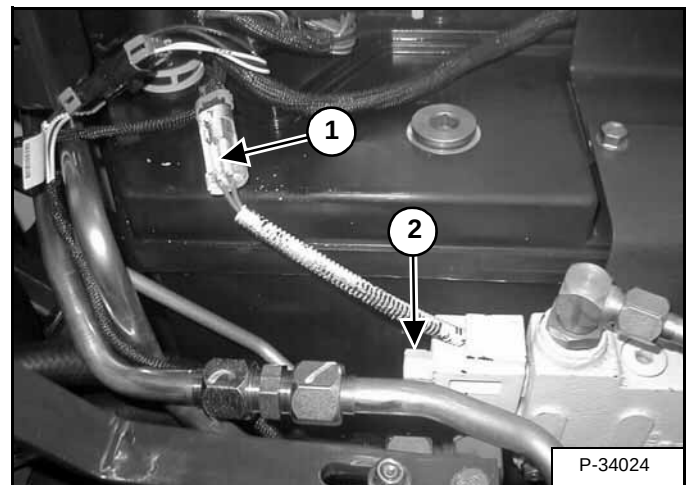


Scribe a mark across the top of the steering linkage bars (Item 1) [Figure 20-90-5] which are connected to the steering shaft on the control panel.

Remove the four steering linkage mounting bolts (Item 2) [Figure 20-90-5].

Installation: Align the marks on the steering linkage bars. Tighten the steering linkage mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 20-90-6



Disconnect the wire harness connector (Item 1) [Figure 20-90-6].

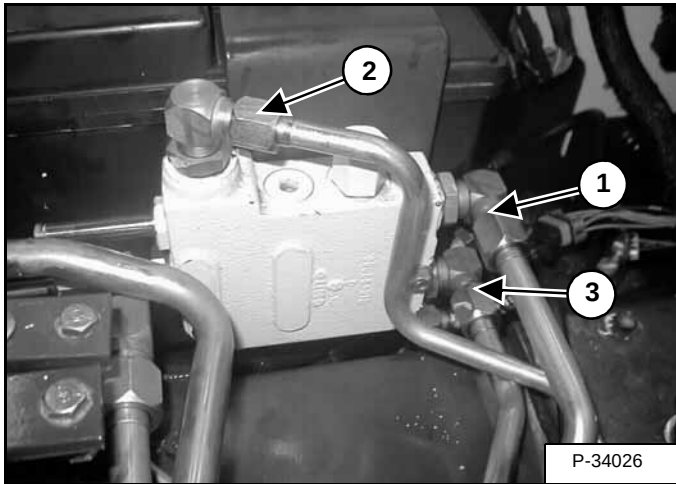
Remove the solenoid nut (Item 2) [Figure 20-90-6].

Installation: Tighten the solenoid nut to 60 in. lbs. (6,78 Nm) torque.

BUCKET POSITION VALVE (CONT'D)

Removal and Installation (Cont'd)

Figure 20-90-7

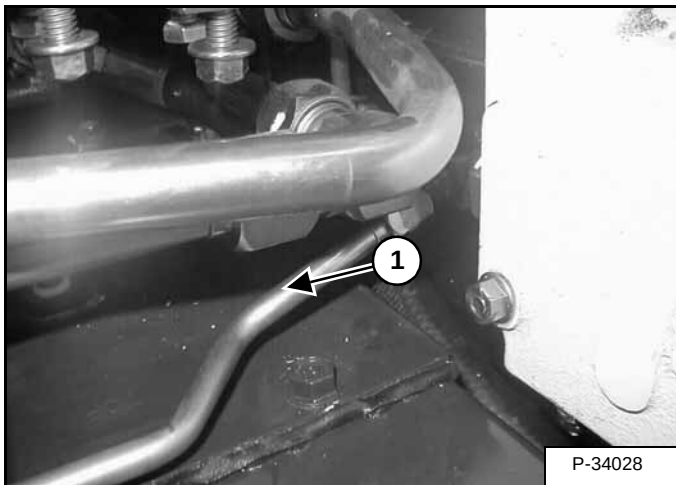


Remove the tilt tubeline (Item 1) [Figure 20-90-7] from the C port.

Remove the lift tubeline (Item 2) [Figure 20-90-7] from the B port.

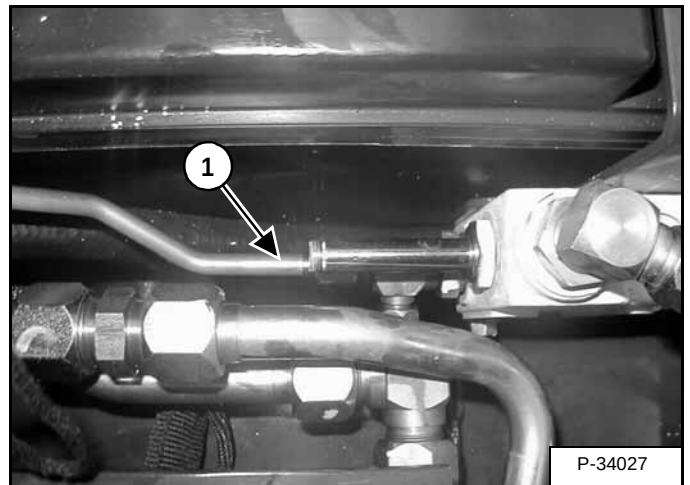
Remove the tilt tubeline (Item 3) [Figure 20-90-7] from the D port.

Figure 20-90-8



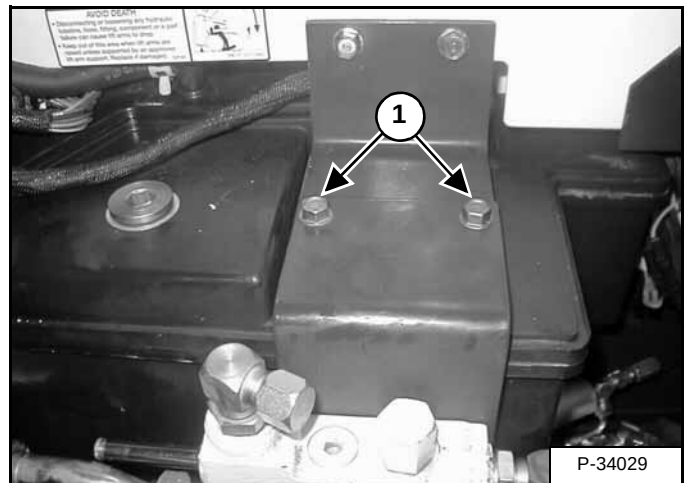
Remove the lift tubeline (Item 1) [Figure 20-90-8] from the A port of the bucket positioning valve.

Figure 20-90-9



Remove the lift tubeline (Item 1) [Figure 20-90-9] from the A port.

Figure 20-90-10



Remove the mounting bolts (Item 1) [Figure 20-90-10].

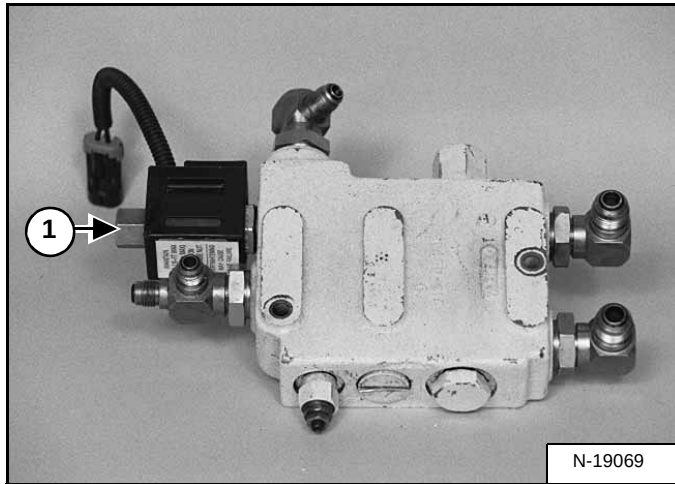
Remove the bucket position valve from the loader.

Reverse the removal procedure to install the bucket position valve.

BUCKET POSITION VALVE (CONT'D)

Disassembly And Assembly

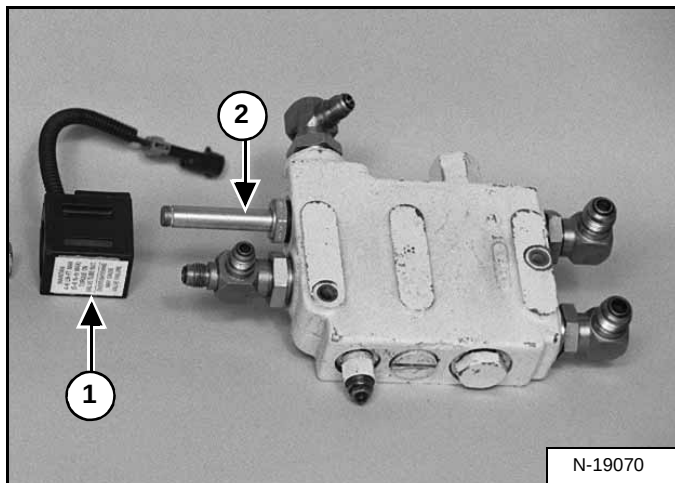
Figure 20-90-11



Remove the solenoid nut (Item 1) [Figure 20-90-11].

Installation: Tighten the nut to 60 in.-lbs. (6,78 Nm) torque.

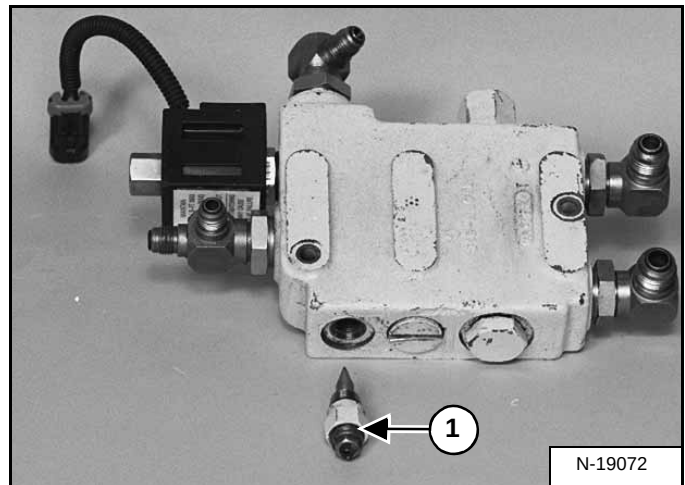
Figure 20-90-12



Remove the solenoid (Item 1) and the solenoid stem (Item 2) [Figure 20-90-12].

Installation: Tighten the solenoid stem to 30-35 ft.-lbs. (40,8-47,6 Nm) torque.

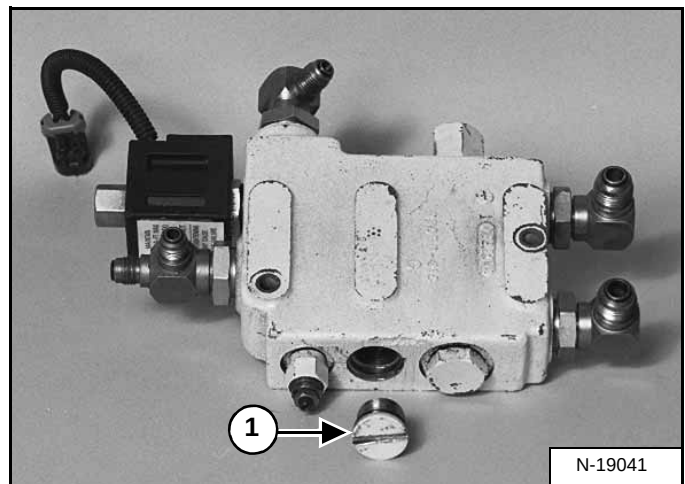
Figure 20-90-13



Remove the flow adjustment valve and O-ring (Item 1) [Figure 20-90-13].

NOTE: Always install new O-rings before any parts are installed into the valve. Check the parts for wear or damage and replace as needed.

Figure 20-90-14

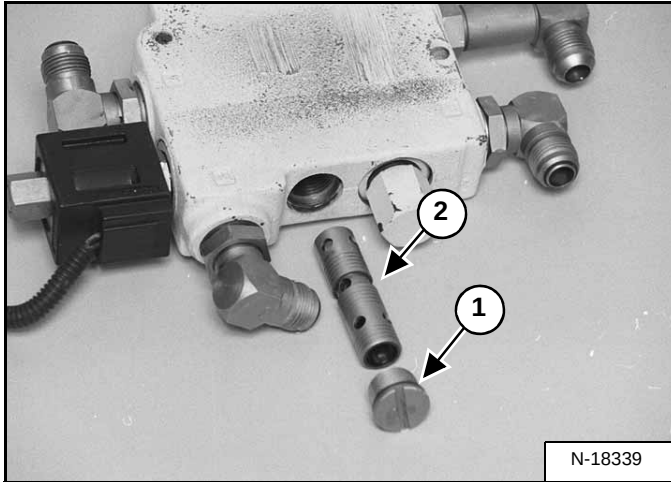


Remove the plug (Item 1) [Figure 20-90-14].

BUCKET POSITION VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

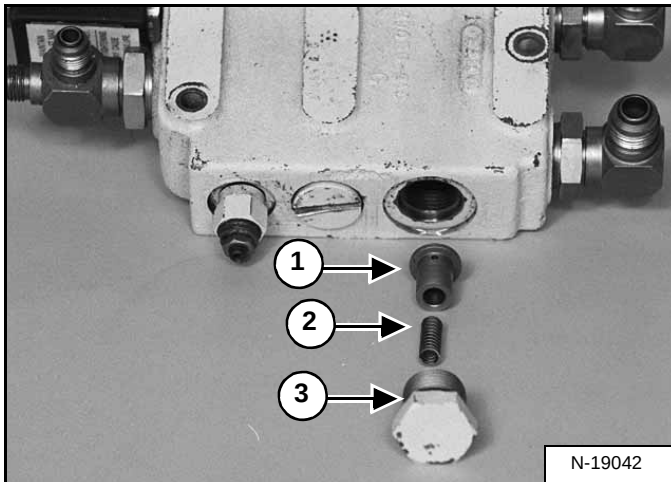
Figure 20-90-15



Remove the plug (Item 1), and flow control spool (Item 2) [Figure 20-90-15].

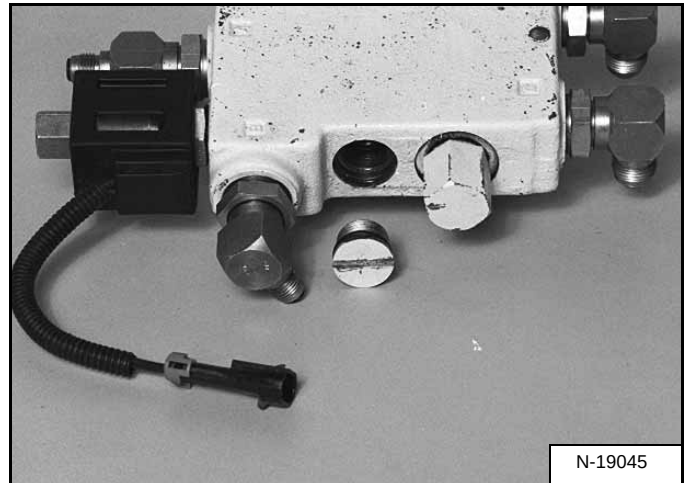
Check the flow control spool for wear, check the O-ring on the plug and replace as needed.

Figure 20-90-16



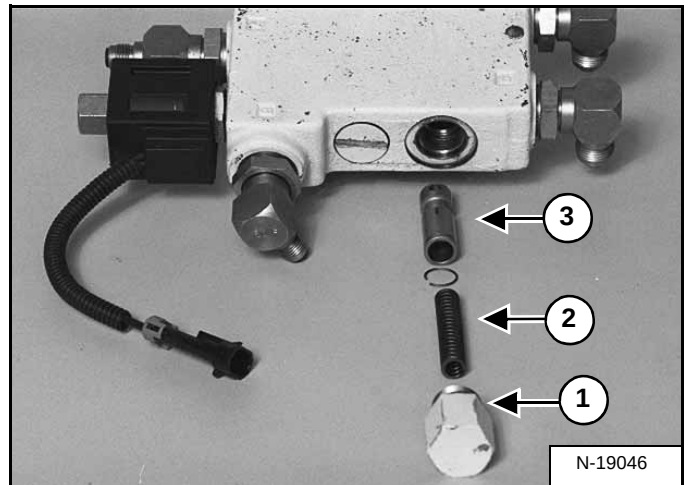
Remove the tilt cylinder check valve (item 1) spring (Item 2) and plug (Item 3) [Figure 20-90-16]. Check for wear, check the O-ring and replace as needed.

Figure 20-90-17



Remove the plug [Figure 20-90-17].

Figure 20-90-18



Remove the plug (Item 1), spring (Item 2) and unloading spool (Item 3) [Figure 20-90-18].

Check all parts and replace as needed. Install a new O-ring on the plug before installing.

Reverse the disassembly procedure to assemble the bucket position valve.

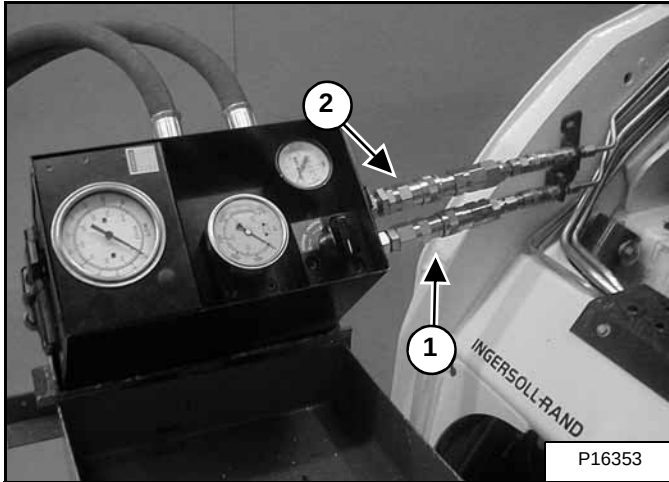


Bobcat®

SELECT VALVE

Checking The High Flow Pump Relief Valve

Figure 20-100-1



The tools listed will be needed to do the following procedure:

MEL10003 - Hydraulic Tester
MEL10006 - Hydraulic Test Kit

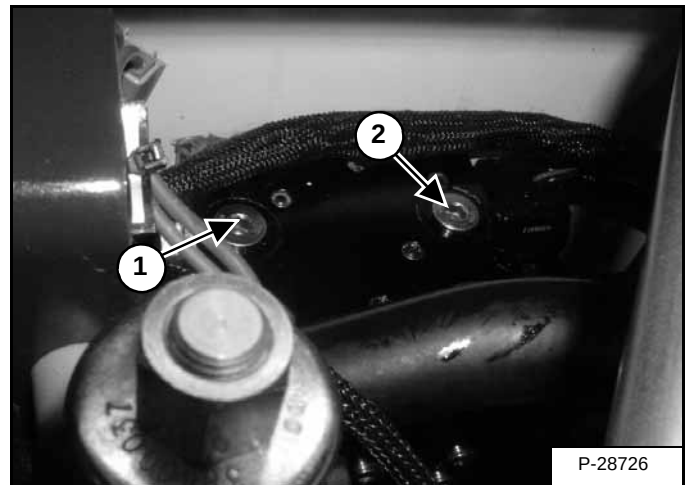
Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

NOTE: If the loader is not equipped with right side front auxiliaries see [Figure 20-100-2] for checking the relief valve.

Connect the IN port of the hydraulic tester to the female quick coupler (Item 1) [Figure 20-100-1] (if so equipped) on the loader.

Connect the OUT port of the hydraulic tester to the male quick coupler (Item 2) [Figure 20-100-1] (if so equipped) on the loader.

Figure 20-100-2



Remove the plugs (Item 1) & (Item 2) [Figure 20-100-2] from the select valve.

Connect the IN port of the hydraulic tester to the "C1" port (Item 1) [Figure 20-100-2] on the loader.

Connect the OUT port of the hydraulic tester to the "C2" port (Item 2) [Figure 20-100-2] on the loader.

IMPORTANT

The hydraulic tester must be in the fully open position before you start the engine.

I-2024-0284

! WARNING

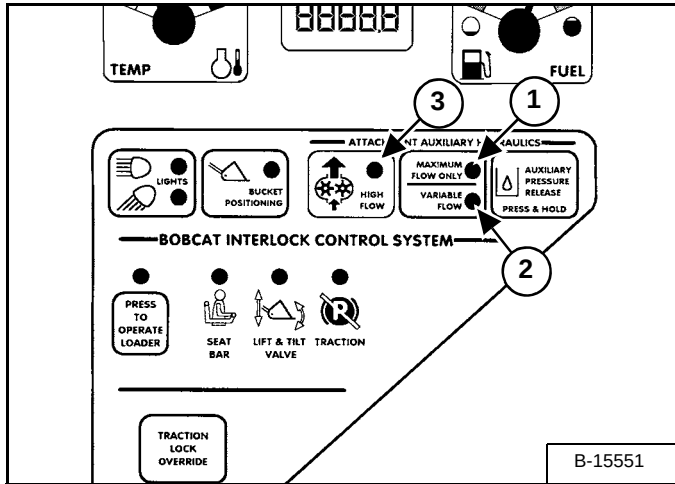
Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

SELECT VALVE (CONT'D)

Checking The High Flow Pump Relief Valve (Cont'd)

Figure 20-100-3



Start the engine and run at low idle RPM. Push the flow switch (Item 1) once (on the instrument panel) to engage the front auxiliary hydraulics variable flow, the light (Item 2) [Figure 20-100-3] will come ON.

Push the high flow switch (Item 3) [Figure 20-100-3] for fluid pressure to the secondary quick couplers.

Push the left handle rocker switch to engage the flow to the secondary quick couplers.

Watch the flow meter on the hydraulic tester to make sure the flow is correct. Increase the engine speed to full RPM.

The free flow should be approximately 10.0 GPM (37,85 L/min.). Turn the restrictor control, on the tester, until the relief valve opens. The correct pressure for the relief valve on cast iron pumps is approximately 3300 PSI (22754 kPa) and on aluminum pumps the pressure is approximately 3000 PSI (20685 kPa).

Release the rocker switch to disengage the flow to the secondary quick couplers.

Figure 20-100-4

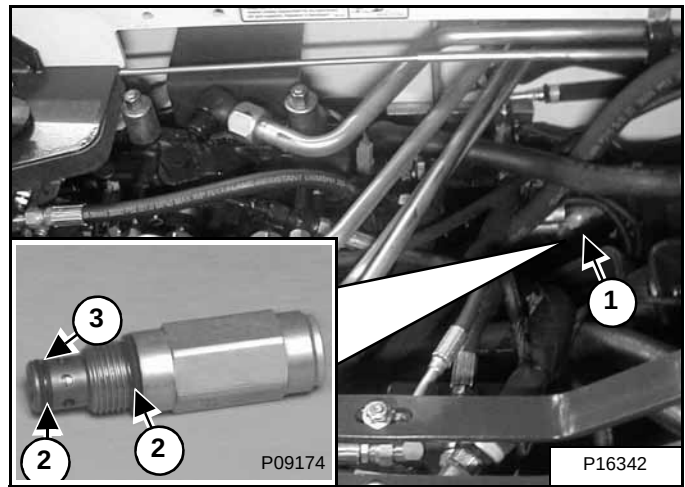
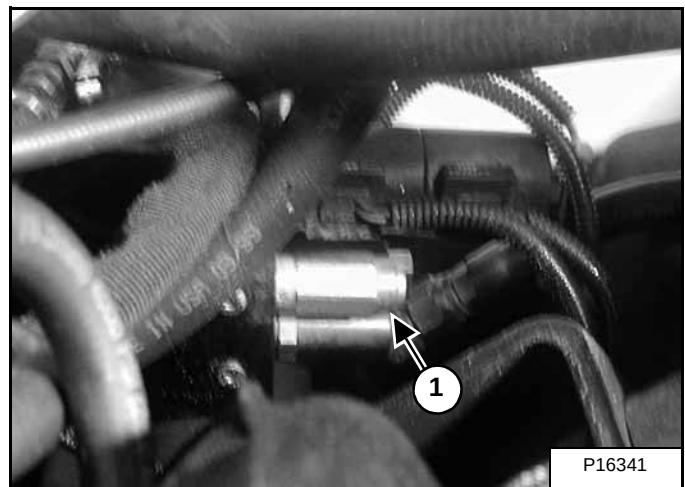


Figure 20-100-5



If the relief pressure is not correct, stop the engine. Remove and inspect the relief valve (Item 1) [Figure 20-100-4] & [Figure 20-100-5]. Inspect the O-rings (Item 2) [Figure 20-100-4] and back-up ring (Item 3) [Figure 20-100-4] for damage.

Replace the relief valve if required. This relief valve is not adjustable.

SELECT VALVE (CONT'D)

Removal and Installation

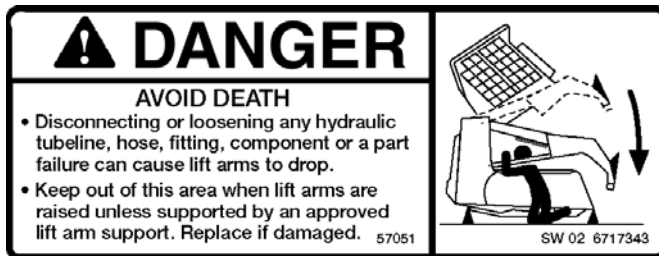
! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Start the engine. Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)



! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

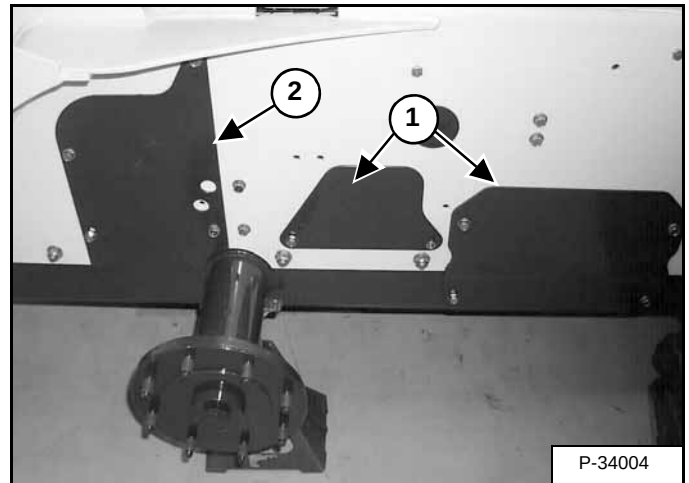
I-2003-0888

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic fluid from the reservoir. (See Fluid Removal on Page 20-80-1.)

Remove the right rear tire. (See TIRE MAINTENANCE on Page 10-170-1.)

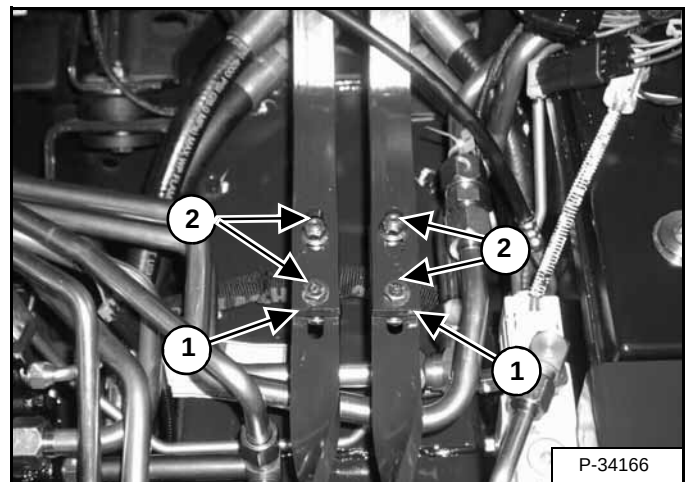
Figure 20-100-6



Remove the access covers (Item 1) and (Item 2) [Figure 20-100-6].

NOTE: Earlier models did not have (Item 2) [Figure 20-100-6] access panels.

Figure 20-100-7



Scribe a mark across the top of the steering linkage bars (Item 1) [Figure 20-100-7] which are connected to the steering shaft on the control panel.

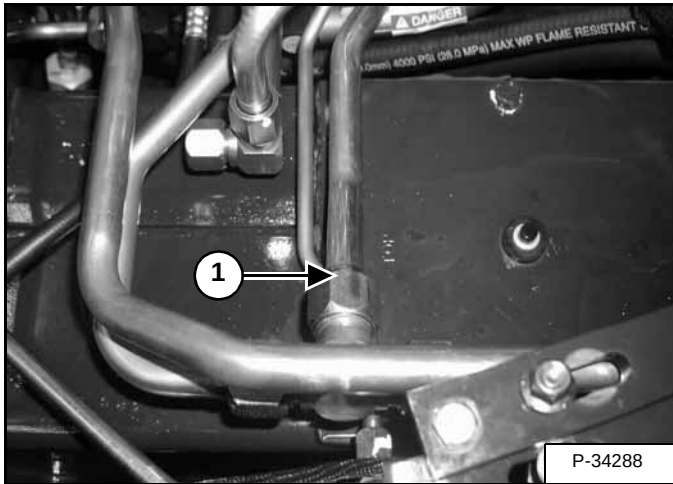
Remove the four steering linkage mounting bolts (Item 2) [Figure 20-100-7].

Installation: Align the marks on the steering linkage bars. Tighten the steering linkage mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

SELECT VALVE (CONT'D)

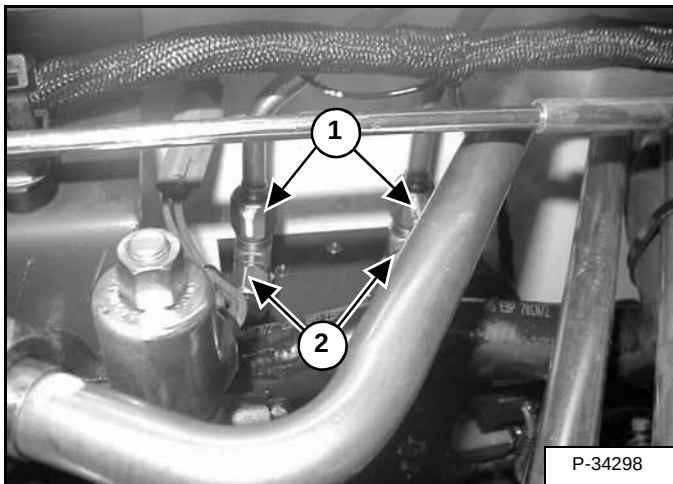
Removal and Installation (Cont'd)

Figure 20-100-8



Disconnect the auxiliary tubeline (earlier models had a hose) (Item 1) [Figure 20-100-8].

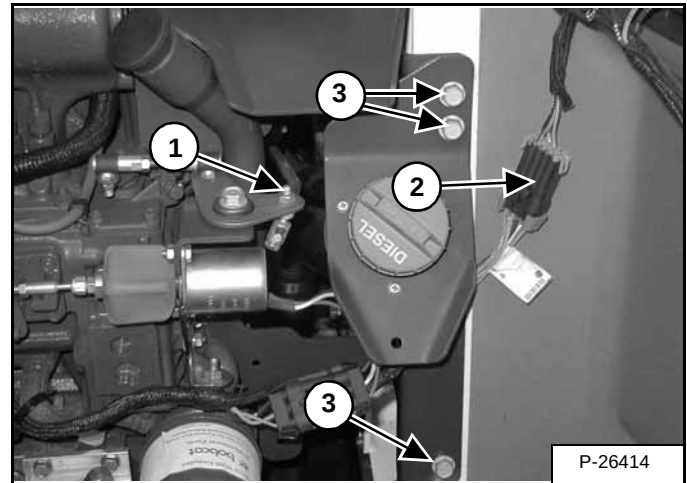
Figure 20-100-9



Disconnect the rear auxiliary tubelines (Item 1) [Figure 20-100-9] (If so equipped).

Disconnect the right side (secondary) auxiliary tubelines (Item 2) [Figure 20-100-9] (If so equipped).

Figure 20-100-10

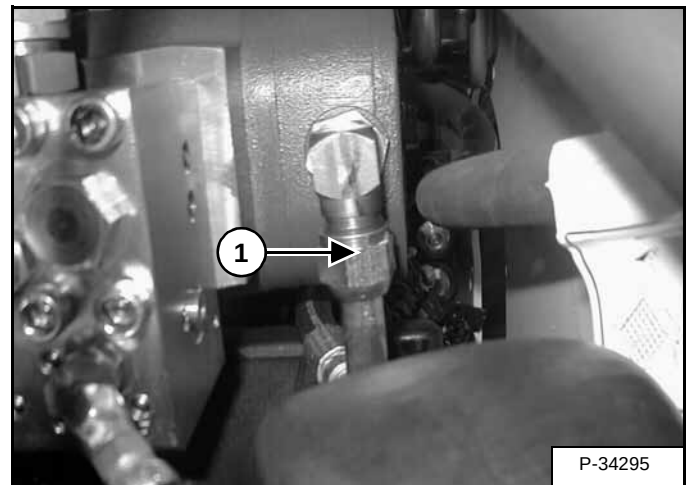


Remove the nut from the speed control linkage (Item 1) [Figure 20-100-10].

Disconnect the rear lights electrical connector (Item 2) [Figure 20-100-10].

Remove the fuel fill bracket mounting bolts (Item 3) [Figure 20-100-10].

Figure 20-100-11

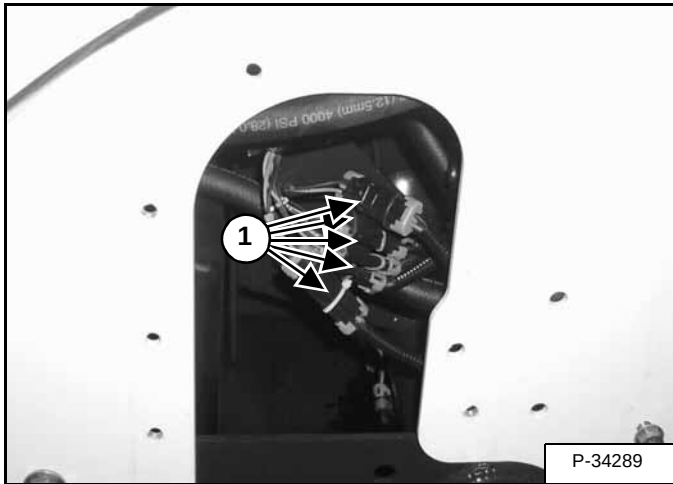


Disconnect the outlet hose from the gear pump (Item 1) [Figure 20-100-11].

SELECT VALVE (CONT'D)

Removal and Installation (Cont'd)

Figure 20-100-12

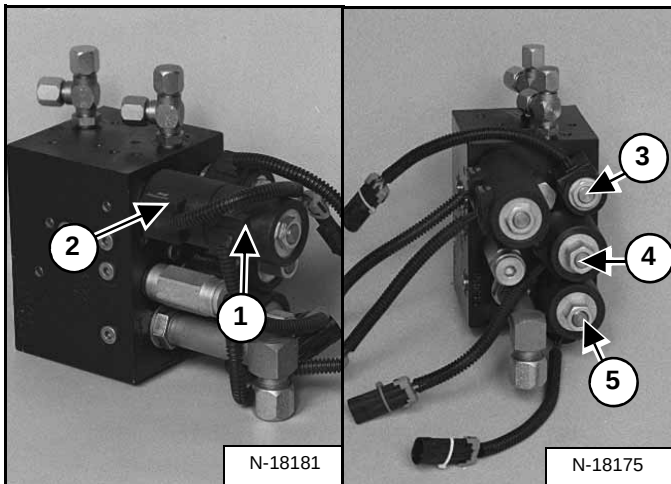


Disconnect the harness (Item 1) [Figure 20-100-12] from the select valve solenoid.

NOTE: You must raise the cab to gain access to the wire harness on earlier models, because they did not have this access opening.

Installation: Connectors are marked with color coded tie-straps for proper installation.

Figure 20-100-13



NOTE: The sta-strap colors are listed below for identification during select valve installation.

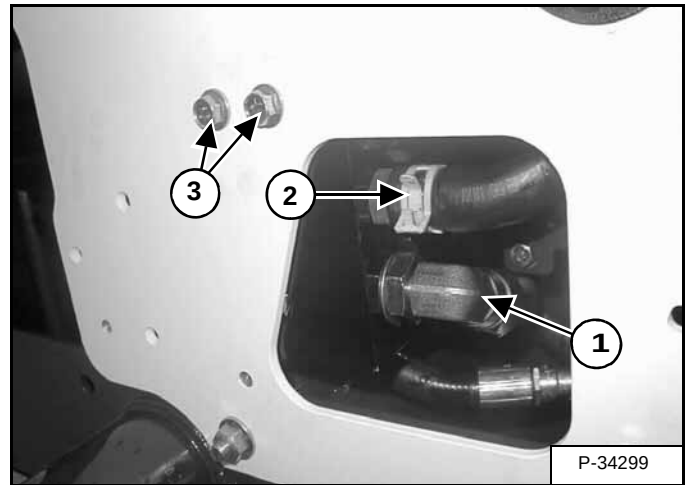
Second Aux. Rear Rod (Male coupler) (Item 1) [Figure 20-100-13] Brown.

Second Aux. Rear Base (Female coupler) (Item 2) [Figure 20-100-13] White.

Second Aux. Rear Aux. (Pressure relief) (Item 3) [Figure 20-100-13] Green.

High Flow (Item 4) [Figure 20-100-13] Blue.
Diverter (Item 5) [Figure 20-100-13] Yellow.

Figure 20-100-14



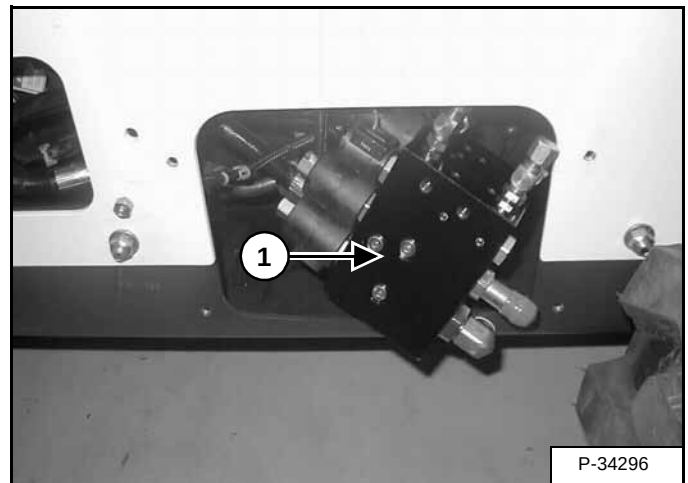
Disconnect and remove the auxiliary tubeline (hose on earlier models) (Item 1) [Figure 20-100-14].

Disconnect the hose (Item 2) [Figure 20-100-14] from the select valve.

Remove the two select valve mounting bolts (Item 3) [Figure 20-100-14].

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 20-100-15



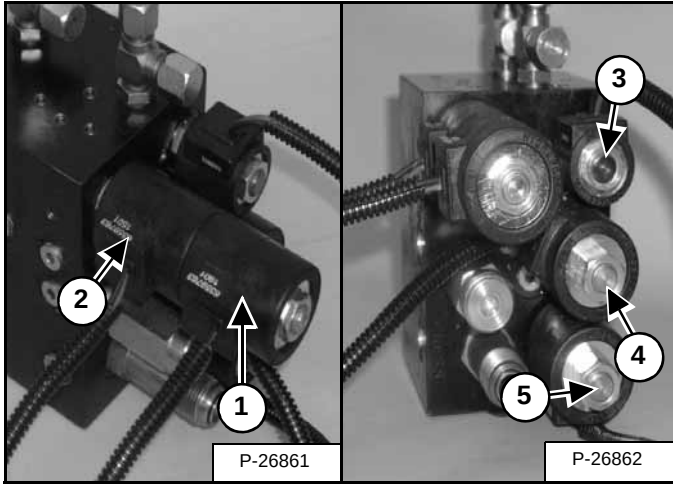
Remove the select valve (Item 1) [Figure 20-100-15] through the right side access panel.

Reverse the removal procedure to install the select valve.

SELECT VALVE (CONT'D)

Disassembly And Assembly

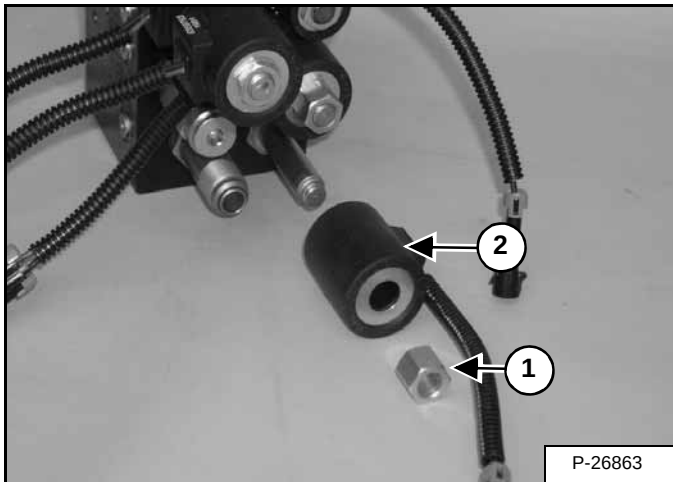
Figure 20-100-16



NOTE: The controls wiring harness colors are listed below for identification during select valve assembly installation.

Rear Rod male coupler (Item 1) [Figure 20-100-16] Brown
 Rear Base female coupler (Item 2) [Figure 20-100-16] White
 Rear Aux. pressure relief (Item 3) [Figure 20-100-16] Green
 High Flow (Item 4) [Figure 20-100-16] Blue
 Diverter (Item 5) [Figure 20-100-16] Yellow

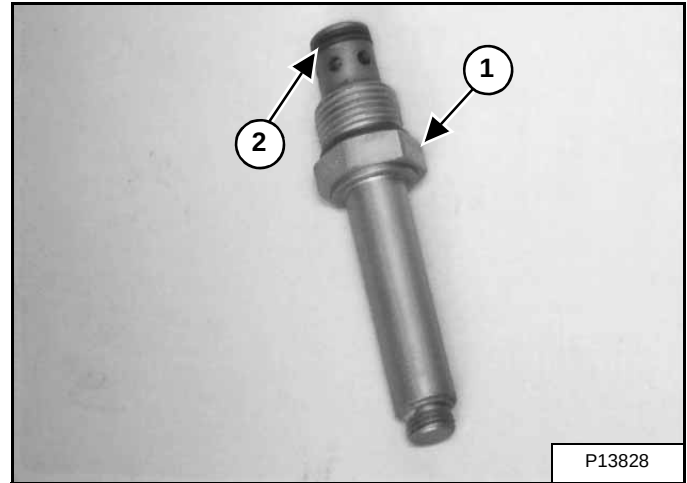
Figure 20-100-17



Remove the solenoid nut (Item 1) and solenoid (Item 2) [Figure 20-100-17] from secondary auxiliary diverter stem.

Installation: Apply a small amount of liquid adhesive (LOCTITE #242) to the nut and tighten 5 ft.-lbs. (6,7 Nm) torque.

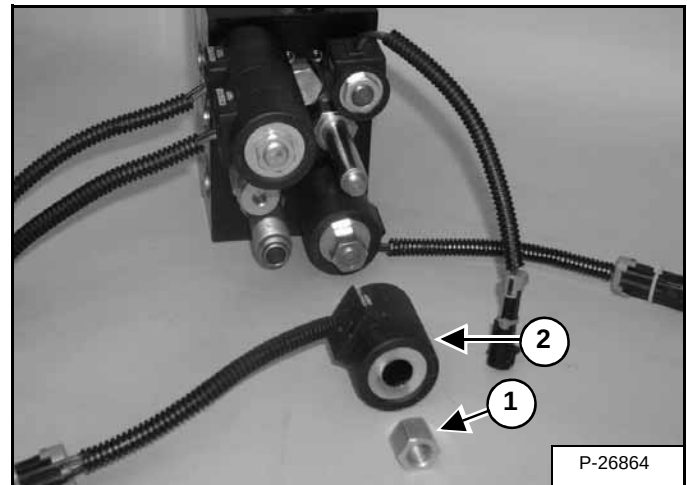
Figure 20-100-18



Inspect O-rings (Item 1) and back-up washer (Item 2) [Figure 20-100-18] on the secondary auxiliary diverter stem.

Installation: Put oil on O-rings and back-up washer. Install and tighten to 25 ft.-lbs. (39,9 Nm) torque.

Figure 20-100-19



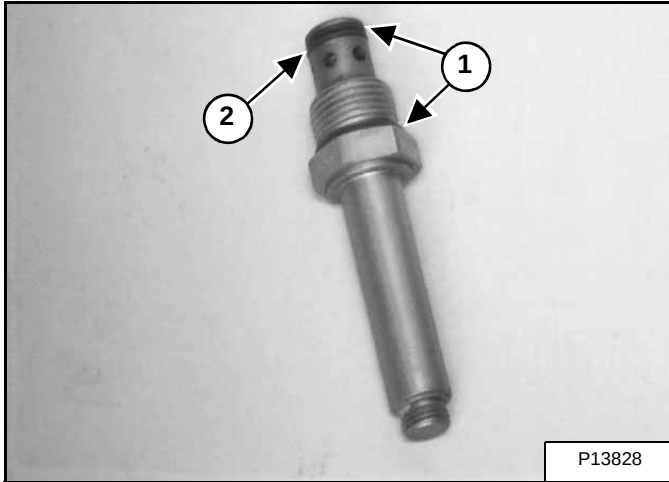
Remove the solenoid nut (Item 1) and solenoid (Item 2) [Figure 20-100-19] from the hi-flow solenoid stem.

Installation: Apply a small amount of liquid adhesive (LOCTITE #242) to the nut and tighten 5 ft.-lbs. (6,7 Nm) torque.

SELECT VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

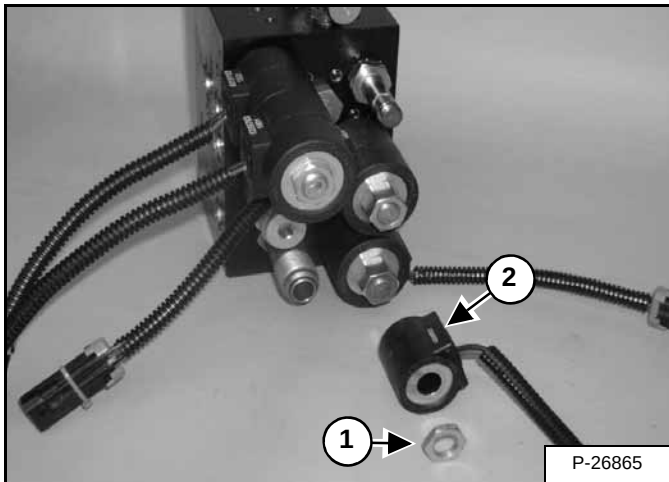
Figure 20-100-20



Inspect the O-rings (Item 1) and back-up washer (Item 2) [Figure 20-100-20] on the hi-flow solenoid stem.

Installation: Put oil on O-rings and back-up washers. Install and tighten to 25 ft.-lbs. (33,9 Nm) torque.

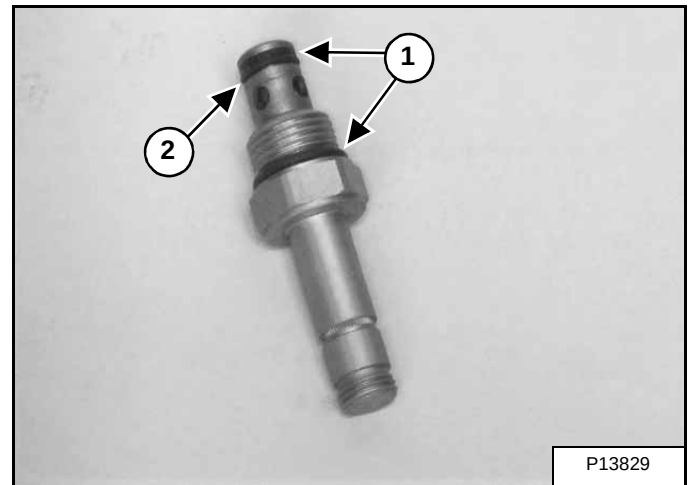
Figure 20-100-21



Remove the solenoid nut (Item 1) and solenoid (Item 2) [Figure 20-100-21] from the second auxiliary pressure relief solenoid.

Installation: Apply a small amount of liquid adhesive (LOCTITE #242) to the nut and tighten 5 ft.-lbs. (6,7 Nm) torque.

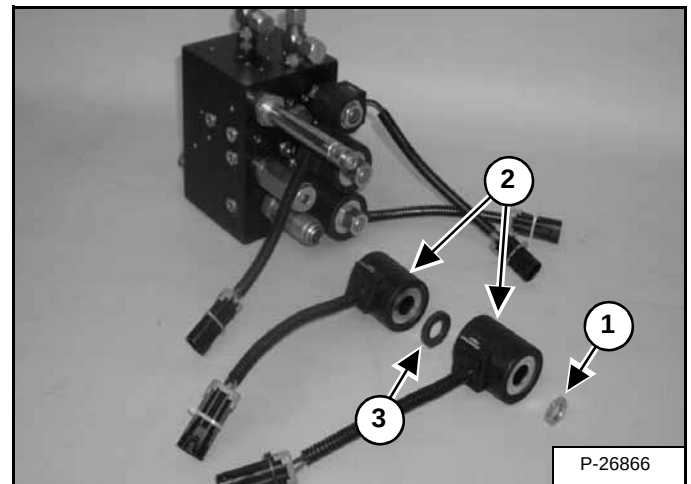
Figure 20-100-22



Inspect the O-rings (Item 1) and back-up washer (Item 2) [Figure 20-100-22] on the solenoid stem.

Installation: Put oil on O-rings and back-up washers. Install and tighten to 20 ft.-lbs. (27,1 Nm) torque.

Figure 20-100-23

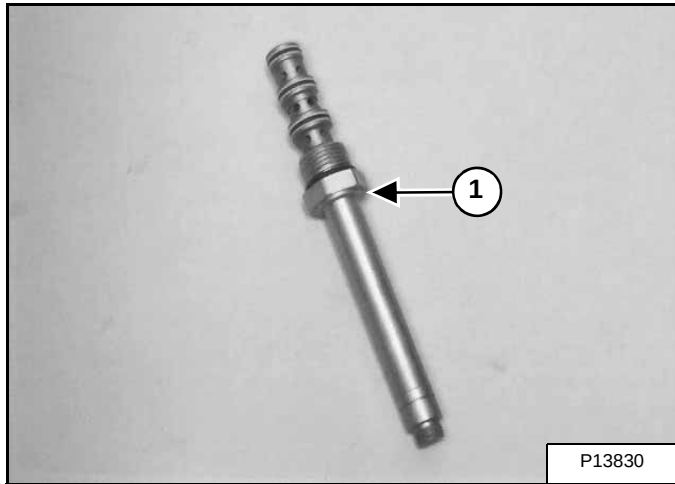


Remove the solenoid nut (Item 1) and solenoids (Item 2) [Figure 20-100-23] from the secondary rear auxiliary rod (male couplers) and the secondary rear auxiliary base (female coupler) solenoid stem.

SELECT VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-100-24

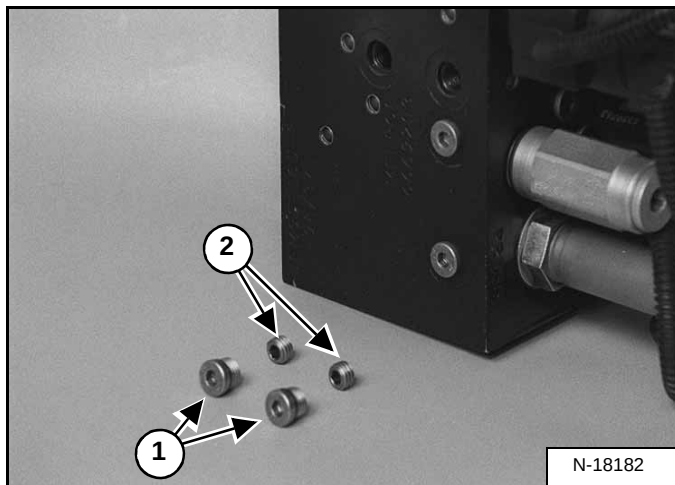


Assembly: The coils largest opening must be positioned on the valve shoulder (Item 1) [Figure 20-100-24]. Install the washer (Item 3) [Figure 20-100-23] between the coils. Tighten all coil nuts to 5 ft.-lbs. (6,7 Nm) torque.

Inspect the O-rings and back-up washers on the solenoid stem [Figure 20-100-24].

Installation: Put oil on O-rings and back-up washers, install and tighten to 25 ft.-lbs. (33,9 Nm) torque.

Figure 20-100-25



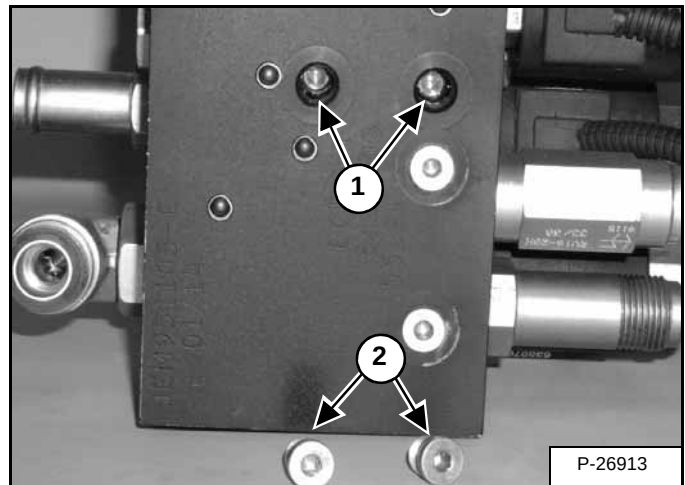
Remove the two plugs (Item 1) [Figure 20-100-25] from the select valve.

Installation: Apply a small amount of liquid adhesive (LOCTITE #221) to the nut and tighten 5 ft.-lbs. (6,7 Nm) torque.

Installation: Tighten the plugs to 10 ft.-lbs. (13,6 Nm) torque.

Remove the two orifices (Item 2) [Figure 20-100-25] from the select valve.

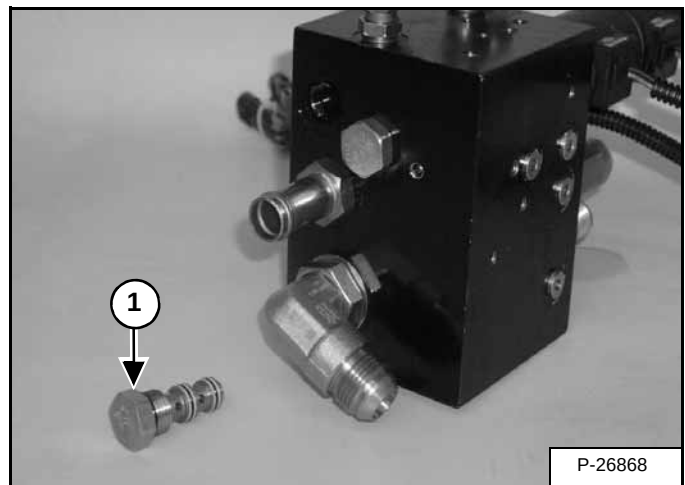
Figure 20-100-26



With the orifices in the select valve, use a small diameter wire and compressed air to clear the orifices of any particles.

If the orifices are removed. Clean the passages (Item 1) and orifices (Item 2) [Figure 20-100-26] by using compressed air to remove any particles.

Figure 20-100-27

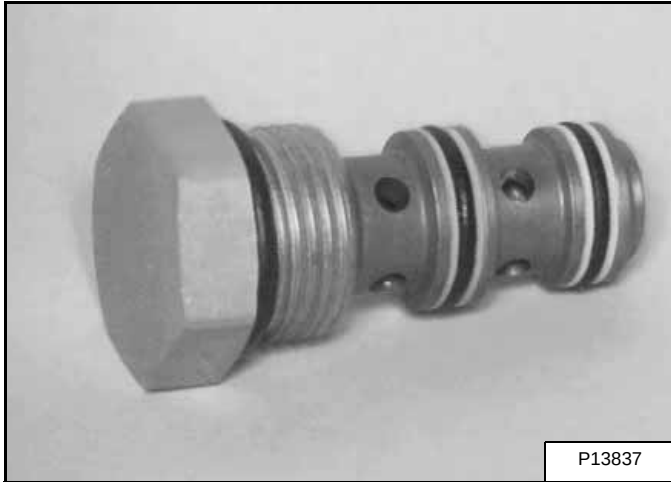


Remove the load shuttle (Item 1) [Figure 20-100-27] from the select valve.

SELECT VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

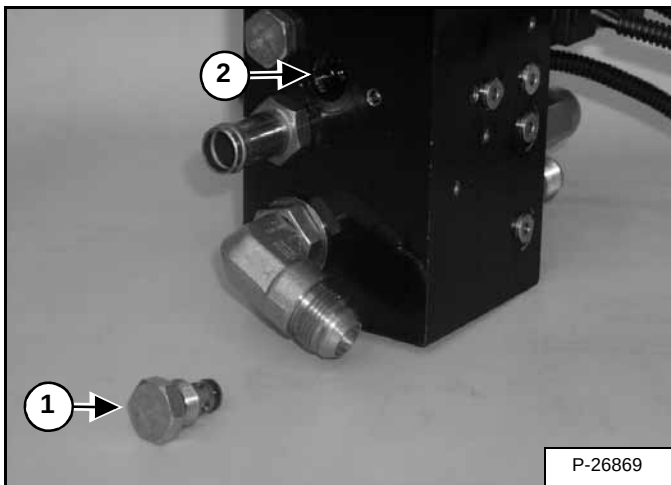
Figure 20-100-28



Check the load shuttle, O-rings & back-up washers for wear and replace as needed [Figure 20-100-28].

Installation: Tighten to 20 ft.-lbs. (27,1 Nm) torque.

Figure 20-100-29



Remove the shuttle plug (Item 1) [Figure 20-100-29] from the select valve.

NOTE: The shuttle cannot be removed through port (Item 2) [Figure 20-100-29].

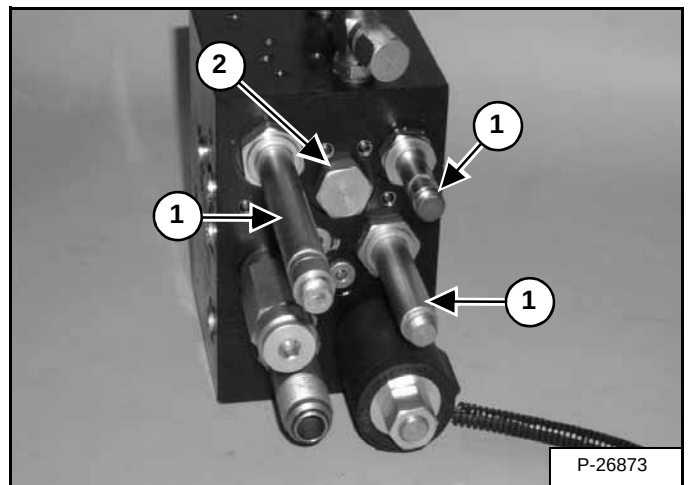
Figure 20-100-30



Check the load shuttle, O-rings & back-up washers for wear and replace as needed [Figure 20-100-30].

Installation: Tighten to 20 ft.-lbs. (27,1 Nm) torque.

Figure 20-100-31



Remove the solenoids (Item 1) [Figure 20-100-31] from the solenoid stems.

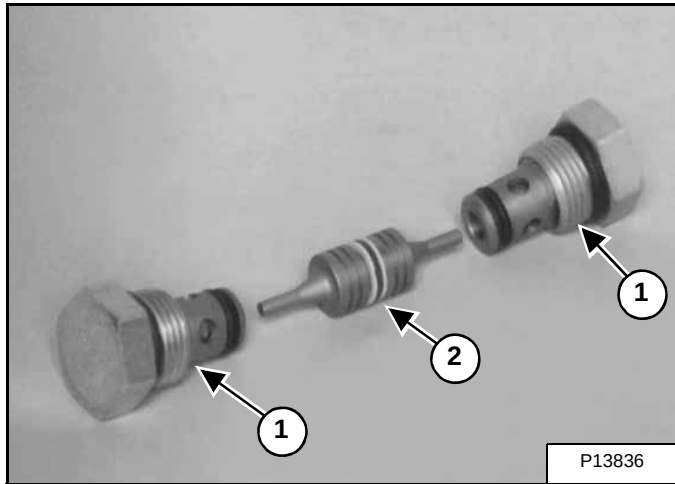
Remove the shuttle plug (Item 2) [Figure 20-100-31] from the select valve.

Remove the shuttle from the select valve.

SELECT VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-100-32



Check the O-rings and back-up washers on both shuttle plugs (Item 1) and the shuttle (Item 2) [Figure 20-100-32] and replace as needed.

Installation: Tighten the shuttle plugs to 25 ft.-lbs. (33,9 Nm) torque.

Figure 20-100-33

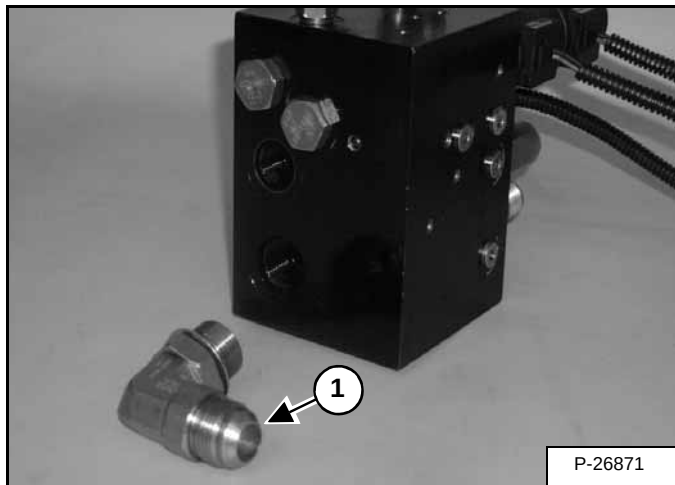


Figure 20-100-34



The fitting (Item 1) [Figure 20-100-33] and fig. [Figure 20-100-34] has a poppet valve. The poppet valve allows flow out of the select valve only. Inspect the poppet for smooth opening and closing.

NOTE: The fitting (Item 1) [Figure 20-100-33] and [Figure 20-100-34] is a straight fitting on older models.

SELECT VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-100-35

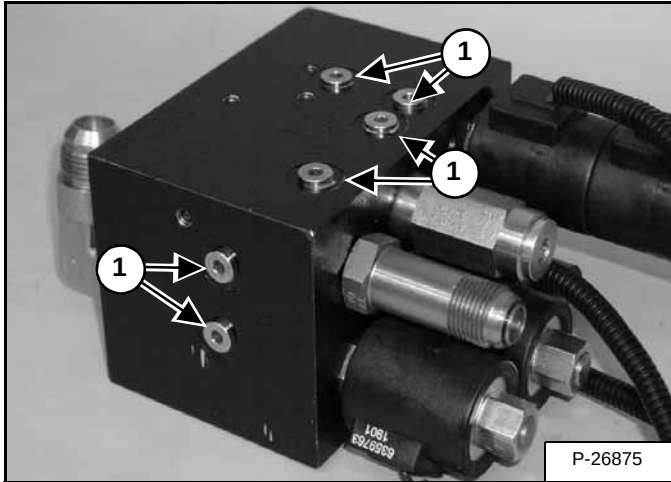


Figure 20-100-36

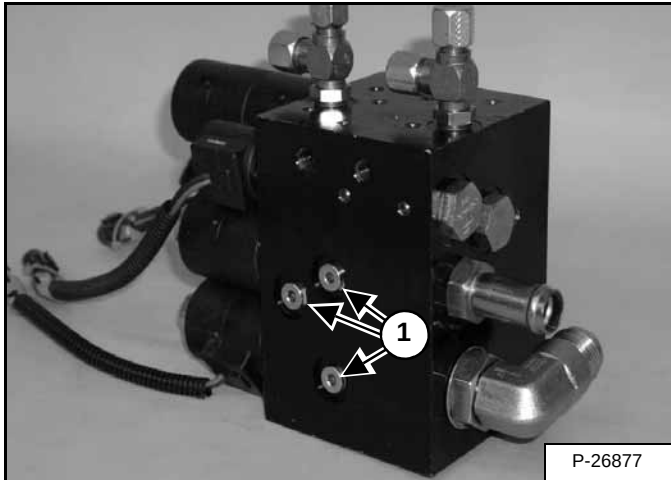
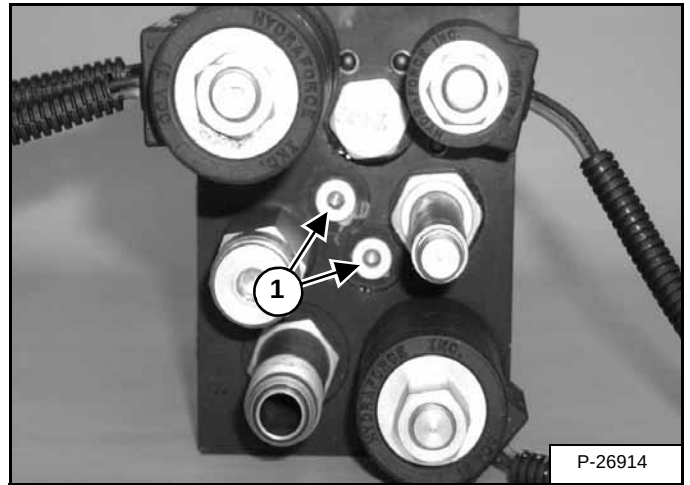


Figure 20-100-37



If the plugs (Item 1) [Figure 20-100-35], [Figure 20-100-36] & [Figure 20-100-37] are to be removed, check the condition of the O-rings and replace as needed.

Installation: Tighten the plugs to 10 ft.-lbs. (13 Nm) torque.

Reverse the disassembly procedure to assemble the select valve.

Solenoid Testing

Figure 20-100-38



Use a test meter to measure coil resistance [Figure 20-100-38]. Coil wires do not have polarity. Correct resistance for the pressure relief (small) coil is 9.8 ohms and the other coils are 7.5 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.



Bobcat®

REAR AUXILIARY DIVERTER VALVE (SINGLE SHUTTLE)

Removal And Installation

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

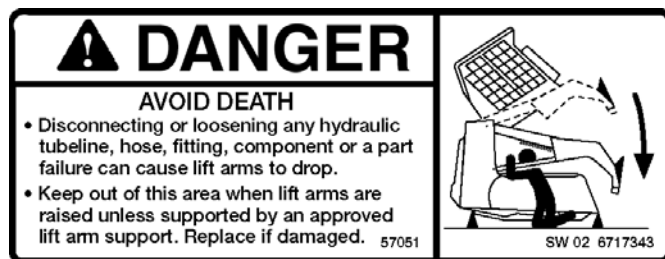
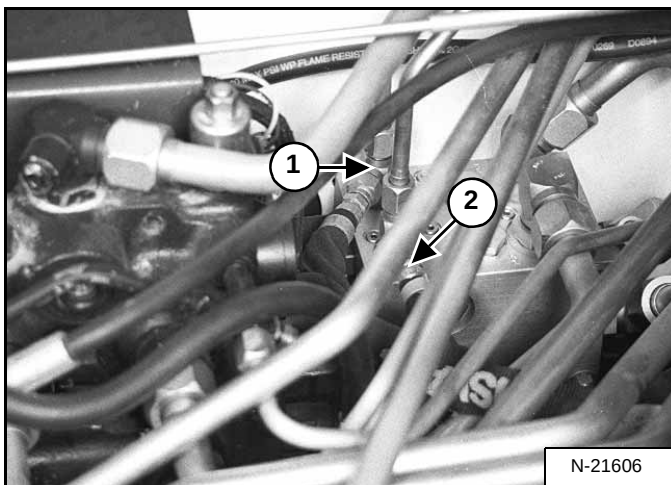


Figure 20-110-1

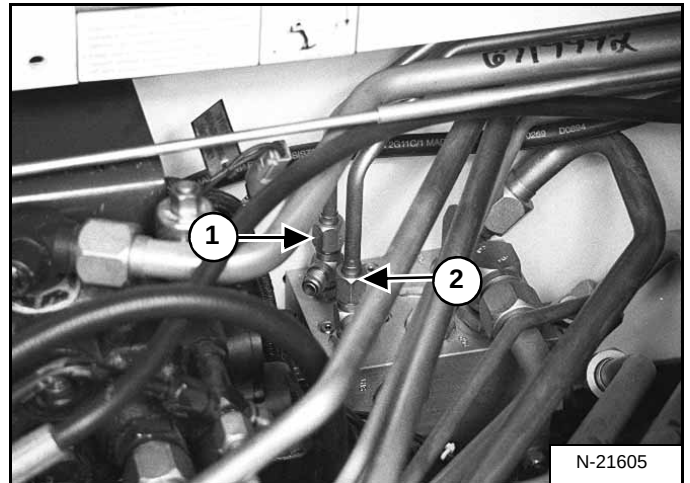


NOTE: The single shuttle rear auxiliary diverter valve is a silver colored block.

Disconnect the hose from "F1" port (Item 1) [Figure 20-110-1].

Disconnect the hose from "F2" port (Item 2) [Figure 20-110-1].

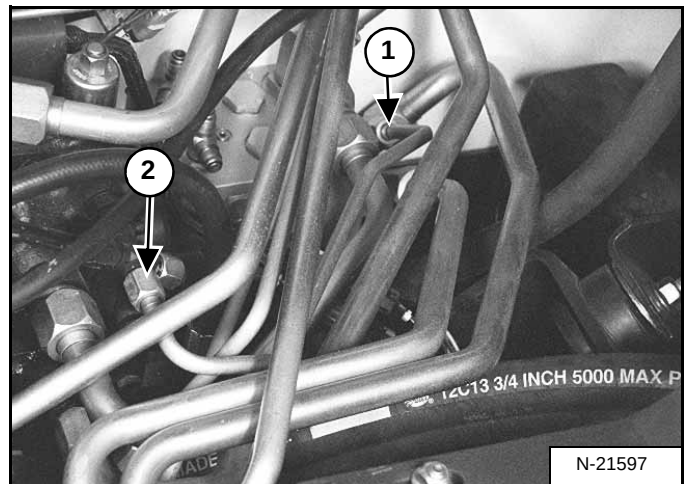
Figure 20-110-2



Disconnect the tubeline (Item 1) [Figure 20-110-2] on the "F1" port tee fitting.

Disconnect the tubeline (Item 2) [Figure 20-110-2] on the "F2" port tee fitting.

Figure 20-110-3

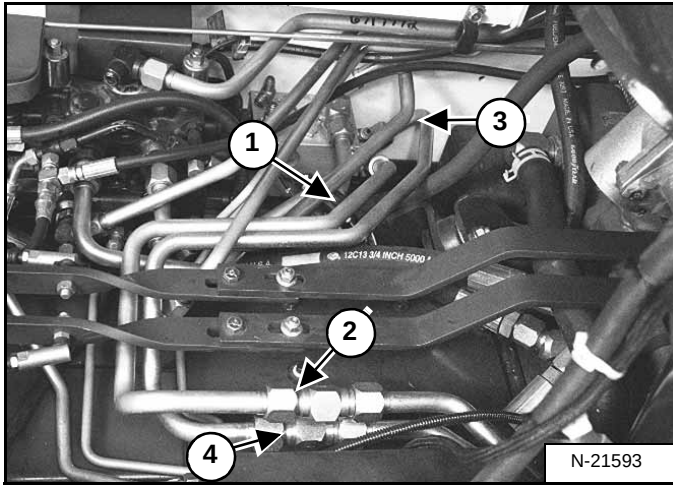


Disconnect and remove the tubeline connecting the diverter valve "DRAIN" fitting (Item 1) to the control valve drain fitting (Item 2) [Figure 20-110-3].

REAR AUXILIARY DIVERTER VALVE (SINGLE SHUTTLE) (CONT'D)

Removal And Installation (Cont'd)

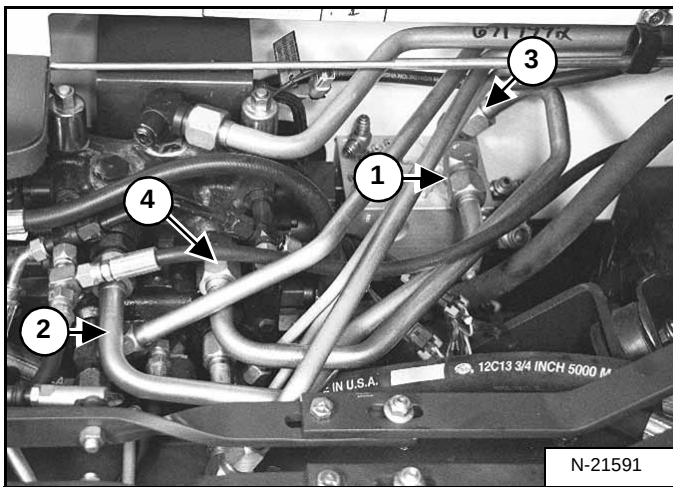
Figure 20-110-4



Disconnect and remove the tubeline connecting the "D2" port (Item 1) on the diverter valve to the tee fitting (Item 2) [Figure 20-110-4].

Disconnect and remove the tubeline connecting the "D1" port (Item 3) on the diverter valve to the tee fitting (Item 4) [Figure 20-110-4].

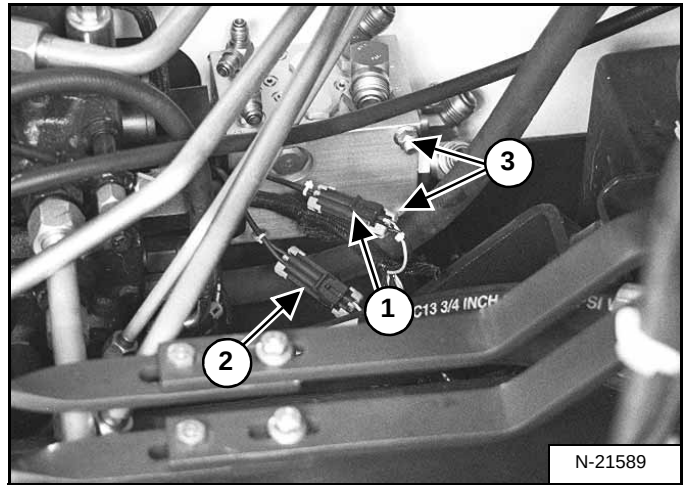
Figure 20-110-5



Disconnect and remove the tubeline connecting the "P2" port (Item 1) on the diverter valve to the front fitting (Item 2) [Figure 20-110-5] on the control valve.

Disconnect and remove the tubeline connecting the "P1" port (Item 3) on the diverter valve to the rear fitting (Item 4) [Figure 20-110-5] on the control valve.

Figure 20-110-6



Disconnect the yellow marked mainframe harness to the diverter harness (Item 1) [Figure 20-110-6].

Disconnect the green marked mainframe harness to the bleed harness (Item 2) [Figure 20-110-6].

Remove the mounting nuts (Item 3) [Figure 20-110-6].

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Reverse the removal procedure to install the rear auxiliary diverter valve.

REAR AUXILIARY DIVERTER VALVE (SINGLE SHUTTLE) (CONT'D)

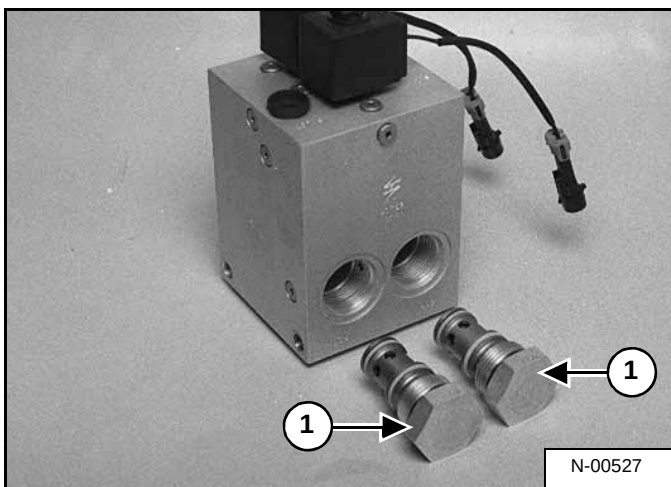
Disassembly and Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-110-7

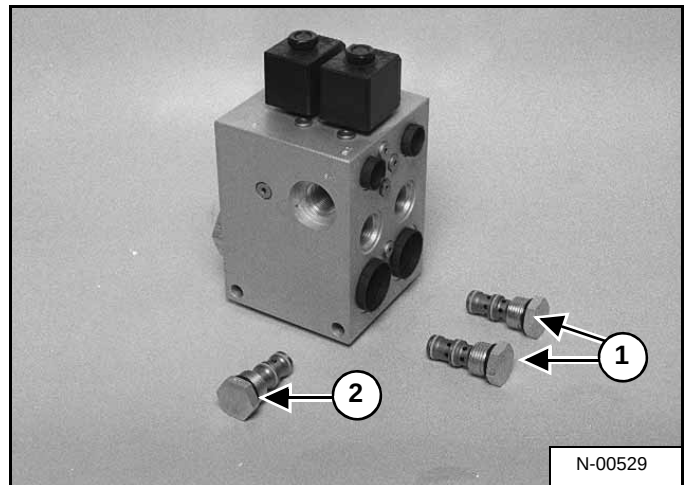


Clean the diverter block to remove dirt before disassembly. Block ports are labeled for correct assembly.

Remove the logic cartridge valves from block ports LC1 and LC2 (Item 1) [Figure 20-110-7].

Assembly: Put oil on O-rings and back-up washers. Tighten the logic cartridge valves (Item 1) [Figure 20-110-7] to 65 ft. lbs. (88 Nm) torque.

Figure 20-110-8

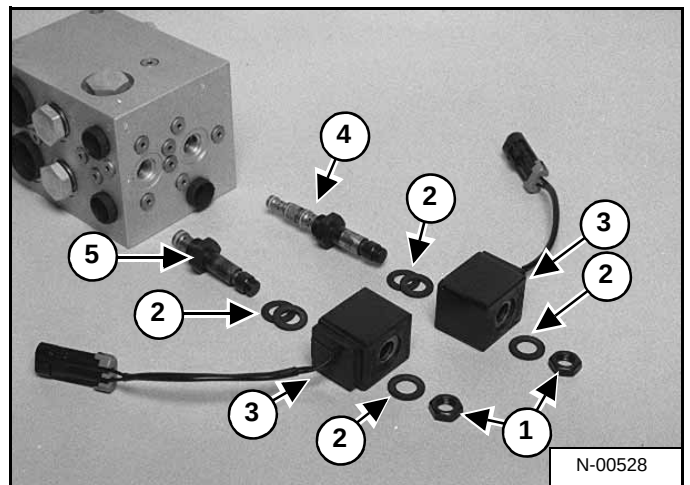


Remove the pilot check valves from block ports PC1 and PC2 (Item 1) [Figure 20-110-8].

Remove the shuttle check valve from block port SH1 (Item 2) [Figure 20-110-8].

Assembly: Put oil on O-rings and back-up washers. Tighten the pilot check valves (Item 1), and shuttle check valve (Item 2) [Figure 20-110-8] to 35 ft. lbs. (47 Nm) torque.

Figure 20-110-9



Remove the nuts (Item 1), seal washers (Item 2), and solenoid valve coils (Item 3) [Figure 20-110-9].

Remove the diverter control solenoid valve (Item 4) from port SV1. Remove the pressure relieving solenoid valve (Item 5) [Figure 20-110-9] from block port SV2.

Assembly: Put oil on O-rings and back-up washers. Tighten the solenoid valves (Items 4 and 5) to 12 ft.-lbs. (16,3 Nm) torque. Install the sealing washers (Item 2) and coils (Item 3). Tighten the nuts (Item 1) [Figure 20-110-9] to 10 in. lbs. (1,13 Nm) torque.

REAR AUXILIARY DIVERTER VALVE (SINGLE SHUTTLE) (CONT'D)

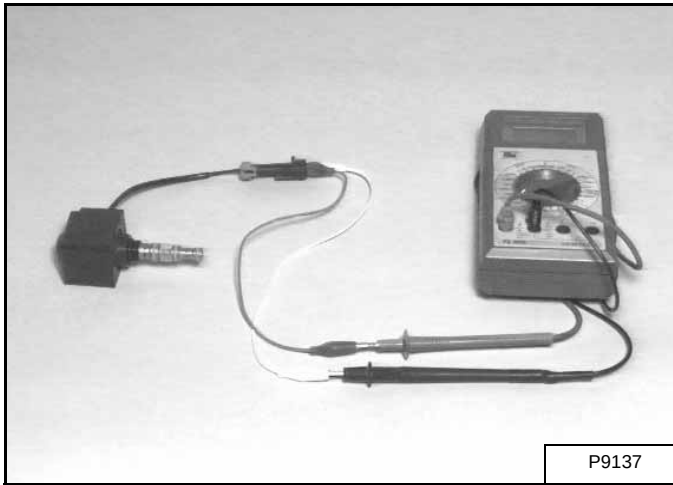
Inspection

Inspect cartridges, check valves, solenoid valves and sealing washers for contamination or damage. Wash all parts in clean solvent. Use air pressure for drying them. Install new O-rings and back-up washers.

Inspect diverter block cavities for contamination. Wash block in clean solvent. Use air pressure to dry.

Solenoid Testing

Figure 20-110-10



Use a test meter to measure coil resistance **[Figure 20-110-10]**. Coil wires do not have polarity. Correct resistance is 6-9 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE)

Removal And Installation

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

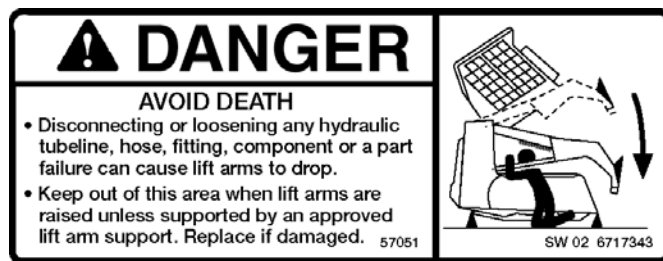
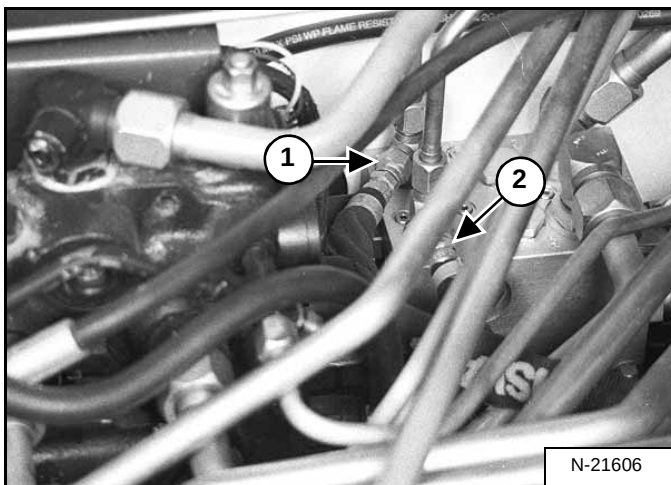


Figure 20-111-1

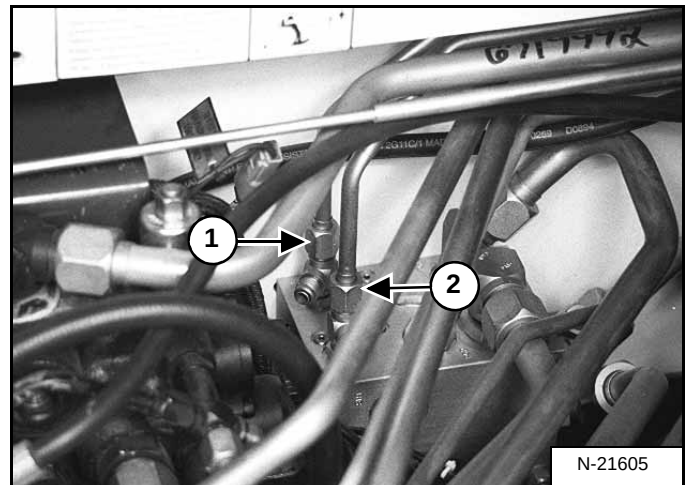


NOTE: The dual shuttle rear auxiliary diverter valve is a gold colored block.

Disconnect the hose from "F1" port (Item 1) [Figure 20-111-1].

Disconnect the hose from "F2" port (Item 2) [Figure 20-111-1].

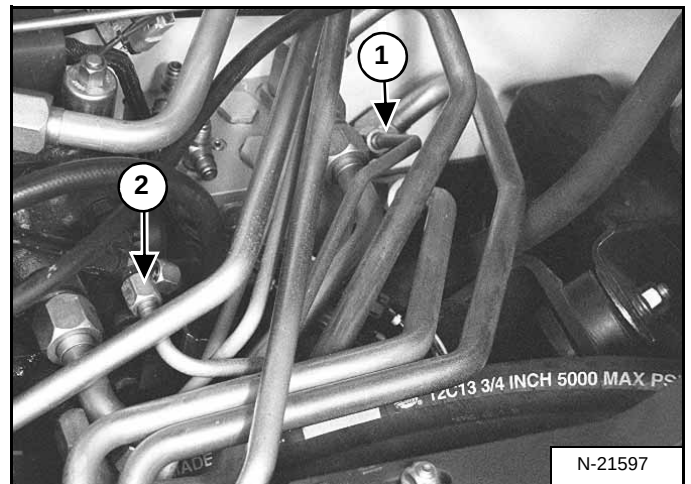
Figure 20-111-2



Disconnect the tubeline (Item 1) [Figure 20-111-2] on the "F1" port tee fitting.

Disconnect the tubeline (Item 2) [Figure 20-111-2] on the "F2" port tee fitting.

Figure 20-111-3

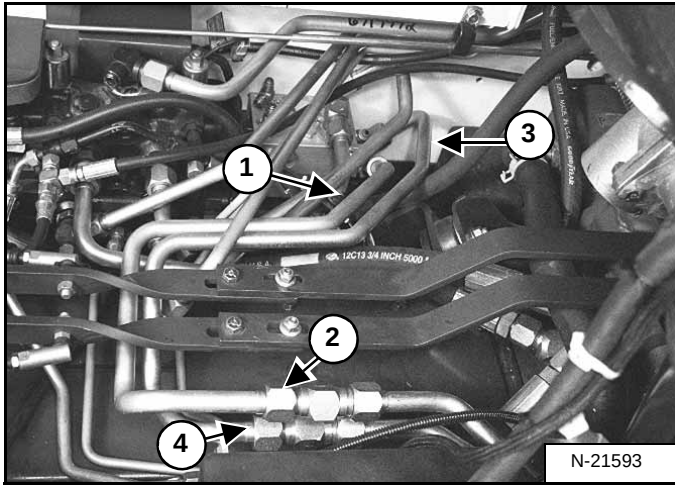


Disconnect and remove the tubeline connecting the diverter valve "DRAIN" fitting (Item 1) to the control valve drain fitting (Item 2) [Figure 20-111-3].

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) (CONT'D)

Removal And Installation (Cont'd)

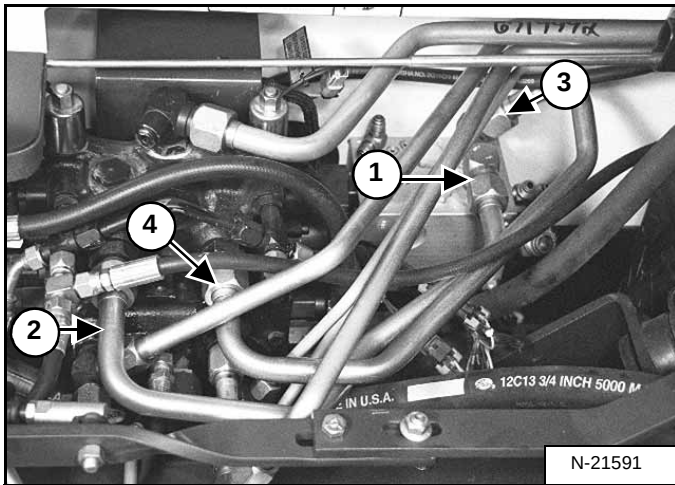
Figure 20-111-4



Disconnect and remove the tubeline connecting the "D2" port (Item 1) on the diverter valve to the tee fitting (Item 2) [Figure 20-111-4].

Disconnect and remove the tubeline connecting the "D1" port (Item 3) on the diverter valve to the tee fitting (Item 4) [Figure 20-111-4].

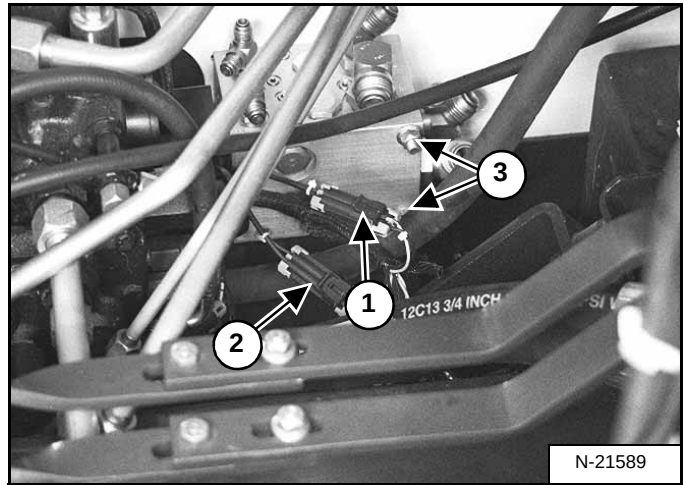
Figure 20-111-5



Disconnect and remove the tubeline connecting the "P2" port (Item 1) on the diverter valve to the front fitting (Item 2) [Figure 20-111-5] on the control valve.

Disconnect and remove the tubeline connecting the "P1" port (Item 3) on the diverter valve to the rear fitting (Item 4) [Figure 20-111-5] on the control valve.

Figure 20-111-6



Disconnect the yellow marked mainframe harness to the diverter harness (Item 1) [Figure 20-111-6].

Disconnect the green marked mainframe harness to the bleed harness (Item 2) [Figure 20-111-6].

Remove the mounting nuts (Item 3) [Figure 20-111-6].

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Reverse the removal procedure to install the rear auxiliary diverter valve.

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) (CONT'D)

Disassembly And Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-111-7

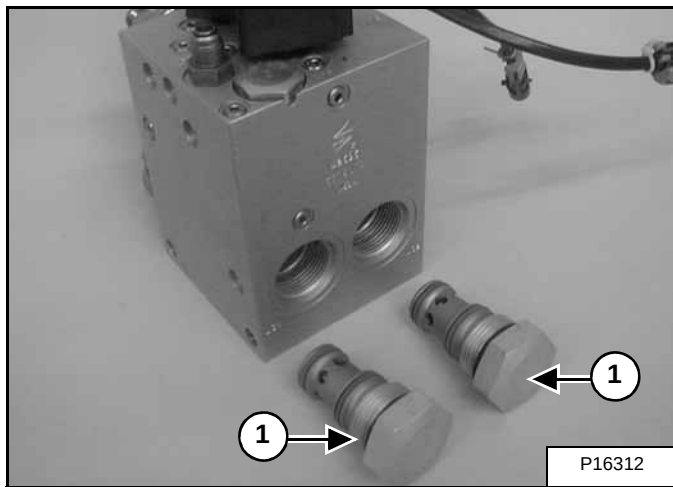
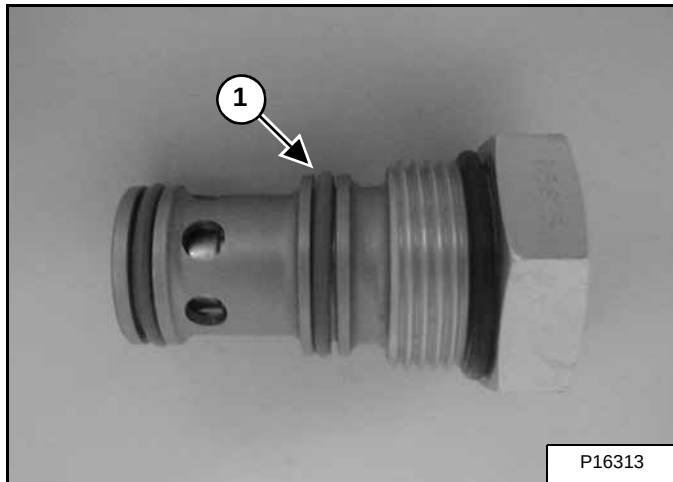


Figure 20-111-8



Clean the diverter block to remove dirt before disassembly. Block ports are labeled for correct assembly.

Remove the logic cartridge valves (Item 1) [Figure 20-111-7] & [Figure 20-111-8] from block ports LC1 and LC2.

Installation: Put oil on O-rings and back-up washers. Tighten to 60-65 ft.-lbs. (81,4-88 Nm) torque.

Figure 20-111-9

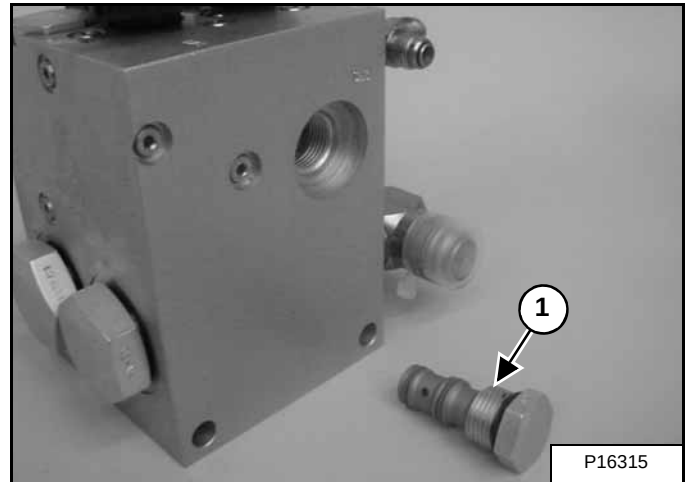
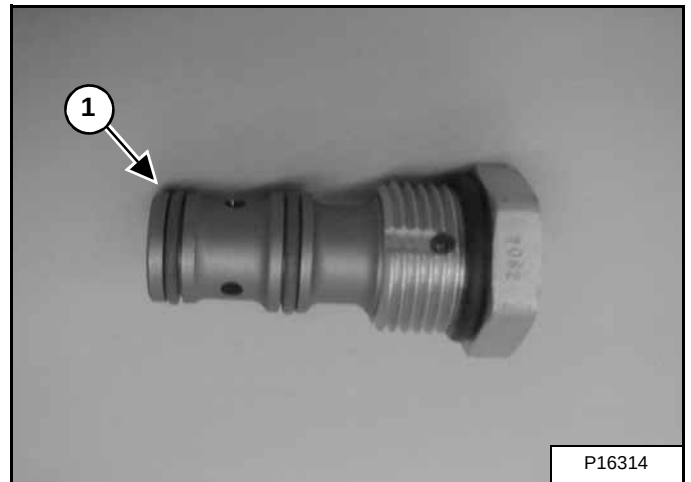


Figure 20-111-10



Remove the shuttle check valve (Item 1) [Figure 20-111-9] & [Figure 20-111-10] from SH1 port.

Installation: Put oil on O-rings and back-up washers. Tighten to 30-35 ft.-lbs. (40,7-47,5 Nm) torque.

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-111-11

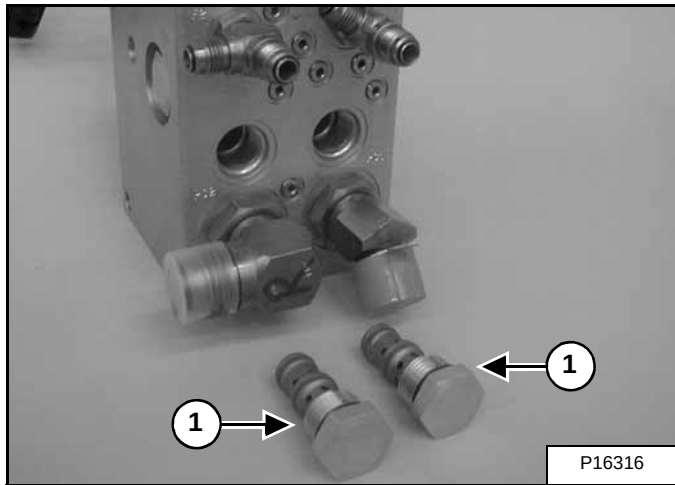


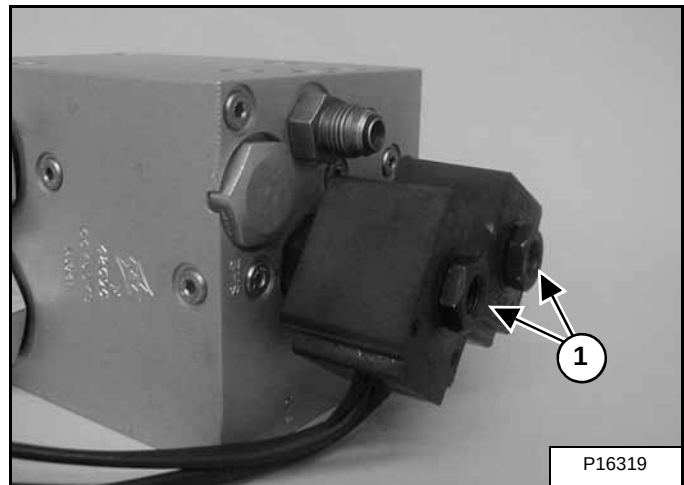
Figure 20-111-12



Remove the pilot check valves (Item 1) [Figure 20-111-11] & [Figure 20-111-12] from block ports PC1 and PC2.

Installation: Put oil on O-ring and back-up washers. Tighten to 30-35 ft.-lbs. (40,7-47,5 Nm) torque.

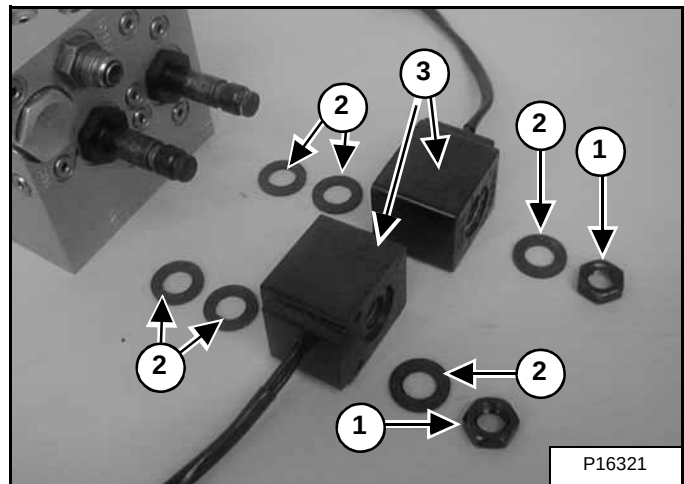
Figure 20-111-13



Remove the nuts (Item 1) [Figure 20-111-13] & [Figure 20-111-14] from the solenoid valve.

Installation: Tighten the nuts to 50-55 in.-lbs. (5,6-6,2 Nm) torque.

Figure 20-111-14



Remove the seal washers (Item 2) and solenoid valve coils (Item 3) [Figure 20-111-14].

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-111-15

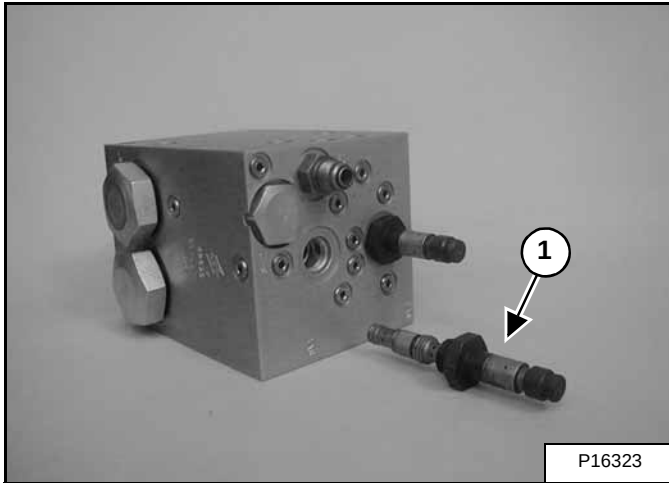
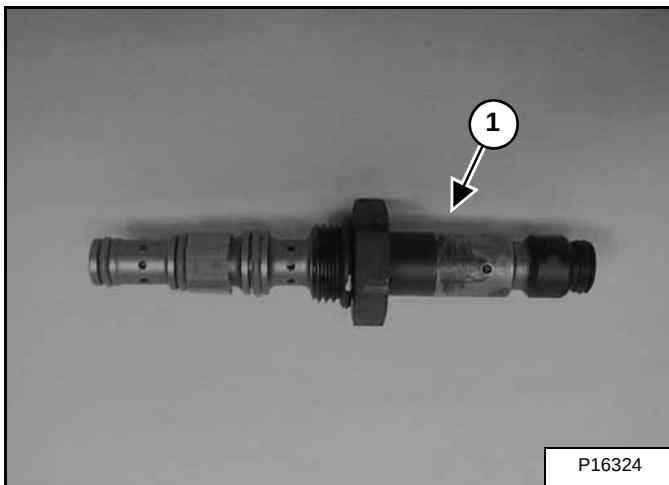


Figure 20-111-16



Remove the diverter control solenoid valve (Item 1) [Figure 20-111-15] & [Figure 20-111-16] from the SV1 port.

Installation: Put oil on O-rings and back-up washers. Tighten to 12-15 ft.-lbs. (16,3-20,3 Nm) torque.

Figure 20-111-17

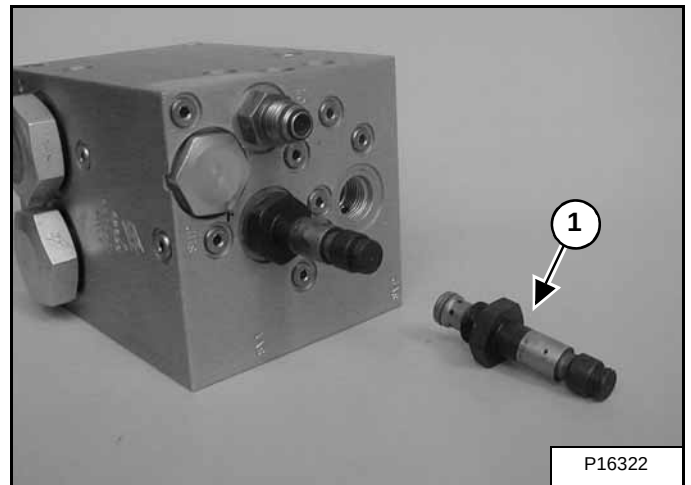
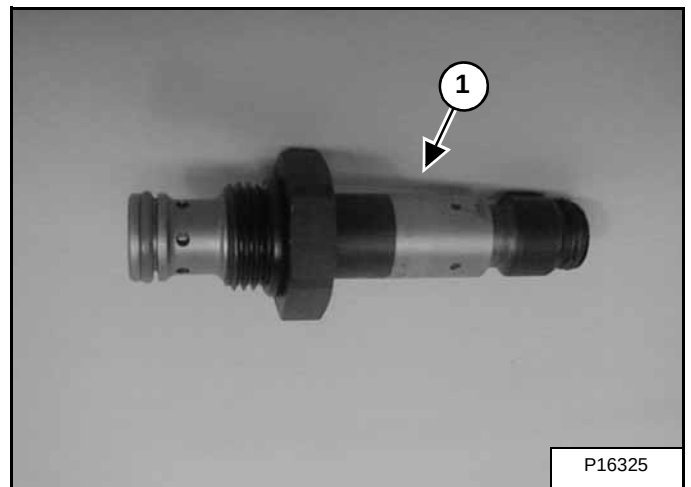


Figure 20-111-18



Remove the pressure relieving solenoid valve (Item 1) [Figure 20-111-17] & [Figure 20-111-18] from the SV2 port.

Installation: Put oil on O-rings and back-up washers. Tighten to 12-15 ft.-lbs. (16,3-20,3 Nm) torque.

REAR AUXILIARY DIVERTER VALVE (DUAL SHUTTLE) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-111-19

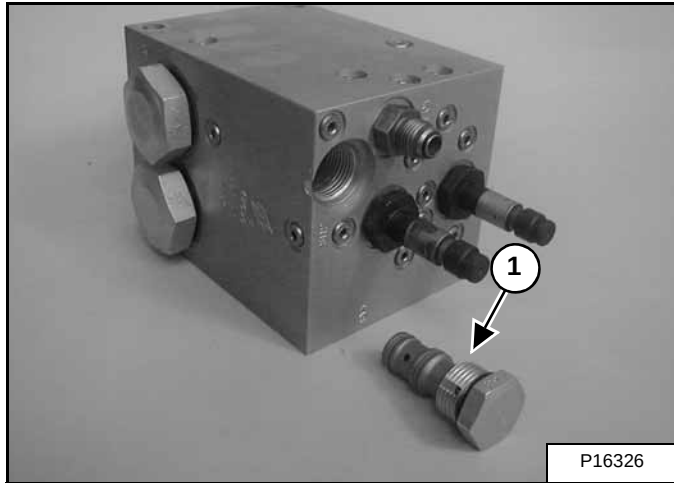
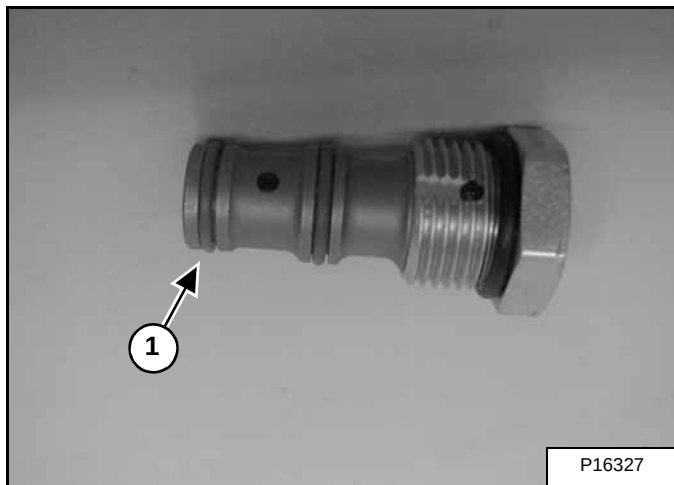


Figure 20-111-20



Remove the shuttle check valve (Item 1) [Figure 20-111-19] & [Figure 20-111-20] from the SH2 port.

Installation: Put oil on O-ring and back-up washers. Tighten to 30-35 ft.-lbs. (40,7-47,5 Nm) torque.

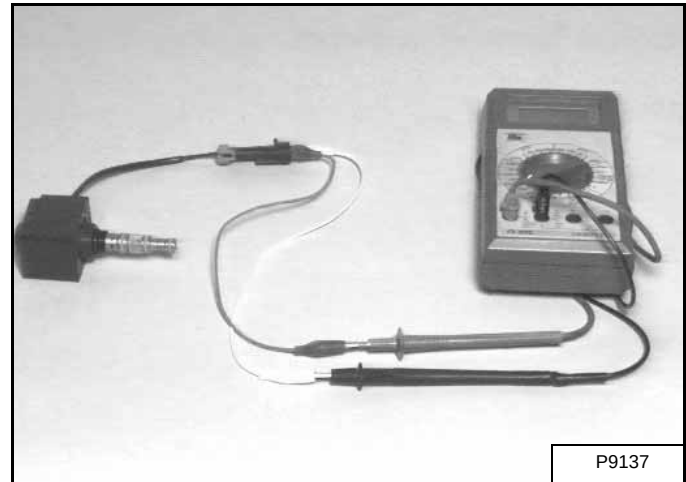
Inspection

Inspect cartridges, check valves, solenoid valves and sealing washers for contamination or damage. Wash all parts in clean solvent. Use air pressure for drying them. Install new O-rings and back-up washers.

Inspect diverter block cavities for contamination. Wash block in clean solvent. Use air pressure to dry.

Solenoid Testing

Figure 20-111-21



Use a test meter to measure coil resistance [Figure 20-111-21]. Coil wires do not have polarity. Correct resistance is 6-9 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP)

Removal And Installation

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

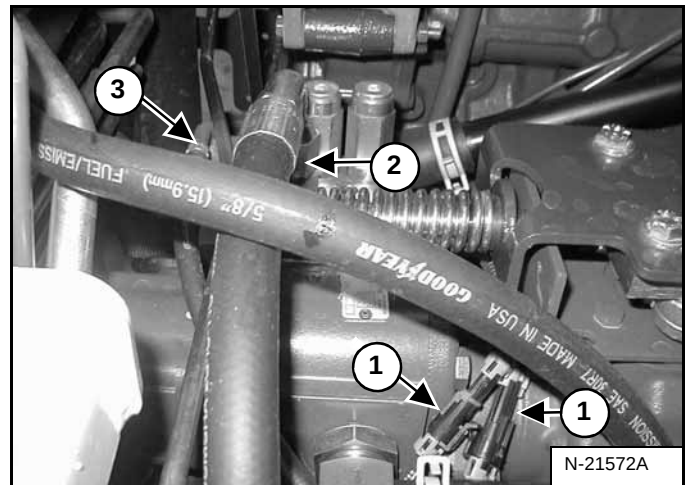
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

! DANGER AVOID DEATH • Disconnecting or loosening any hydraulic tubeline, hose, fitting, component or a part failure can cause lift arms to drop. • Keep out of this area when lift arms are raised unless supported by an approved lift arm support. Replace if damaged. 57051	 SW 02 6717343
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Figure 20-120-1

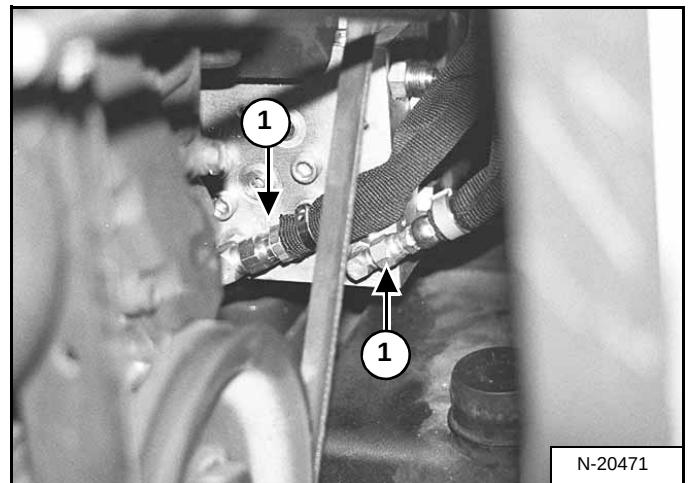


Disconnect and cap the two solenoid connectors (Item 1) [Figure 20-120-1] from the loader harness.

Disconnect and cap the outlet hose (Item 2) [Figure 20-120-1] from the block.

Disconnect and cap the hose (Item 3) [Figure 20-120-1] from the block.

Figure 20-120-2

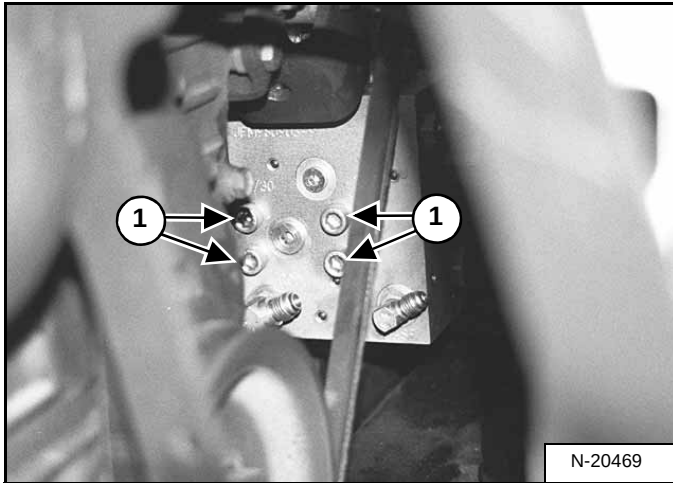


Disconnect and cap the two hydraulic hoses (Item 1) [Figure 20-120-2] from the block.

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

Removal And Installation (Cont'd)

Figure 20-120-3



Remove the four mounting bolts (Item 1) [Figure 20-120-3].

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the power Bob-Tach block.

Reverse the removal procedure to install the power Bob-Tach block.

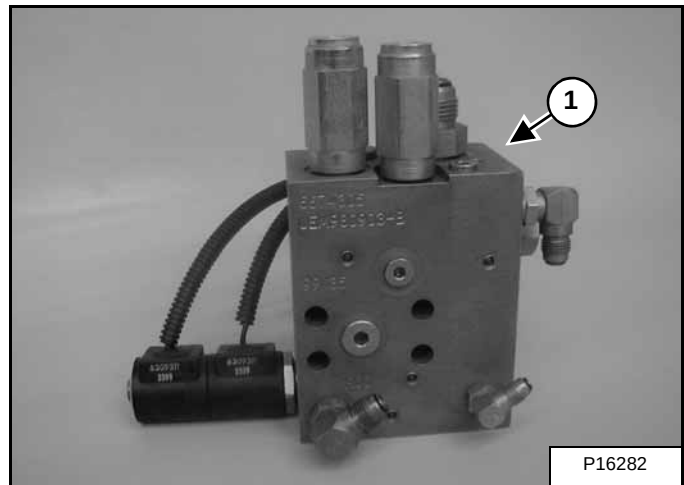
Disassembly And Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

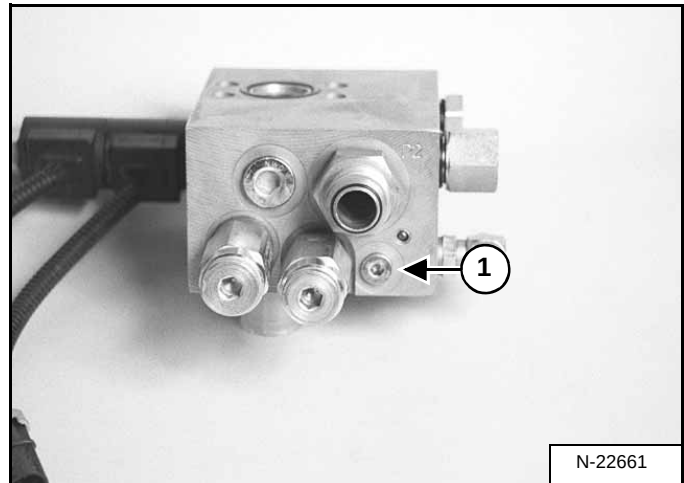
I-2003-0888

Figure 20-120-4



Clean the diverter block (Item 1) [Figure 20-120-4] to remove dirt before disassembly. Block ports are labeled for correct assembly.

Figure 20-120-5



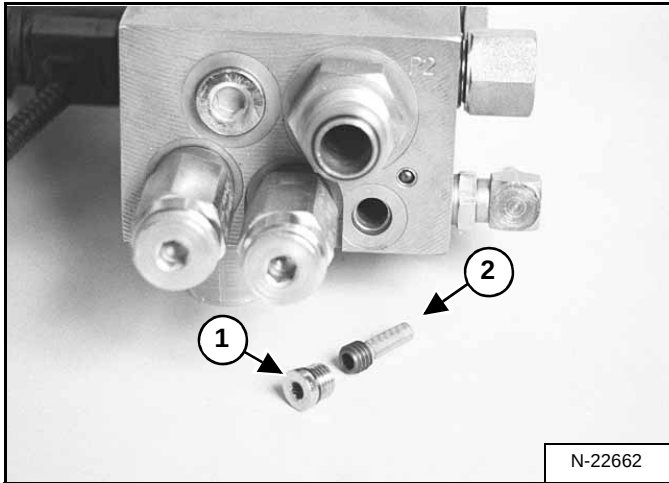
Remove the plug (Item 1) [Figure 20-120-5] & [Figure 20-120-6].

Installation: Tighten until the plug makes metal to metal contact, then tighten until fully seated, (no more than 1/6 turn) or 22 ft.-lbs. (30 Nm) torque.

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

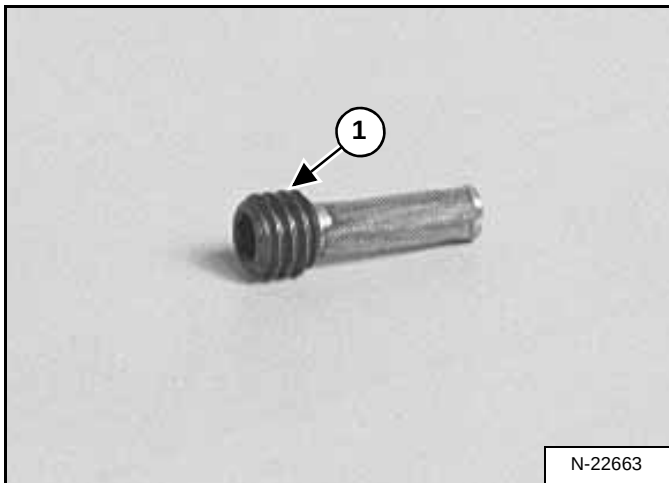
Disassembly And Assembly (Cont'd)

Figure 20-120-6



Remove the 0.02 screened orifice (Item 2) [Figure 20-120-6].

Figure 20-120-7



Check the screened orifice (Item 1) [Figure 20-120-7] and replace as needed.

Installation: Hand tighten until snug. DO NOT use thread locking agent.

Figure 20-120-8

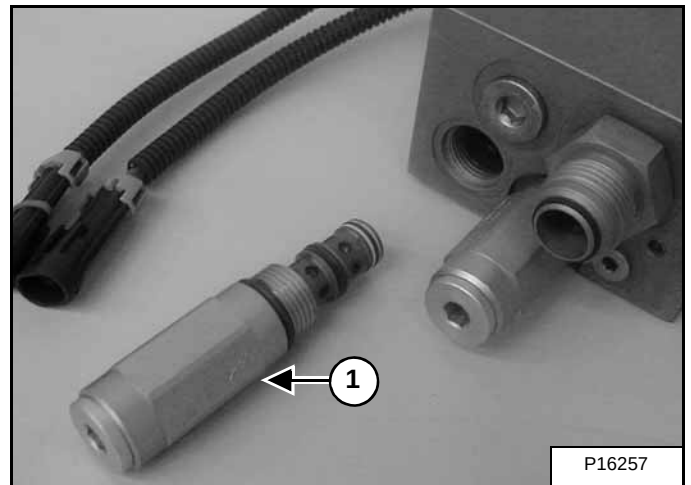


Figure 20-120-9



Remove the reducing valve (Item 1) [Figure 20-120-8] & [Figure 20-120-9].

The valve is set at 2000 PSI (1379 kPa).

Installation: Put oil on O-rings and back-up washers. Tighten to 25 ft.-lbs. (33,9 Nm).

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-120-10

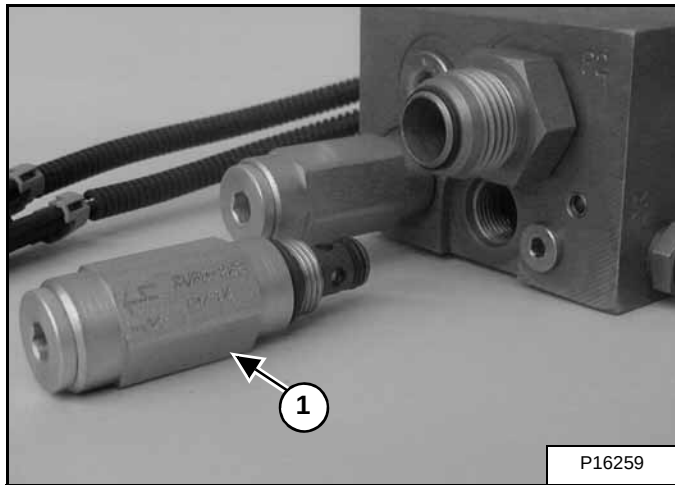
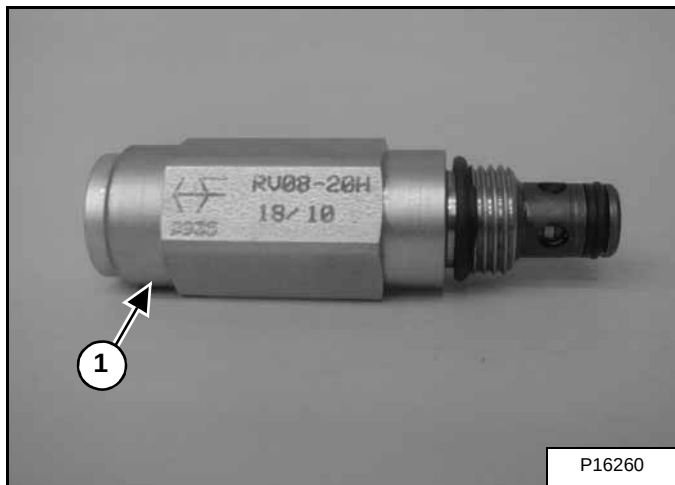


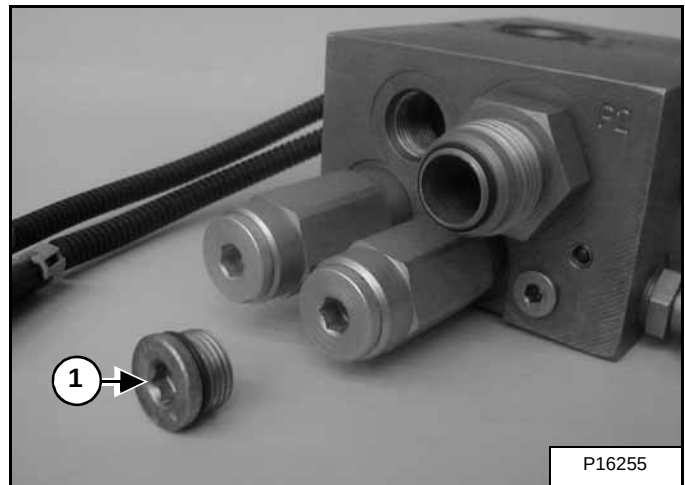
Figure 20-120-11



Remove the relief valve (Item 1) [Figure 20-120-10] & [Figure 20-120-11].

Installation: Put oil on O-rings and back-up washers. Tighten to 25 ft.-lbs. (33,9 Nm).

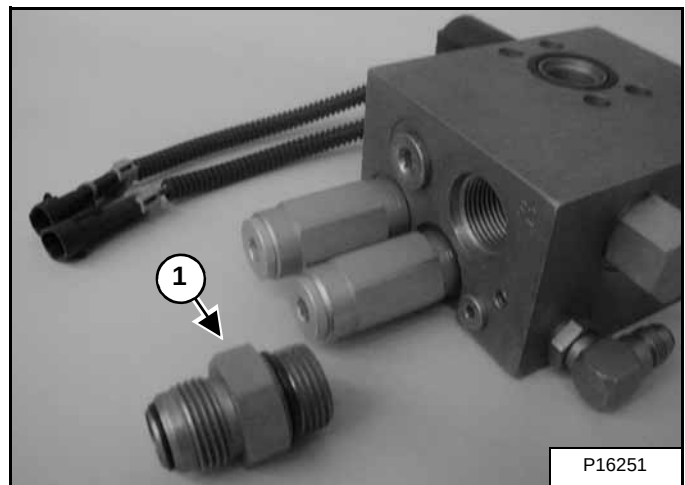
Figure 20-120-12



Remove the plug (Item 1) [Figure 20-120-12].

Installation: Put oil on O-ring. Tighten to 40 ft.-lbs. (54 Nm).

Figure 20-120-13



Remove the P2 fitting (Item 1) [Figure 20-120-13].

Installation: Put oil on O-ring. Tighten to 40 ft.-lbs. (54 Nm).

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-120-14

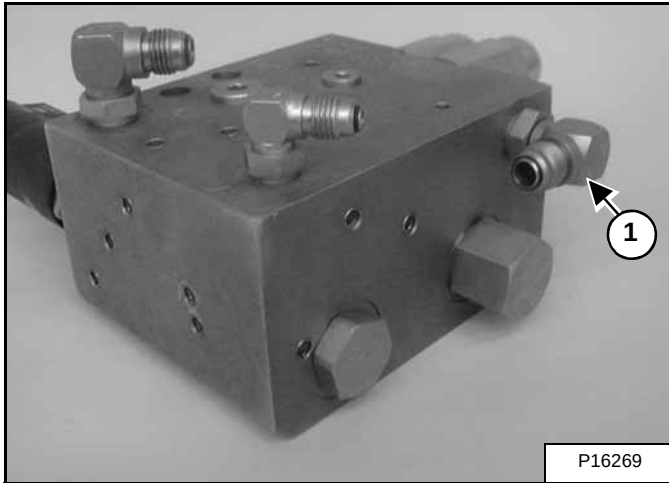
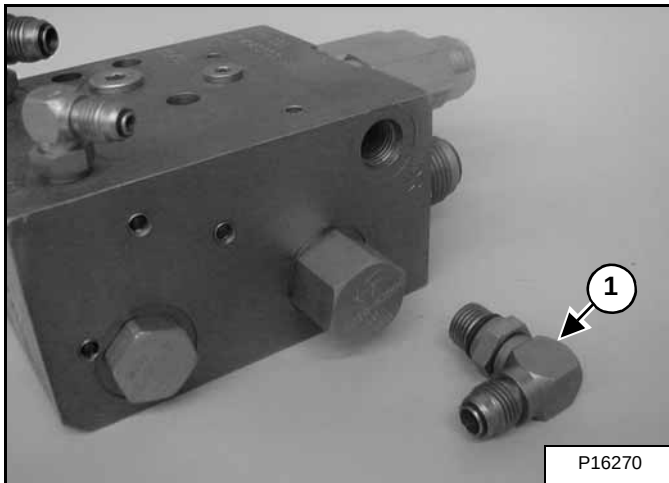


Figure 20-120-15



Remove the **DR** fitting (Item 1) [Figure 20-120-14] & [Figure 20-120-15].

Figure 20-120-16

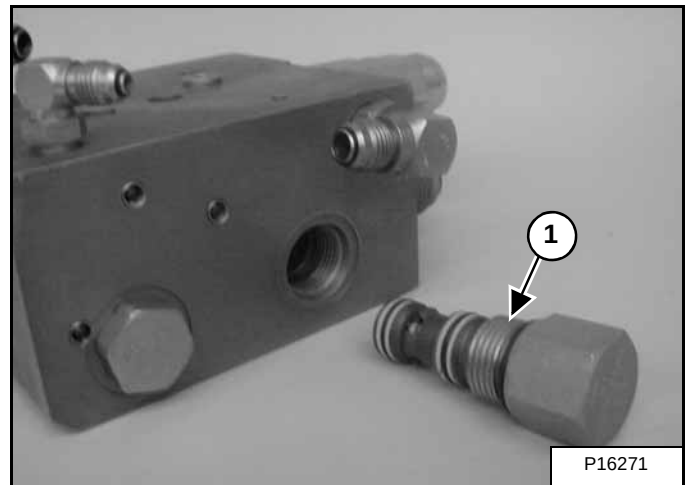
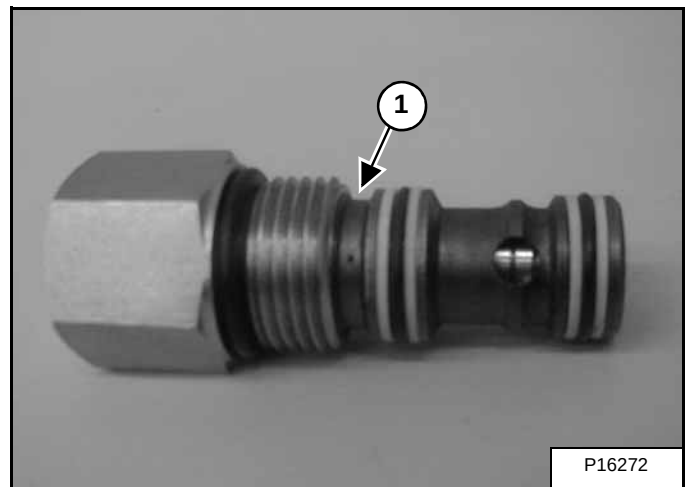


Figure 20-120-17



Remove the logic cartridge valve (Item 1) [Figure 20-120-16] & [Figure 20-120-17].

Installation: Put oil on O-rings and back-up washers. Tighten to 25 ft.-lbs. (33,9 Nm).

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-120-18

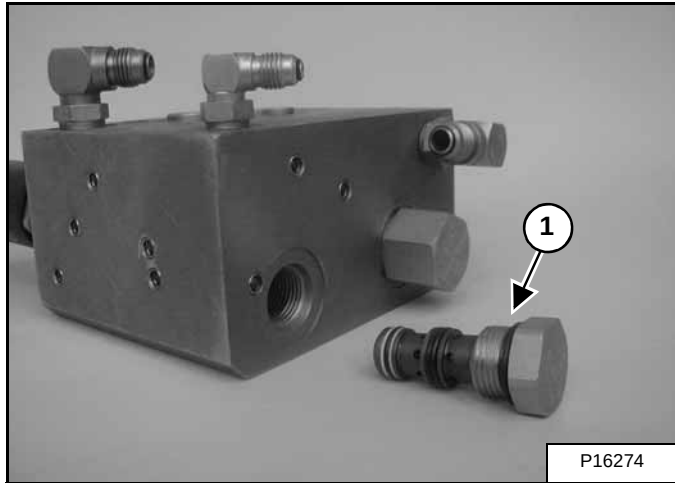
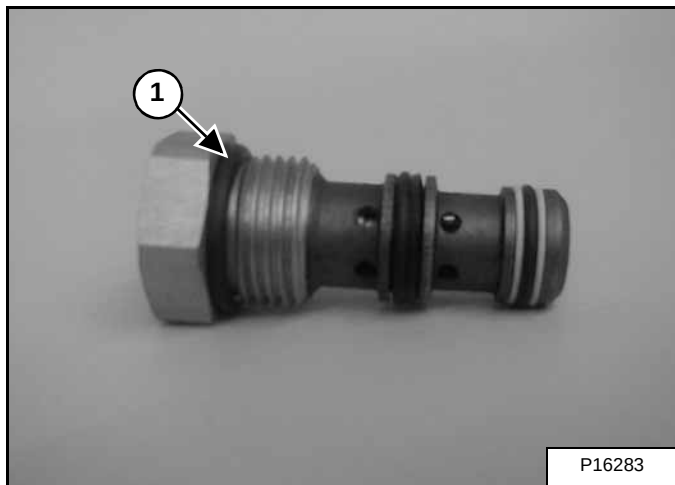


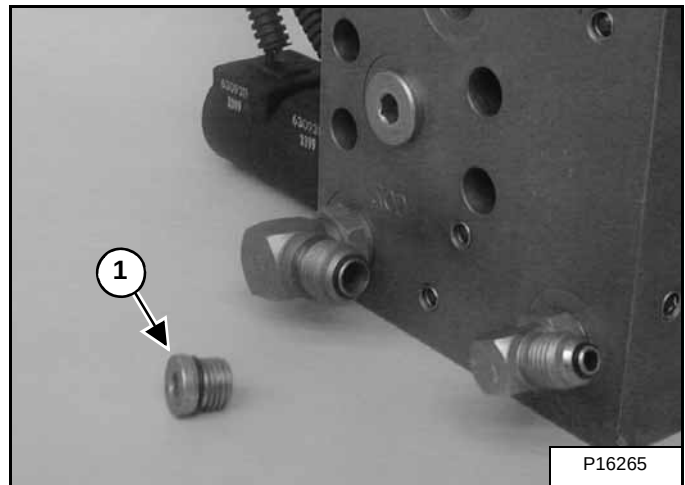
Figure 20-120-19



Remove the P.O. check valve (Item 1) [Figure 20-120-18] & [Figure 20-120-19].

Installation: Put oil on O-rings and back-up washers. Tighten to 20 ft.-lbs. (27,0 Nm).

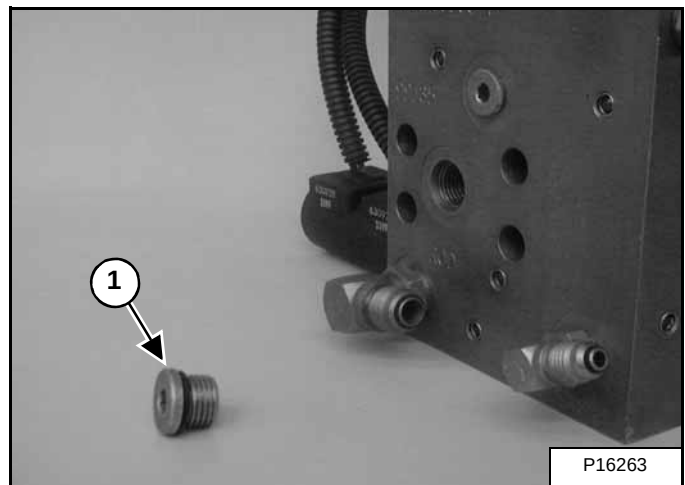
Figure 20-120-20



Remove plug (Item 1) [Figure 20-120-20].

Installation: Put oil on O-rings and back-up washers. Tighten to 108-120 in.-lbs. (12,2-13,5 Nm).

Figure 20-120-21



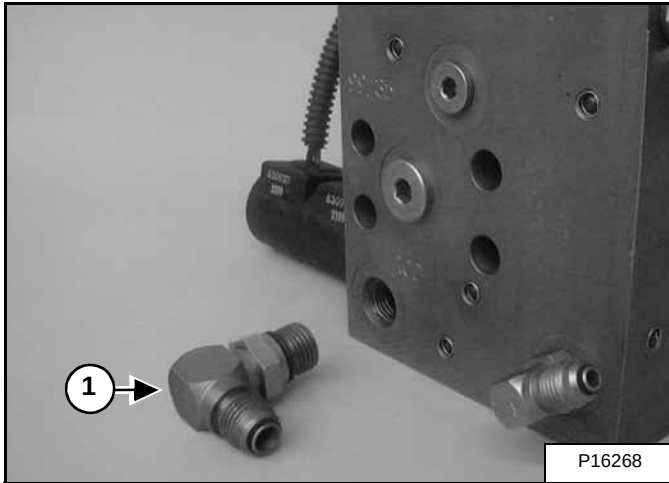
Remove Plug (Item 1) [Figure 20-120-21].

Installation: Put oil on O-rings and back-up washers. Tighten to 20 in.-lbs. (27,0 Nm).

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

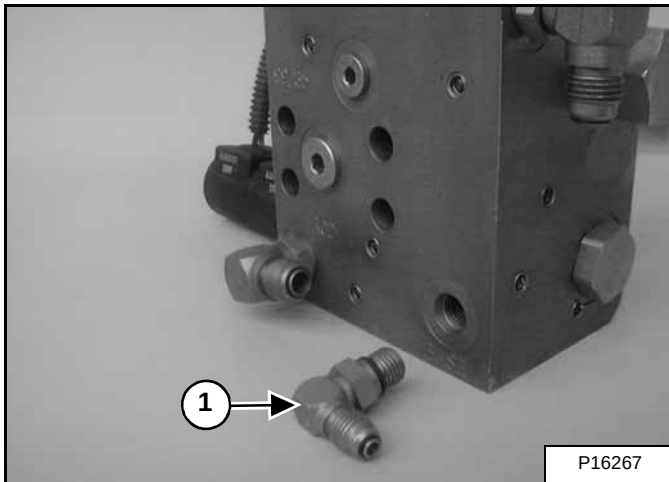
Disassembly And Assembly (Cont'd)

Figure 20-120-22



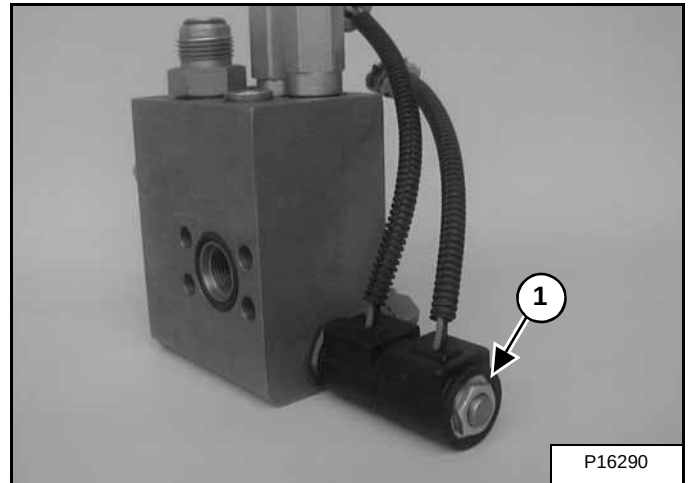
Remove **ROD** end fitting (Item 1) [Figure 20-120-22].

Figure 20-120-23



Remove **BASE** end fitting (Item 1) [Figure 20-120-23].

Figure 20-120-24



Remove the nut (Item 1) [Figure 20-120-24].

Installation: Tighten to 48-60 in.-lbs. (5,4-6,8 Nm).

Figure 20-120-25



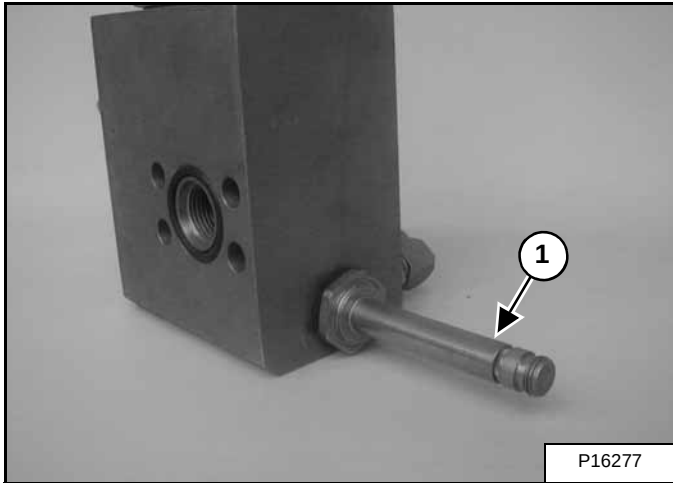
Use a test meter to measure coil resistance [Figure 20-120-25]. Coil wires do not have polarity. Correct resistance is approximately 9 ohms.

Replace the test meter with 12 volt power. You can hear the spool shift.

POWER BOB-TACH BLOCK (ALUMINUM GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-120-26

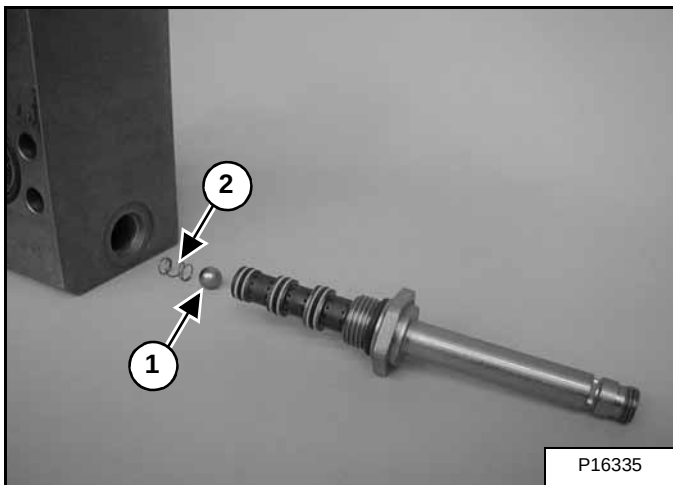


Remove the solenoid valve (Item 1) [Figure 20-120-26].

Installation: Put oil on O-rings and back-up washers.

Tighten the solenoid valve to 12 ft.-lbs. (16,3 Nm) torque.

Figure 20-120-27



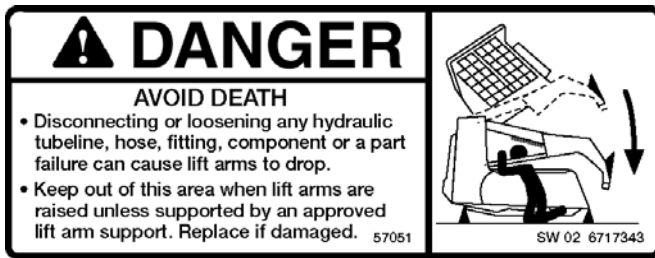
Remove the check ball (Item 1) [Figure 20-120-27].

Remove the spring (Item 2) [Figure 20-120-27].

Reverse the disassembly procedure to install the power Bob-Tach block.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP)

Removal And Installation



! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

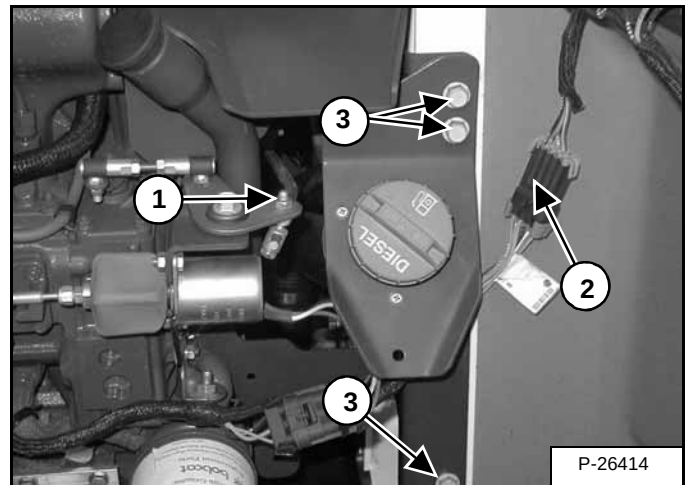
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Open the rear door. (See REAR DOOR on Page 50-70-1.)

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

Figure 20-121-1

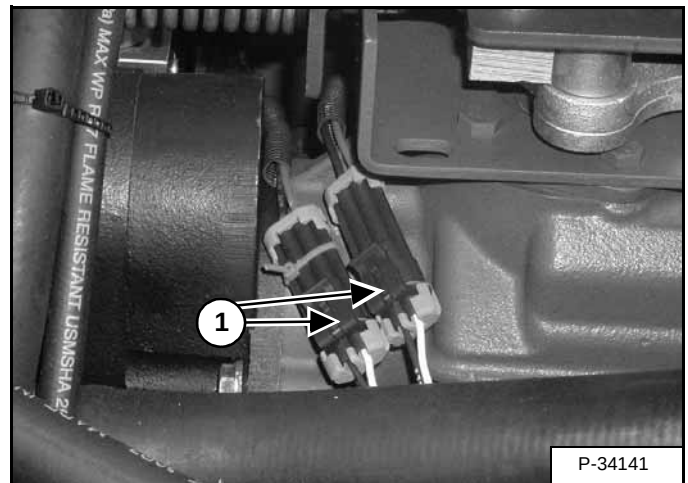


Remove the nut from the speed control linkage (Item 1) [Figure 20-121-1].

Unplug the rear lights electrical connector (Item 2) [Figure 20-121-1].

Remove the fuel fill bracket mounting bolts (Item 3) [Figure 20-121-1].

Figure 20-121-2

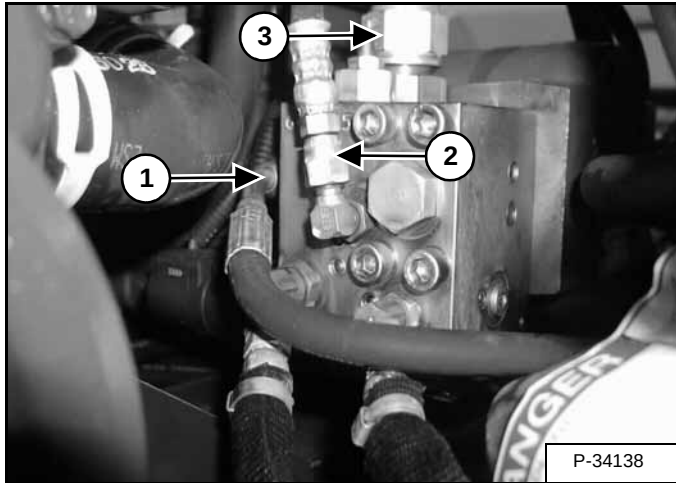


Disconnect the wire harness connectors (Item 1) [Figure 20-121-2].

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Removal and Installation (Cont'd)

Figure 20-121-3

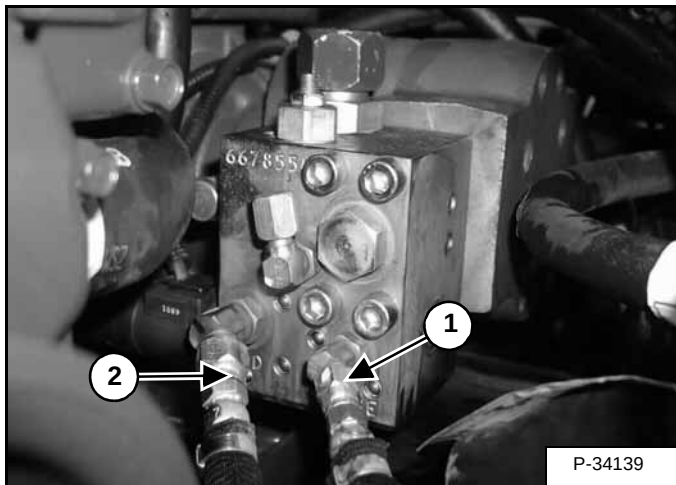


Disconnect the hose (Item 1) [Figure 20-121-3] from the "PP" port on the Power Bob-tach block if so equipped.

Disconnect the hose (Item 2) [Figure 20-121-3] from the "DR" port on the Power Bob-tach block.

Disconnect the outlet hose (Item 3) [Figure 20-121-3] from the top of the Power Bob-tach block.

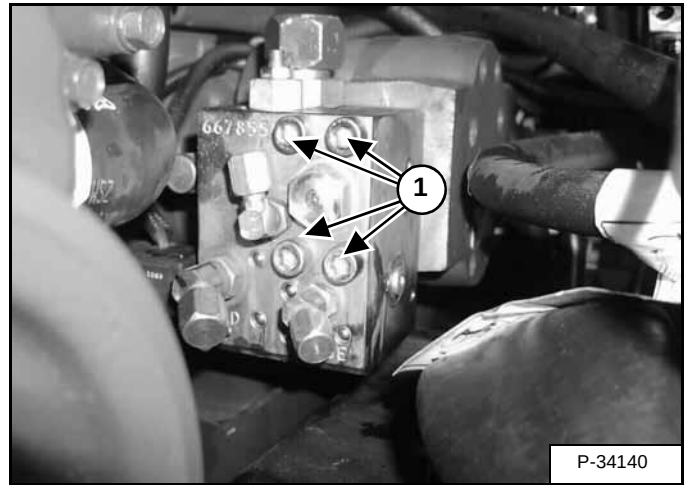
Figure 20-121-4



Disconnect the hose (Item 1) [Figure 20-121-4] from the "BASE" port on the Power Bob-tach block.

Disconnect the hose (Item 2) [Figure 20-121-4] from the "ROD" port on the Power Bob-tach block.

Figure 20-121-5



Remove the four mounting bolts (Item 1) [Figure 20-121-5] holding the Power Bob-tach block.

Installation: Replace the O-ring and tighten the mounting bolts (Item 1) [Figure 20-121-5] to 25-28 ft.-lbs. (34-38 Nm) torque.

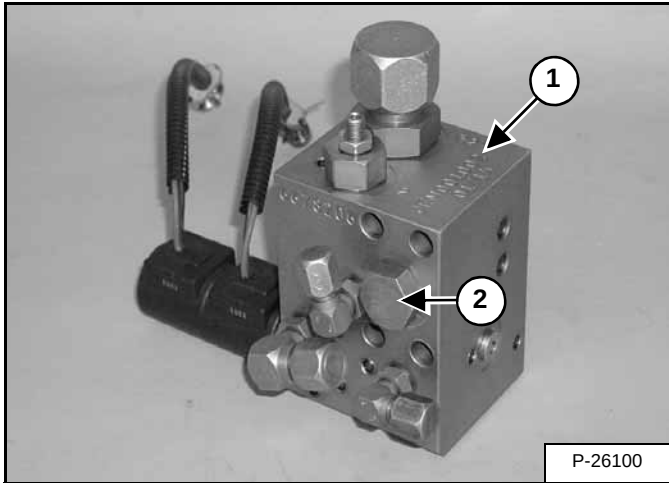
Remove the Power Bob-tach block.

Reverse the removal procedure to install the power Bob-Tach block.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly

Figure 20-121-6



Clean the block (Item 1) [Figure 20-121-6] to remove dirt before disassembly. Block ports are labeled for correct assembly.

Remove the plug (Item 2) [Figure 20-121-6].

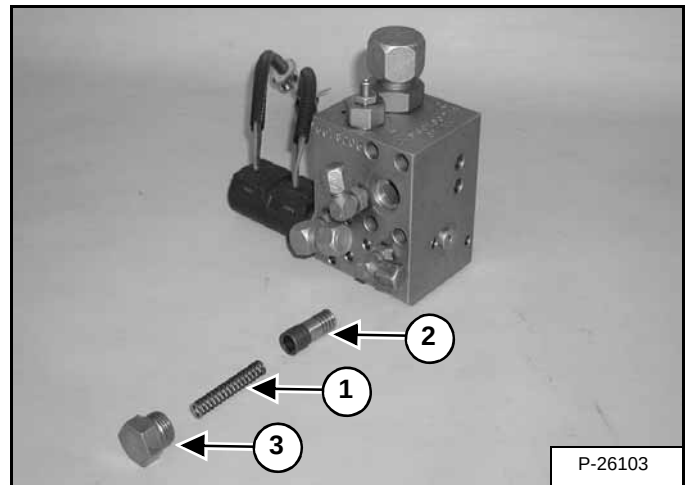
Installation: Tighten the plug to 46 ft.-lbs. (62,4 Nm) torque.

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

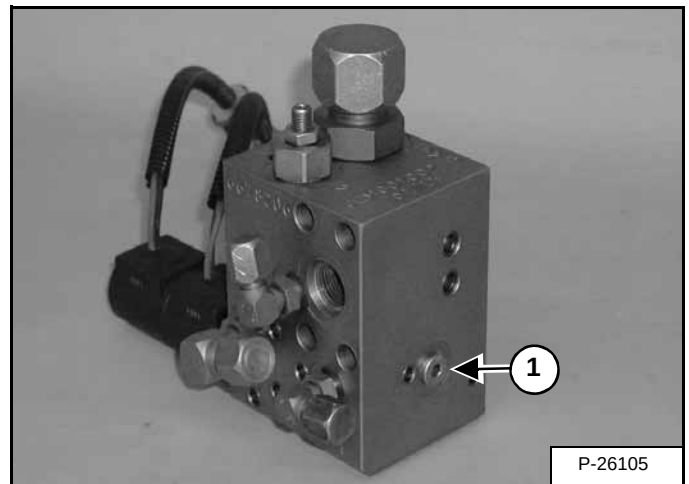
Figure 20-121-7



Remove the spring (Item 1) and compensator (Item 2) [Figure 20-121-7].

Check the O-ring (Item 3) [Figure 20-121-7] on the plug and replace as needed.

Figure 20-121-8



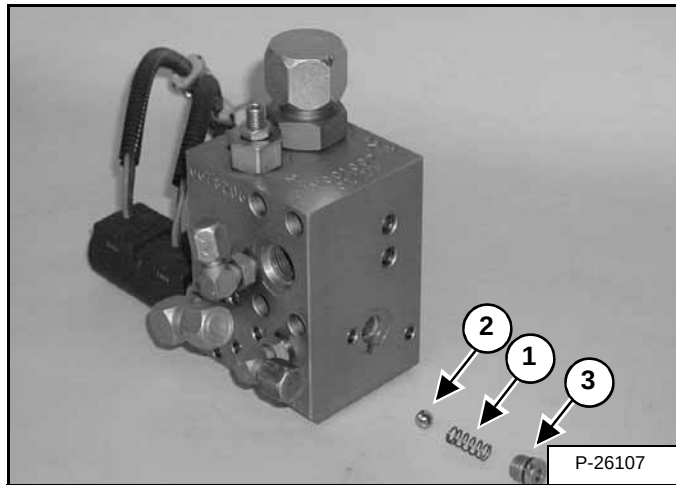
Remove the plug (Item 1) [Figure 20-121-8].

Installation: Tighten the plug to 120 in.-lbs. (13,6 Nm) torque.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

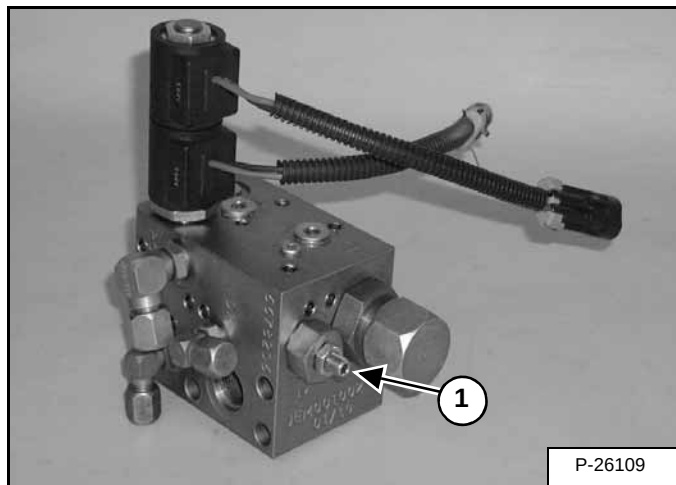
Figure 20-121-9



Remove the spring (Item 1) and check ball (Item 2) [Figure 20-121-9].

Check the O-ring (Item 3) [Figure 20-121-9] on the plug and replace as needed.

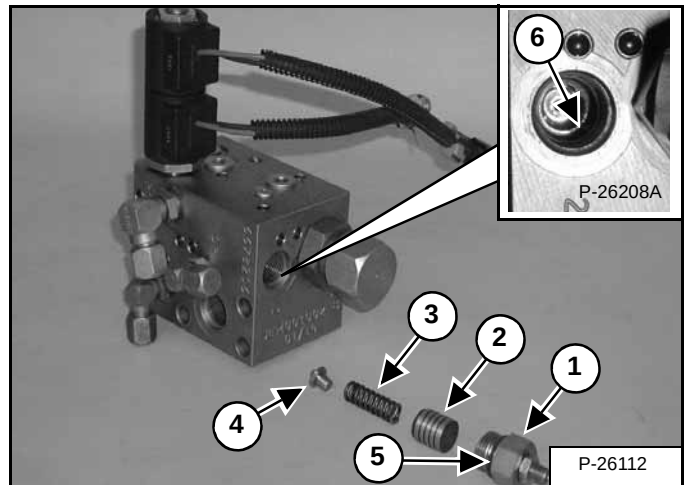
Figure 20-121-10



Remove the pressure reducing valve plug (Item 1) [Figure 20-121-10] & [Figure 20-121-11].

Installation: Tighten the pressure reducing valve plug to 46 ft.-lbs. (62,4 Nm) torque.

Figure 20-121-11



Remove the relief piston (Item 2), spring (Item 3), ball seat spring guide (Item 4) [Figure 20-121-11].

Check the O-ring (Item 5) [Figure 20-121-11] on the pressure reducing valve plug and replace as needed.

NOTE: The relief valve seat (Item 6) [Figure 20-121-11] is a non-serviceable part. If seat is damaged, order a new power Bob-Tach block from Bobcat parts.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-121-12

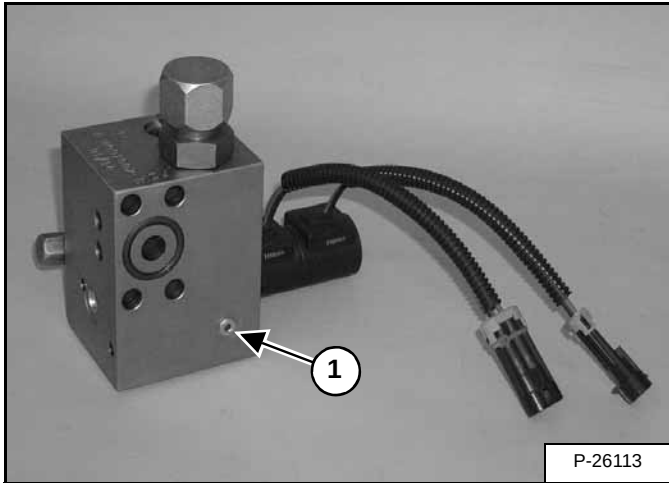
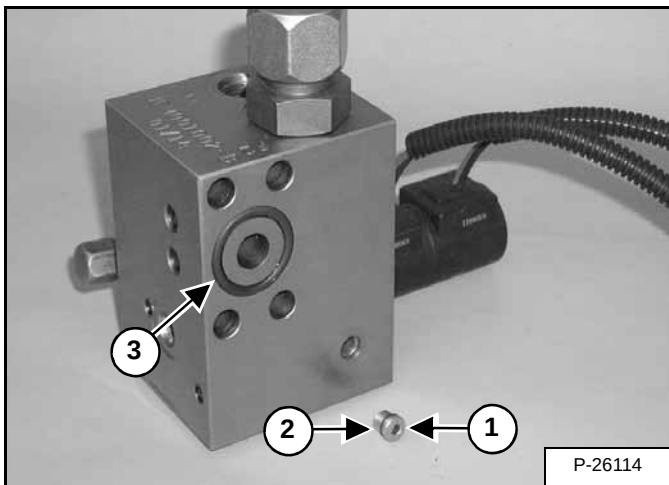


Figure 20-121-13



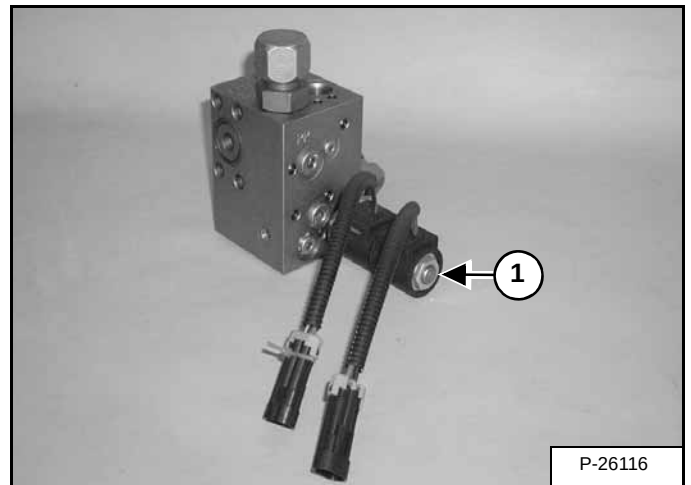
Remove the plug (Item 1) [Figure 20-121-12] & [Figure 20-121-13].

Installation: Tighten the plug to 32 in.-lbs. (3,6 Nm) torque.

Check the O-ring (Item 2) [Figure 20-121-13] on the plug and replace as needed.

Check the O-ring (Item 3) [Figure 20-121-13] and replace as needed.

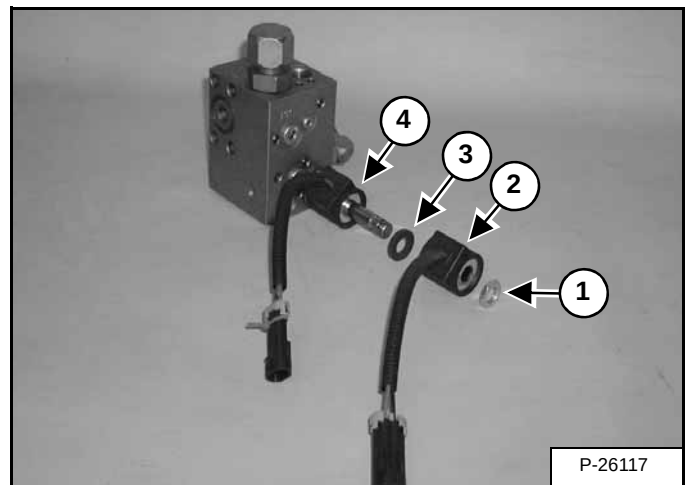
Figure 20-121-14



Remove the nut (Item 1) [Figure 20-121-14] & [Figure 20-121-15].

Installation: Tighten the nut to 5 ft.-lbs. (6,8 Nm) torque.

Figure 20-121-15



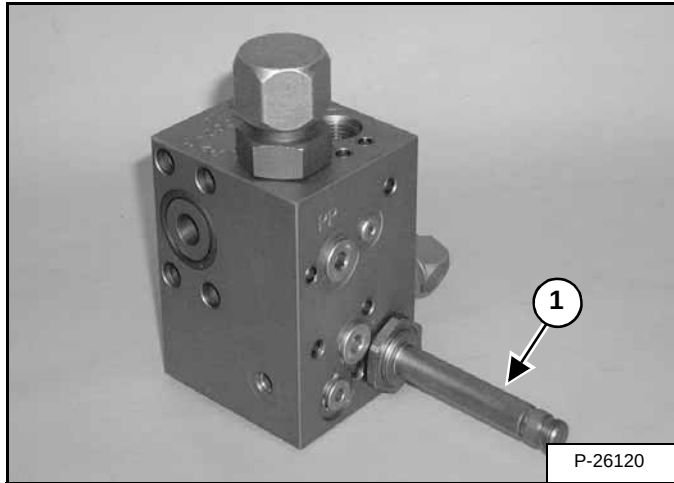
Remove the first solenoid coil (Item 2), spacer (Item 3) and the second solenoid coil (Item 4) [Figure 20-121-15].

NOTE: Remember the solenoid coil orientation for ease of installation.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

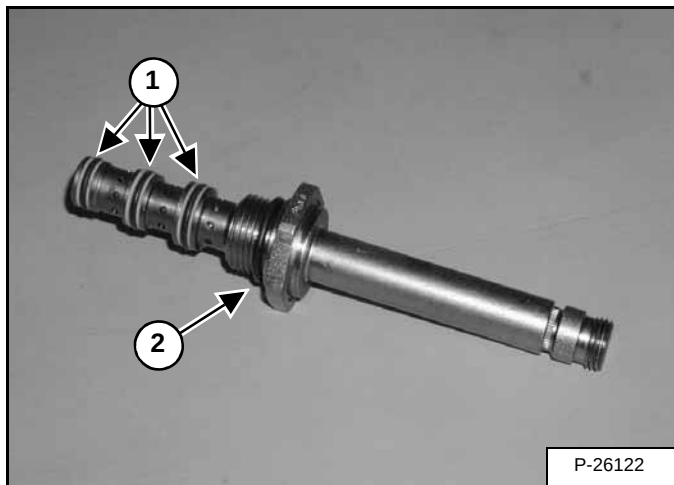
Figure 20-121-16



Remove the solenoid valve stem (Item 1) [Figure 20-121-16].

Installation: Tighten the solenoid valve stem to 20 ft.-lbs. (27,1 Nm) torque.

Figure 20-121-17



Check the O-rings and back-up washers (Item 1) [Figure 20-121-17] and replace as needed.

Installation: Put oil on O-rings and back-up washers.

Check the O-ring (Item 2) [Figure 20-121-17] and replace as needed.

Figure 20-121-18

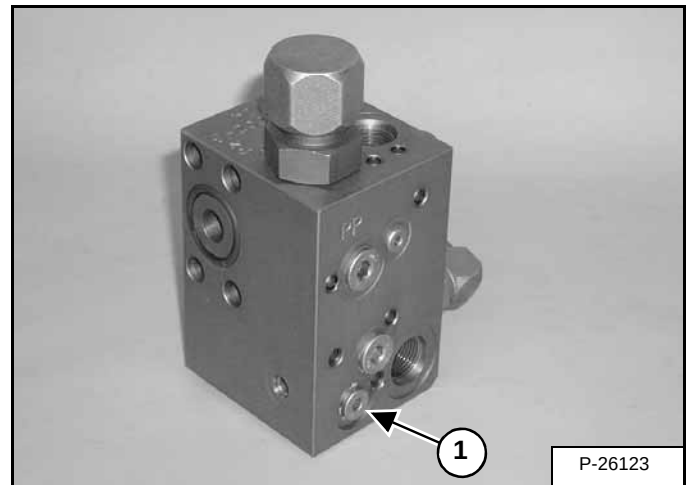
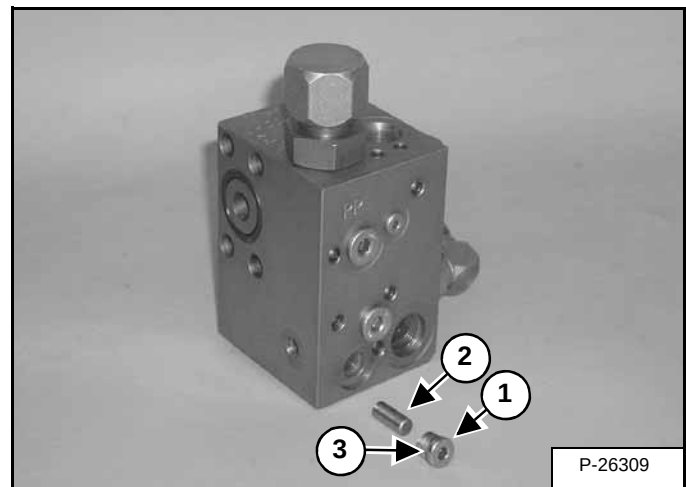


Figure 20-121-19



Remove the plug (Item 1) [Figure 20-121-18] & [Figure 20-121-19].

Installation: Tighten the plug to 120 in.-lbs. (13,6 Nm) torque.

Remove the dowel pin shuttle (Item 2) [Figure 20-121-19].

Check the O-ring (Item 3) [Figure 20-121-19] and replace as needed.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-121-20

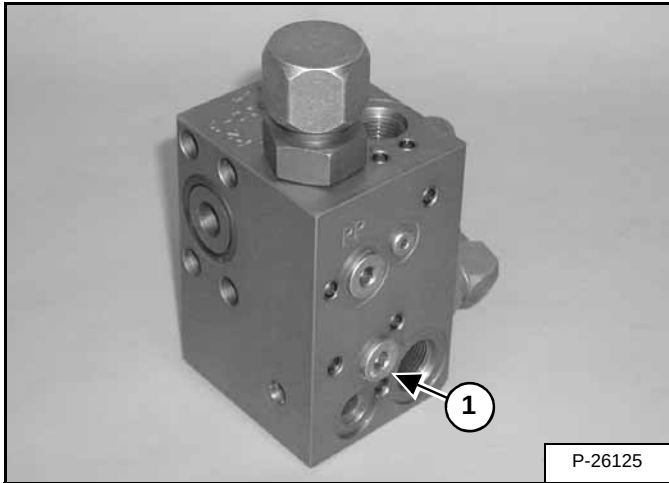
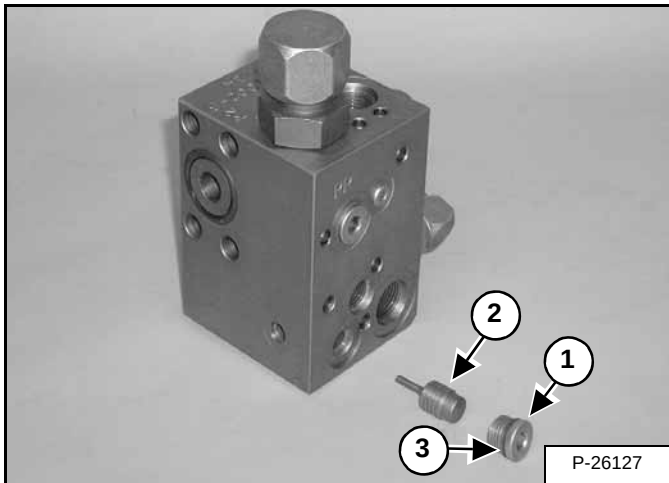


Figure 20-121-21



Remove the plug (Item 1) [Figure 20-121-20] & [Figure 20-121-21].

Installation: Tighten the plug to 198 in.-lbs. (22,4 Nm) torque.

Remove the pilot piston (Item 2) [Figure 20-121-21].

Check the O-ring (Item 3) [Figure 20-121-21] and replace as needed.

Figure 20-121-22

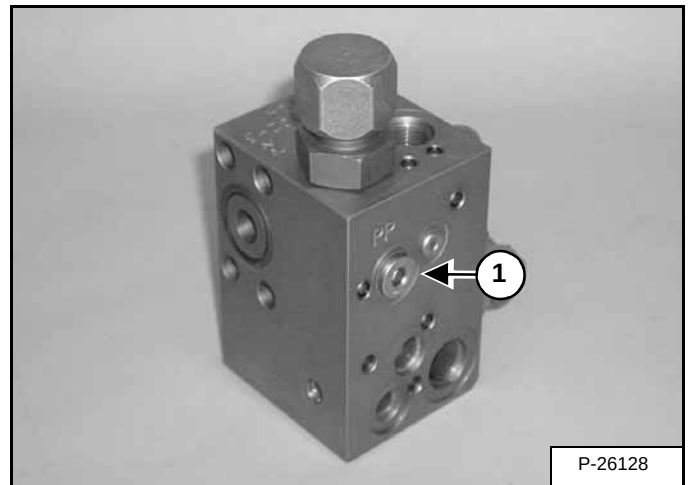
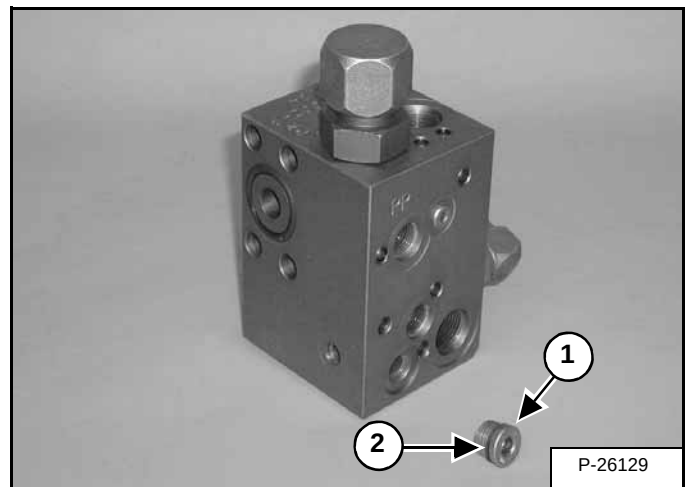


Figure 20-121-23



Remove the plug (Item 1) [Figure 20-121-22] & [Figure 20-121-23].

Installation: Tighten the plug to 198 in.-lbs. (22,4 Nm) torque.

Check the O-ring (Item 2) [Figure 20-121-23] and replace as needed.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-121-24

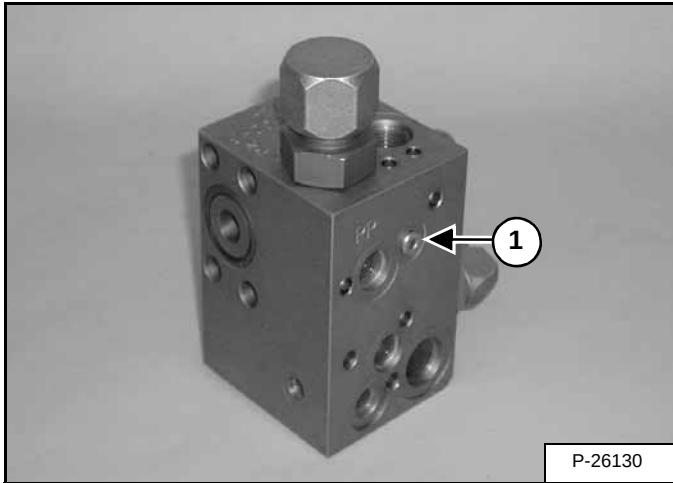
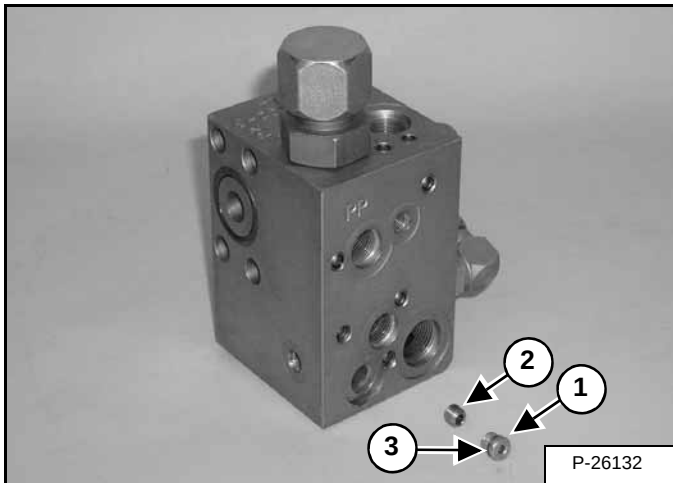


Figure 20-121-26



Make sure orifice is clean and not plugged [Figure 20-121-26].

Figure 20-121-25



Remove the plug (Item 1) [Figure 20-121-24] & [Figure 20-121-25].

Installation: Tighten the plug to 32 in.-lbs. (3,6 Nm) torque.

Remove the orifice (Item 2) [Figure 20-121-25] with a 5/32 inch allen wrench.

Installation: Tighten the orifice to 5 ft.-lbs. (6,8 Nm) torque.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-121-27

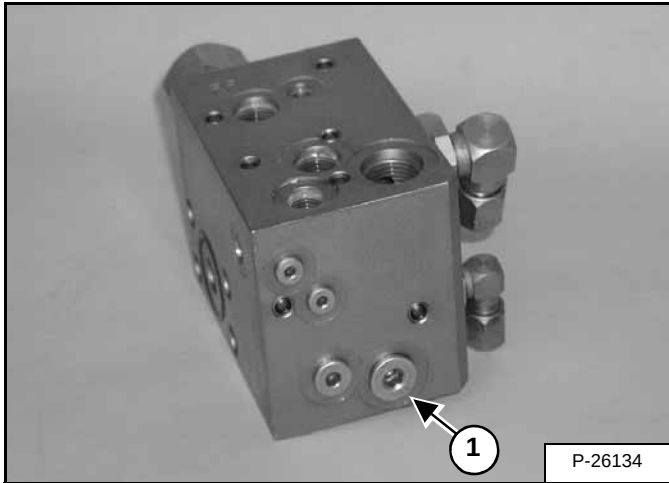
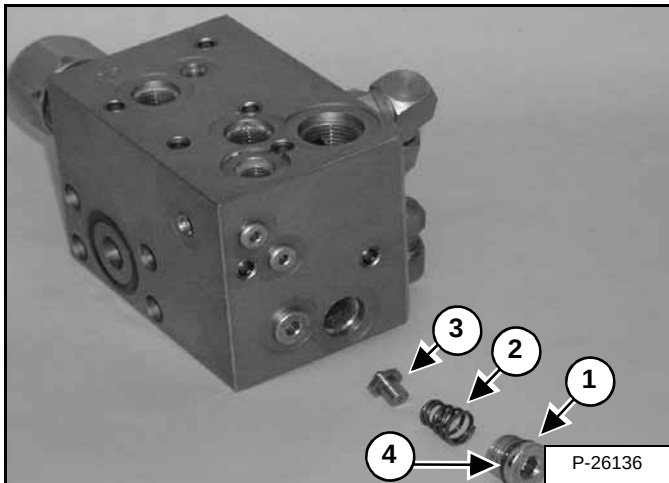


Figure 20-121-28



Remove the plug (Item 1) [Figure 20-121-27] & [Figure 20-121-28].

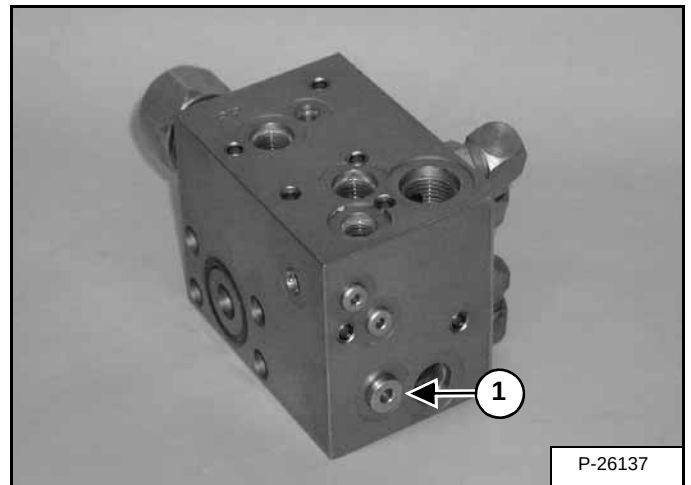
Installation: Tighten the plug to 198 in.-lbs. (22,4 Nm) torque.

Remove the relief spring (Item 2) [Figure 20-121-28].

Remove the ball seat spring guide (Item 3) [Figure 20-121-28].

Check the O-ring (Item 4) [Figure 20-121-28] and replace as needed.

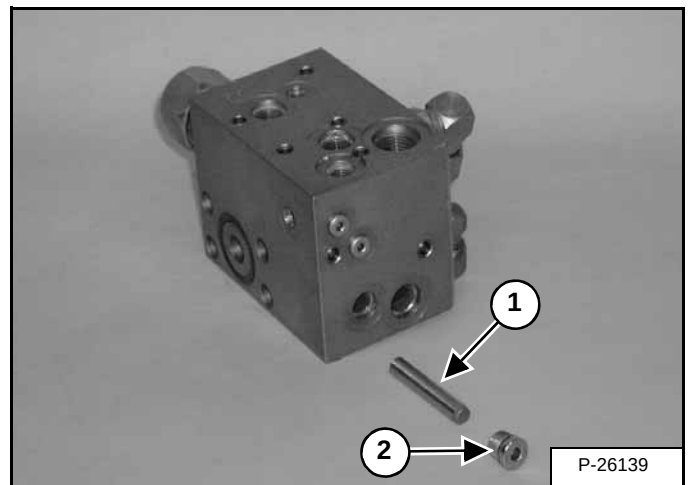
Figure 20-121-29



Remove the plug (Item 1) [Figure 20-121-29].

Installation: Tighten the plug to 120 in.-lbs. (13,6 Nm) torque.

Figure 20-121-30



Remove the dowel pin orifice (Item 1) [Figure 20-121-30].

Check the O-ring (Item 2) [Figure 20-121-30] and replace as needed.

POWER BOB-TACH BLOCK (CAST IRON GEAR PUMP) (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-121-31

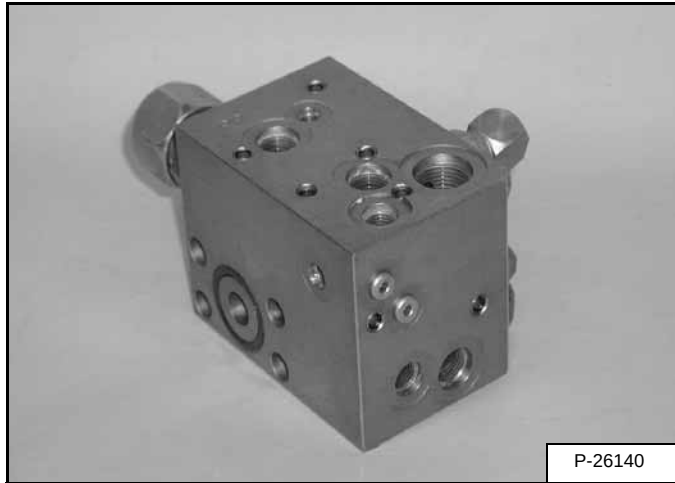
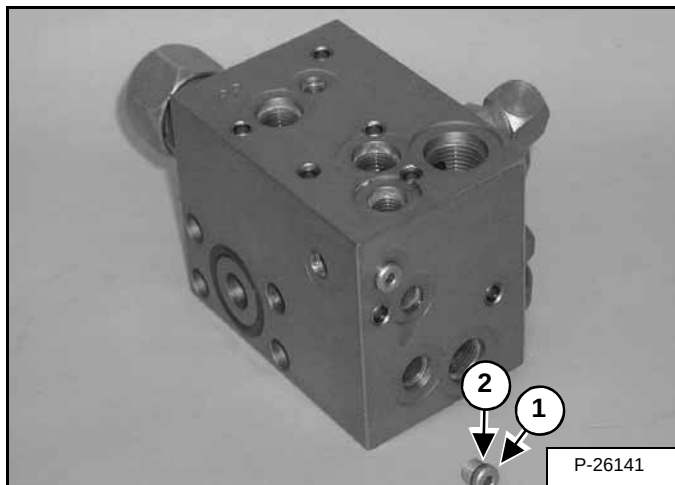


Figure 20-121-32

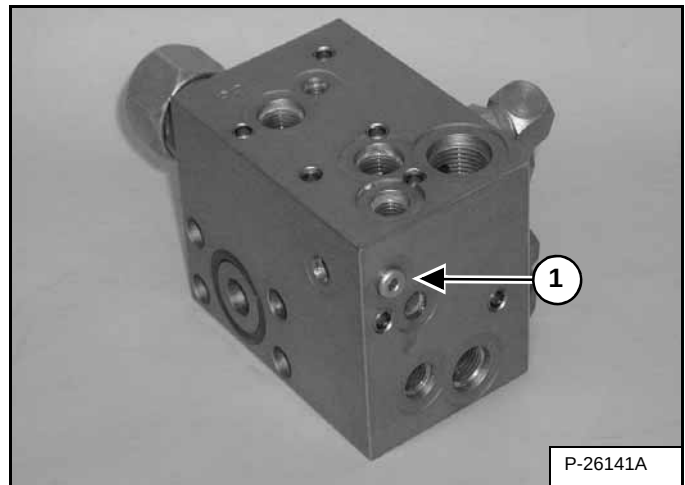


Remove the plug (Item 1) [Figure 20-121-31] & [Figure 20-121-32].

Installation: Tighten the plug to 32 in.-lbs. (3,6 Nm) torque.

Check the O-ring (Item 2) [Figure 20-121-32] and replace as needed.

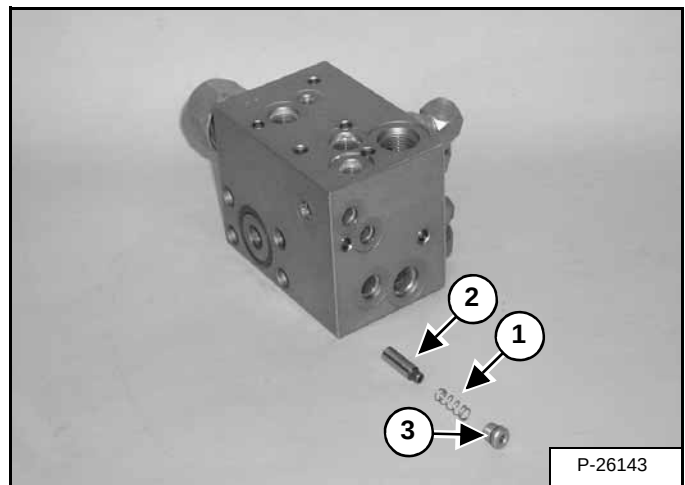
Figure 20-121-33



Remove the plug (Item 1) [Figure 20-121-33].

Installation: Tighten the plug to 32 in.-lbs. (3,6 Nm) torque.

Figure 20-121-34



Remove the flow control spring (Item 1) [Figure 20-121-34].

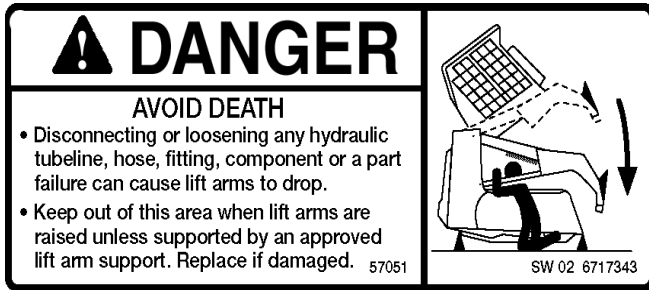
Remove the flow control (Item 2) [Figure 20-121-34].

Check the O-ring (Item 3) [Figure 20-121-34] and replace as needed.

Reverse the removal procedure to install the power Bob-Tach block.

FRONT AUXILIARY PRESSURE RELIEF BLOCK

Removal And Installation

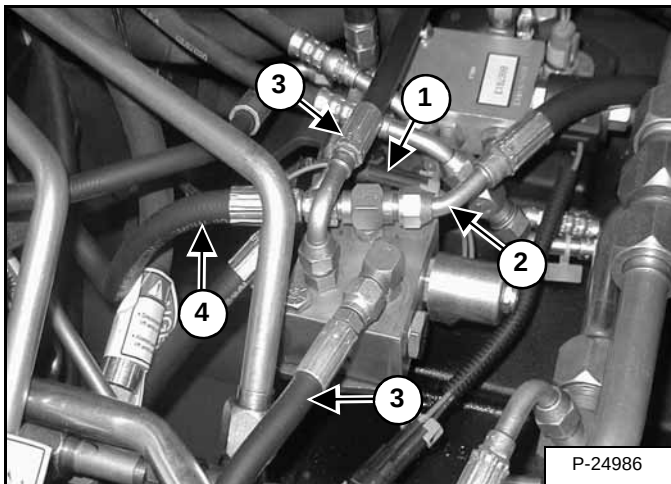


Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Figure 20-130-1



Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

Disconnect the electrical wire harness connector (Item 1) [Figure 20-130-1].

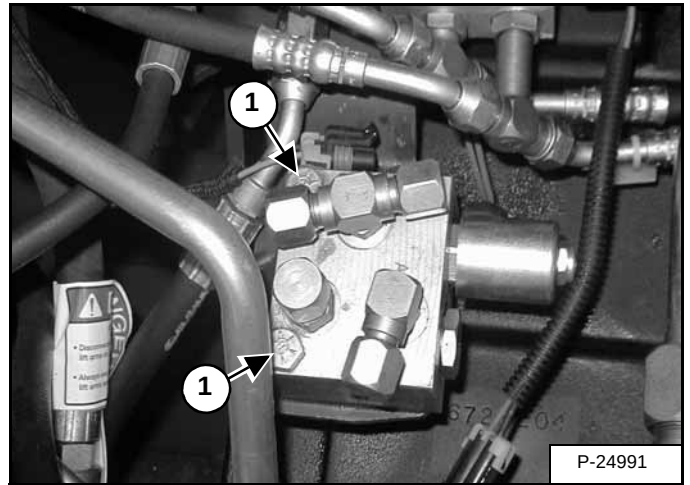
Mark the hydraulic hoses on the front auxiliary pressure relief block for proper installation.

Remove and cap the hydraulic hose (Item 2) [Figure 20-130-1] that goes from the hydraulic reservoir to the front auxiliary pressure relief lock.

Remove and cap the two hydraulic hoses (Item 3) [Figure 20-130-1] that go from the front auxiliary pressure relief block to the front auxiliary tubelines.

Remove and cap the hydraulic hose (Item 4) [Figure 20-130-1] that goes from the front auxiliary pressure relief block to the control valve.

Figure 20-130-2



Remove the two mounting bolts (Item 1) [Figure 20-130-2] fastening the front auxiliary pressure relief block to the bracket.

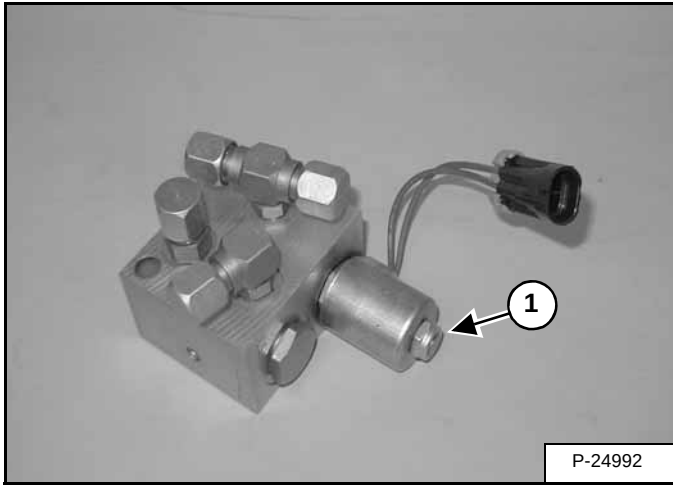
Remove the front auxiliary pressure relief block from the loader.

Reverse the removal procedure to install the front auxiliary relief block.

FRONT AUXILIARY PRESSURE RELIEF BLOCK (CONT'D)

Disassembly And Assembly

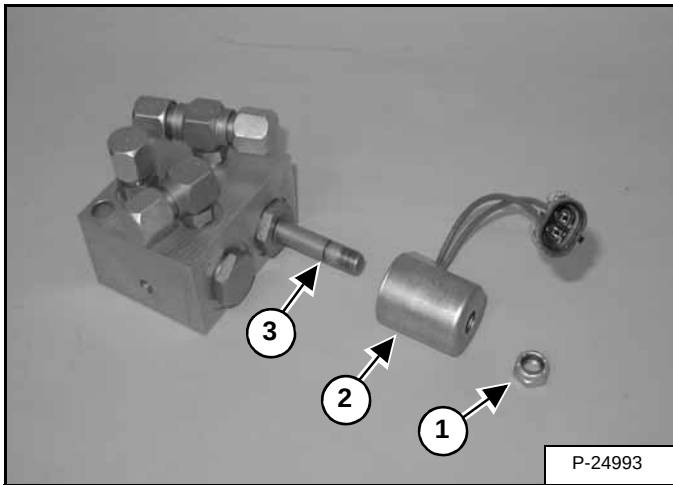
Figure 20-130-3



Loosen the electrical brake solenoid nut (Item 1) [Figure 20-130-3].

Assembly: Tighten the solenoid nut to 15 in.-lbs. (1,7 Nm) torque.

Figure 20-130-4



Remove the solenoid nut (Item 1) and solenoid coil (Item 2) [Figure 20-130-4].

Remove the solenoid valve (Item 3) [Figure 20-130-4] from the block.

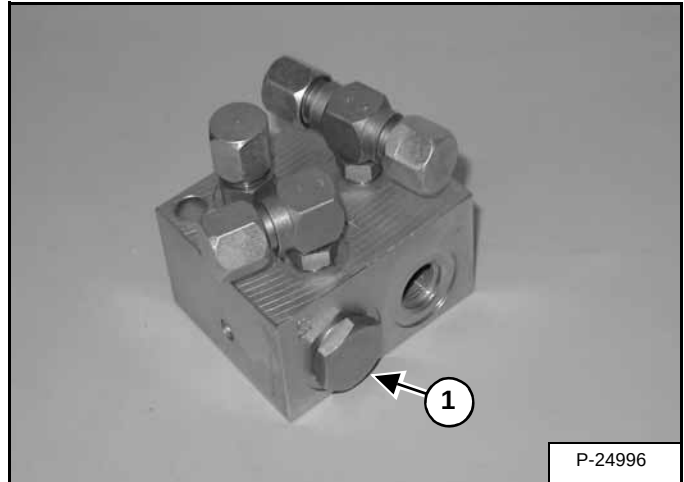
Figure 20-130-5



Inspect the O-rings and back-up washer on the solenoid valve and replace as needed [Figure 20-130-5].

Assembly: Tighten the solenoid valve to 12 ft.-lbs. (16,3 Nm) torque.

Figure 20-130-6



Remove the shuttle valve (Item 1) [Figure 20-130-6] from the block.

Assembly: Tighten the shuttle valve to 30 ft.-lbs. (40,7 Nm) torque.

FRONT AUXILIARY PRESSURE RELIEF BLOCK (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 20-130-7



Inspect the O-rings and back-up washers on the shuttle valve and replace as needed **[Figure 20-130-7]**.

Reverse the disassembly procedure to assemble the front auxiliary pressure relief block.

Front Auxiliary Pressure Relief Block Inspection

Inspect cartridges, check valves, solenoid valves and sealing washers for contamination or damage. Wash all parts in clean solvent. Use air pressure for drying them. Install new O-rings and back-up washers.

Inspect relief block cavities for contamination. Wash block in clean solvent. Use air pressure to dry.

Solenoid Testing

Figure 20-130-8



Use a test meter to measure coil resistance **[Figure 20-130-8]**. Coil wires do not have polarity. Correct resistance is 11 ± 1 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.



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FRONT AUXILIARY HYDRAULIC COUPLER BLOCK

Disassembly And Assembly

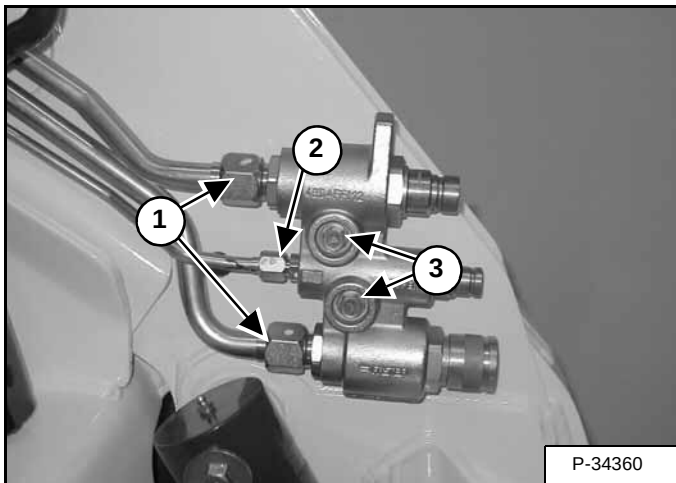
Removal and Installation

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 20-131-1



Disconnect the auxiliary tubelines (Item 1) and drain tubeline (Item 2) from the coupler block [Figure 20-131-1].

Remove the two mounting bolts (Item 3) [Figure 20-131-1].

Figure 20-131-2

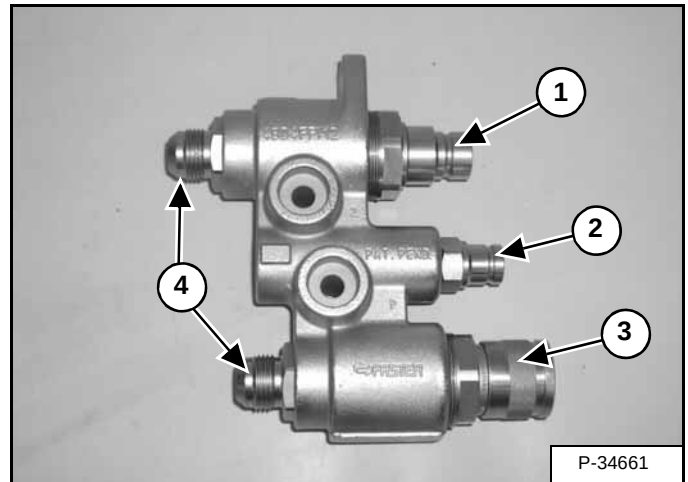
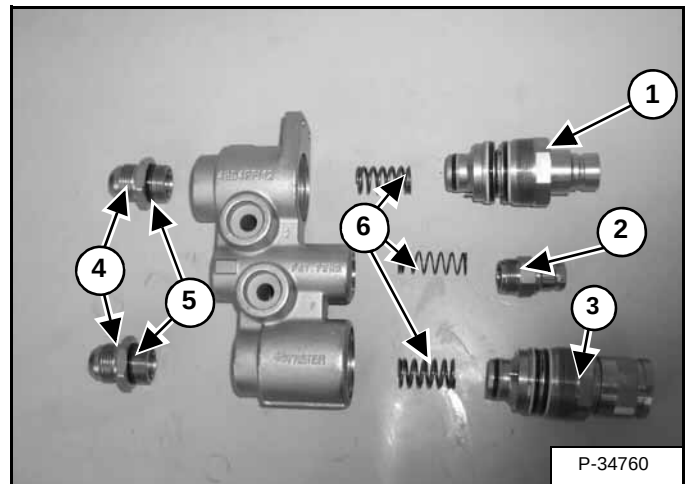


Figure 20-131-3



Remove the male coupler (Item 1) [Figure 20-131-2] & [Figure 20-131-3].

Installation: Tighten the male coupler (Item 1) [Figure 20-131-2] & [Figure 20-131-3] to 59 ft.lbs. (80 Nm)

Remove the drain coupler (Item 2) [Figure 20-131-2] & [Figure 20-131-3].

Installation: Tighten the drain coupler (Item 2) [Figure 20-131-2] & [Figure 20-131-3] to 37 ft.lbs. (50 Nm)

Remove the female coupler (Item 3) [Figure 20-131-2] & [Figure 20-131-3].

Installation: Tighten the female coupler (Item 3) [Figure 20-131-2] & [Figure 20-131-3] to 59 ft.lbs. (80 Nm)

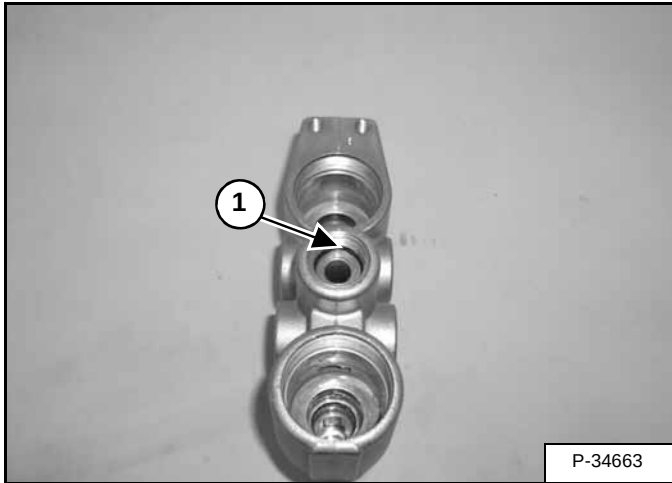
Remove the fittings (Item 4) [Figure 20-131-2] & [Figure 20-131-3] check the O-rings (Item 5) [Figure 20-131-3] and replace as needed.

Remove the springs (Item 6) [Figure 20-131-3].

FRONT AUXILIARY HYDRAULIC COUPLER BLOCK (CONT'D)

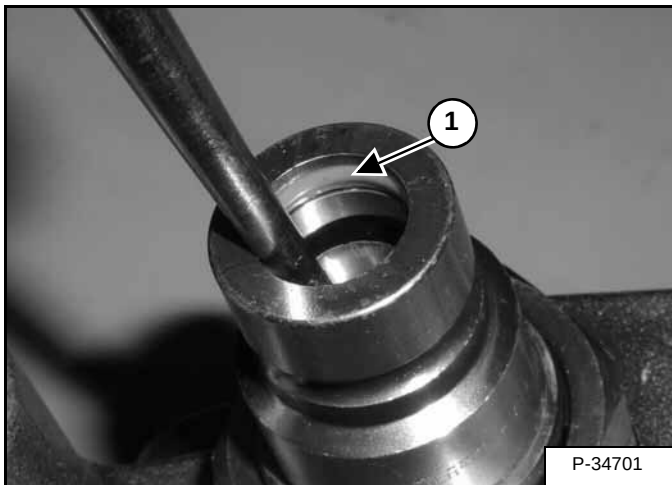
Disassembly And Assembly (Cont'd)

Figure 20-131-4



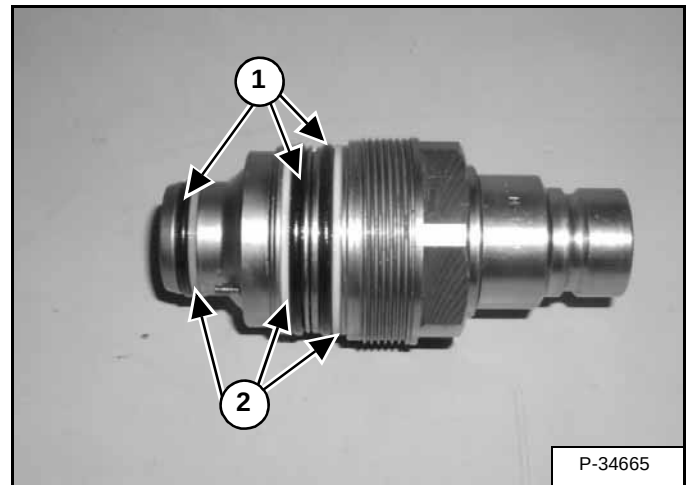
Check the O-ring (Item 1) [Figure 20-131-4] for damage and replace as needed.

Figure 20-131-5



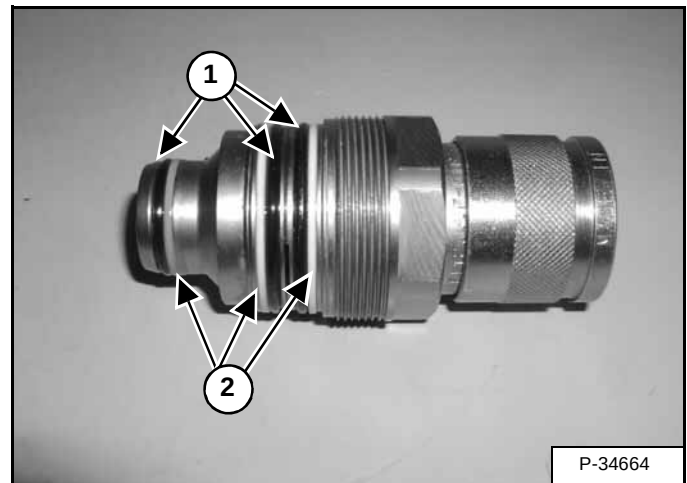
Press center of male couplers down and check the O-ring (Item 1) [Figure 20-131-5] for damage and replace as needed.

Figure 20-131-6



Check the O-rings (Item 1) backup O-rings (Item 2) for damage and replace as needed [Figure 20-131-6].

Figure 20-131-7



Check the O-rings (Item 1) backup O-rings (Item 2) for damage and replace as needed [Figure 20-131-7].

HYDROSTATIC SYSTEM

HYDROSTATIC SYSTEM

CHARGE PRESSURE	30-30-1
Adjusting	30-30-2
Checking Charge Pressure	30-30-1
Sender Removal And Installation	30-30-1
DRIVE BELT	30-50-1
Drive Belt Adjusting	30-50-1
Drive Belt Replacement	30-50-2
Shield Removal And Installation	30-50-1
Tensioner Pulley Assembly	30-50-7
Tensioner Pulley Disassembly	30-50-6
Tensioner Pulley Parts Identification	30-50-5
Tensioner Pulley Removal And Installation	30-50-4
HYDROSTATIC MOTOR	30-20-1
Assembly	30-20-9
Carrier Assembly	30-20-21
Carrier Disassembly	30-20-20
Carrier Parts Identification	30-20-19
Carrier Removal And Installation	30-60-17
Carrier Shaft Seal Replacement	30-20-15
Disassembly	30-20-4
Parts Identification	30-20-3
Removal And Installation	30-20-1
HYDROSTATIC PUMP	30-40-1
Assembly	30-40-15
Disassembly	30-40-9
Hydraulic Pump Removal And Installation	30-40-8
Parts Identification (Left Half)	30-40-6
Parts Identification (Right Half)	30-40-4
Pump Separation	30-40-8
Removal And Installation	30-40-2
Replenishing/High Pressure Relief Valve	30-40-1
HYDROSTATIC SYSTEM INFORMATION	30-10-1
Replenishing Valve Function	30-10-2
Troubleshooting Chart	30-10-1
OIL COOLER	30-60-1
Removal and Installation	30-60-1



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HYDROSTATIC SYSTEM INFORMATION

Troubleshooting Chart

The following troubleshooting chart is provided for assistance in locating and correcting problems which are most common. Many of the recommended procedures must be done by authorized Bobcat Service Personnel only.

If the service code appears in the left instrument panel, refer to the Electrical Service Manual for the possible cause.



WARNING

Check for correct function after adjustments, repairs or service. Failure to make correct repairs or adjustments can cause injury or death.

W-2004-1285

PROBLEM	CAUSE
No drive on one side, in one direction.	1, 2
No drive on one side in both directions.	2, 3, 4, 5
The loader does not move in a straight line.	2, 3, 5, 6, 7
The hydrostatic system is overheating.	8, 9,

KEY TO CORRECT THE CAUSE
1. The hydrostatic pump replenishing valves not seating.
2. The steering linkage needs adjustment.
3. The hydrostatic pump has damage.
4. The final drive chains are broken.
5. The hydrostatic motor has damage.
6. The tires do not have the correct tire pressure.
7. The tires are not the same size.
8. The hydrostatic fluid is not at the correct level.
9. The oil cooler has a restriction.

HYDROSTATIC SYSTEM INFORMATION

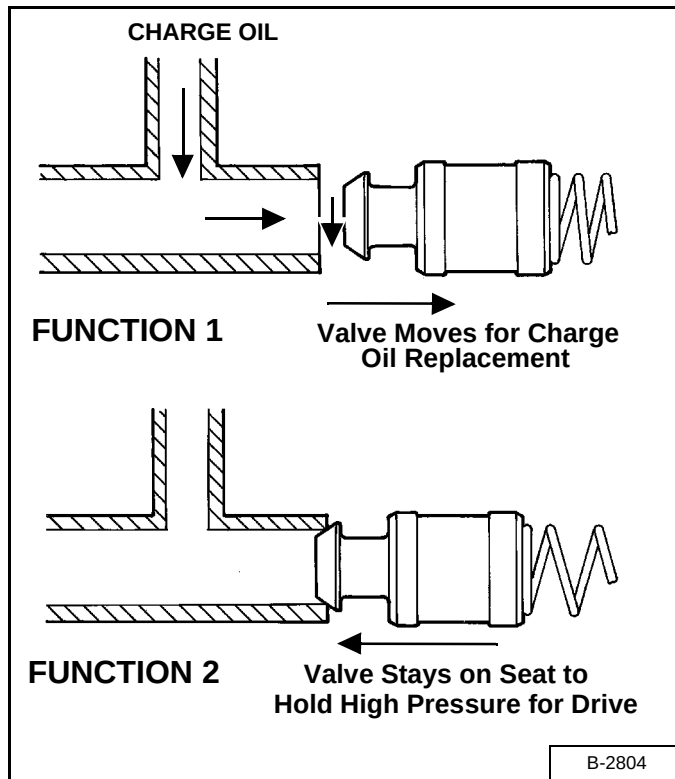
IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Replenishing Valve Function

Figure 30-10-1

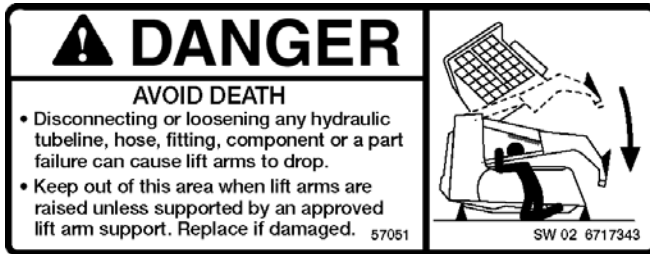


The functions of the replenishing valves are:

1. To give replacement fluid to the low pressure side of the hydrostatic circuit. Replacement fluid is needed because of normal internal leakage and the controlled flow to the oil cooler for cooling; Function 1 **[Figure 30-10-1]**.
2. To keep high pressure fluid out of the low pressure side of the hydrostatic circuitry; Function 2 **[Figure 30-10-1]**.

HYDROSTATIC MOTOR

Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

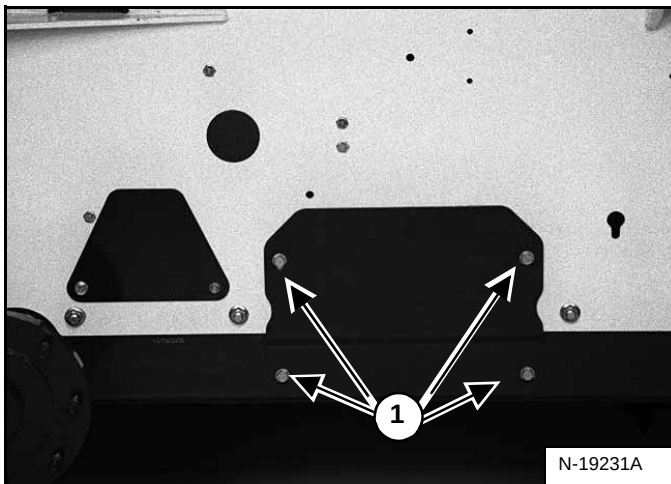
W-2059-0598



Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

Figure 30-20-1



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

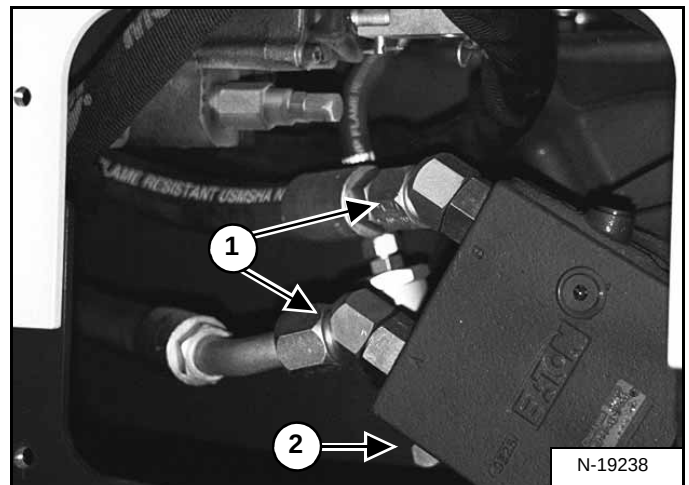
Remove the front and rear wheel/tire assemblies. (See TIRE MAINTENANCE on Page 10-170-1.)

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Remove the four motor cover mounting bolts (Item 1) [Figure 30-20-1] .

Installation: Tighten the motor cover mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 30-20-2



Mark the two hoses (Item 1) [Figure 30-20-2] before disconnecting them from the HYDROSTATIC MOTOR for correct installation.

NOTE: Photo may appear different, but the procedure is the same.

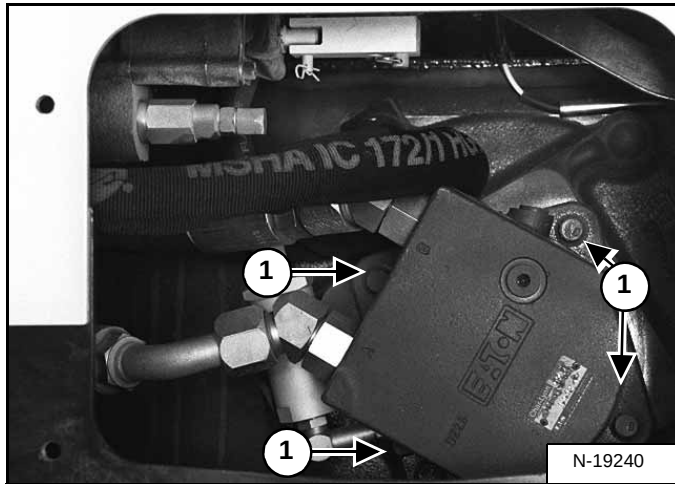
Remove the two hoses (Item 1) [Figure 30-20-2] from the drive motor.

Remove the drain hose (Item 2) [Figure 30-20-2] from the drive motor.

HYDROSTATIC MOTOR (CONT'D)

Removal And Installation (Cont'd)

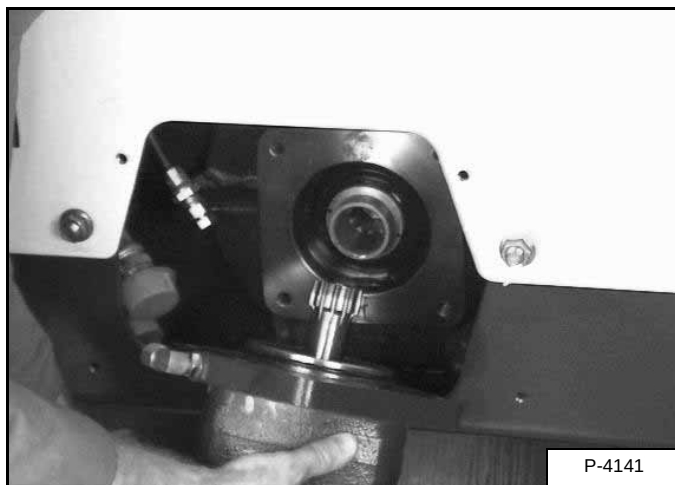
Figure 30-20-3



Remove the four drive motor mounting bolts (Item 1) [Figure 30-20-3].

Installation: Tighten the drive motor mounting bolts to 90-100 ft.-lbs. (122-136 Nm) torque.

Figure 30-20-4

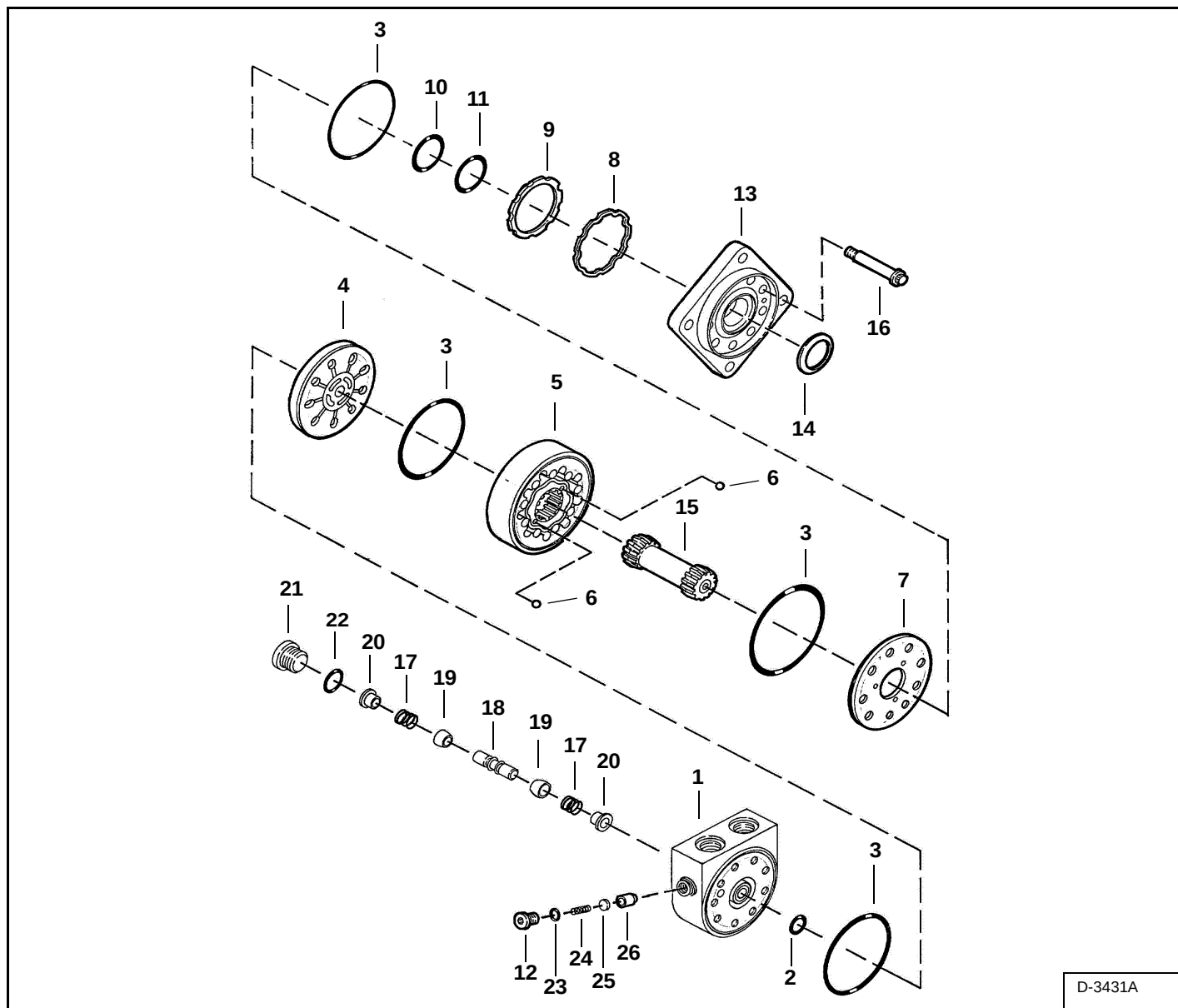


Remove the drive motor from the access hole in the loader frame [Figure 30-20-4].

Reverse the removal procedure to install the HYDROSTATIC MOTOR.

HYDROSTATIC MOTOR (CONT'D)

Parts Identification



D-3431A

Ref.	Description
------	-------------

- | | |
|-----|------------------|
| 1. | HOUSING |
| 2. | O-RING |
| 3. | SEAL, square |
| 4. | VALVE, plate |
| 5. | GEROLER |
| 6. | BALL |
| 7. | PLATE, balance |
| 8. | RING, back-up |
| 9. | SEAL |
| 10. | RING, back-up |
| 11. | O-RING |
| 12. | PLUG |
| 13. | FLANGE, mounting |
| 14. | SEAL, face |

Ref.	Description
------	-------------

- | | |
|-----|--------------|
| 15. | SHAFT, drive |
| 16. | BOLT |
| 17. | SPRING |
| 18. | PISTON |
| 19. | POPPET |
| 20. | SLEEVE |
| 21. | PLUG |
| 22. | O-RING |
| 23. | O-RING |
| 24. | SPRING |
| 25. | SHIM |
| 26. | POPPET |

HYDROSTATIC MOTOR (CONT'D)

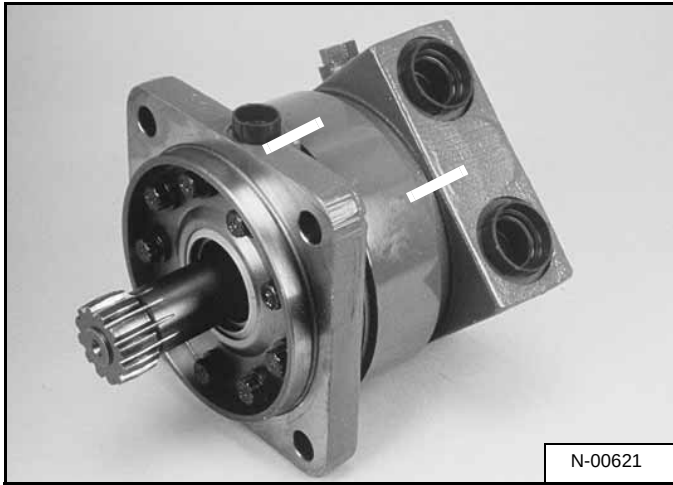
Disassembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 30-20-5

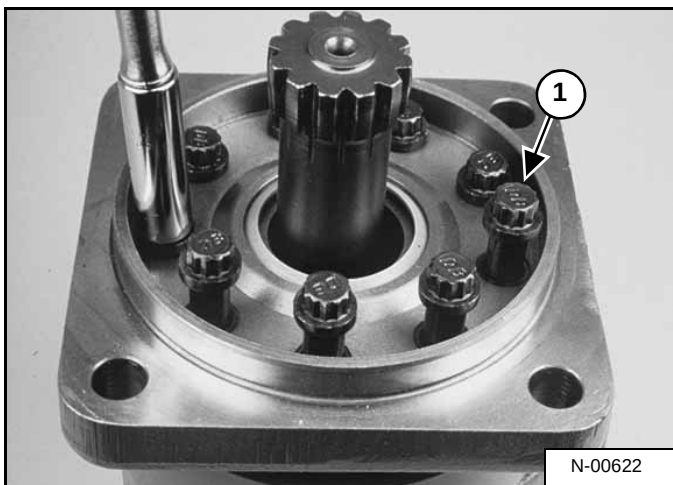


Drain the oil from the motor.

Seal all open ports and clean the motor with solvent.

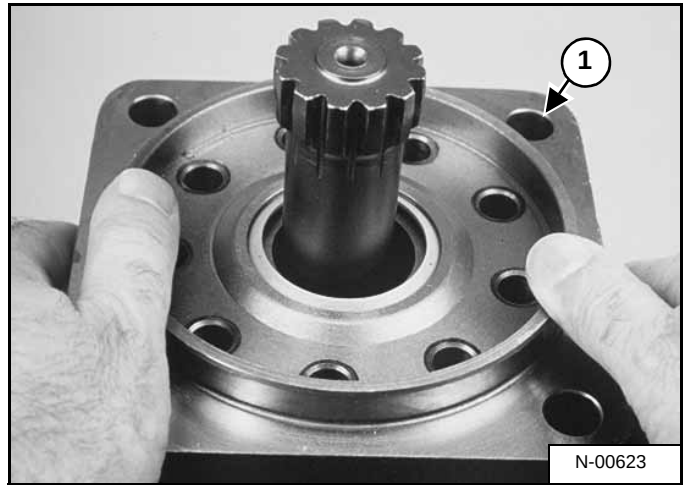
Put a mark across the sections of the motor for correct assembly [Figure 30-20-5].

Figure 30-20-6



Remove the nine bolts (Item 1) [Figure 30-20-6] from the motor.

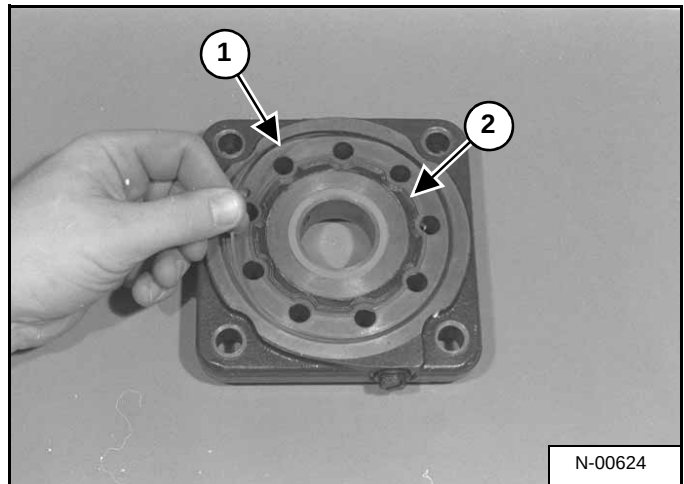
Figure 30-20-7



Lift and remove the mounting flange (Item 1) [Figure 30-20-7] from the motor.

NOTE: Do not scratch or damage the surfaces of the motor sections. Always put them on a soft surface.

Figure 30-20-8

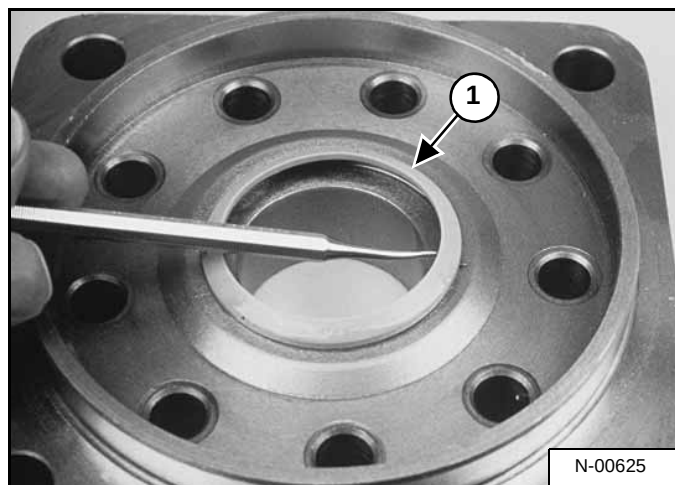


Turn the mounting flange over and remove the O-ring (Item 1) and back-up ring (Item 2) [Figure 30-20-8].

HYDROSTATIC MOTOR (CONT'D)

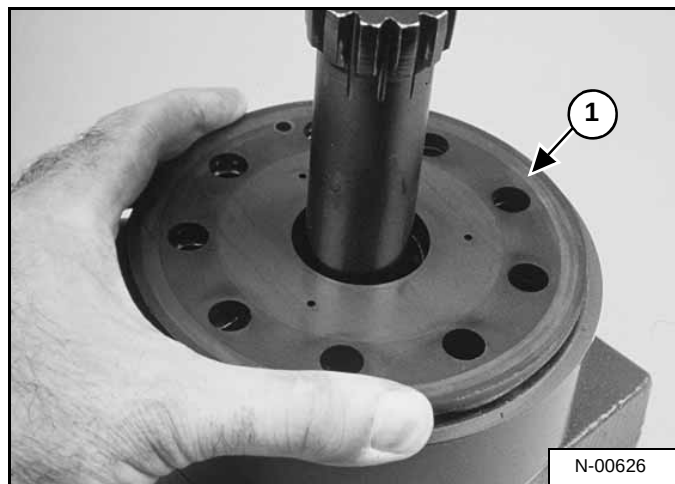
Disassembly (Cont'd)

Figure 30-20-9



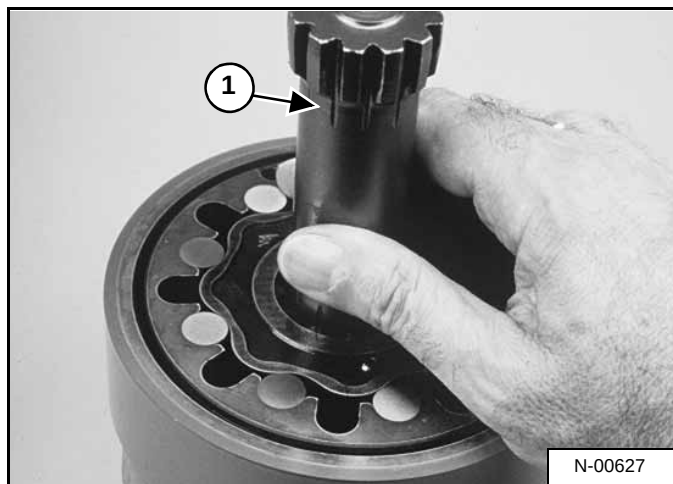
Turn the mounting flange back over and remove the seal (Item 1) [Figure 30-20-9] from the mounting flange.

Figure 30-20-10



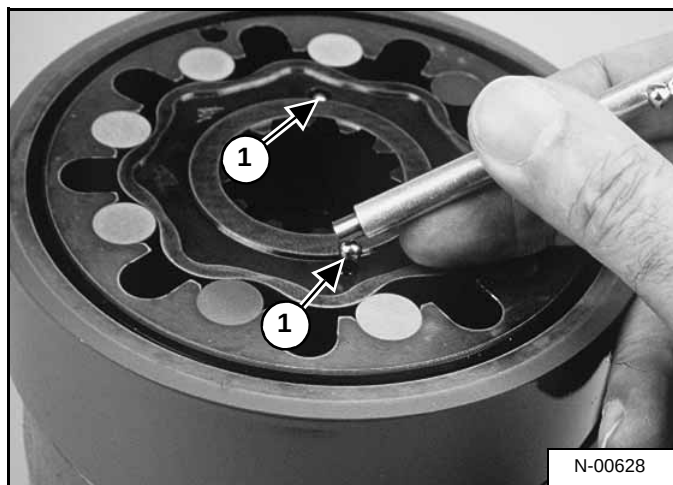
Remove the balance plate (Item 1) [Figure 30-20-10] from the gerolor assembly.

Figure 30-20-11



Remove the main drive (Item 1) [Figure 30-20-11] from the gerolor assembly.

Figure 30-20-12

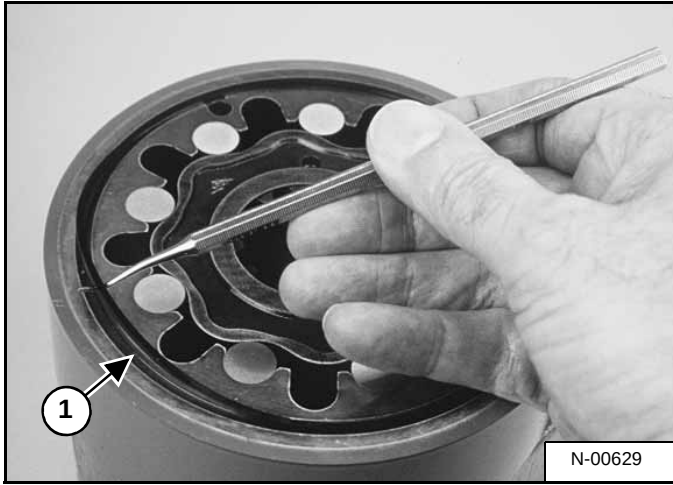


Remove the two check balls (Item 1) [Figure 30-20-12] from the gerolor.

HYDROSTATIC MOTOR (CONT'D)

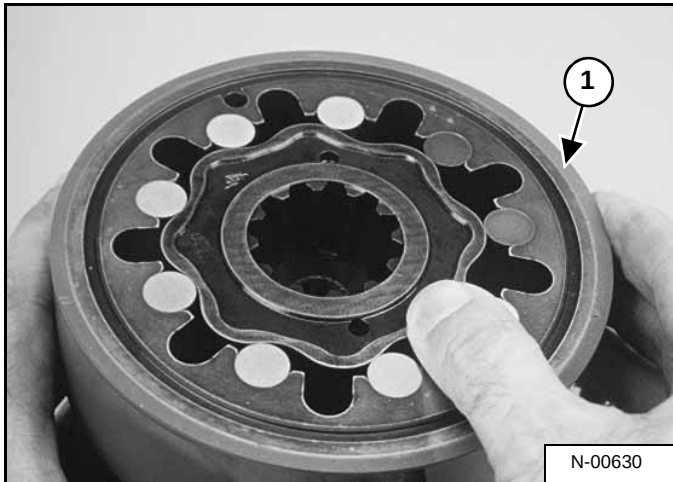
Disassembly (Cont'd)

Figure 30-20-13



Remove the square cut seal (Item 1) [Figure 30-20-13] from the gerolator.

Figure 30-20-14

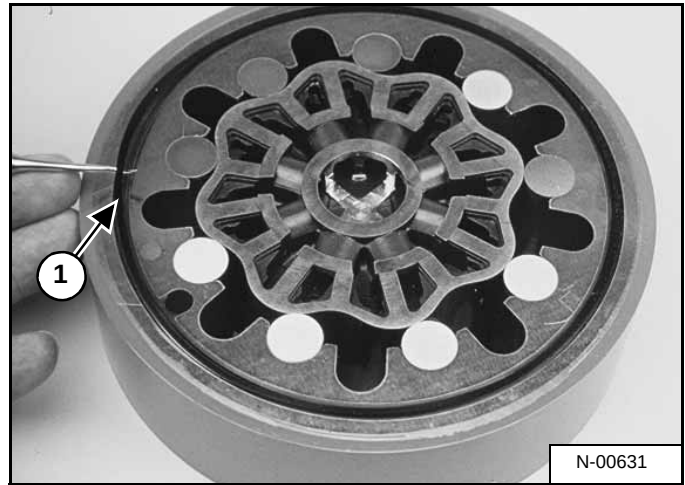


Remove the gerolator assembly (Item 1) [Figure 30-20-14].

NOTE: Care should be taken to keep the gerolator assembly together.

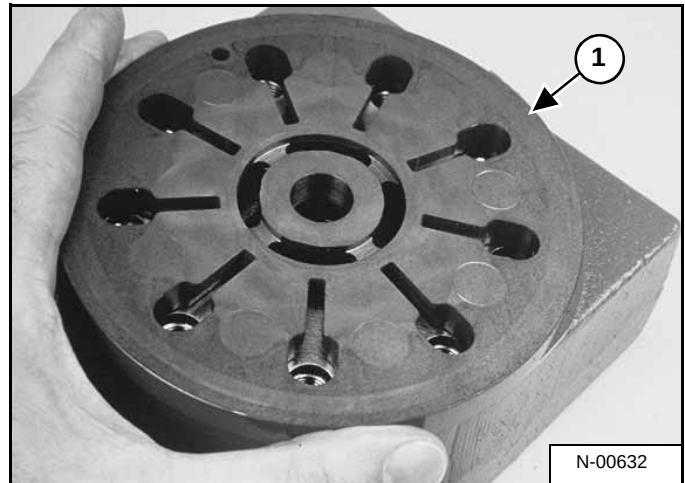
NOTE: If rollers are removed, put them back in their original bore.

Figure 30-20-15



Carefully turn the gerolator assembly over and remove the square cut seal (Item 1) [Figure 30-20-15].

Figure 30-20-16

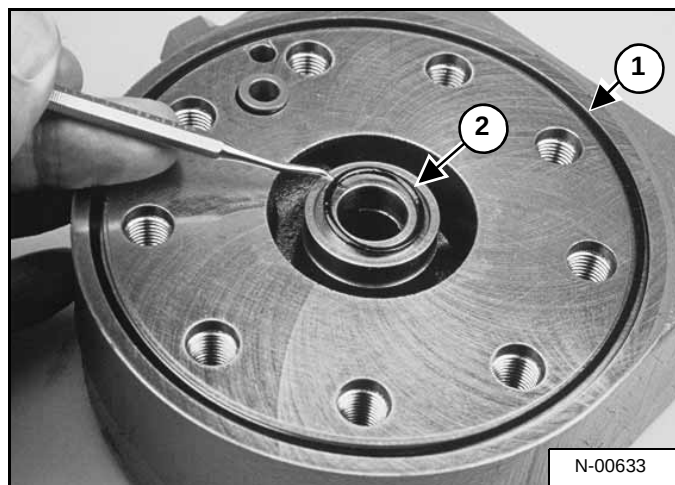


Remove the valve plate (Item 1) [Figure 30-20-16] from the end cap.

HYDROSTATIC MOTOR (CONT'D)

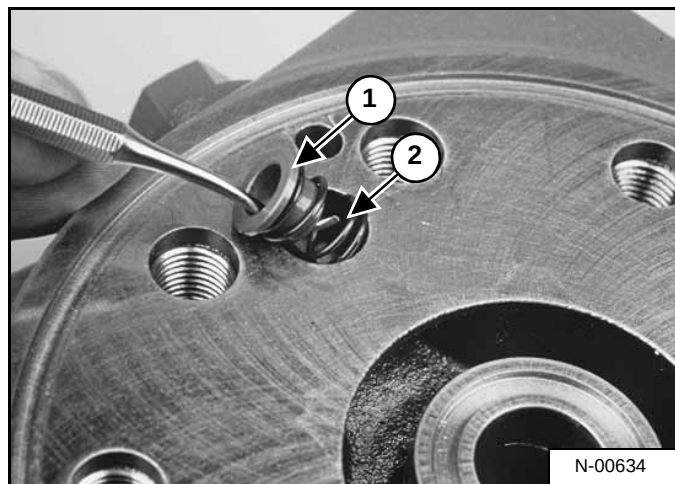
Disassembly (Cont'd)

Figure 30-20-17



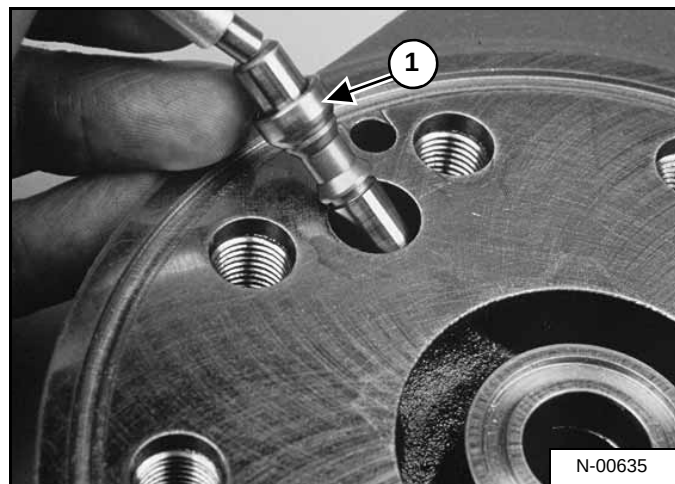
Remove the square cut seal (Item 1) and small O-ring (Item 2) [Figure 30-20-17] from the end cap.

Figure 30-20-18



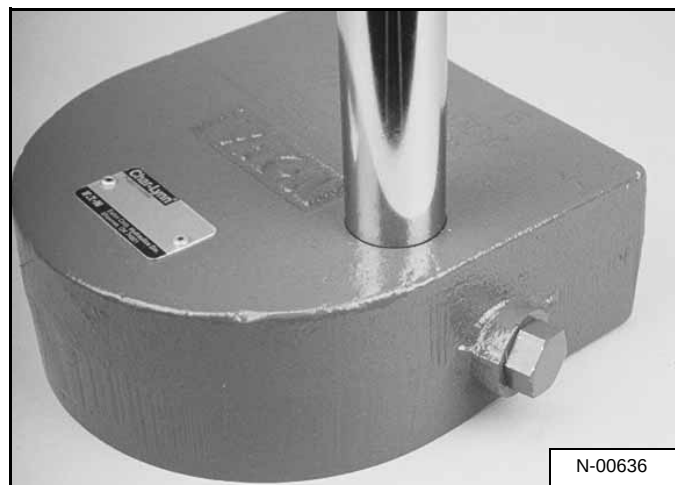
Remove the spring seat (Item 1) and spring (Item 2) [Figure 30-20-18].

Figure 30-20-19



Remove the poppet and shuttle valve (Item 1) [Figure 30-20-19].

Figure 30-20-20

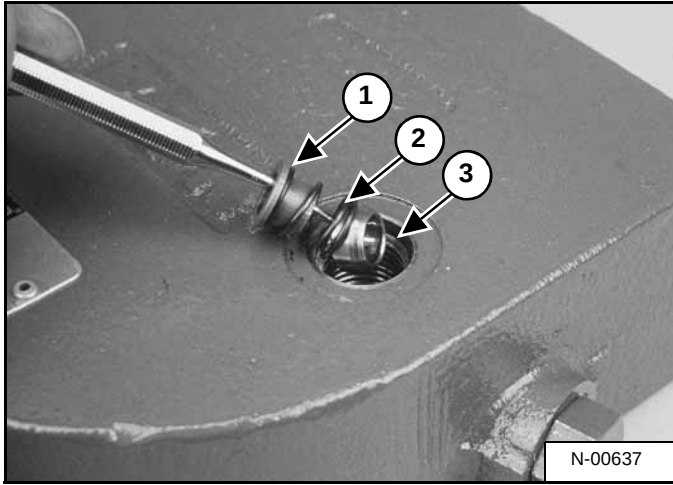


Turn the end cover over and remove the shuttle valve plug from the end cover [Figure 30-20-20].

HYDROSTATIC MOTOR (CONT'D)

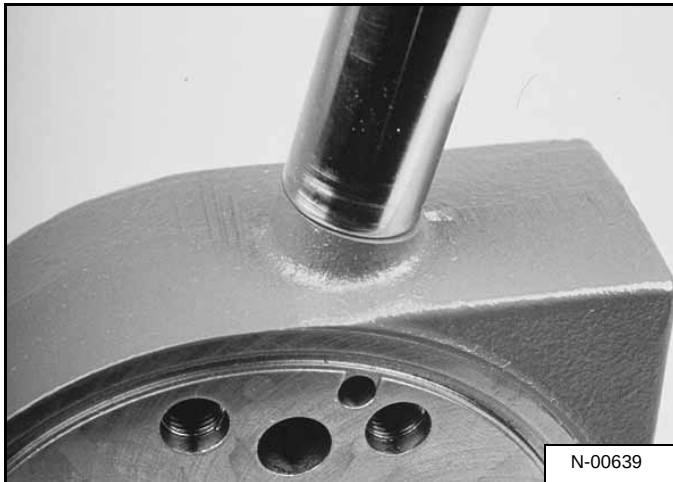
Disassembly (Cont'd)

Figure 30-20-21



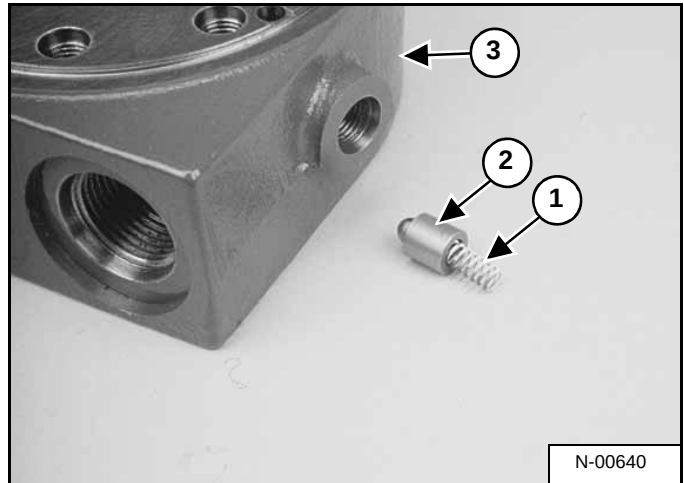
Remove the spring seat (Item 1) , spring (Item 2) and poppet (Item 3) [Figure 30-20-21].

Figure 30-20-22



Remove the low pressure relief valve plug from the side of the end cover [Figure 30-20-22].

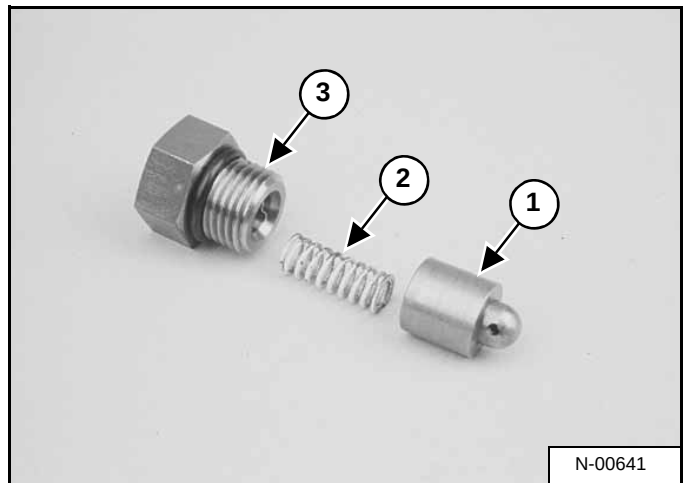
Figure 30-20-23



Remove the spring (Item 1) and poppet (Item 2) from the end cover (Item 3) [Figure 30-20-23].

NOTE: The relief pressure is factory set and must not be changed. Shims may or may not have been used at the factory for setting the pressure. If shims are present, make sure they are reinstalled during assembly.

Figure 30-20-24



The low pressure relief valve is made up of the poppet (Item 1) , the spring (Item 2) and the plug assembly (Item 3)[Figure 30-20-24].

HYDROSTATIC MOTOR (CONT'D)

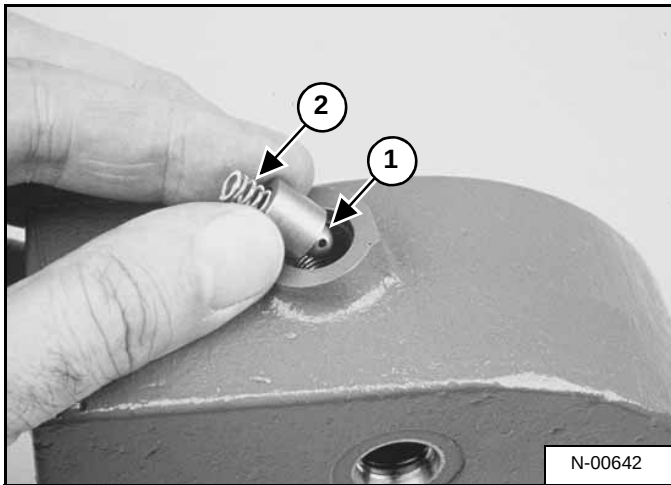
Assembly

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Figure 30-20-25



Prior to assembly:

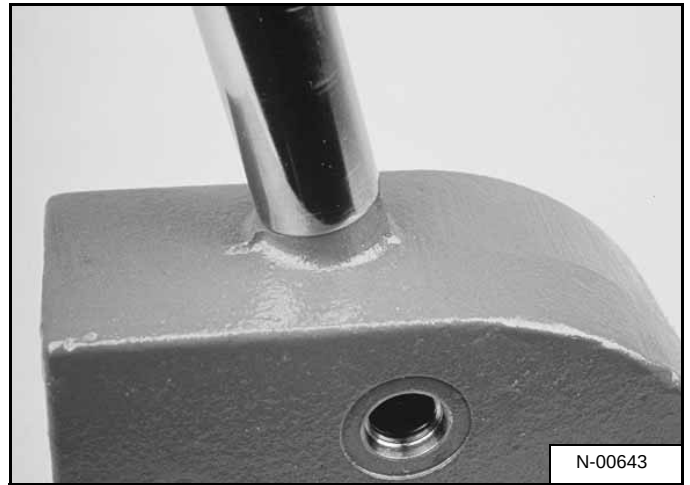
Clean all parts with solvent and dry with compressed air.

Put grease on O-rings.

Lubricate parts with oil.

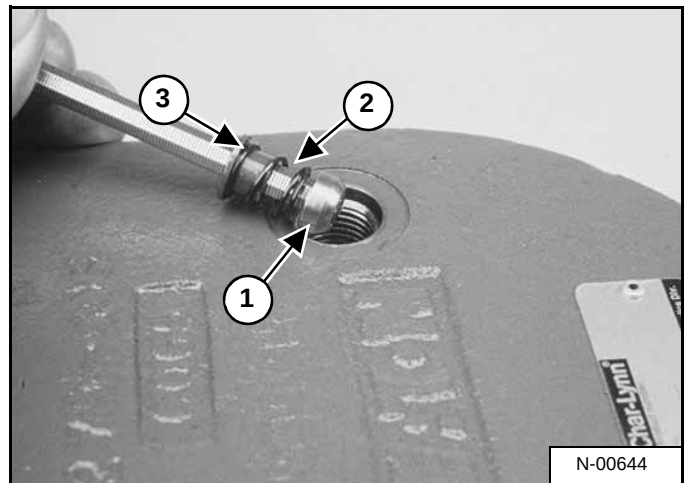
Install the poppet (Item 1) and spring (Item 2) [Figure 30-20-25] in the low pressure relief port in the end cover.

Figure 30-20-26



Install the new O-ring on the plug and tighten to 300 in.-lbs. (34 Nm) torque [Figure 30-20-26].

Figure 30-20-27



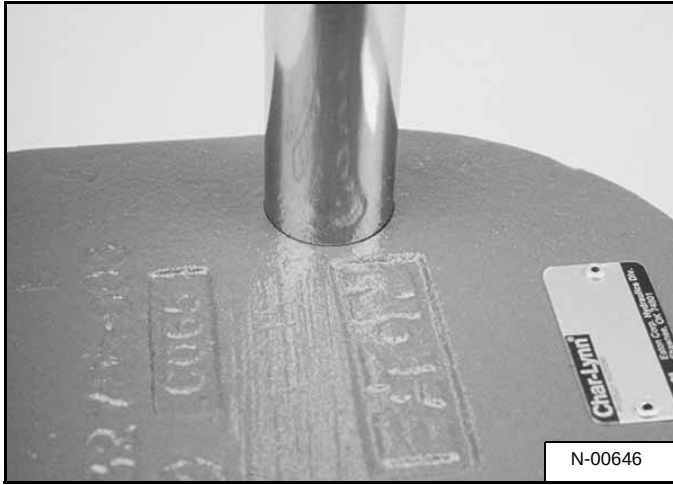
Install the poppet (Item 1), the spring (Item 2) and the spring seat (Item 3) [Figure 30-20-27] in the end cover.

NOTE: The tapered end of the poppet must face towards the shuttle valve.

HYDROSTATIC MOTOR (CONT'D)

Assembly (Cont'd)

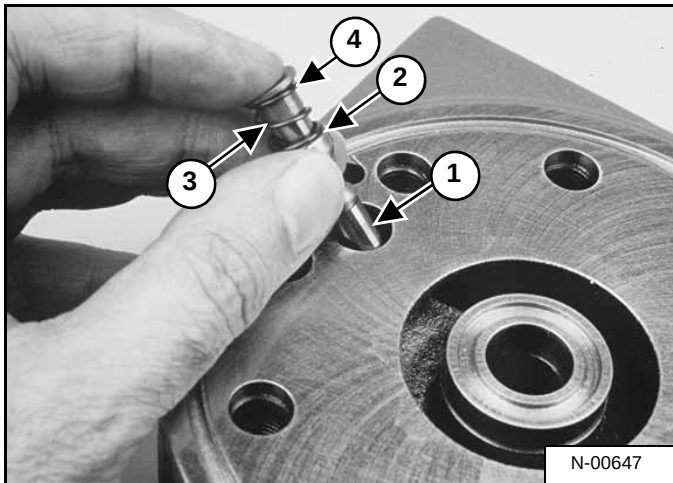
Figure 30-20-28



Install a new O-ring on the plug [Figure 30-20-28] and tighten to 260 in.-lbs. (41 Nm) torque.

NOTE: Always use new O-rings and seals when assembling the motor. Put a small amount of grease on all the O-rings and seals for easier installation.

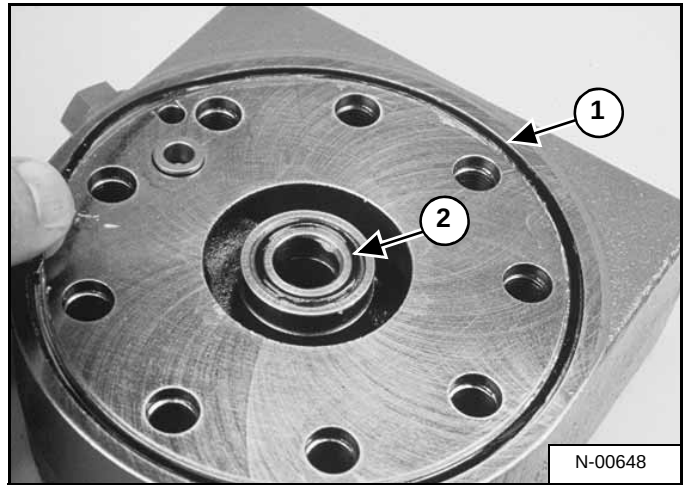
Figure 30-20-29



Install the shuttle valve (Item 1), poppet (Item 2), spring (Item 3) and spring seat (Item 4) [Figure 30-20-29] in the port hole in the end cap.

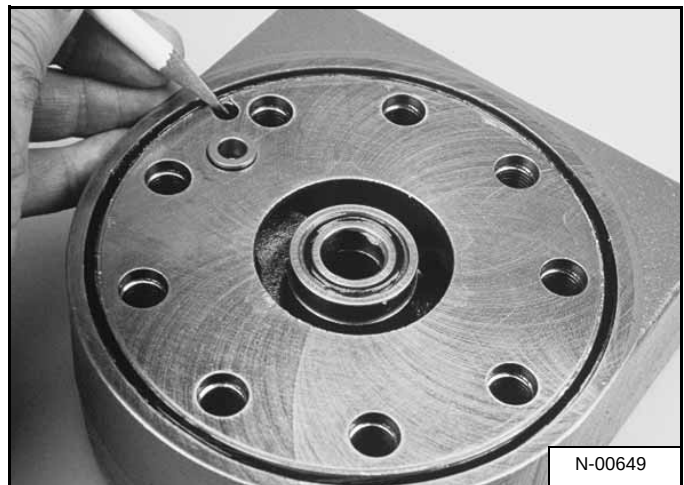
NOTE: The tapered end of the poppet must face towards the shuttle valve.

Figure 30-20-30



Install the square cut seal (Item 1) and small O-ring (Item 2) [Figure 30-20-30] in the end cover.

Figure 30-20-31

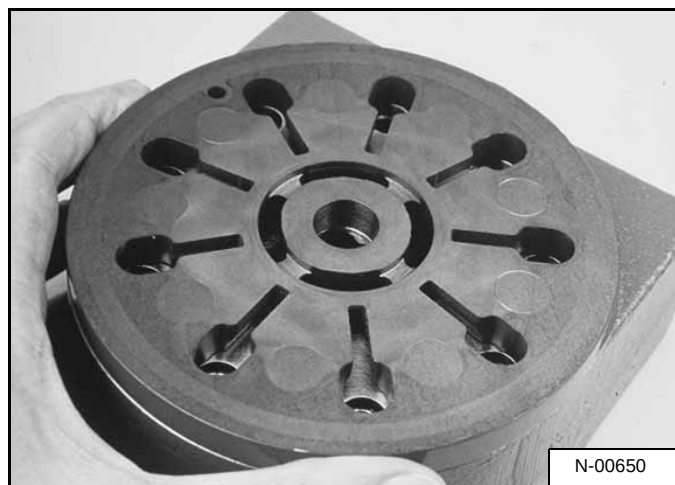


Mark the case drain port location on the outside of the end cover for ease of assembly [Figure 30-20-31].

HYDROSTATIC MOTOR (CONT'D)

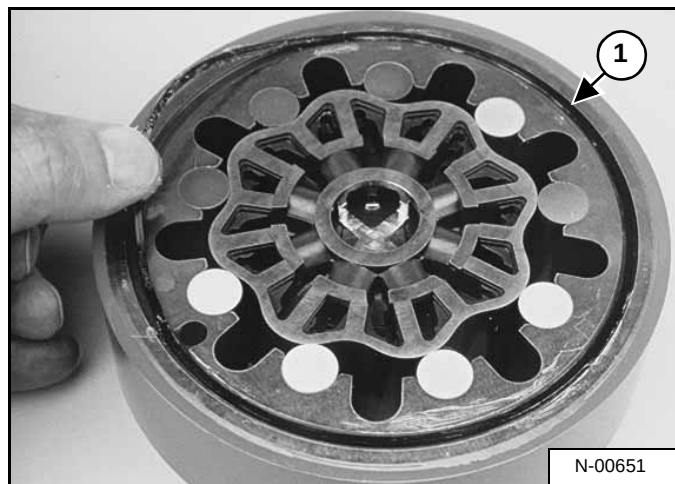
Assembly (Cont'd)

Figure 30-20-32



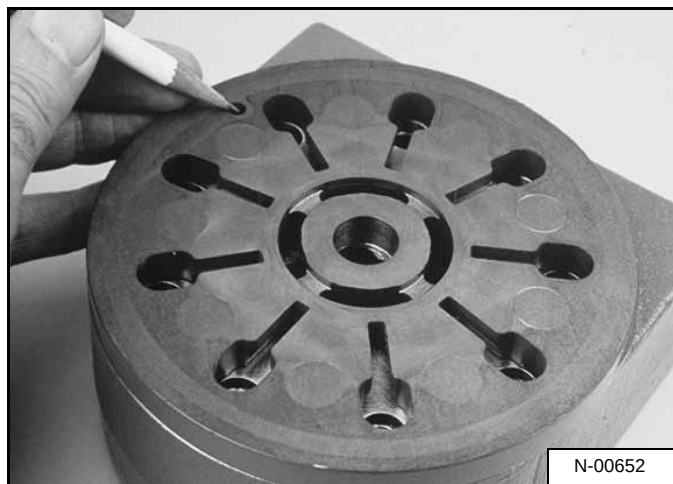
Align the case drain ports in the valve plate with the case drain port in the end cover [Figure 30-20-32].

Figure 30-20-33



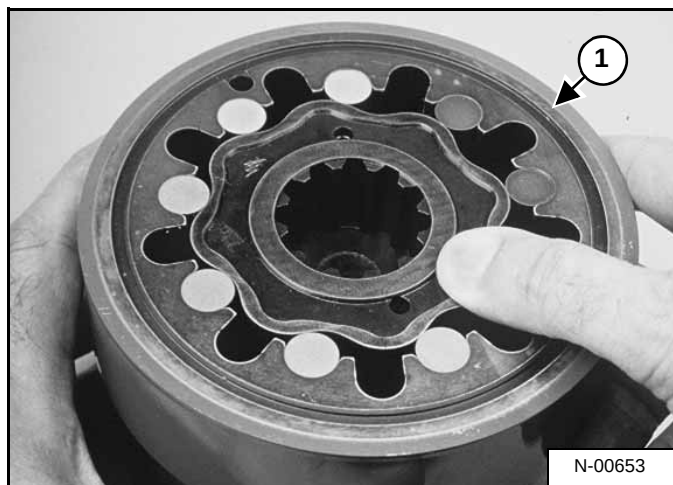
Install the large square cut seal (Item 1) [Figure 30-20-33] in gerolator assembly.

Figure 30-20-34



Mark the case drain port location on the outside edge of the valve plate as shown [Figure 30-20-34].

Figure 30-20-35

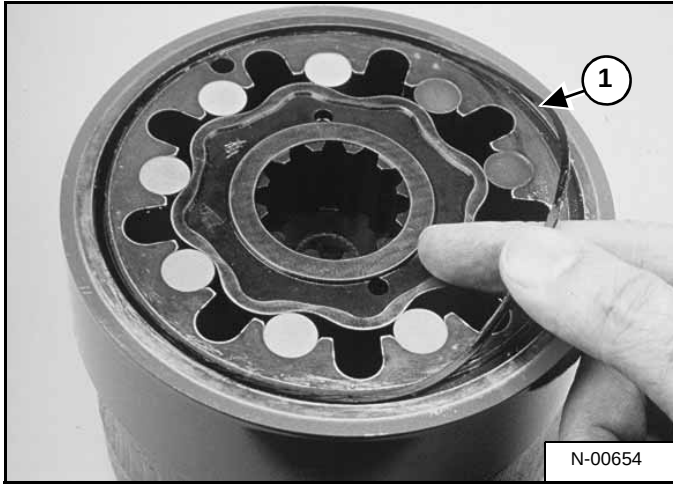


Install the gerolator assembly (Item 1) [Figure 30-20-35] by aligning the case drain hole with the case drain hole in the valve plate.

HYDROSTATIC MOTOR (CONT'D)

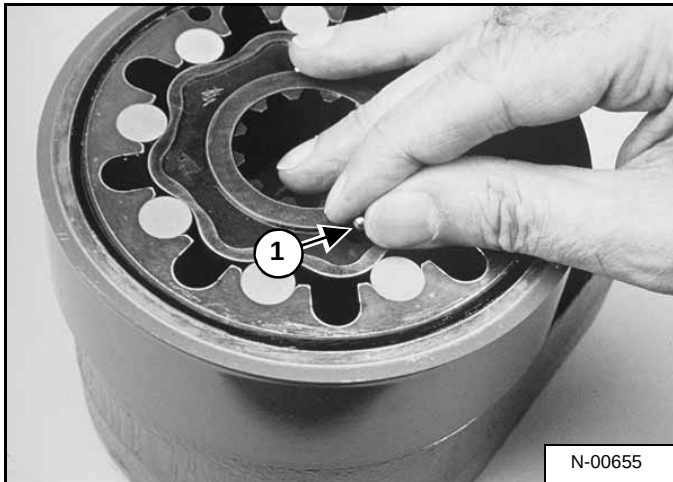
Assembly (Cont'd)

Figure 30-20-36



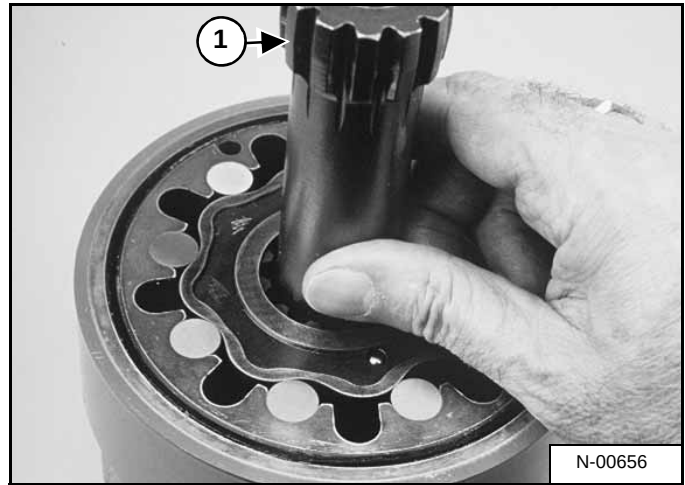
Install the square cut seal (Item 1) [Figure 30-20-36] in the gerolor outer ring.

Figure 30-20-37



Install the two check balls (Item 1) [Figure 30-20-37] in their bores in the gerolor.

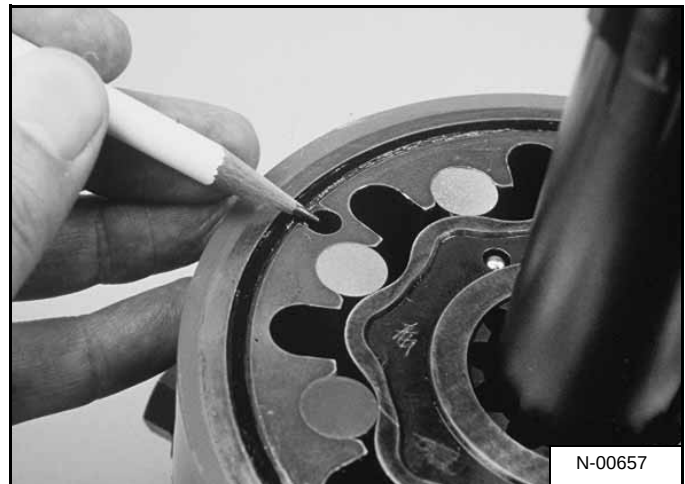
Figure 30-20-38



Install the main drive (Item 1) [Figure 30-20-38] in the gerolor (as shown).

NOTE: Whenever the main drive is not symmetrical, the smallest end of the main drive must be installed into the gerolors.

Figure 30-20-39

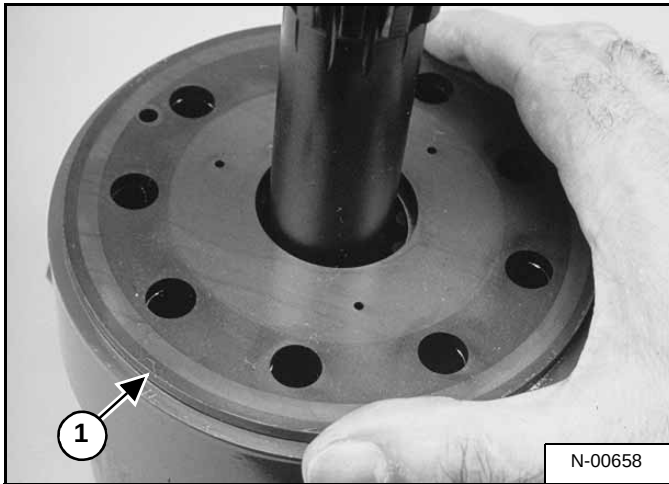


Mark the case drain hole on the outer ring of the gerolor (as shown) [Figure 30-20-39].

HYDROSTATIC MOTOR (CONT'D)

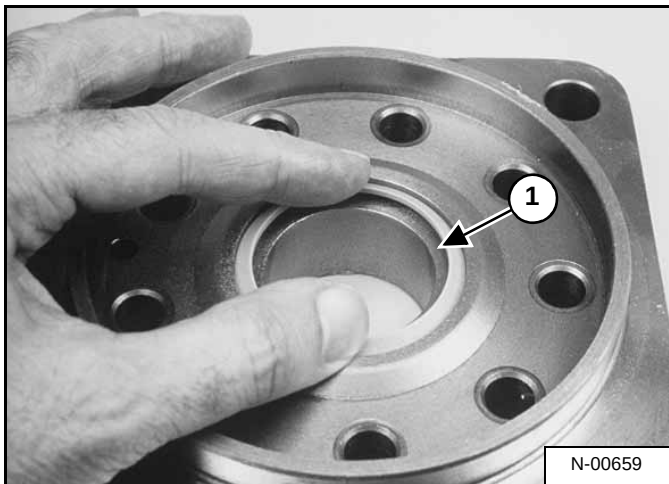
Assembly (Cont'd)

Figure 30-20-40



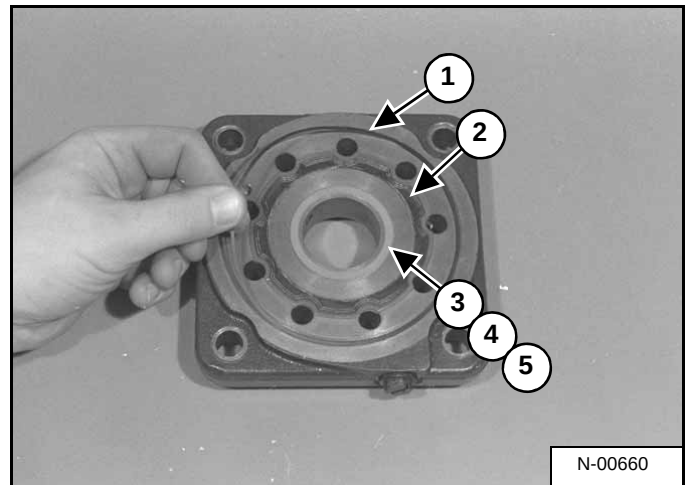
Align the case drain holes and install the balance plate (Item 1) [Figure 30-20-40] on the gerolator assembly.

Figure 30-20-41



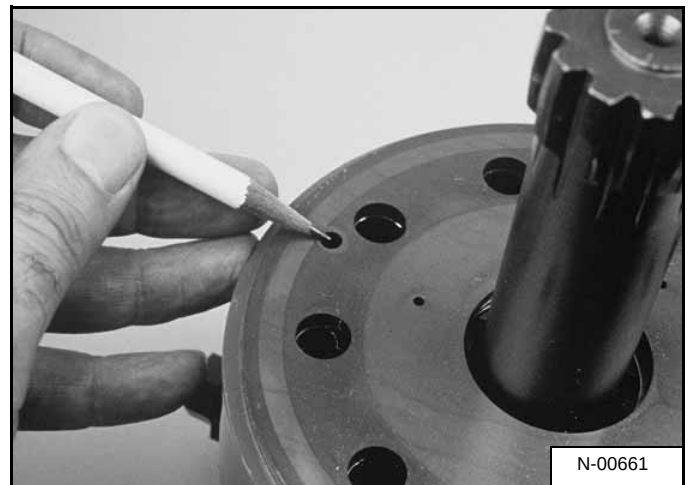
Install the seal (Item 1) in the mounting flange [Figure 30-20-41] (as shown).

Figure 30-20-42



Install the square cut seal (Item 1) , seal (Item 2) , back-up seal (Item 3) , seal (Item 4) and back-up ring (Item 5) [Figure 30-20-42] in the mounting flange.

Figure 30-20-43

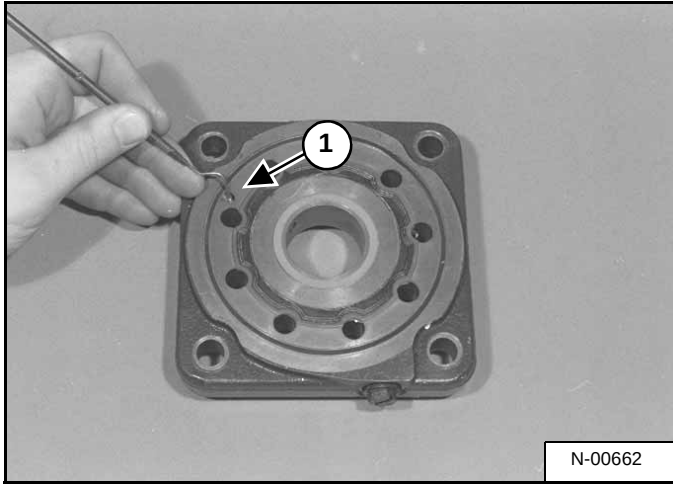


Mark the case drain holes on the side of the balance plate [Figure 30-20-43].

HYDROSTATIC MOTOR (CONT'D)

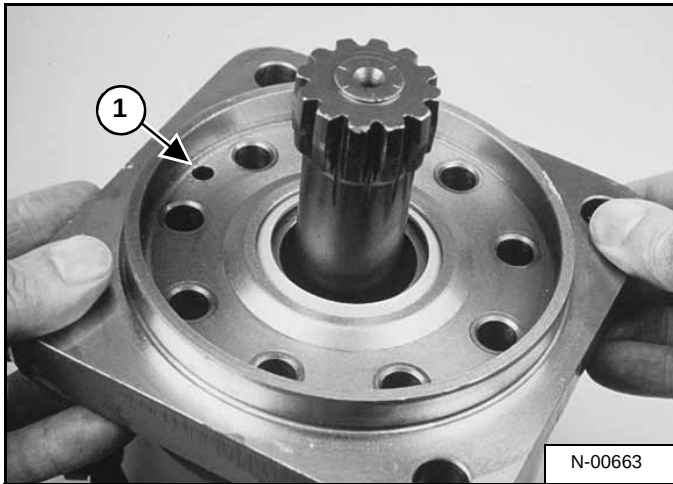
Assembly (Cont'd)

Figure 30-20-44



Align the case drain port (Item 1) [Figure 30-20-44] in the mounting flange with the case drain port in the balance plate (as shown).

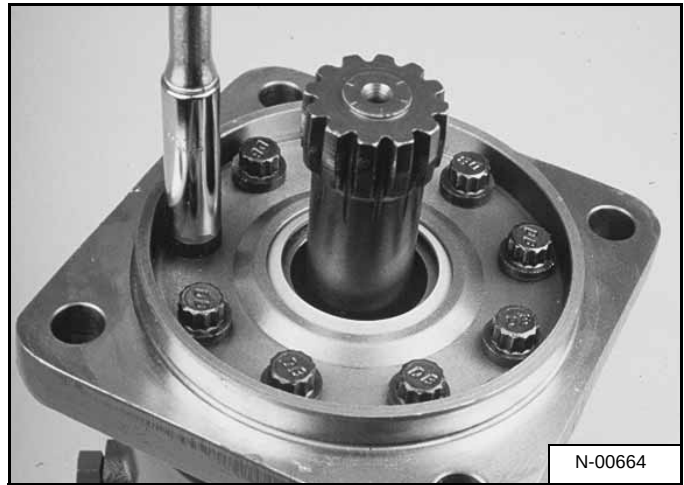
Figure 30-20-45



Align the two case drain port (Item 1) [Figure 30-20-45] and install the mounting flange on the balance plate.

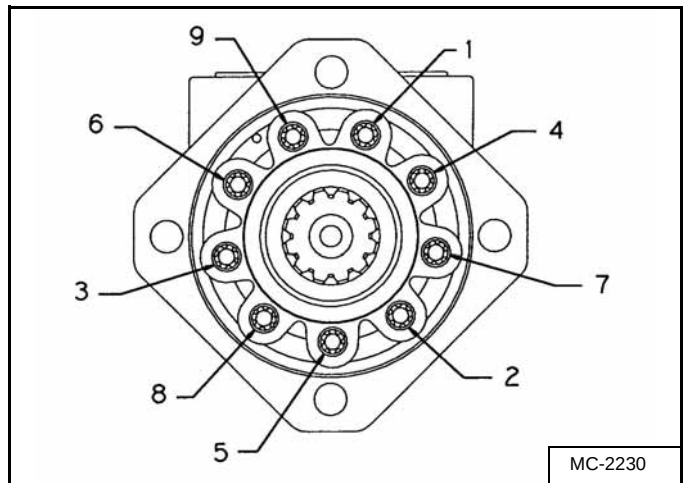
Be careful not to displace the seals and back-up rings.

Figure 30-20-46



Install the nine bolts into the motor. Make sure all the parts are in correct alignment [Figure 30-20-46].

Figure 30-20-47



1. Tighten the bolts to 45-55 ft.-lbs. (61-75 Nm) torque as shown in figure [Figure 30-20-47].
2. Tighten the bolts to 55-65 ft.-lbs. (75 -88 Nm) torque as shown in figure [Figure 30-20-47].

NOTE: To prevent damage to the balance plate, never lift or support the motor by the center shaft.

HYDROSTATIC MOTOR (CONT'D)

Carrier Shaft Seal Replacement

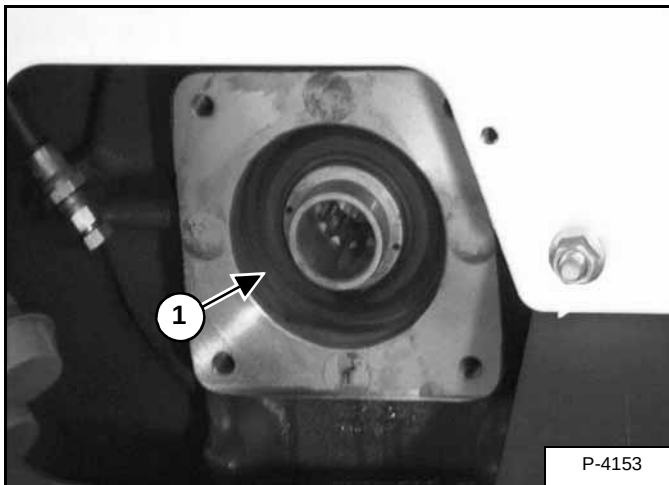
WARNING

Wear safety glasses to prevent eye injury when any of the following conditions exist:

- When fluids are under pressure.
- Flying debris or loose material is present.
- Engine is running.
- Tools are being used.

W-2019-1285

Figure 30-20-48



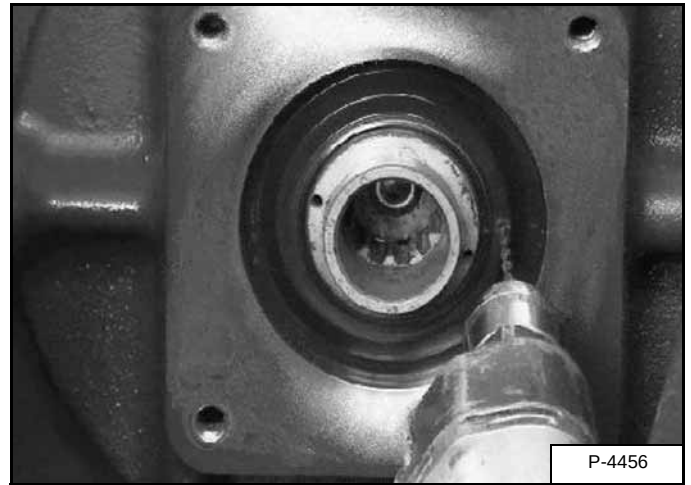
The tool listed is necessary for the following procedure:

MEL1420 - Carrier Seal Tool

Remove the hydrostatic motor. (See Removal And Installation on Page 30-20-1)

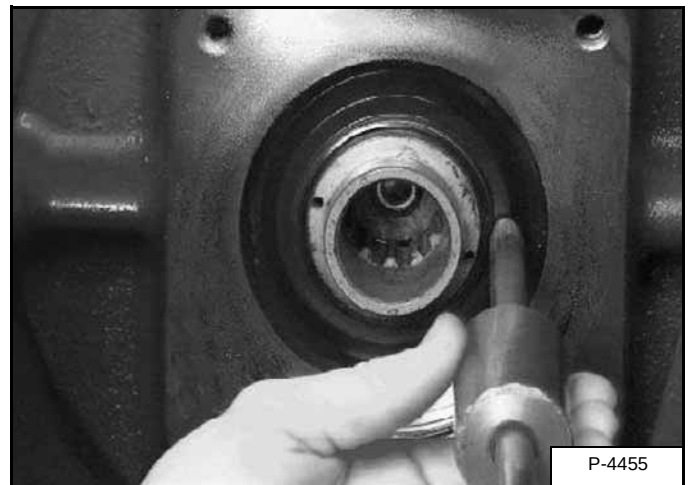
The motor carrier seal (Item 1) [Figure 30-20-48] is located on the outside of the motor carrier shaft.

Figure 30-20-49



Drill a .125 inch (3 mm) hole in the motor carrier seal [Figure 30-20-49].

Figure 30-20-50

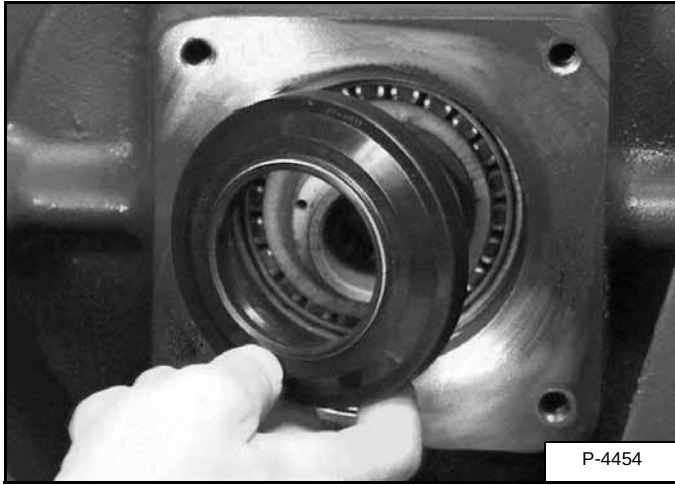


Use a slide hammer to remove the seal from the motor carrier shaft [Figure 30-20-50].

HYDROSTATIC MOTOR (CONT'D)

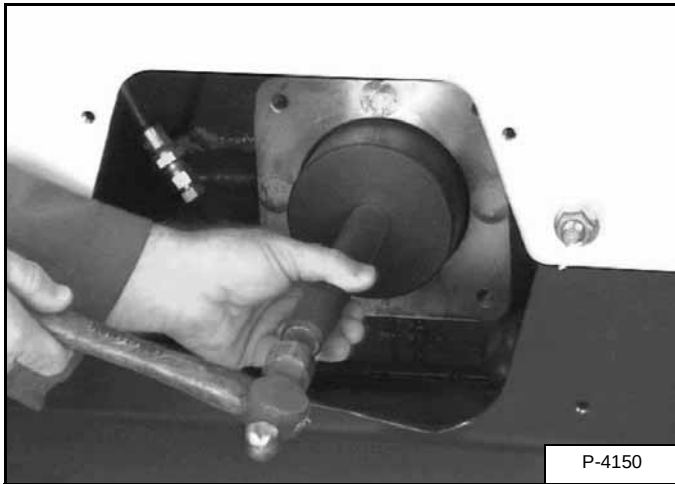
Carrier Shaft Seal Replacement (Cont'd)

Figure 30-20-51



Installation: Install a new seal over the motor carrier shaft [Figure 30-20-51].

Figure 30-20-52



Installation: Install MEL1420 Carrier Seal Tool over the carrier seal [Figure 30-20-52].

Hit the tool with a hammer until the seal is fully seated on the carrier shaft [Figure 30-20-52].

Figure 30-20-53

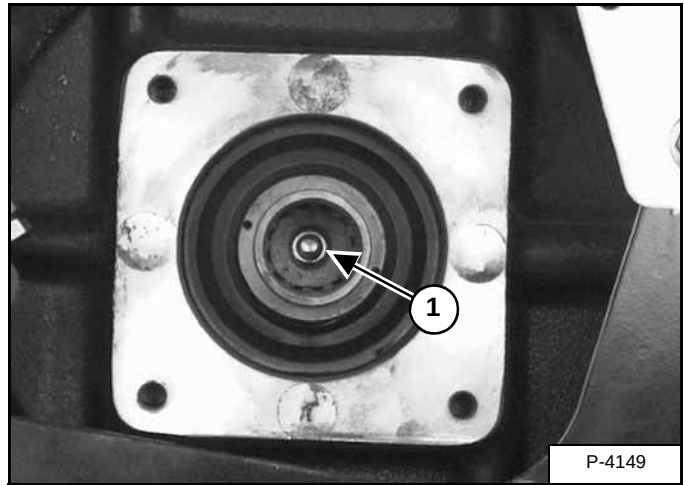


Photo [Figure 30-20-53] shows the motor carrier seal correctly installed.

NOTE: Before reinstalling the hydrostatic motor, check the plug (Item 1) [Figure 30-20-53] located in the center of the carrier shaft for tightness. If the plug becomes loosened, case drain lubrication oil from the hydrostatic motor can leak into the chaincase.

HYDROSTATIC MOTOR (CONT'D)

Carrier Removal And Installation

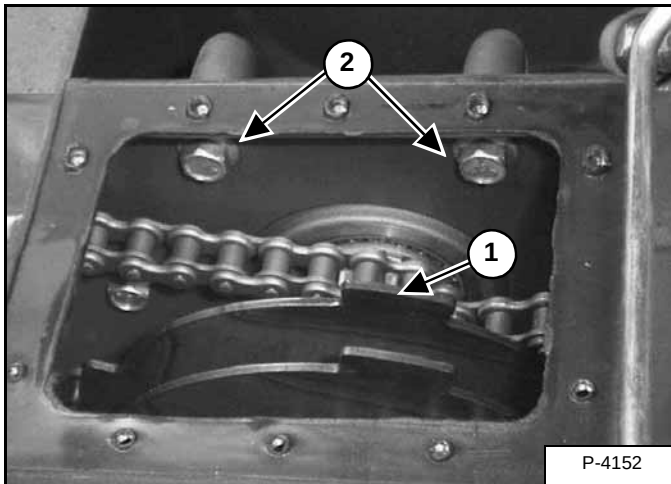


WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 30-20-54



Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the fluid from the chaincase. (See Removing The Oil on Page 40-30-1.)

Remove the engine speed control. (See Removal And Installation on Page 70-20-1.)

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Remove the lift arm by-pass control valve. (See Removal And Installation on Page 20-50-1.)

Remove the traction lock assembly. (See Guide Removal on Page 60-110-4.)

Remove the center chaincase cover. (See Center Cover Removal And Installation on Page 40-30-3.)

Remove the front chaincase cover. (See Front Cover Removal And Installation on Page 40-30-2.)

Remove the front axle and sprocket. (See Axle Sprocket And Bearings Removal And Installation on Page 40-20-3.)

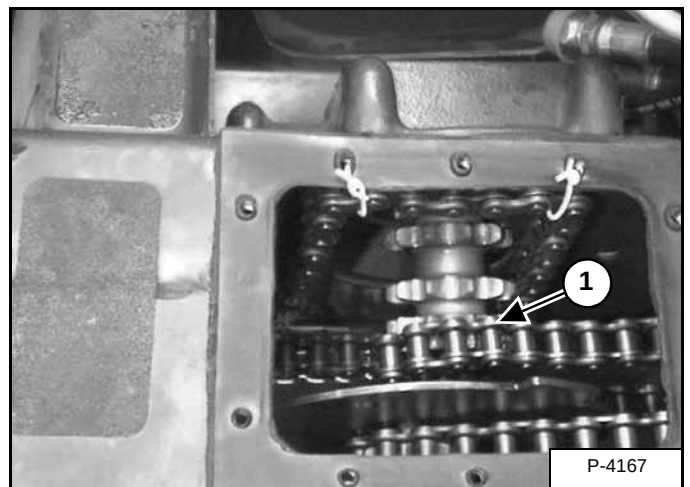
Remove the hydrostatic motor. (See Removal And Installation on Page 30-20-1)

Remove the parking brake disc (Item 1) [Figure 30-20-54]. (See Disk Removal And Installation on Page 40-10-3.)

Remove the six motor carrier mounting bolts (Item 2) [Figure 30-20-54] from the inside of the chaincase.

Installation: Tighten the motor carrier mounting bolts to 125-140 ft.-lbs. (170-190 Nm) torque.

Figure 30-20-55



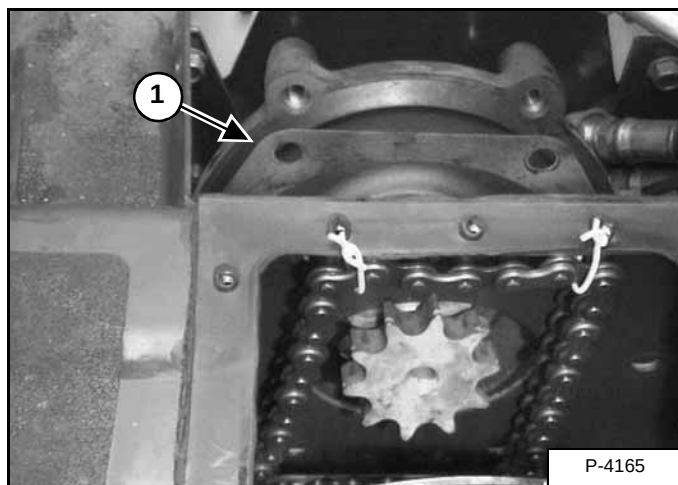
For ease of removal, fasten the front drive chain (previously removed) to the chaincase as shown [Figure 30-20-55].

Tip the end of the sprocket toward the rear of the loader and remove the rear drive chain (Item 1) [Figure 30-20-55] from the sprocket.

HYDROSTATIC MOTOR (CONT'D)

Carrier Removal And Installation (Cont'd)

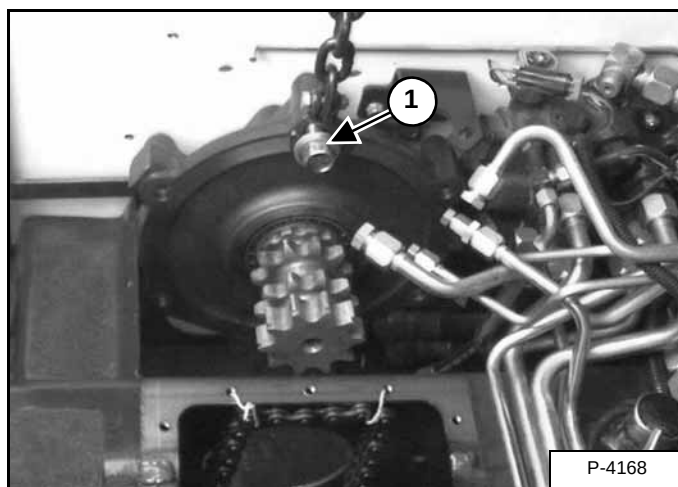
Figure 30-20-56



Slide the motor carrier out of the chaincase [Figure 30-20-56].

Installation: Check the motor carrier gasket (Item 1) [Figure 30-20-56] for wear or damage and replace if necessary.

Figure 30-20-57



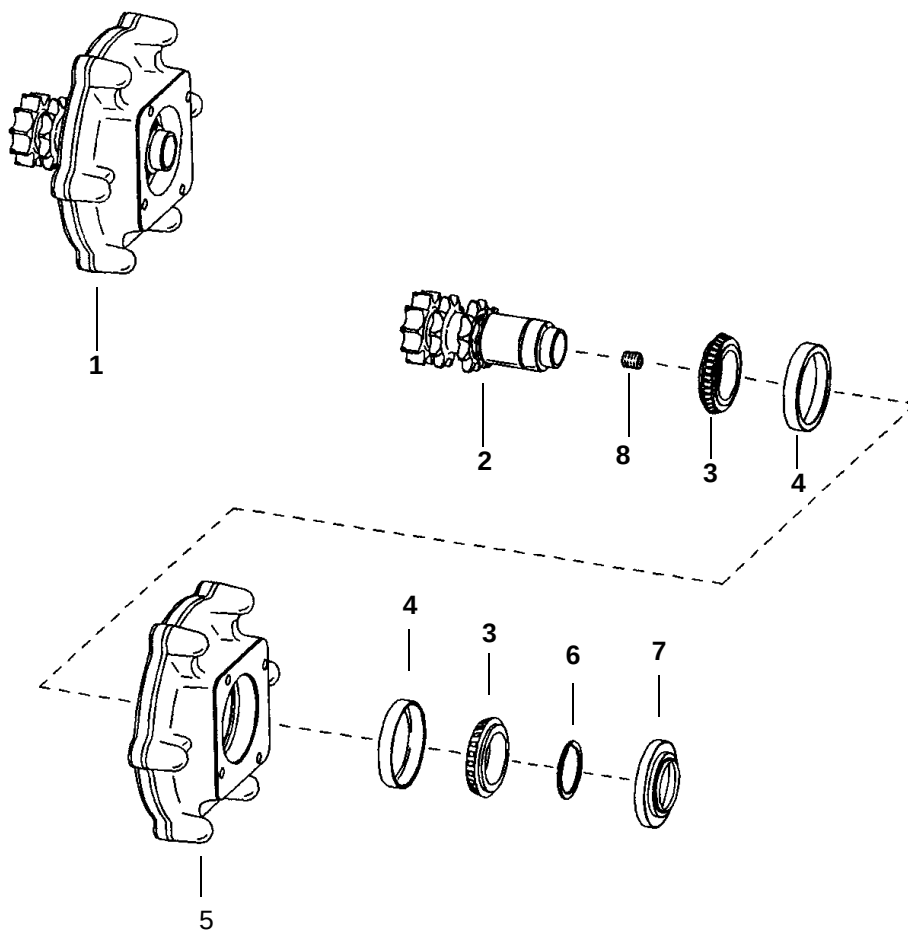
Use one of the motor carrier mounting bolts (Item 1) [Figure 30-20-57] and install partially into one mounting hole on the carrier.

Fasten a chain hoist to the bolt on the motor carrier and remove the carrier from the loader.

Reverse the removal procedure to install the motor carrier.

HYDROSTATIC MOTOR

Carrier Parts Identification



REF.	DESCRIPTION
1.	MOUNT ASSY.
2.	SHAFT
3.	BEARING
4.	RACE

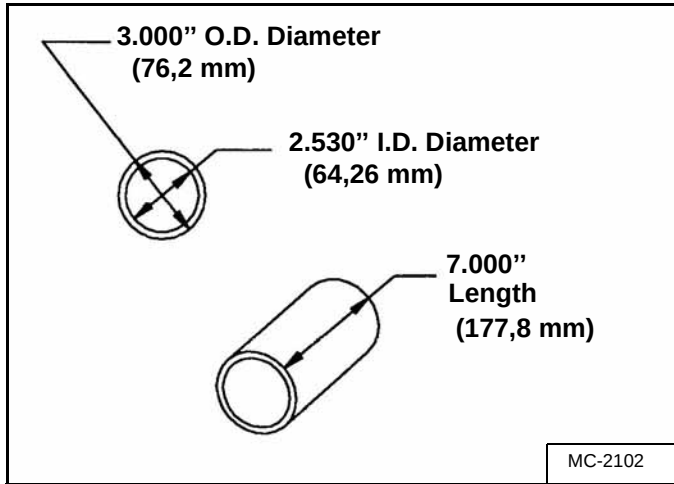
REF.	DESCRIPTION
5.	HOUSING
6.	SNAP RING
7.	SEAL
8.	PLUG

MC-1937A

HYDROSTATIC MOTOR (CONT'D)

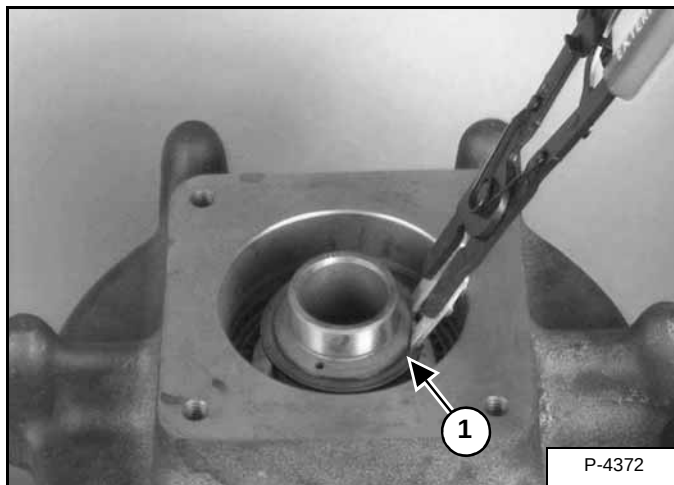
Carrier Disassembly

Figure 30-20-58



It is necessary to locate or fabricate a press tool for this procedure. Refer to photo [Figure 30-20-58] for the correct dimensions of the tool needed.

Figure 30-20-59

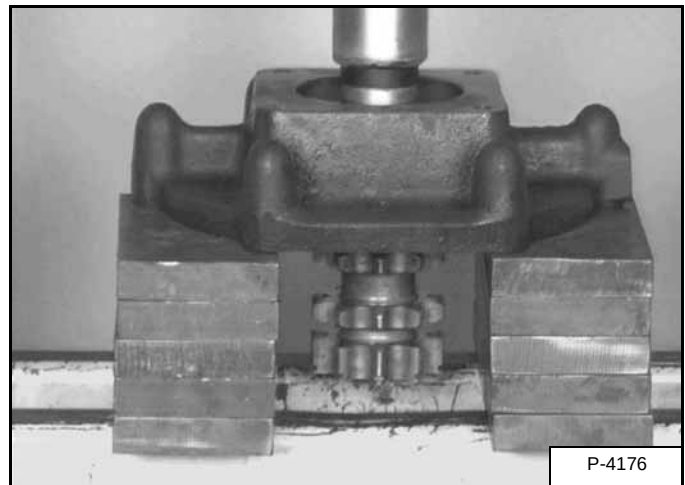


A hydraulic press, slide hammer with puller end and snap ring pliers are also recommended for this procedure.

Remove the motor carrier shaft seal. (See Disassembly on Page 30-20-4)

Remove the snap ring (Item 1) [Figure 30-20-59] from the motor carrier shaft using the snap ring pliers.

Figure 30-20-60

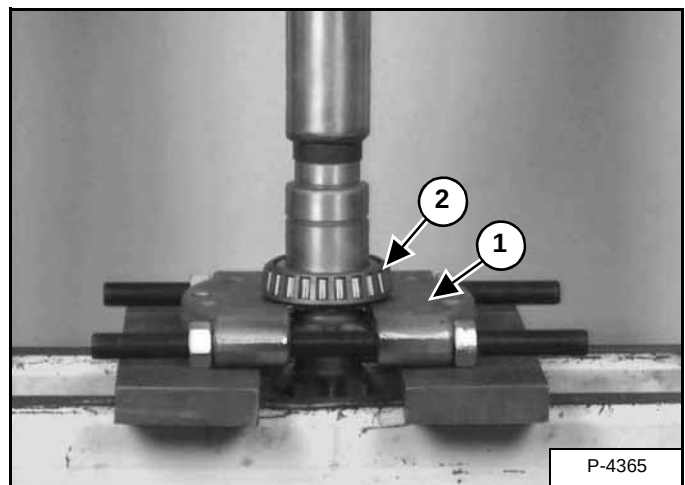


Put the motor carrier in the hydraulic press as shown [Figure 30-20-60].

Use 2-1/4 inch driver tool and press the sprocket shaft out of the motor carrier housing [Figure 30-20-60].

NOTE: The outer bearing will now be free from the sprocket shaft.

Figure 30-20-61



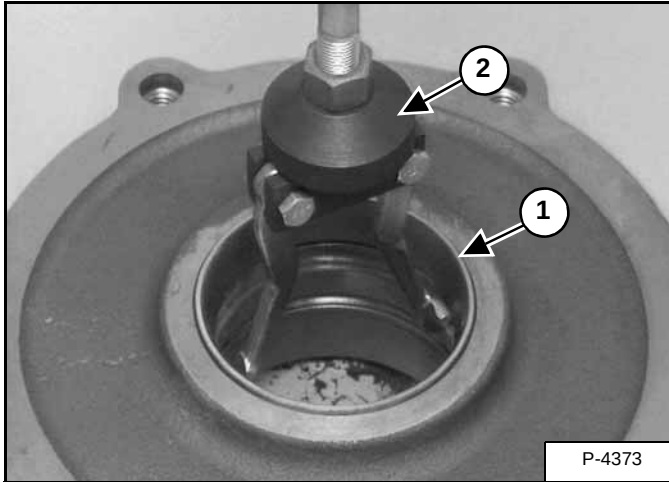
Remove the housing from the press and install a bearing puller (Item 1) [Figure 30-20-61] on the sprocket shaft.

Put the assembly in the hydraulic press. Use the same tool driver and remove the bearing (Item 2) [Figure 30-20-61] from the shaft.

HYDROSTATIC MOTOR (CONT'D)

Carrier Disassembly (Cont'd)

Figure 30-20-62

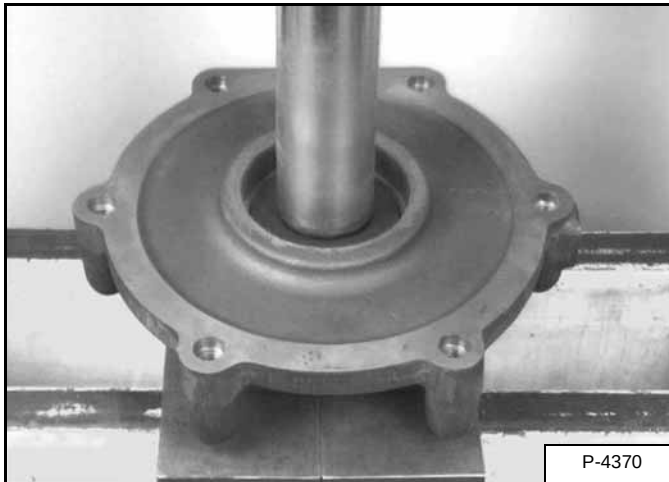


Fasten the carrier motor housing to the work surface securely with the inner bearing race (Item 1) [Figure 30-20-62] facing up.

Install the slide hammer with puller end (Item 2) [Figure 30-20-62] on the bottom side of the bearing race.

Remove the bearing race from the carrier housing [Figure 30-20-62].

Figure 30-20-63



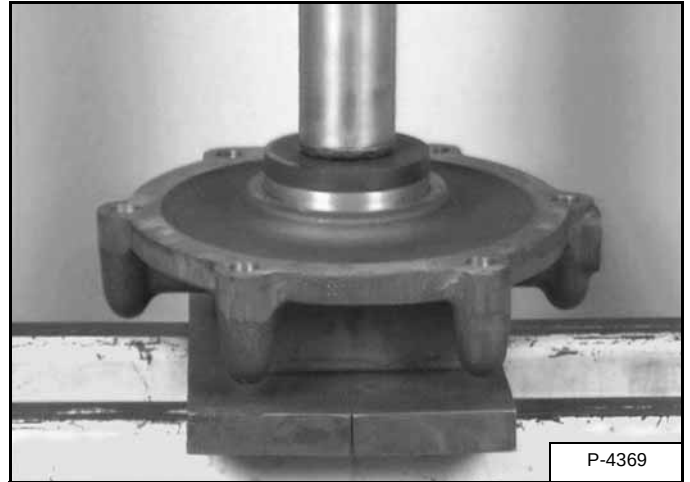
Put the motor carrier housing in the hydraulic press as shown [Figure 30-20-63].

Use a 3-7/8 inch driver tool and press the outer bearing race from the housing.

Check all parts for wear and damage. Replace the bearing race when new bearings are to be installed.

Carrier Assembly

Figure 30-20-64

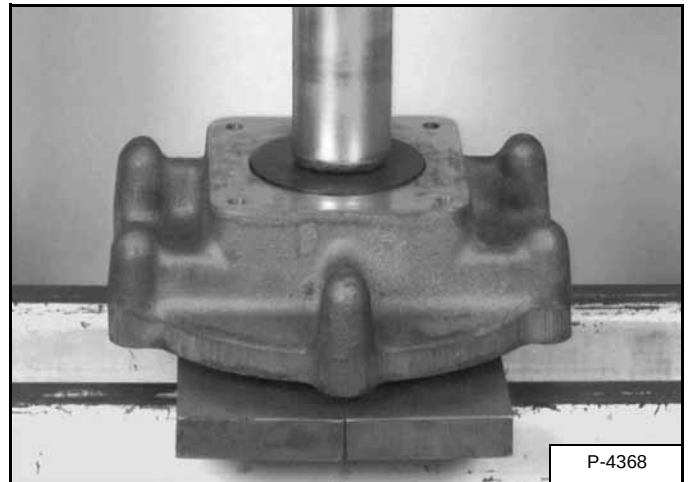


Put the motor carrier housing in the press as shown [Figure 30-20-64].

Use 4-5/16 inch driver tool and press the new inner bearing race into the motor carrier housing [Figure 30-20-64].

Press the bearing race in until it is fully seated in the carrier housing.

Figure 30-20-65



Turn the motor carrier housing over as shown [Figure 30-20-65].

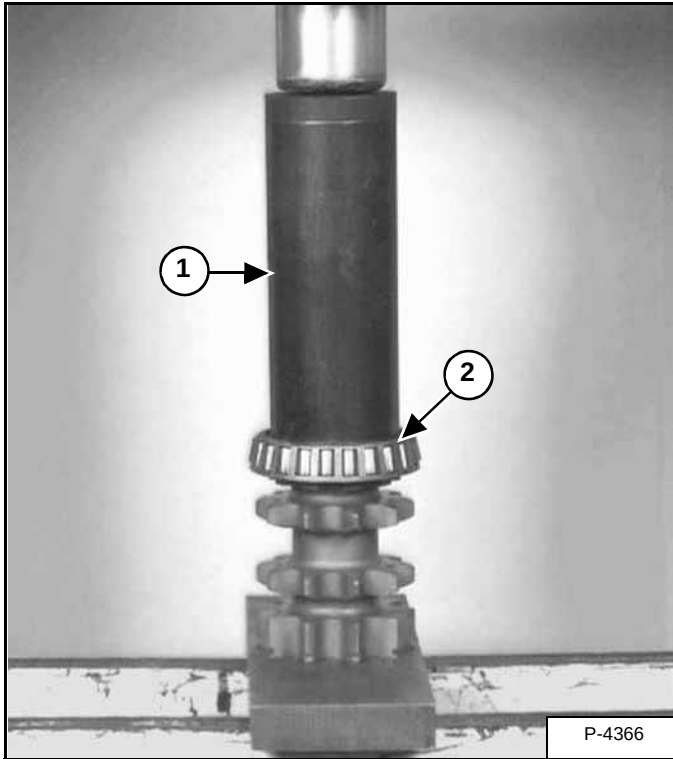
Use 4-5/16 inch driver tool and press the new outer bearing race into the motor carrier housing [Figure 30-20-65].

Press the bearing race in until it is fully seated in the carrier housing.

HYDROSTATIC MOTOR (CONT'D)

Carrier Assembly (Cont'd)

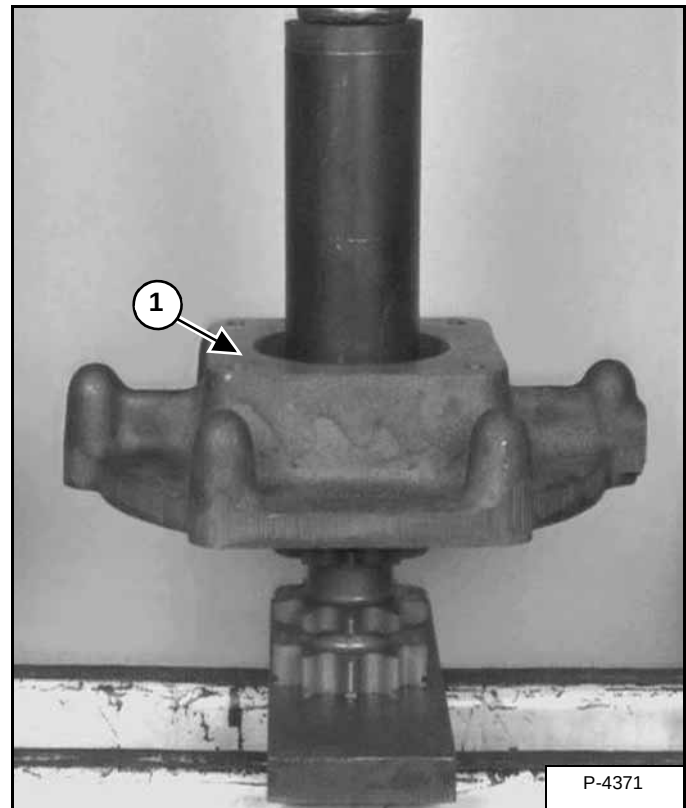
Figure 30-20-66



Use the fabricated press tool (Item 1) and 3.0 inch driver tool, install the new inner bearing (Item 2) **[Figure 30-20-66]** on the sprocket shaft as shown.

Remove the press and drive tools from the sprocket shaft.

Figure 30-20-67



Put the motor carrier housing (Item 1) **[Figure 30-20-67]** over the sprocket shaft as shown.

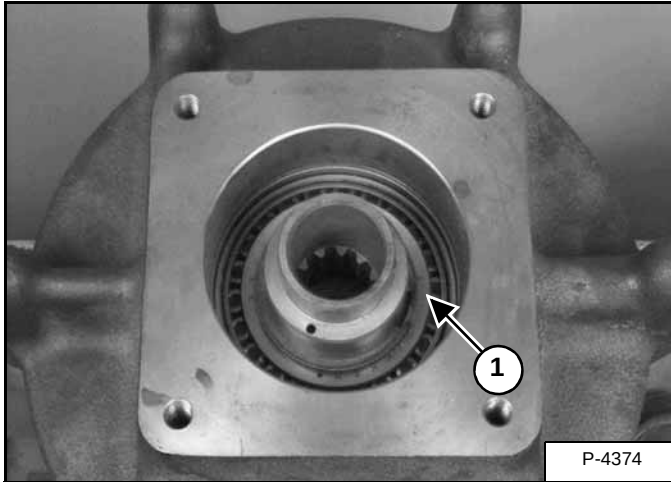
Put the outer bearing over the end of the sprocket shaft and press the bearing on with the press tool and driver tool **[Figure 30-20-67]**.

Remove the press and driver tools from the sprocket shaft.

HYDROSTATIC MOTOR (CONT'D)

Carrier Assembly (Cont'd)

Figure 30-20-68



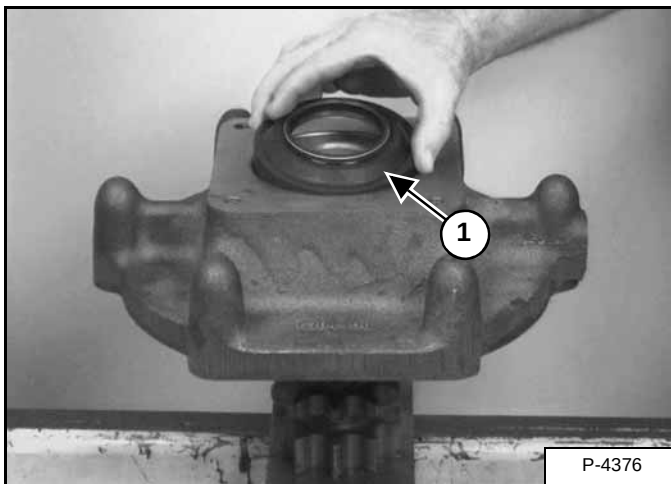
Put the snap ring (Item 1) [Figure 30-20-68] over the end of the sprocket shaft.

NOTE: Use the snap ring pliers to spread the snap ring so it will fit over the sprocket shaft.

Using the press and driver tools, press the snap ring (Item 1) [Figure 30-20-68] over the sprocket.

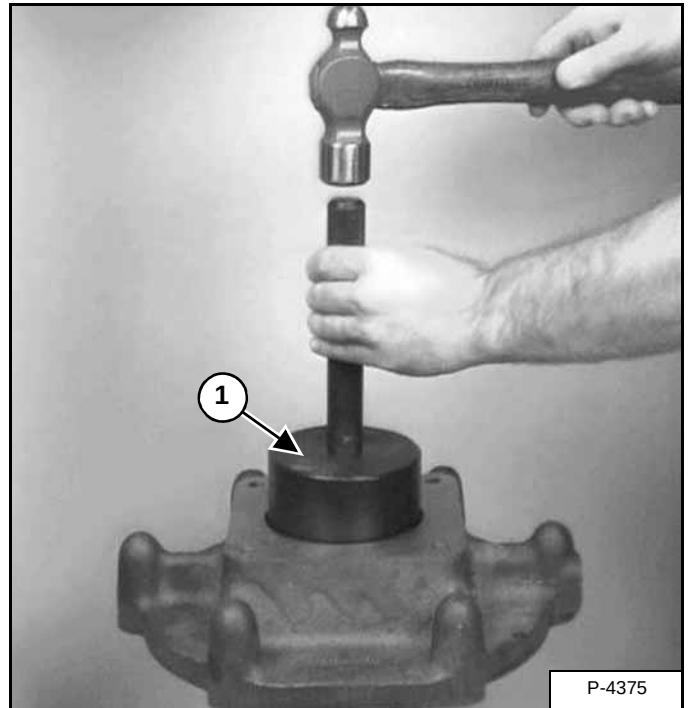
Press the snap ring on until it snaps into the groove on the shaft.

Figure 30-20-69



Put a new shaft seal (Item 1) [Figure 30-20-69] on the sprocket shaft.

Figure 30-20-70



Use MEL1420 Carrier Seal Tool (Item 1) [Figure 30-20-70] and install the shaft seal.

Hit the tool with a hammer until the seal is fully seated on the carrier shaft [Figure 30-20-70].

See Carrier Shaft Seal Replacement on Page 30-20-15 for complete shaft seal installation procedure.

Figure 30-20-71



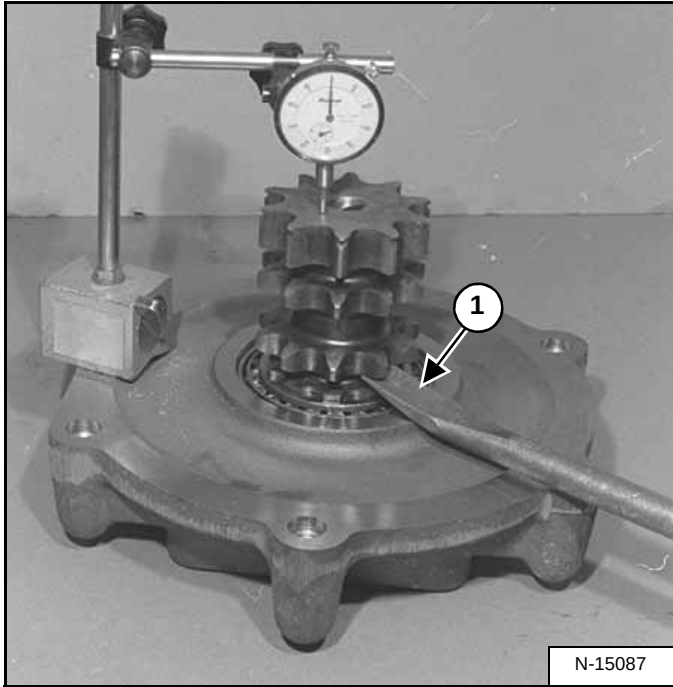
Check the end paly of the motor carrier as follows:

Use a rubber mallet [Figure 30-20-71], tap down on the cluster shaft.

HYDROSTATIC MOTOR (CONT'D)

Carrier Assembly (Cont'd)

Figure 30-20-72



Install a dial indicator as shown in Photo [Figure 30-20-72].

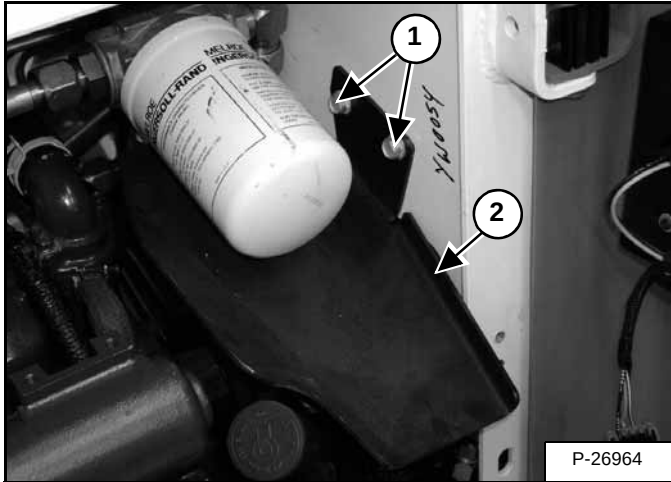
Use a pry bar (Item 1) [Figure 30-20-72] to lift the carrier shaft and read the end play on the dial indicator.

The carrier shaft must turn freely with end play not to exceed 0.007 inch (0,17 mm).

CHARGE PRESSURE

Sender Removal And Installation

Figure 30-30-1

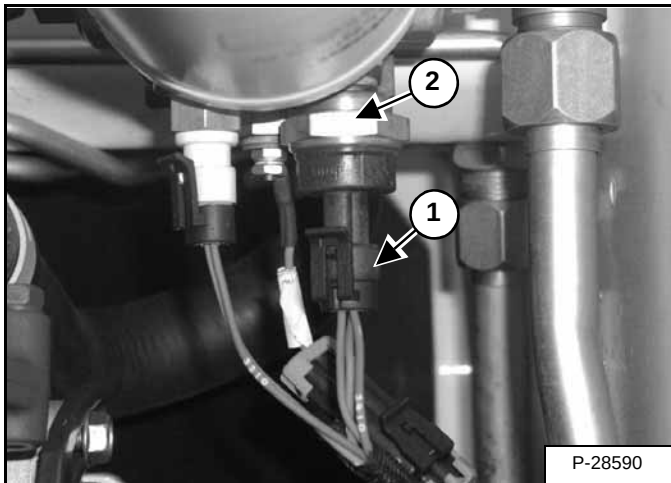


Open the rear door.

Remove the two mounting bolts (Item 1) from the oil filter drip shield (Item 2) [Figure 30-30-1].

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 30-30-2



Disconnect the wire harness (Item 1) [Figure 30-30-2] from the charge pressure sender.

Remove the charge pressure sender (Item 2) [Figure 30-30-2] from the fitting.

Reverse the removal procedure to install the charge pressure sender.

Checking Charge Pressure

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Open the rear door.

Remove the two mounting bolts (Item 1) from the oil filter drip shield (Item 2) [Figure 30-30-1].

Installation: Tighten the mounting bolts and nuts to 15-20 ft.-lbs. (20-27 Nm) torque.

Disconnect the wire harness (Item 1) [Figure 30-30-2] from the charge pressure sender.

Remove the charge pressure sender (Item 2) [Figure 30-30-2] from the fitting.

Install a gauge into the charge pressure sender fitting.

Start the engine.

The gauge must read as follows:

Aluminum Gear Pump: 150-170 PSI (1034-1172 kPa) with approximately 140°F (60°C) fluid @ High Idle.

Cast Iron Gear Pump: 240-260 PSI (1655-1793 kPa) with approximately 140° (60°C) fluid @ High Idle.

CHARGE PRESSURE (CONT'D)

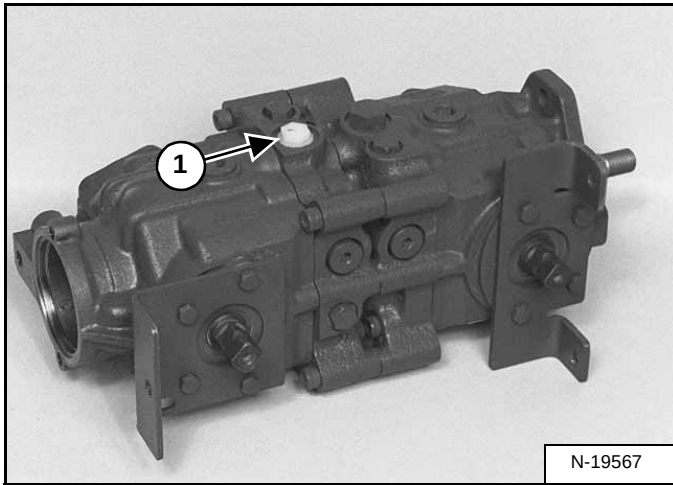
Adjusting

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

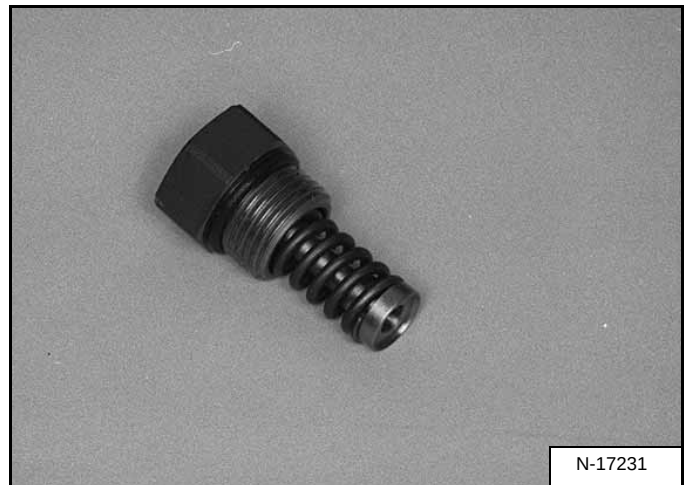
Figure 30-30-3



If the charge pressure is not correct loosen the charge relief valve plug (Item 1) [Figure 30-30-3].

Installation: Always use a new O-ring. Tighten the plug to 30-50 ft.-lbs. (41-68 Nm) torque.

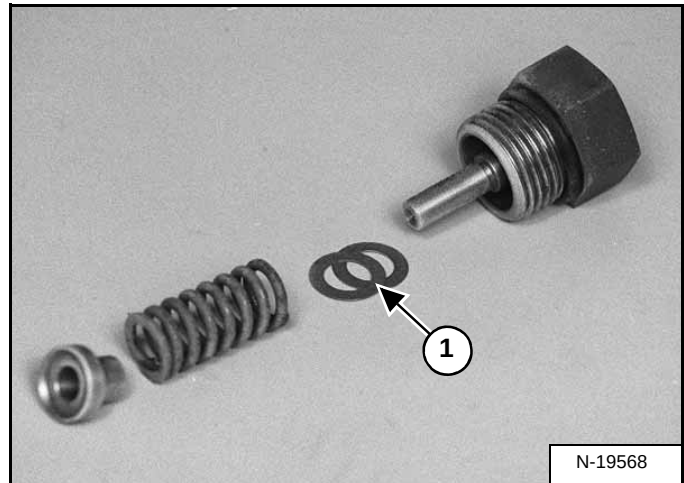
Figure 30-30-4



Remove the plug, spring and poppet [Figure 30-30-4].

Check the poppet and spring for wear or damage.

Figure 30-30-5



There are several different thickness of the shims (Item 1) [Figure 30-30-5] and are used to adjust the charge pressure.

NOTE: 0.010 inch (0,254 mm) is 8 PSI (55.16 kPa) increase in pressure.

The charge pressure should be set at:

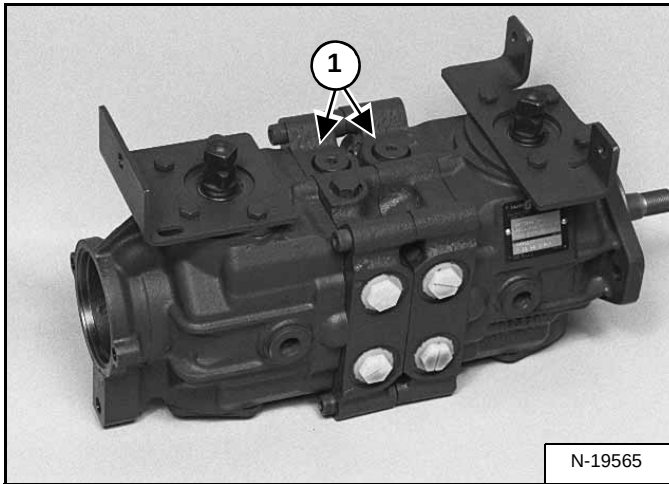
Aluminum Gear Pump: 150-170 PSI (1034-1172 kPa) with approximately 140°F (60°C) fluid @ High Idle.

Cast Iron Gear Pump: 240-260 PSI (1655-1793 kPa) with approximately 140° (60°C) fluid @ High Idle.

HYDROSTATIC PUMP

Replenishing/High Pressure Relief Valve

Figure 30-40-1



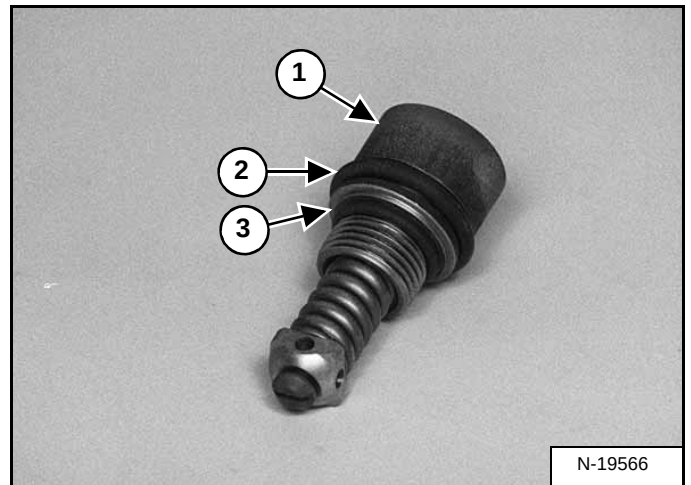
There are four replenishing/high pressure relief valves (Item 1) [Figure 30-40-1] in the hydrostatic pump assembly. Two are located at the top of the pumps and two at the bottom of the pumps.

(See Replenishing Valve Function on Page 30-10-2.)

NOTE: The two top valves are for the forward drive loop and the two bottom valves are for the reverse drive loop.

NOTE: To gain access to the two bottom valves, the pump must be removed or rotated. (See Hydraulic Pump Removal And Installation on Page 30-40-8.)

Figure 30-40-2



Remove the high pressure relief valve (Item 1) [Figure 30-40-2] from the pump.

Assemble: Tighten the plug to 30-50 ft.-lbs. (41-68 Nm) torque.

Check for damage and replace as needed.

Check the O-rings (Item 2 & 3) [Figure 30-40-2] for damage and replace as needed.

If the high pressure relief valve must be replaced, it must be replaced as a complete unit.

The pressure setting for a new high pressure relief valve is 5000 PSI (34475 kPa).

HYDROSTATIC PUMP (CONT'D)

Removal And Installation

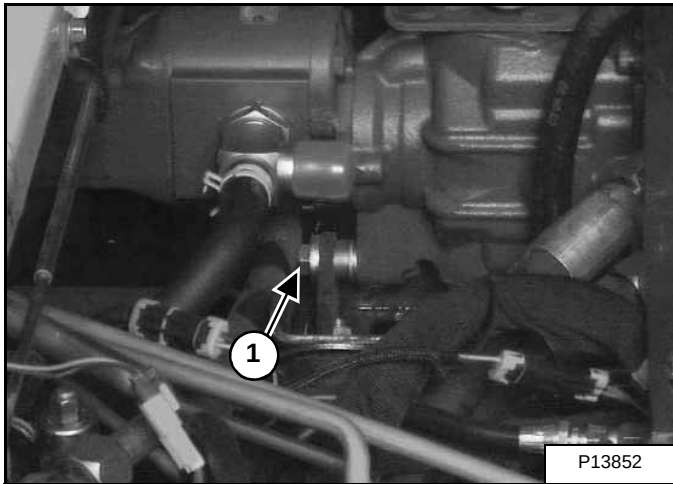
IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

Remove the engine/hydrostatic pump assembly from the loader. (See Removal And Installation on Page 70-80-1.)

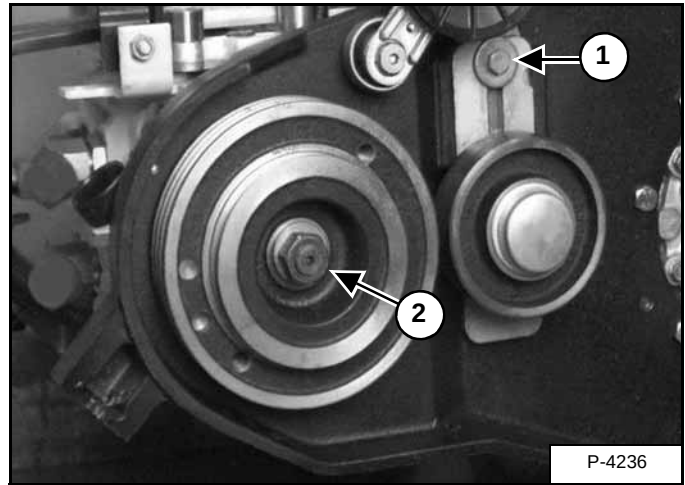
Figure 30-40-3



Remove the hydrostatic pump mounting bolt (Item 1) [Figure 30-40-3] and washer(s).

Installation: Tighten the mounting bolt to 65-70 ft.-lbs. (88-95 Nm) torque.

Figure 30-40-4



Loosen the drive belt tensioner (Item 1) [Figure 30-40-4] and remove the drive belt.

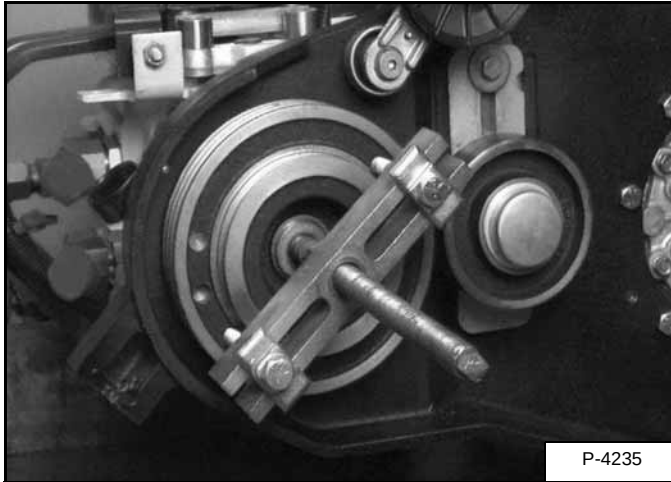
Remove the hydrostatic pump drive pulley mounting nut (Item 2) [Figure 30-40-4] and washer.

Installation: Tighten the pump pulley mounting nut to 175-200 ft.-lbs. (237-271 Nm) torque.

HYDROSTATIC PUMP (CONT'D)

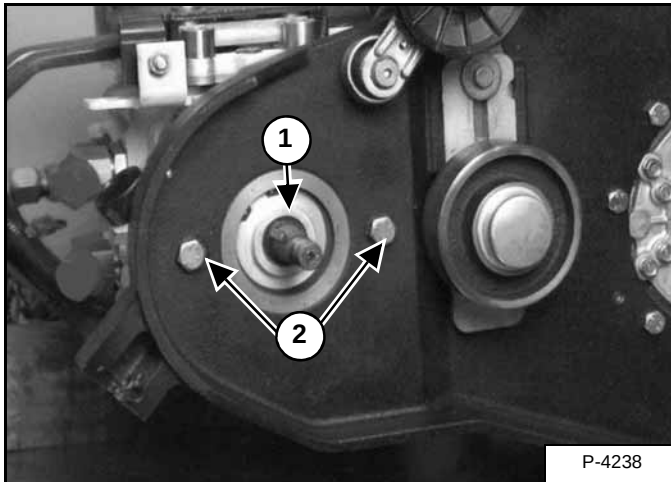
Removal And Installation (Cont'd)

Figure 30-40-5



Install a puller on the hydrostatic pump drive pulley and remove the pulley from the pump shaft [Figure 30-40-5].

Figure 30-40-6



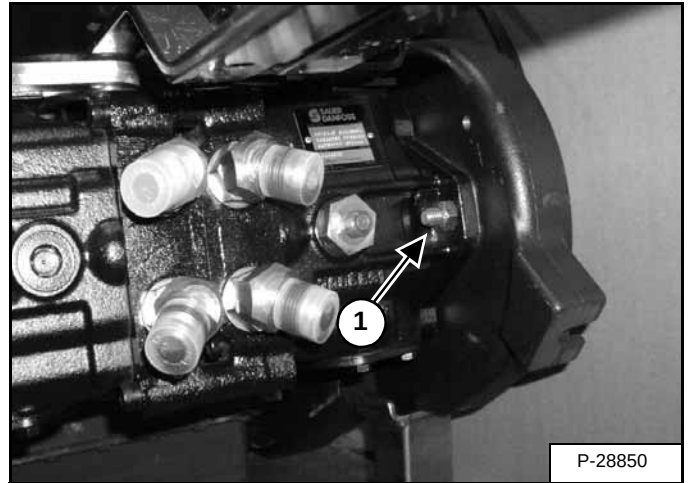
Installation: Install the key in the hydrostatic pump shaft (Item 1) [Figure 30-40-6] before installing the pump drive pulley.

WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks or lighted tobacco away from fuel and oil. Failure to use care around combustibles can cause explosion or fire which can result in injury or death.

W-2103-1285

Figure 30-40-7



Hold the nut (Item 1) [Figure 30-40-7] on the two hydrostatic pump mounting bolts (Item 2) [Figure 30-40-6].

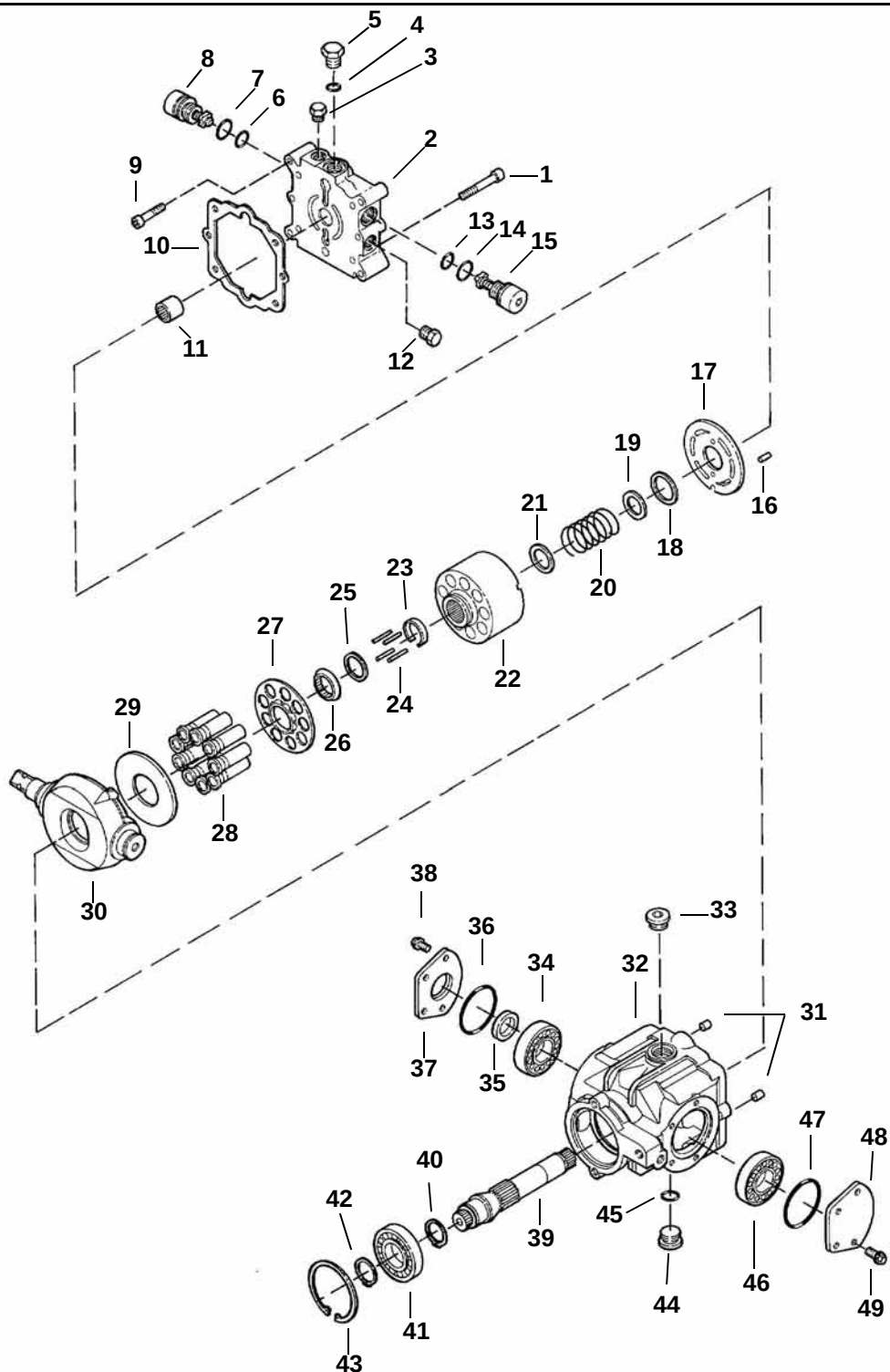
Remove the two hydrostatic pump mounting bolts (Item 2) [Figure 30-40-6] from the pump and drive belt housing.

Installation: Tighten the pump mounting bolts to 65-70 ft.-lbs. (88-95 Nm) torque.

Reverse the removal procedure to install the hydrostatic pump assembly.

HYDROSTATIC PUMP (CONT'D)

Parts Identification (Right Half)



D-2427

HYDROSTATIC PUMP (CONT'D)

Parts Identification (Right Half) (Cont'd)

Ref.	Description
------	-------------

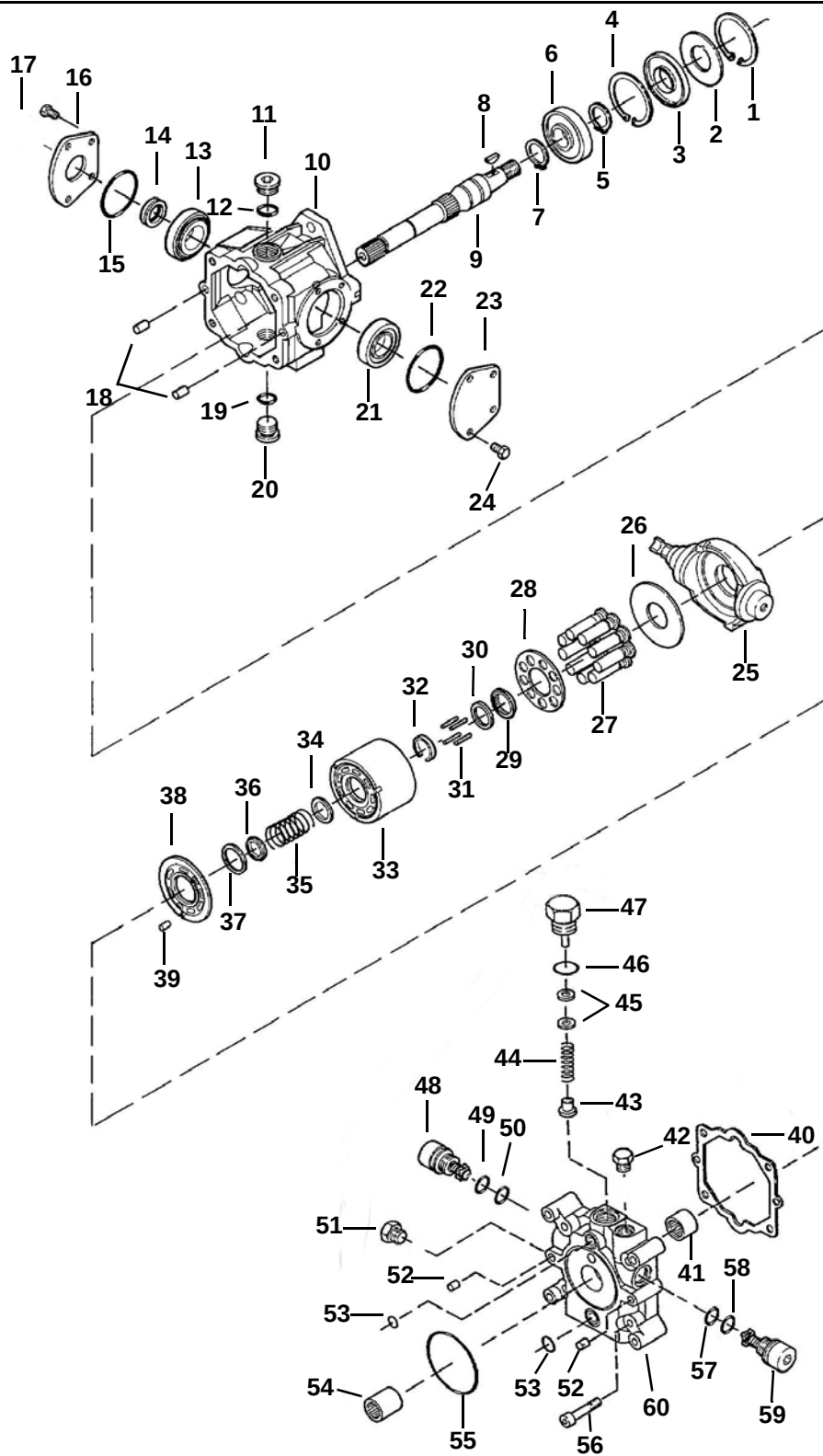
- | | |
|-----|--------------|
| 1. | BOLT |
| 2. | END CAP |
| 3. | PLUG |
| 4. | O-RING |
| 5. | PLUG |
| 6. | O-RING |
| 7. | O-RING |
| 8. | RELIEF VALVE |
| 9. | BOLT |
| 10. | GASKET |
| 11. | BEARING |
| 12. | PLUG |
| 13. | O-RING |
| 14. | O-RING |
| 15. | RELIEF VALVE |
| 16. | PIN |
| 17. | VALVE PLATE |
| 18. | RETAINER |
| 19. | WASHER |
| 20. | SPRING |
| 21. | WASHER |
| 22. | BLOCK |
| 23. | RETAINER |
| 24. | PIN |
| 25. | WASHER |

Ref.	Description
------	-------------

- | | |
|-----|-----------------|
| 26. | RETAINER |
| 27. | RETAINER |
| 28. | PISTON ASSEMBLY |
| 29. | PLATE |
| 30. | SWASHPLATE |
| 31. | PIN |
| 32. | HOUSING |
| 33. | PLUG |
| 34. | BEARING |
| 35. | SEAL |
| 36. | O-RING |
| 37. | COVER |
| 38. | BOLT |
| 39. | SHAFT |
| 40. | SNAP RING |
| 41. | BEARING |
| 42. | SNAP RING |
| 43. | SNAP RING |
| 44. | PLUG |
| 45. | O-RING |
| 46. | BEARING |
| 47. | O-RING |
| 48. | PLATE |
| 49. | BOLT |

HYDROSTATIC PUMP (CONT'D)

Parts Identification (Left Half)



D-2428

HYDROSTATIC PUMP (CONT'D)

Parts Identification (Left Half) (Cont'd)

Ref.	Description
------	-------------

- | | |
|-----|-----------------|
| 1. | SNAP RING |
| 2. | WASHER |
| 3. | SEAL |
| 4. | SNAP RING |
| 5. | SNAP RING |
| 6. | BEARING |
| 7. | SNAP RING |
| 8. | KEY |
| 9. | SHAFT |
| 10. | HOUSING |
| 11. | PLUG |
| 12. | O-RING |
| 13. | BEARING |
| 14. | SEAL |
| 15. | O-RING |
| 16. | COVER |
| 17. | BOLT |
| 18. | PIN |
| 19. | O-RING |
| 20. | PLUG |
| 21. | BEARING |
| 22. | O-RING |
| 23. | PLATE |
| 24. | BOLT |
| 25. | SWASH PLATE |
| 26. | WEAR PLATE |
| 27. | PISTON ASSEMBLY |
| 28. | PISTON RETAINER |
| 29. | RETAINER |
| 30. | WASHER |

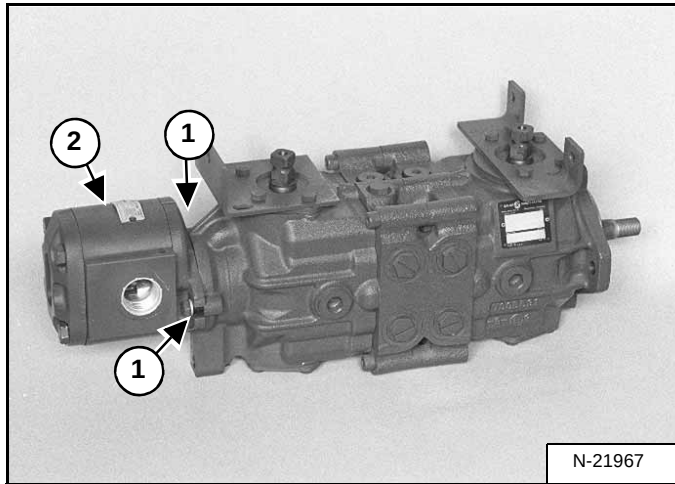
Ref.	Description
------	-------------

- | | |
|-----|--------------|
| 31. | PIN |
| 32. | RETAINER |
| 33. | BLOCK |
| 34. | WASHER |
| 35. | SPRING |
| 36. | WASHER |
| 37. | WASHER |
| 38. | VALVE PLATE |
| 39. | PIN |
| 40. | GASKET |
| 41. | BEARING |
| 42. | PLUG |
| 43. | POPPET |
| 44. | SPRING |
| 45. | SHIM |
| 46. | O-RING |
| 47. | PLUG |
| 48. | RELIEF VALVE |
| 49. | O-RING |
| 50. | O-RING |
| 51. | PLUG |
| 52. | PIN |
| 53. | O-RING |
| 54. | COUPLER |
| 55. | O-RING |
| 56. | BOLT |
| 57. | O-RING |
| 58. | O-RING |
| 59. | RELIEF VALVE |
| 60. | END CAP |

HYDROSTATIC PUMP (CONT'D)

Hydraulic Pump Removal And Installation

Figure 30-40-8



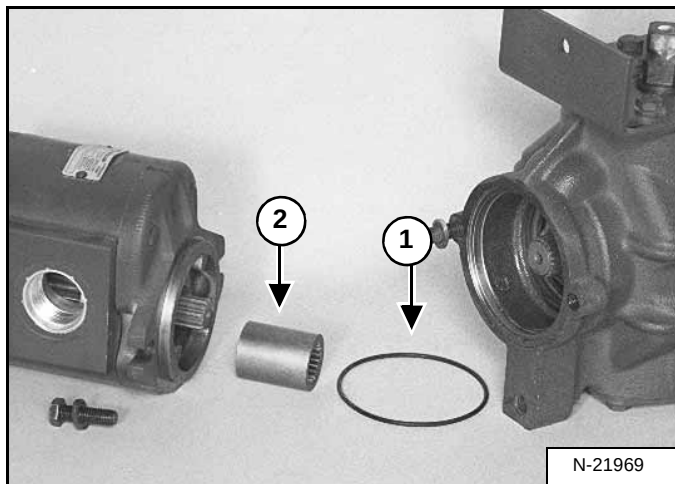
Remove the pump mounting bolts (Item 1) [Figure 30-40-8] (both sides).

Installation: Tighten the mounting bolts to 27-37 ft.-lbs. (37-50 Nm) torque.

Remove the hydraulic pump (Item 2) [Figure 30-40-8] from the hydrostatic pumps.

NOTE: The photos may appear different, but the procedures are the same.

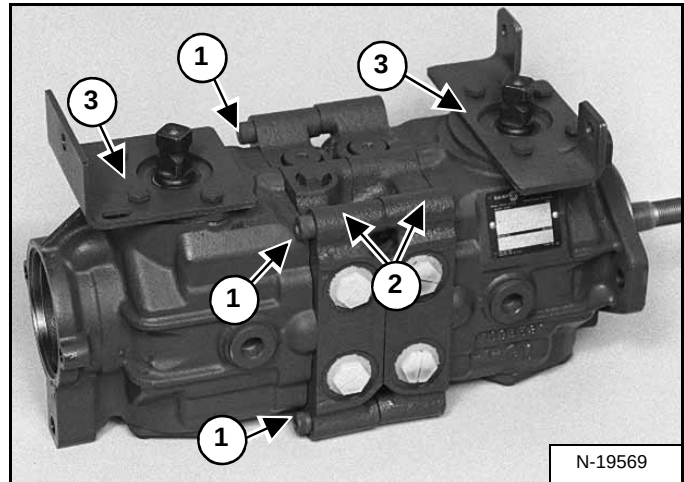
Figure 30-40-9



Remove the O-ring (Item 1) and coupler (Item 2) [Figure 30-40-9] with the hydraulic pump.

Pump Separation

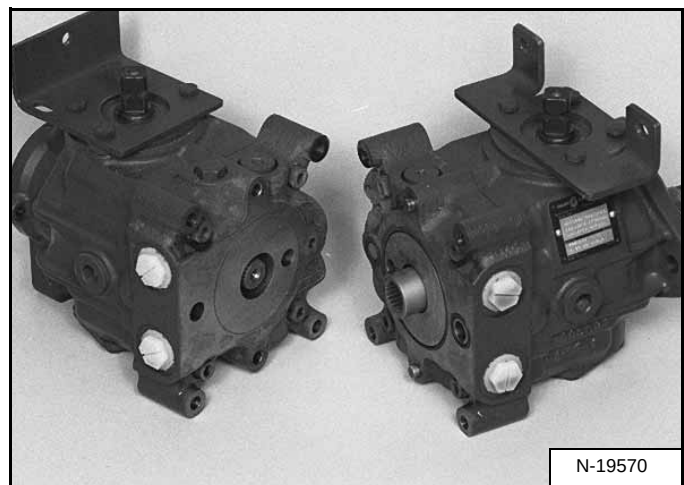
Figure 30-40-10



Remove the four mounting bolts (Item 1) [Figure 30-40-10].

NOTE: Mark the pump sections (Item 2) and trunion covers (Item 3) [Figure 30-40-10] before disassembly, for verification of correct orientation upon assembly.

Figure 30-40-11

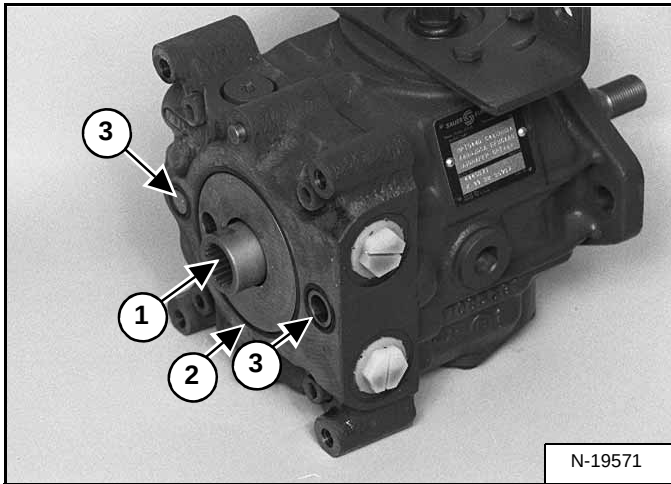


Separate the two hydrostatic pumps [Figure 30-40-11].

HYDROSTATIC PUMP (CONT'D)

Pump Separation (Cont'd)

Figure 30-40-12



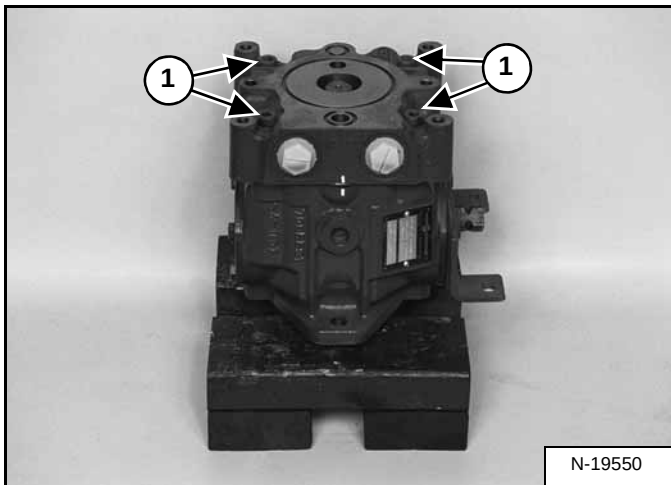
Remove the pump coupler (Item 1) [Figure 30-40-12].

Remove the large O-ring (Item 2) [Figure 30-40-12].

Remove the two small O-rings (Item 3) [Figure 30-40-12].

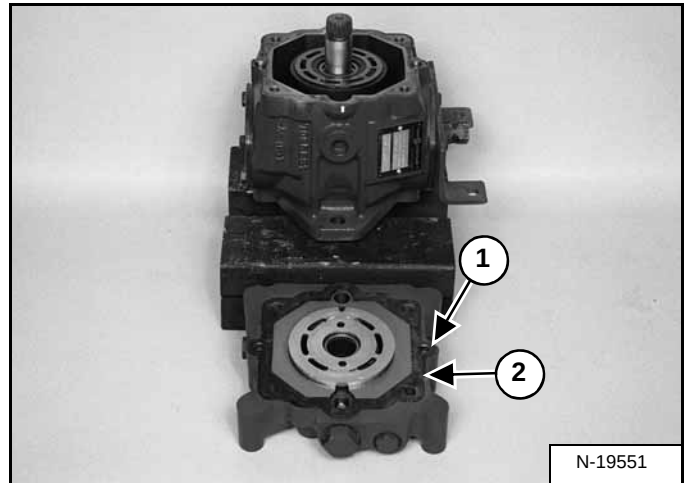
Disassembly

Figure 30-40-13



Remove the four bolts (Item 1) [Figure 30-40-13] from the pump housing end cap.

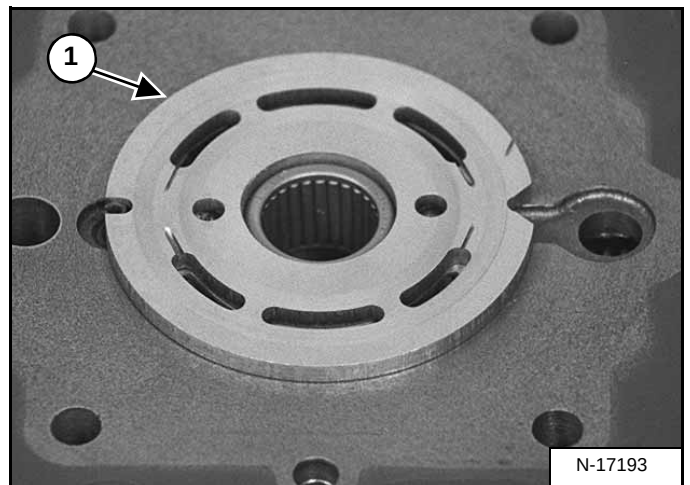
Figure 30-40-14



Remove the pump housing end cap (Item 1) [Figure 30-40-14].

Remove the gasket (Item 2) [Figure 30-40-14].

Figure 30-40-15



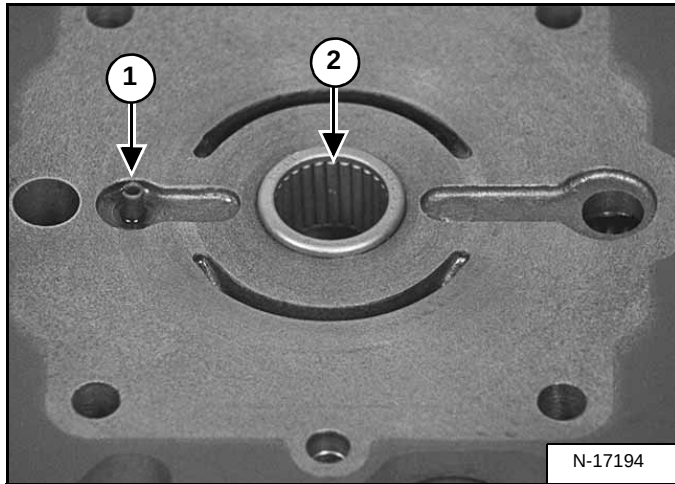
Remove the valve plate (Item 1) [Figure 30-40-15].

Check the valve plate for wear. (Both Sides.)

HYDROSTATIC PUMP (CONT'D)

Disassembly (Cont'd)

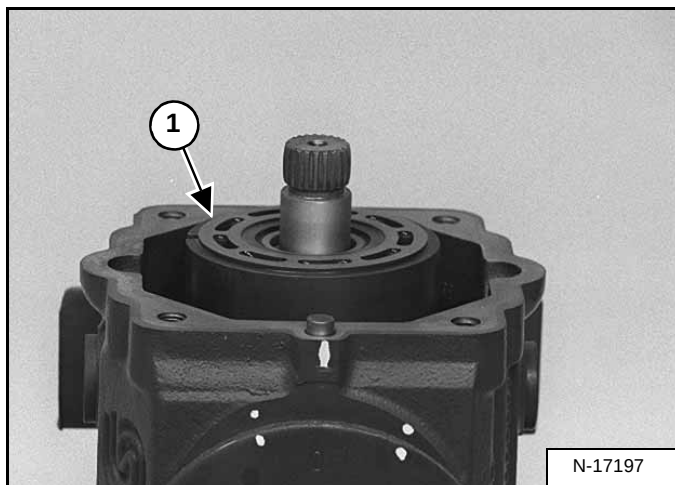
Figure 30-40-16



Check the valve plate locating pin (Item 1) [Figure 30-40-16] for wear and replace if needed.

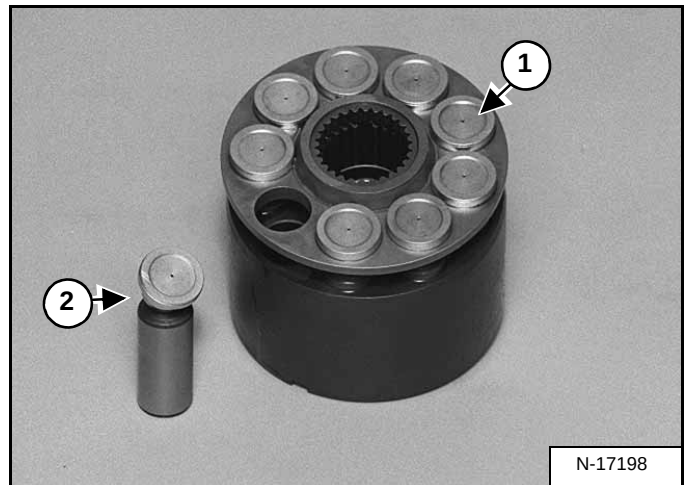
Check the needle bearing (Item 2) [Figure 30-40-16] for wear and replace if needed.

Figure 30-40-17



Remove the rotating group (Item 1) [Figure 30-40-17] from the pump.

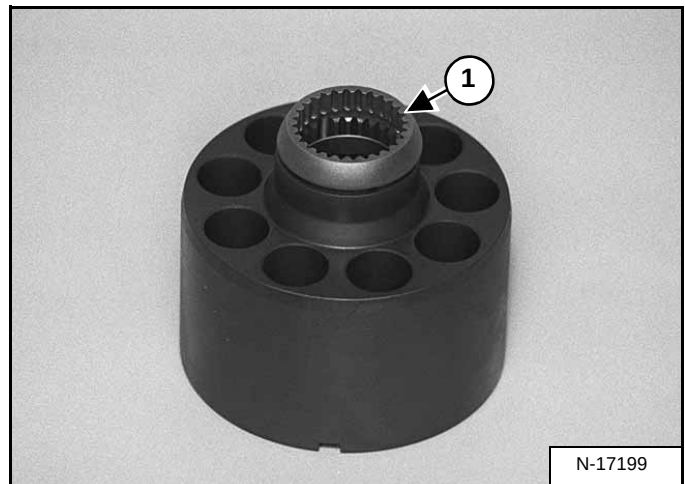
Figure 30-40-18



Remove the slipper guide and pistons (Item 1) [Figure 30-40-18] from the cylinder block.

Check all the pistons (Item 2) [Figure 30-40-18] for wear and replace the rotating group as needed.

Figure 30-40-19

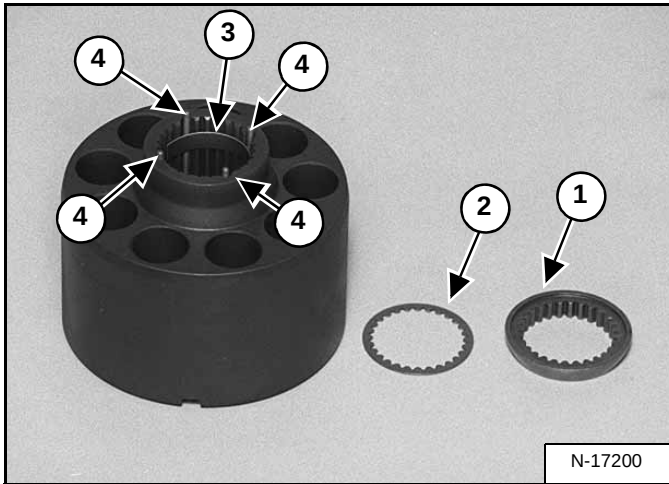


Remove the ball guide retainer (Item 1) [Figure 30-40-19] from the cylinder block.

HYDROSTATIC PUMP (CONT'D)

Disassembly (Cont'd)

Figure 30-40-20



Check the ball guide retainer (Item 1) and washer (Item 2) [Figure 30-40-20] for wear and replace as needed.

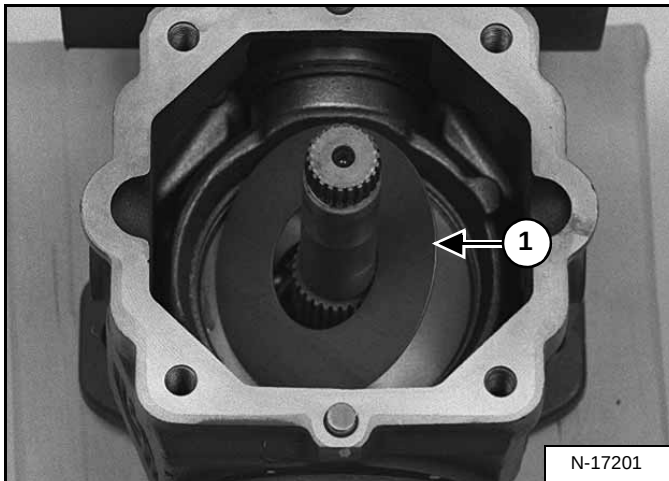
Remove the pin retainer (Item 3) [Figure 30-40-20].

Remove the four pins (Item 4) [Figure 30-40-20] from the cylinder block.

Check the cylinder block for wear and replace as needed.

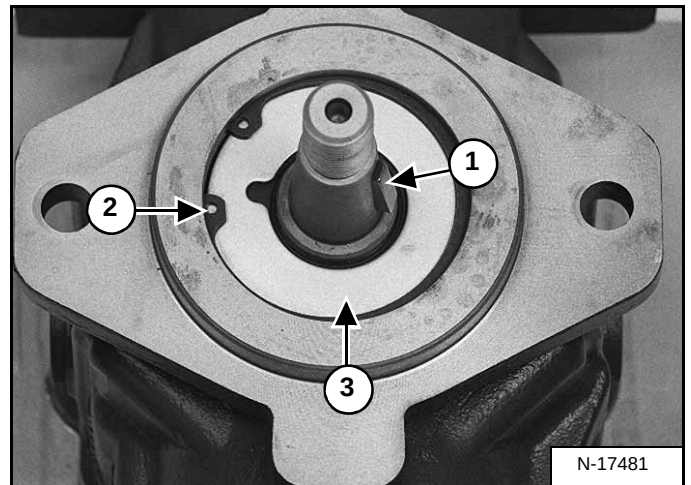
Check pins (Item 4) [Figure 30-40-20] to see if they are all the same length.

Figure 30-40-21



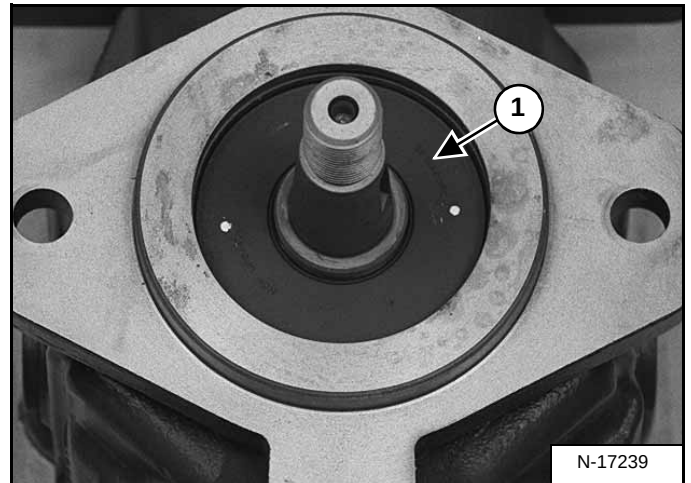
Remove the thrust plate (Item 1) [Figure 30-40-21] from the pump housing.

Figure 30-40-22



Remove the driveshaft key (Item 1) the snap ring (Item 2) and the support washer (Item 3) [Figure 30-40-22] from the drive shaft end of the pump.

Figure 30-40-23

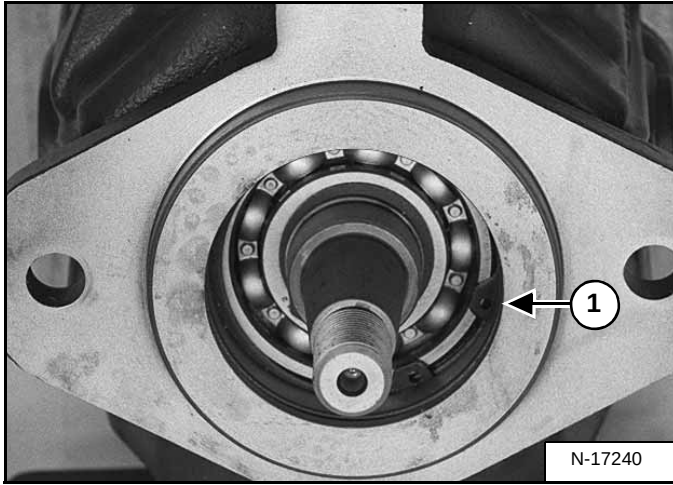


Use a seal puller and remove the seal (Item 1) [Figure 30-40-23] from the pump housing.

HYDROSTATIC PUMP (CONT'D)

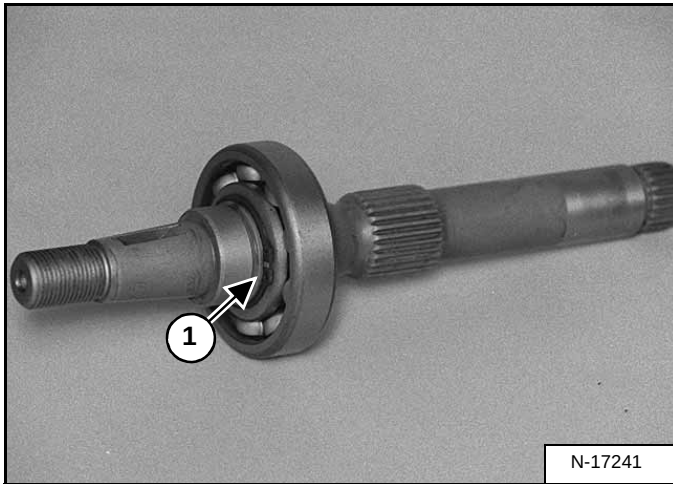
Disassembly (Cont'd)

Figure 30-40-24



Remove the snap ring (Item 1) [Figure 30-40-24] from the pump housing and remove the driveshaft and bearing from the housing.

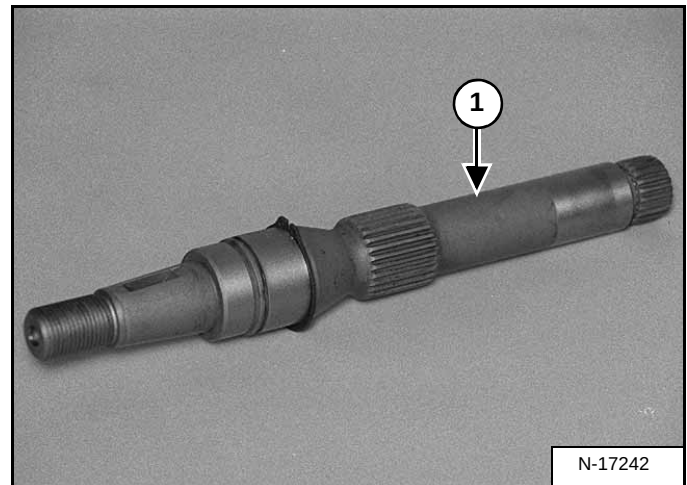
Figure 30-40-25



Remove the snap ring (Item 1) [Figure 30-40-25] from the driveshaft and remove the bearing.

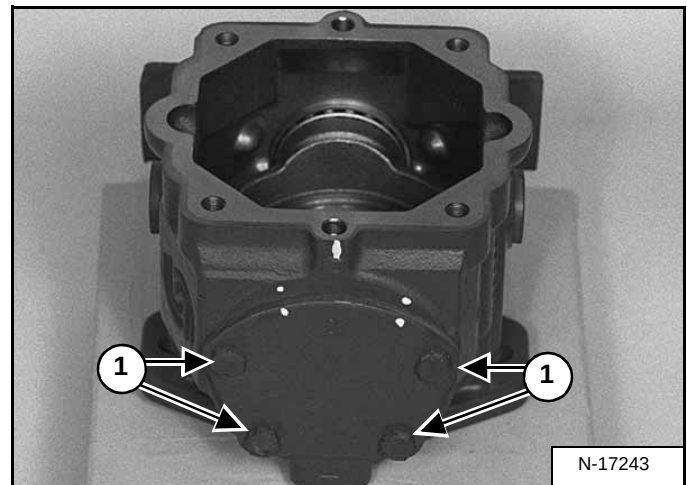
Check the bearing for wear and replace if worn.

Figure 30-40-26



Check the pump shaft (Item 1) [Figure 30-40-26] for wear and replace if needed.

Figure 30-40-27

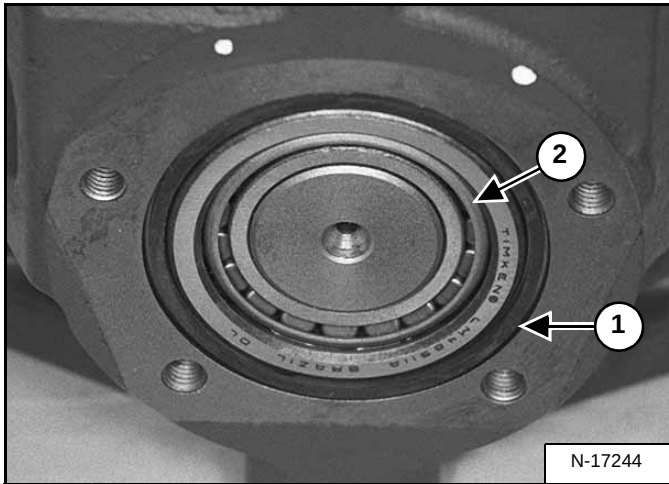


Remove the four mount bolts (Item 1) [Figure 30-40-27] from the lower trunnion cover. Remove the cover.

HYDROSTATIC PUMP (CONT'D)

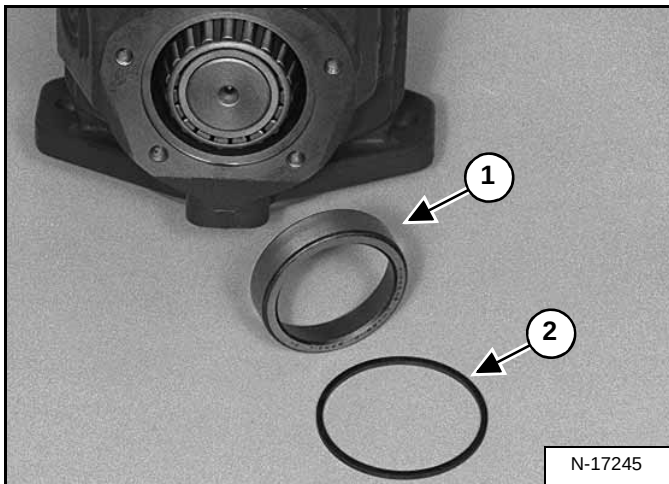
Disassembly (Cont'd)

Figure 30-40-28



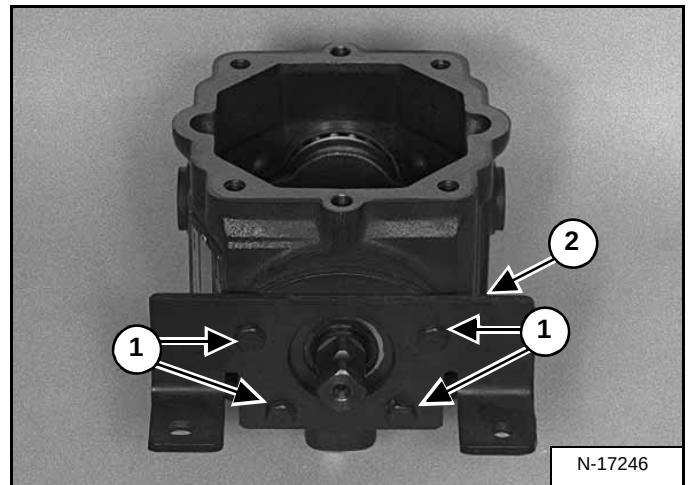
Remove the O-ring (Item 1) and bearing race (Item 2) [Figure 30-40-28] from the pump housing.

Figure 30-40-29



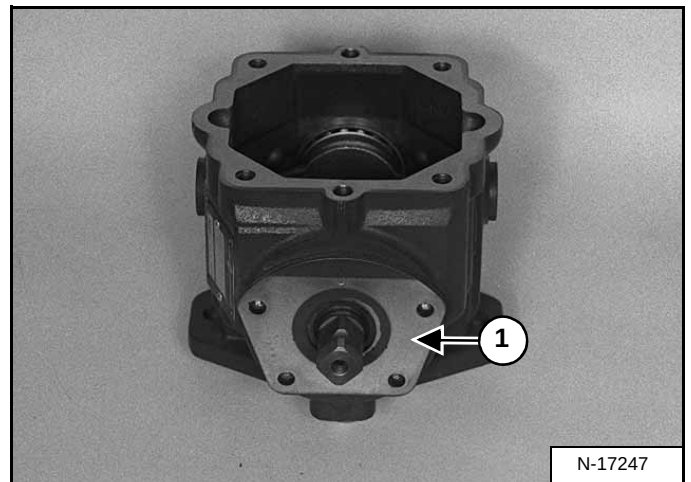
Check the bearing race (Item 1) and O-ring (Item 2) [Figure 30-40-29] for wear and replace as needed.

Figure 30-40-30



Remove the four mount bolts (Item 1) from the pump housing and remove the steering linkage bracket (Item 2) [Figure 30-40-30].

Figure 30-40-31

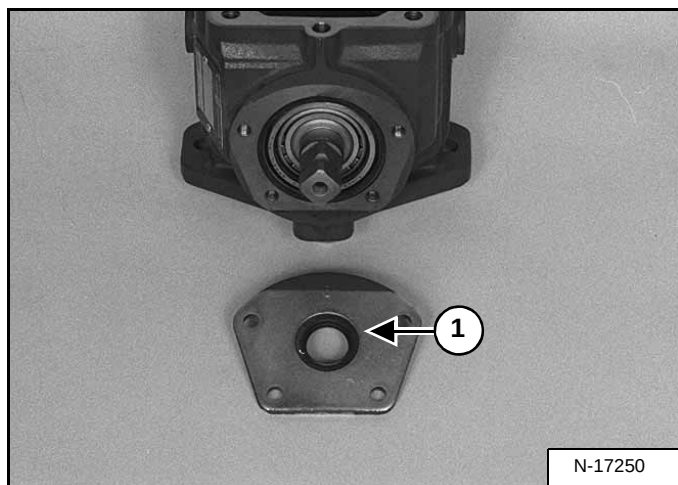


Remove the upper trunnion cover (Item 1) [Figure 30-40-31].

HYDROSTATIC PUMP (CONT'D)

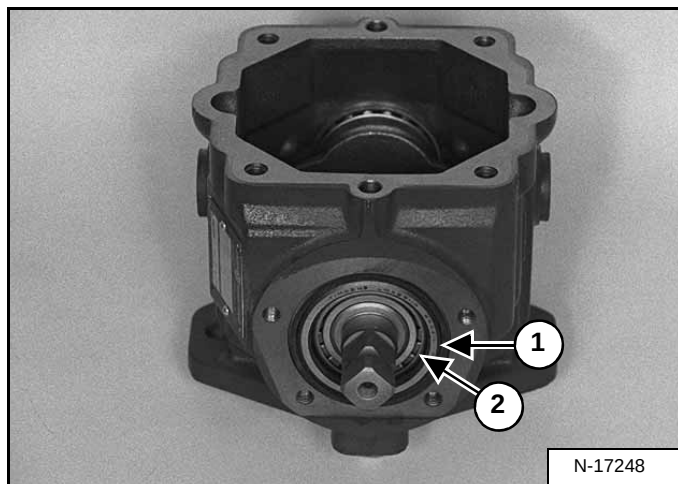
Disassembly (Cont'd)

Figure 30-40-32



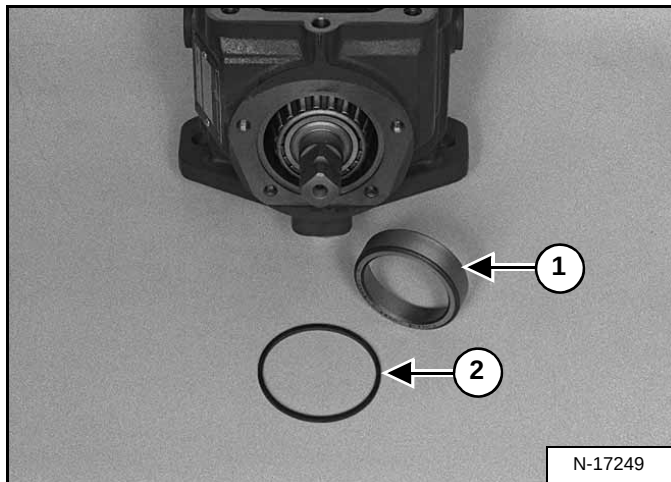
Inspect the seal (Item 1) [Figure 30-40-32] in the upper trunnion cover and replace if needed.

Figure 30-40-33



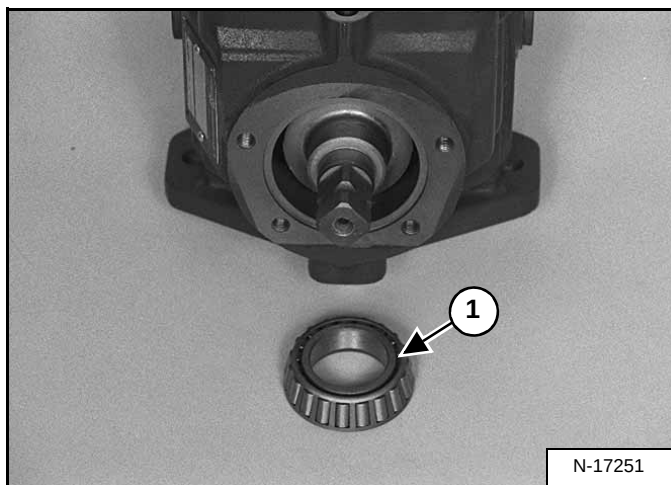
Remove the O-ring (Item 1) and bearing race (Item 2) [Figure 30-40-33] from the pump housing.

Figure 30-40-34



Inspect the bearing race (Item 1) and O-ring (Item 2) [Figure 30-40-34] and replace as needed.

Figure 30-40-35

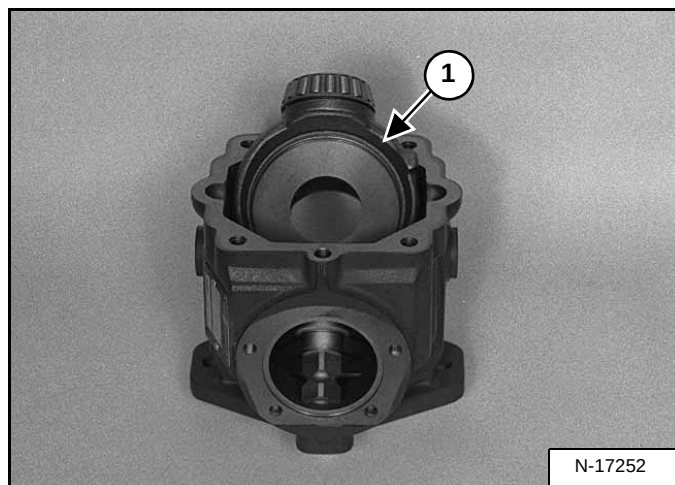


Slide the swashplate from side to side and remove the tapered roller bearing (Item 1) [Figure 30-40-35] from the swashplate shaft.

HYDROSTATIC PUMP (CONT'D)

Disassembly (Cont'd)

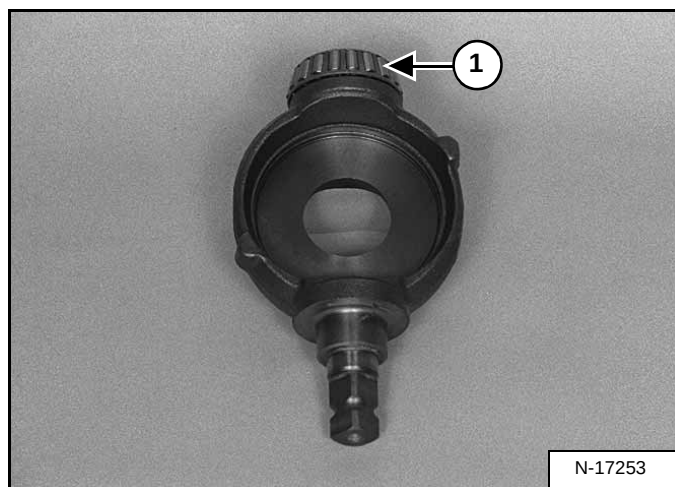
Figure 30-40-36



Tilt the swashplate (Item 1) [Figure 30-40-36] and remove the swashplate and lower bearing from the pump housing.

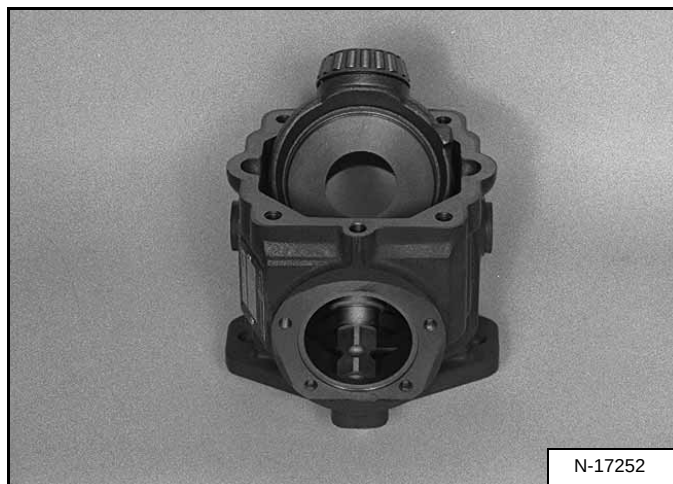
Assembly

Figure 30-40-37



Install the lower bearing (Item 1) [Figure 30-40-37] on the swashplate.

Figure 30-40-38

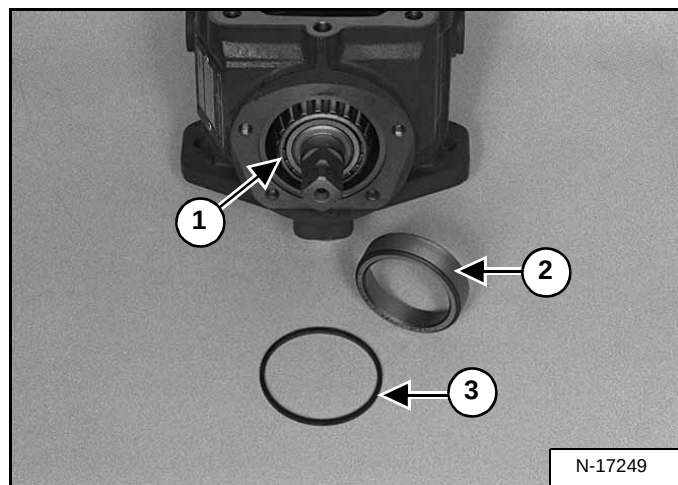


Install the swashplate and bearing into the pump housing [Figure 30-40-38].

HYDROSTATIC PUMP (CONT'D)

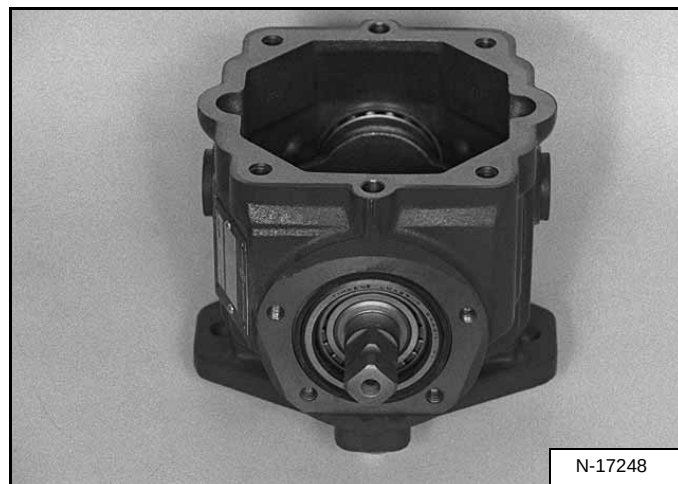
Assembly (Cont'd)

Figure 30-40-39



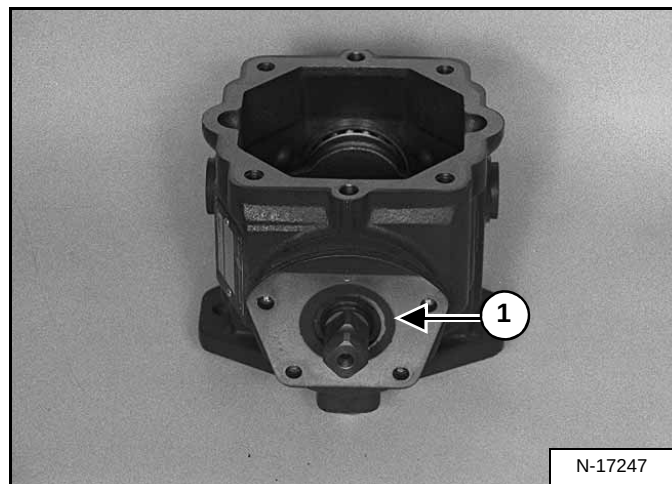
Install the tapered bearing (Item 1) [Figure 30-40-39] on the swashplate shaft.

Figure 30-40-40



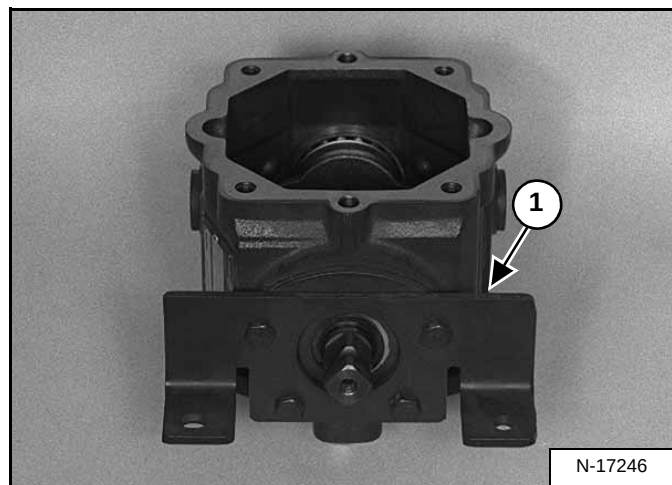
Install the bearing race (Item 2) and O-ring (Item 3) [Figure 30-40-39] as shown in [Figure 30-40-40].

Figure 30-40-41



Install the upper trunnion seal (Item 1) [Figure 30-40-41] and cover.

Figure 30-40-42



Install the linkage bracket (Item 1) [Figure 30-40-42] and the four mounting bolts and tighten to 18-22 ft.-lbs. (24-30 Nm) torque.

HYDROSTATIC PUMP (CONT'D)

Assembly (Cont'd)

Figure 30-40-43

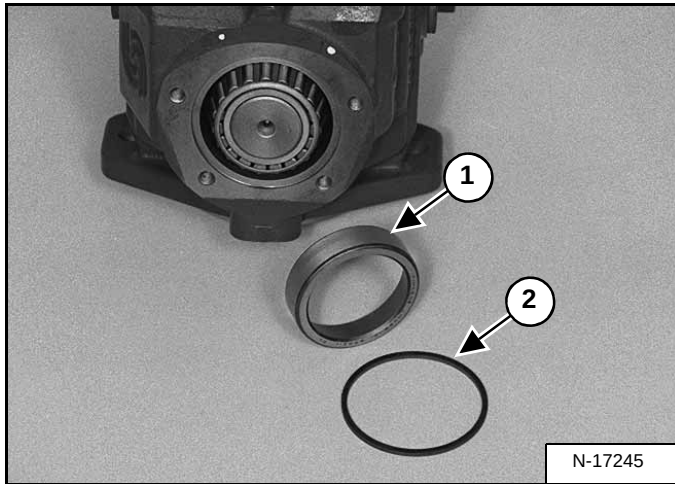
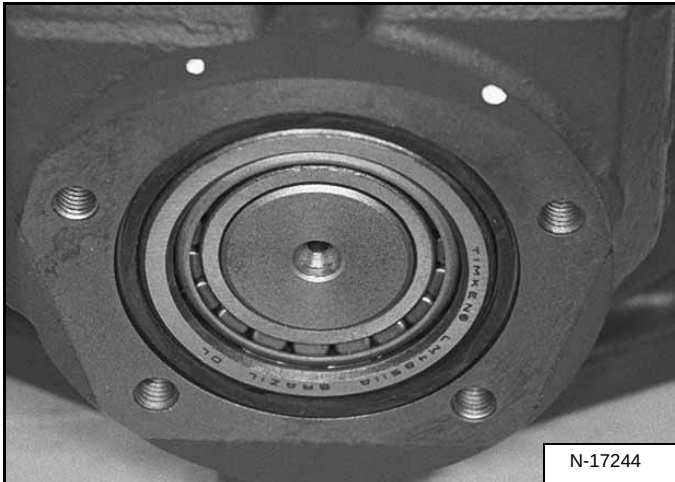
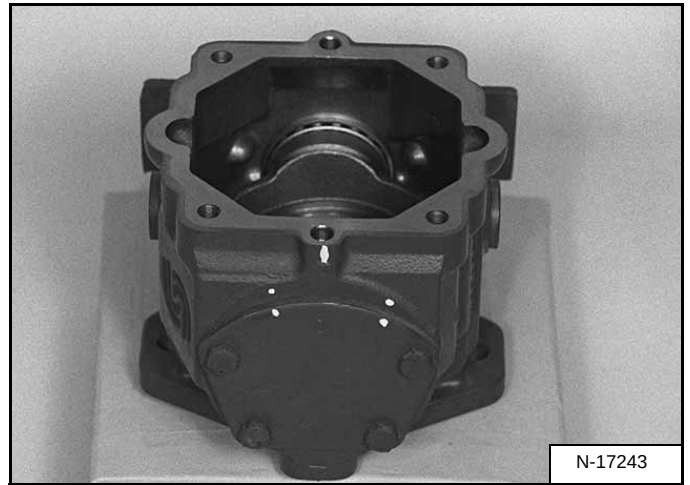


Figure 30-40-44



Install the bearing race (Item 1) and O-ring (Item 2) [Figure 30-40-43] at the lower trunnion as shown in [Figure 30-40-44].

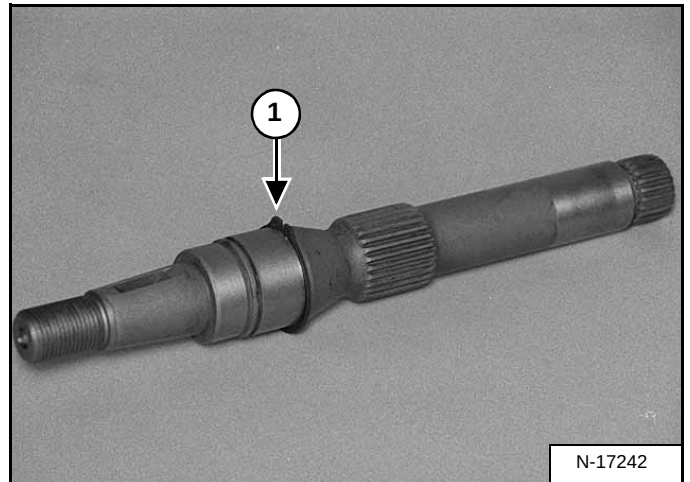
Figure 30-40-45



Align the marks on the lower trunnion cover and pump housing as shown in [Figure 30-40-45].

Install the four mounting bolts and tighten to 18-22 ft.-lbs. (24-30 Nm) torque.

Figure 30-40-46

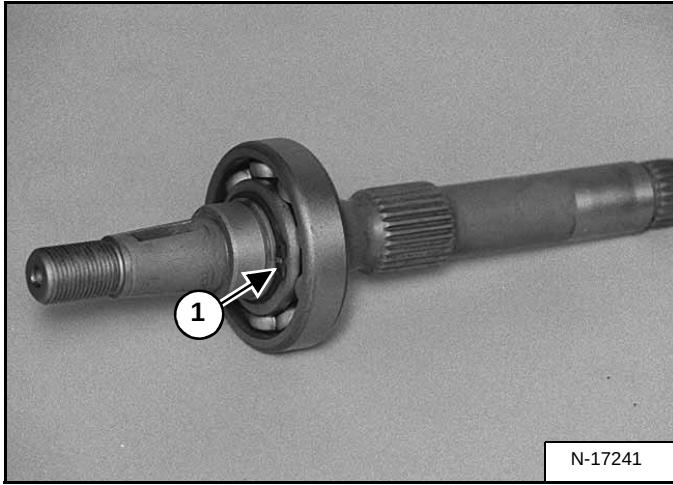


Install the snap ring (Item 1) [Figure 30-40-46] on the pump shaft.

HYDROSTATIC PUMP (CONT'D)

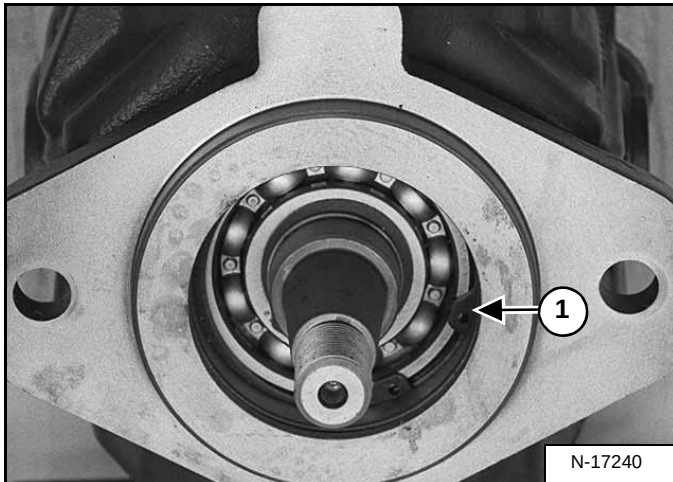
Assembly (Cont'd)

Figure 30-40-47



Install the bearing and snap ring (Item 1) [Figure 30-40-47] on the pump shaft.

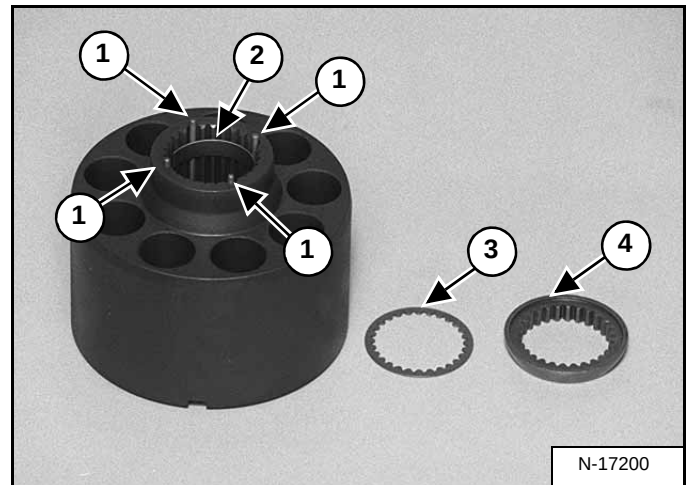
Figure 30-40-48



Install the pump shaft into the pump housing [Figure 30-40-48].

Install the snap ring (Item 1) [Figure 30-40-48].

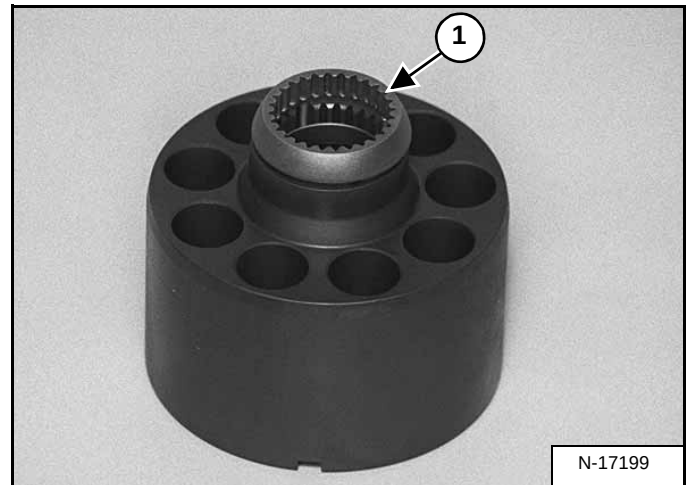
Figure 30-40-49



Install the four slipper pins (Item 1) into the cylinder block. Use the retaining ring (Item 2) [Figure 30-40-49] to hold the pins in place.

Apply a small amount of grease to the washer (Item 3) and install into the ball guide retainer (Item 4) [Figure 30-40-49].

Figure 30-40-50

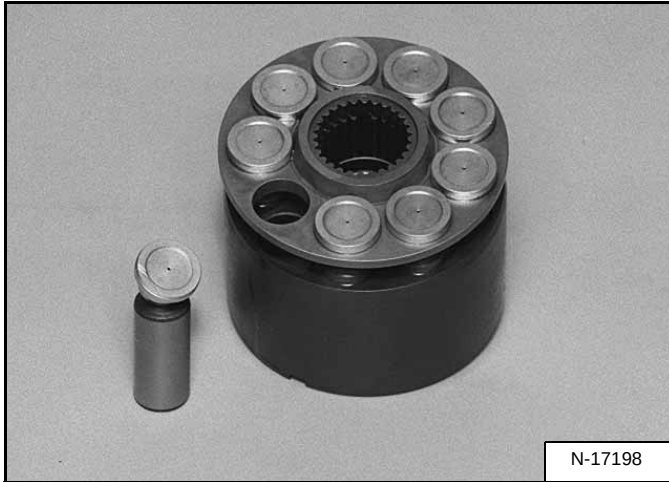


Install the ball guide retainer and washer (Item 1) [Figure 30-40-50] onto the slipper holddown pins.

HYDROSTATIC PUMP (CONT'D)

Assembly (Cont'd)

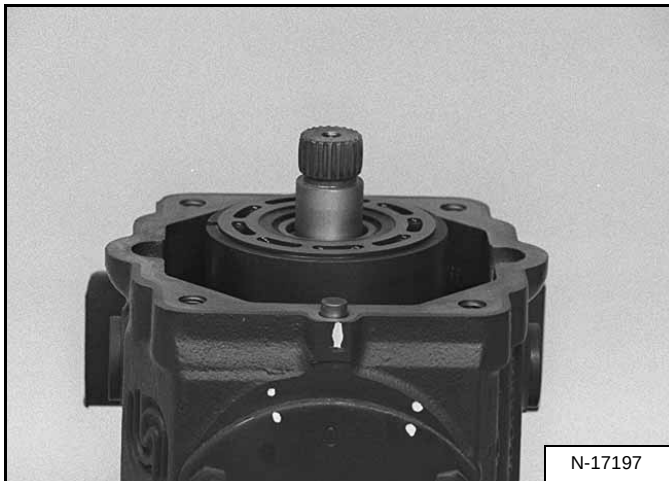
Figure 30-40-51



Assemble the piston assemblies into the slipper guide. Lubricate the pistons and cylinder block bores and insert the piston assemblies into the cylinder bores **[Figure 30-40-51]**.

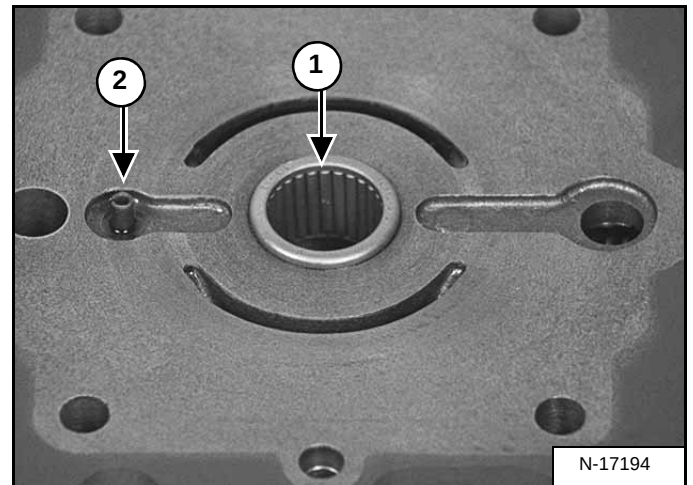
Lay the pump housing on its side and install the cylinder block, piston assembly into the housing.

Figure 30-40-52



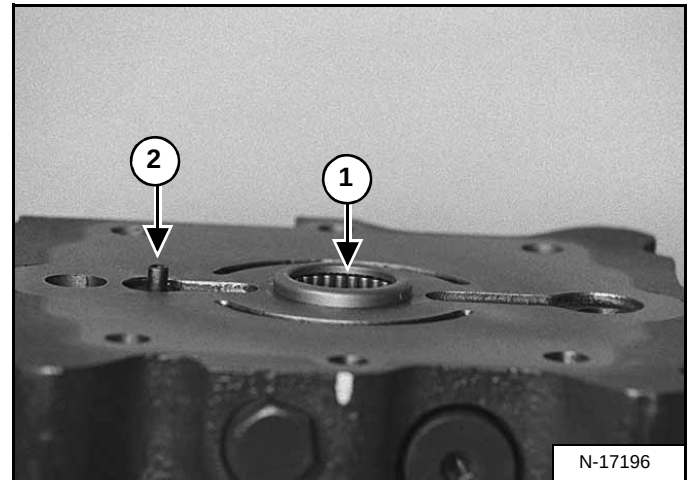
Place the pump on a work surface with the end cap opening up **[Figure 30-40-52]**.

Figure 30-40-53



Replace the needle bearing (Item 1) and valve plate locating pin (Item 2) **[Figure 30-40-53]** in the charge pump.

Figure 30-40-54



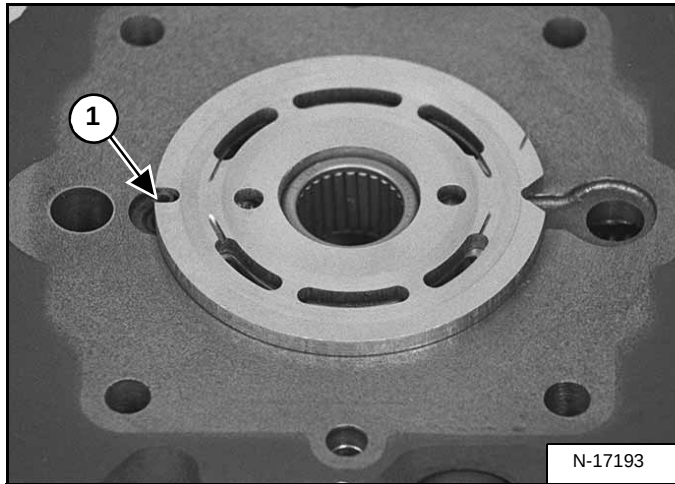
The bearing cage (Item 1) **[Figure 30-40-54]** will protrude from 0.08-0.10 inch (2,0-2,5 mm) from the surface of the pump.

The valve plate locating spring pin (Item 2) **[Figure 30-40-54]** will protrude from 0.165-0.185 inch (4,19-4,70 mm) from the surface of the pump.

HYDROSTATIC PUMP (CONT'D)

Assembly (Cont'd)

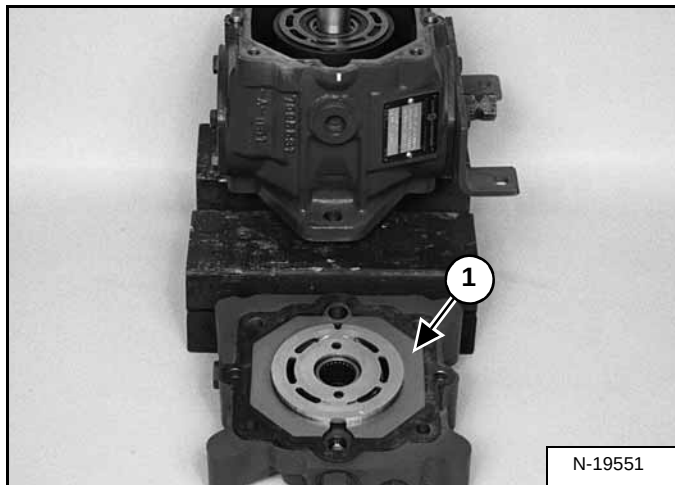
Figure 30-40-55



Coat the backside of the valve plate with petroleum jelly to hold it in position and install the valve plate onto the charge pump, bronze face up [Figure 30-40-55].

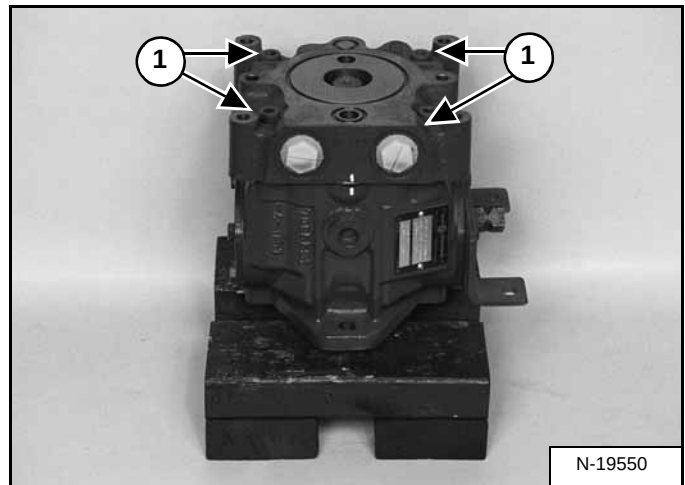
The notch (Item 1) [Figure 30-40-55] on the valve plate must engage the locating pin.

Figure 30-40-56



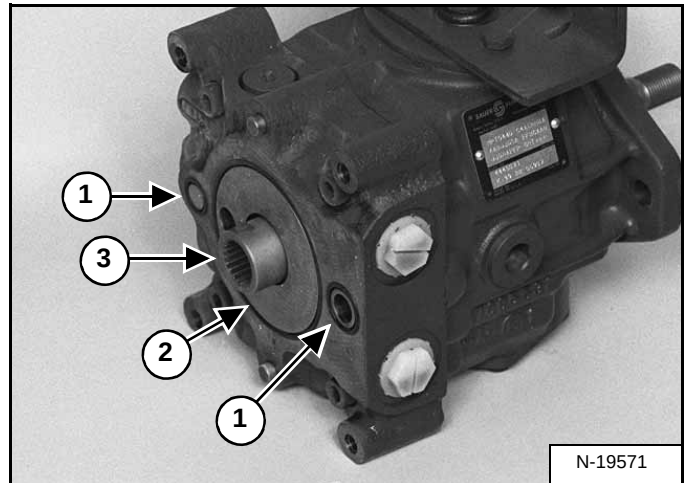
Coat a new end cap gasket (Item 1) [Figure 30-40-56] with petroleum jelly and install onto the end cap.

Figure 30-40-57



Install the valve plate and end cap on the pump housing. Tighten the bolts (Item 1) [Figure 30-40-57] to 35-45 ft.-lbs. (47-61 Nm) torque.

Figure 30-40-58



Install the two small O-rings (Item 1) [Figure 30-40-58].

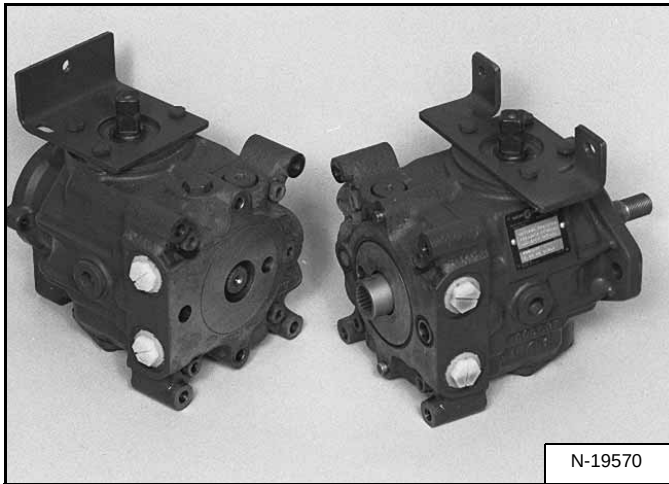
Install the new large O-ring (Item 2) [Figure 30-40-58].

Install the pump coupler (Item 3) [Figure 30-40-58].

HYDROSTATIC PUMP (CONT'D)

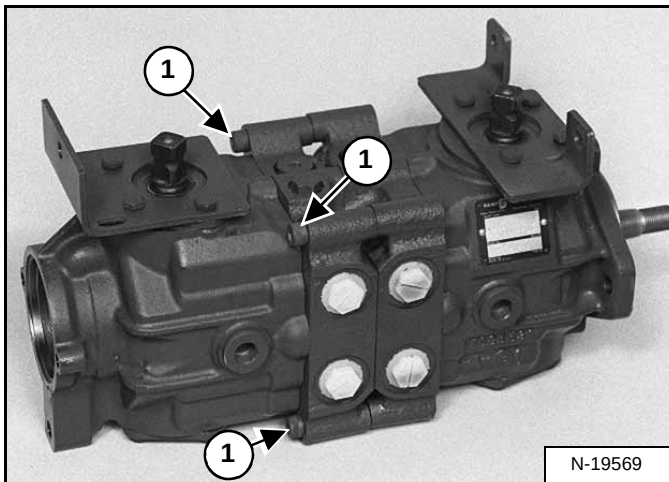
Assembly (Cont'd)

Figure 30-40-59



Install the two pumps together [Figure 30-40-59].

Figure 30-40-60



Tighten the four bolts (Item 1) [Figure 30-40-60] to 35-45 ft.-lbs. (47-61 Nm) torque.

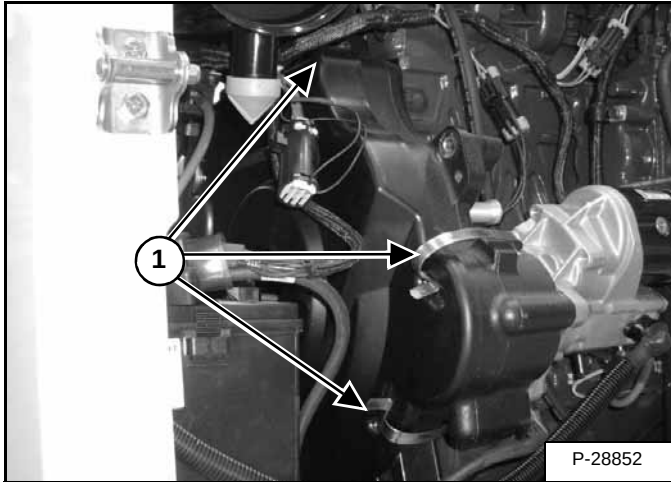


Bobcat®

DRIVE BELT

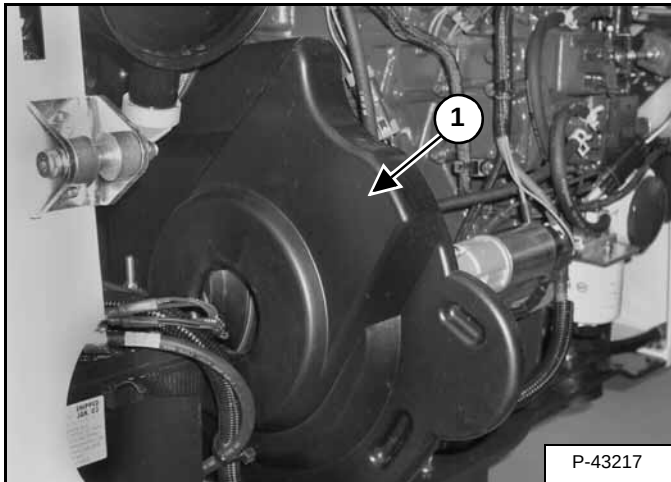
Shield Removal And Installation

Figure 30-50-1



Remove the three drive belt shield mounting clips (Item 1) [Figure 30-50-1].

Figure 30-50-2



Remove the belt shield (Item 1) [Figure 30-50-2].

Reverse the removal procedure to install the belt shield.

Drive Belt Adjusting

To adjust the drive belt between the engine flywheel and the hydrostatic pump pulley, use the following procedure:

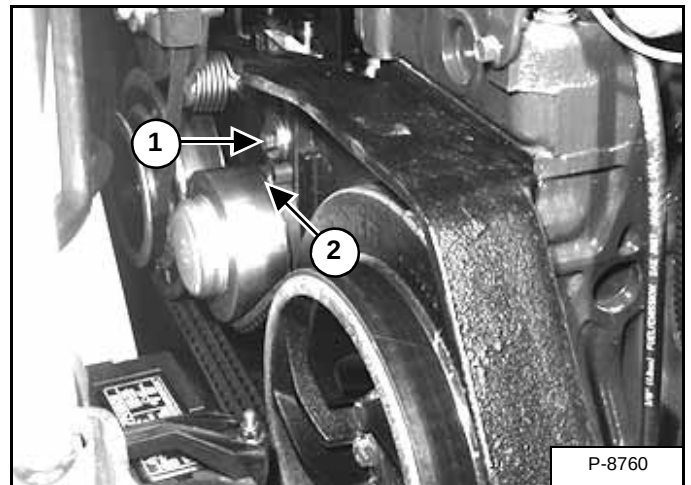
Stop the engine. Open the rear door.

Disconnect the negative (-) battery cable.

Remove the belt shield (Item 1) [Figure 30-50-2].

The pulley tensioner is located between the flywheel and pump pulley.

Figure 30-50-3



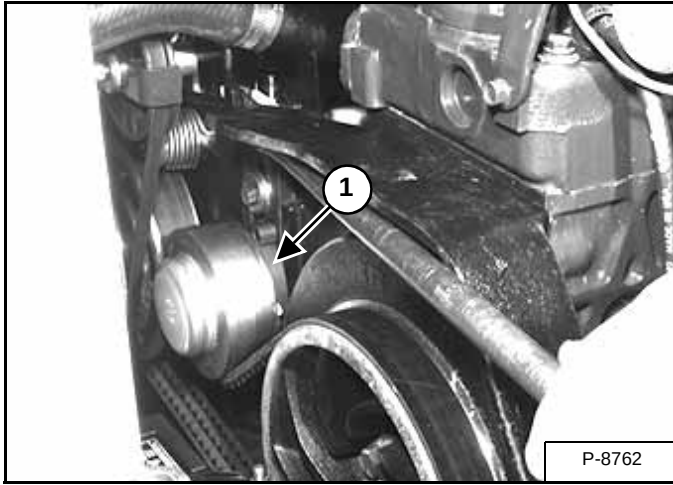
Loosen the bolt (Item 1) [Figure 30-50-3] on the spring loaded drive idler.

NOTE: The pointer (Item 2) [Figure 30-50-3] will be at the 1 o'clock position when the idler is not under spring tension.

DRIVE BELT (CONT'D)

Drive Belt Adjusting (Cont'd)

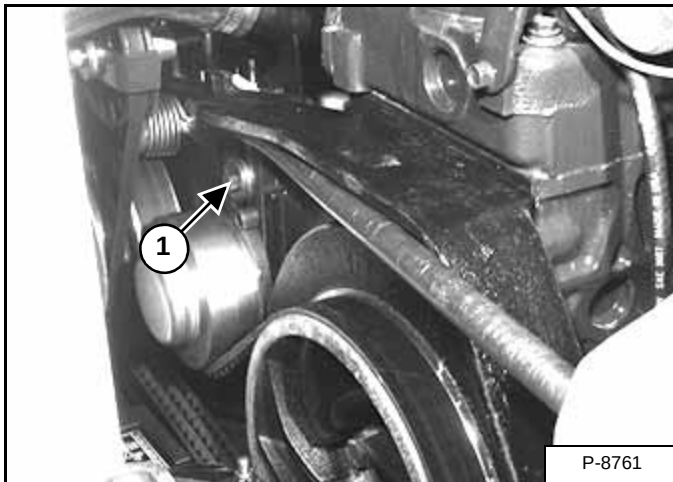
Figure 30-50-4



Using the Belt Tensioner Bar (MEL1405) or a pry bar, push the idler assembly against the belt. The pointer (Item 1) [Figure 30-50-4] will be at the 3 o'clock position when the idler stop is bottomed out. *Do not pry directly on the pulley, pry on the tensioner bracket the pulley is mounted on.*

NOTE: If the pointer does not move when prying on the tensioner mounting bracket, manually move the arrow towards the 3 o'clock position with a screwdriver while putting tension on the bracket to help get it started.

Figure 30-50-5



Raise the idler assembly slightly so that the pulley is operating on spring tension and not against the stop.

Tighten the mounting bolt (Item 1) [Figure 30-50-5] to 25-28 ft.-lbs. (34-38 Nm) torque.

NOTE: Do not set the idler against the travel stop in the 3 o'clock position.

Run the engine for a few minutes.

Stop the engine and recheck the pointer position.

Readjust if necessary.

NOTE: After the idler has been in service, readjust when the pointer reaches the 1 o'clock position.

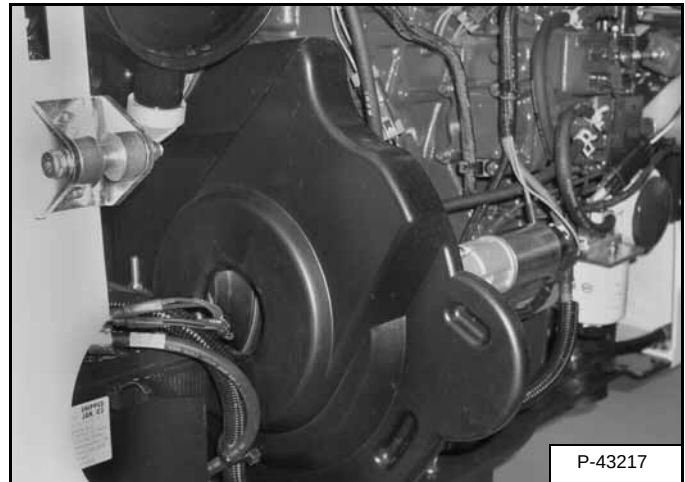
Install the belt shield using the fasteners.

Reconnect the negative (-) battery cable.

Close the rear door.

Drive Belt Replacement

Figure 30-50-6



Stop the engine. Open the rear door.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

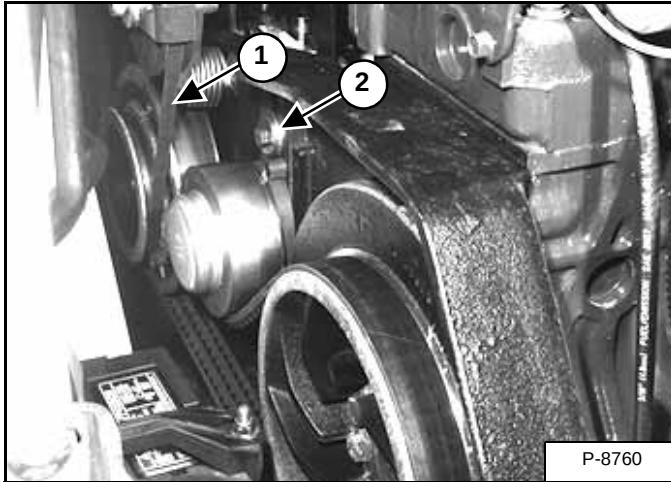
Remove the negative (-) cable from the battery. The battery may be removed for additional working clearance. (See Removal And Installation on Page 60-20-1.)

Remove the belt shield [Figure 30-50-6]. (See Shield Removal And Installation on Page 30-50-1.)

DRIVE BELT (CONT'D)

Drive Belt Replacement (Cont'd)

Figure 30-50-7

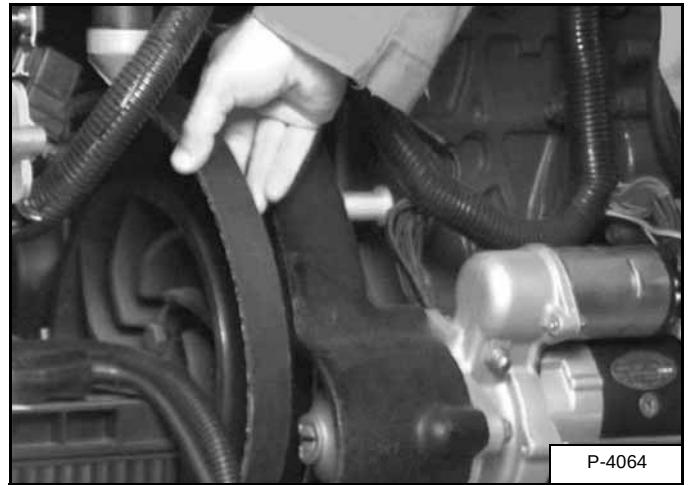


Remove the fan drive belt (Item 1) [Figure 30-50-7].

The belt tensioner is located between the flywheel and pump pulley. Loosen and remove the bolt (Item 2) [Figure 30-50-7] from the belt tensioner.

Remove the belt tensioner assembly.

Figure 30-50-8



Remove the drive belt from the pump pulley and flywheel.

Remove the drive belt from the loader [Figure 30-50-8].

Install the new drive belt. Install the belt tensioner assembly.

Install the fan drive belt.

Adjust the drive belt. (See Drive Belt Adjusting on Page 30-50-1.)

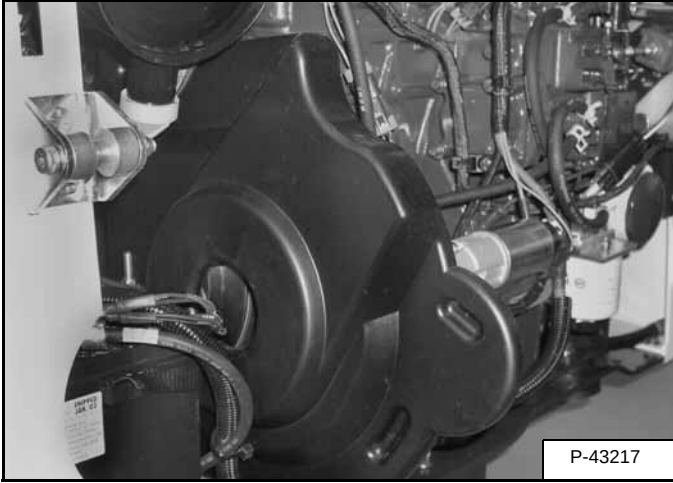
Reinstall belt shield and connect the negative (-) cable to the battery.

Lower the cab. (See Lowering The Operator Cab on Page 10-30-2.)

DRIVE BELT (CONT'D)

Tensioner Pulley Removal And Installation

Figure 30-50-9

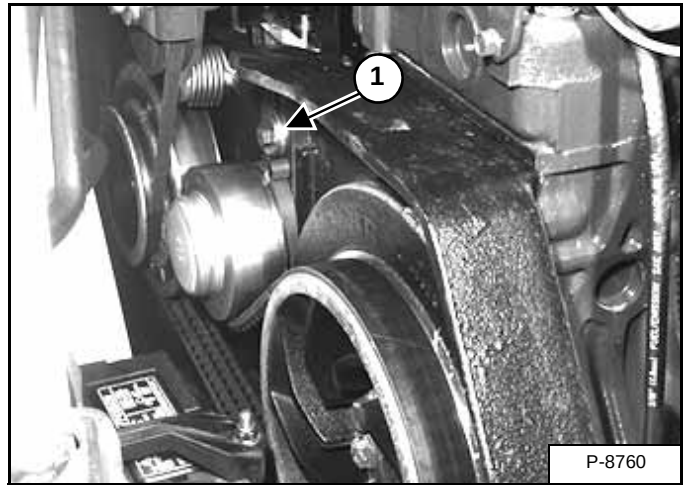


Stop the engine. Open rear door.

Remove the negative (-) cable from the battery. The battery may be removed for additional working clearance. (See Removal And Installation on Page 60-20-1.)

Remove the belt shield [Figure 30-50-9]. (See Shield Removal And Installation on Page 30-50-1.)

Figure 30-50-10



Loosen and remove the tensioner pulley mounting bolt (Item 1) [Figure 30-50-10].

Installation: Adjust the drive belt. (See Drive Belt Adjusting on Page 30-50-1.) Tighten the bolt Item 1) [Figure 30-50-10] to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the belt tensioner pulley from the housing.

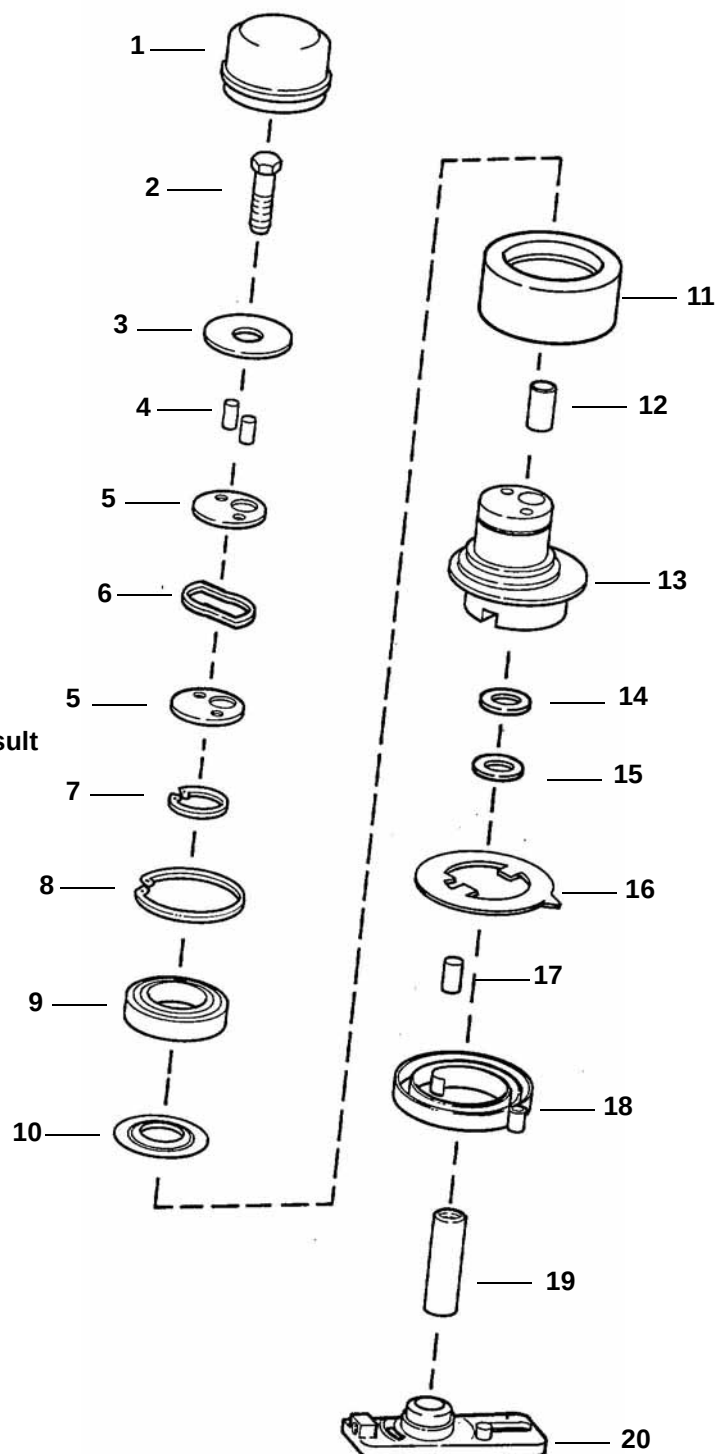
Reverse the removal procedure to install the tensioner pulley.

DRIVE BELT (CONT'D)

Tensioner Pulley Parts Identification

1. Cover
2. Bolt
3. Washer
4. Pins
5. Washer
6. Spring
7. Snap Ring
8. Snap Ring
9. Bearing
10. Dust Shield
11. Pulley
12. Bushing
13. Hub
14. Washer
15. Seal
16. Arrow Indicator Plate
17. Locating Pin
18. Spring
19. Shaft
20. Bracket

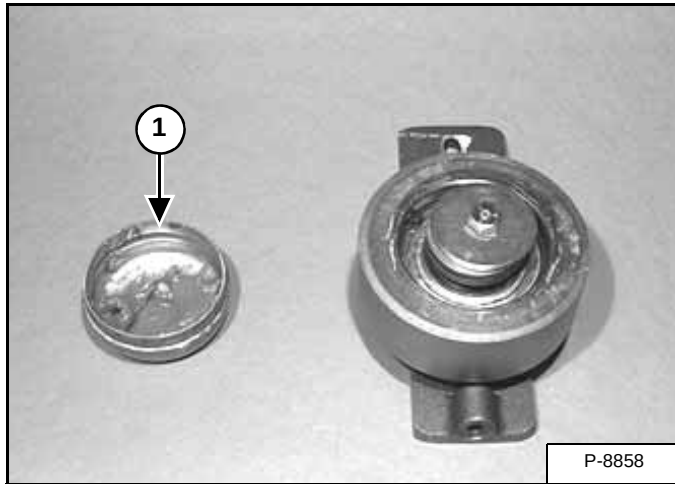
NOTE: Drive idler parts are not available individually. Consult parts catalog for available sub-assemblies.



DRIVE BELT (CONT'D)

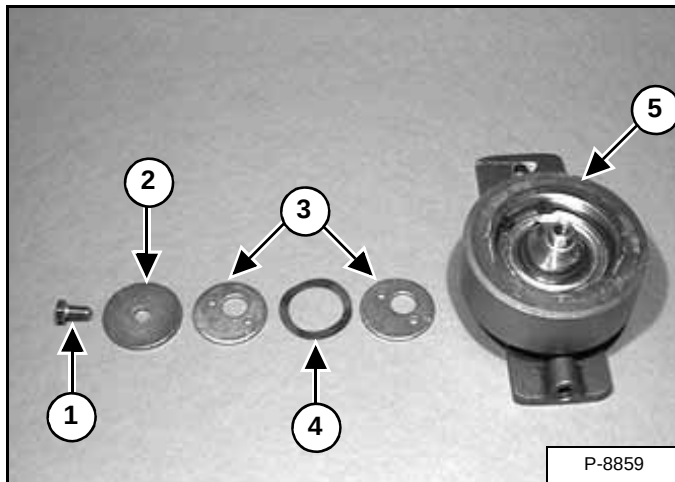
Tensioner Pulley Disassembly

Figure 30-50-11



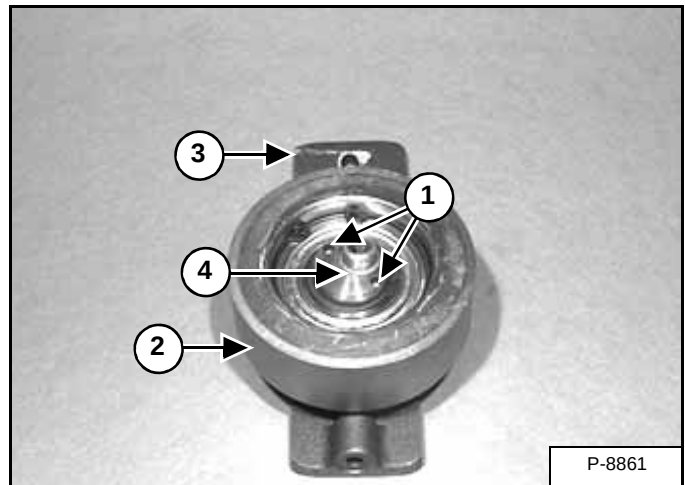
Remove the grease cover (Item 1) [Figure 30-50-11].

Figure 30-50-12



Remove the bolt (Item 1), the flat washer (Item 2), the retainer washer (Item 3), the spring washer (Item 4) and the second retainer washer (Item 3) from the pulley assembly (Item 5) [Figure 30-50-12].

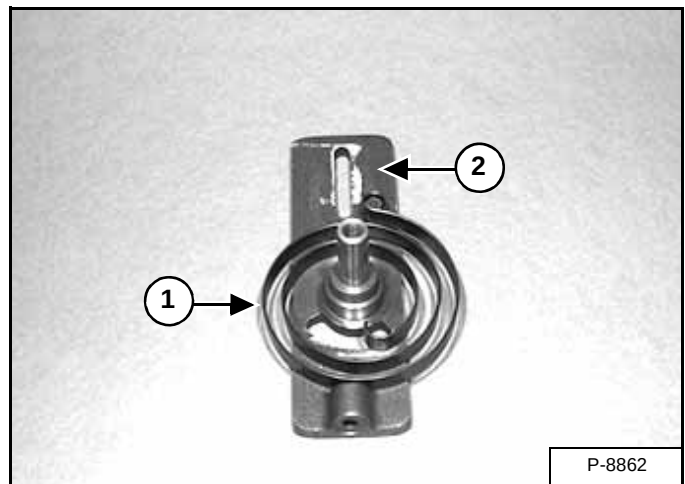
Figure 30-50-13



Remove the two pins (Item 1) from the hub assembly (Item 2) [Figure 30-50-13] only if they have been damaged.

Remove the bracket assembly (Item 3) by tapping on the shaft (Item 4) [Figure 30-50-13] with a plastic hammer.

Figure 30-50-14

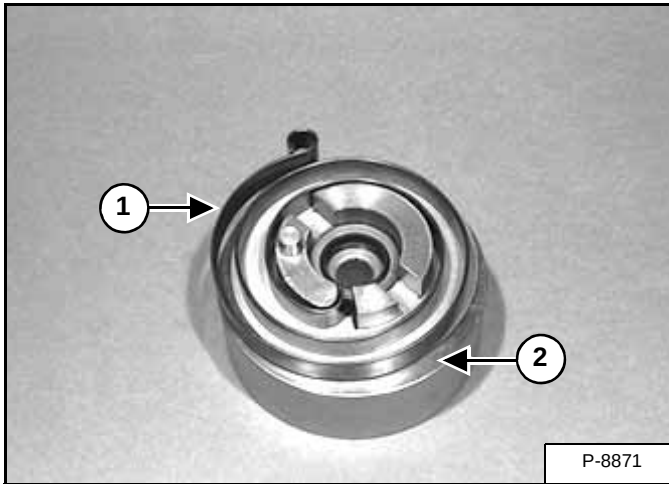


Remove the spring (Item 1) from the bracket (Item 2) [Figure 30-50-14].

DRIVE BELT (CONT'D)

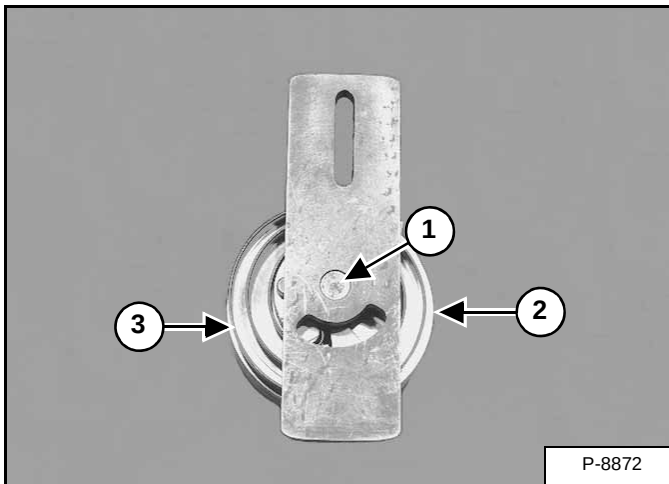
Tensioner Pulley Assembly

Figure 30-50-15



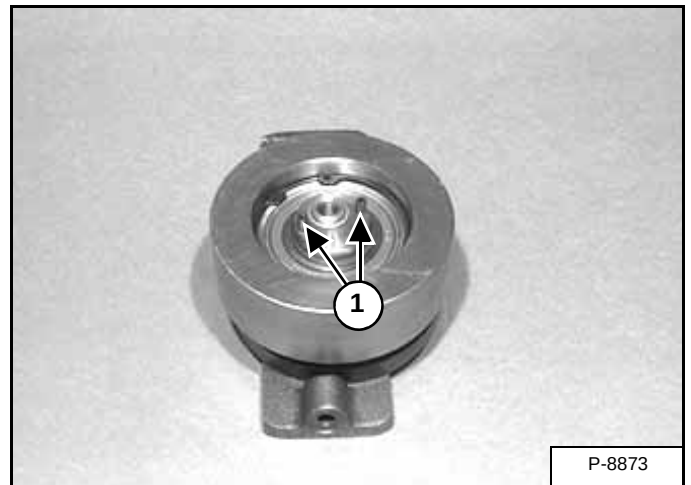
Install the spring (Item 1) on the pulley (Item 2) [Figure 30-50-15] as shown.

Figure 30-50-16



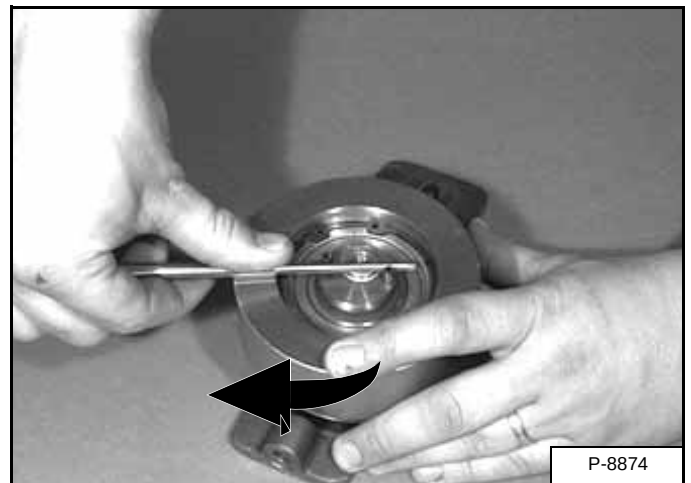
Install the shaft from the bracket assembly (Item 1) into the pulley assembly (Item 2) and align the spring (Item 3) [Figure 30-50-16] over the alignment pin on the bracket.

Figure 30-50-17



Turn the pulley assembly over and install the two pins (Item 1) [Figure 30-50-17] into the hub.

Figure 30-50-18



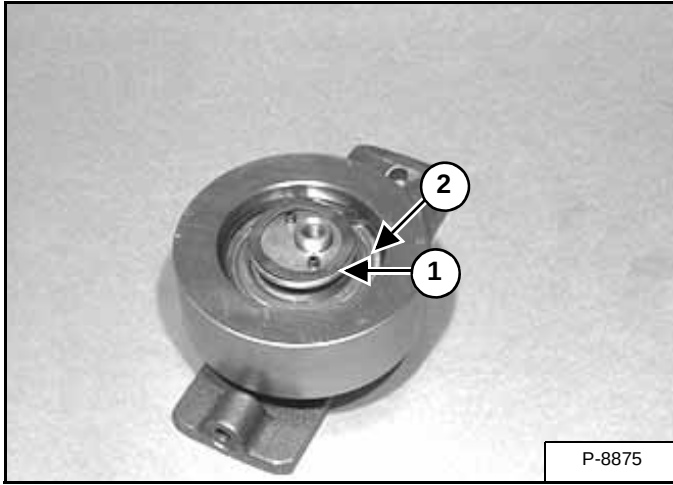
Install a punch as shown and turn clockwise while applying down pressure on the pulley.

Turn until the pulley snaps down into place; this procedure winds the spring and retains the end of the spring in proper location [Figure 30-50-18].

DRIVE BELT (CONT'D)

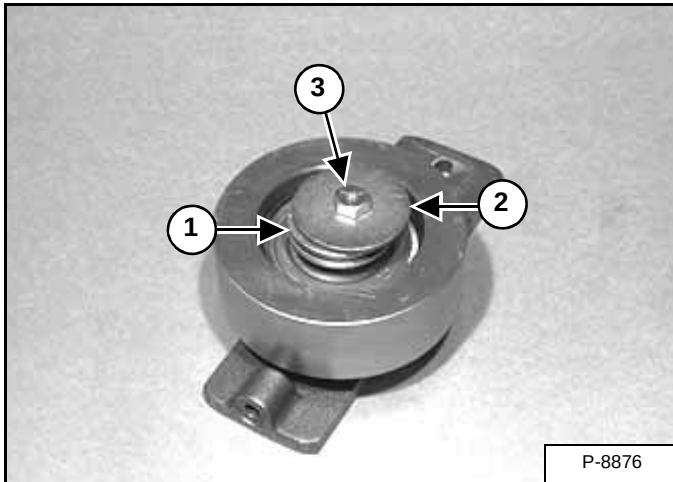
Tensioner Pulley Assembly (Cont'd)

Figure 30-50-19



Install the first retainer washer (Item 1) and spring washer (Item 2) [Figure 30-50-19] over the roll pins.

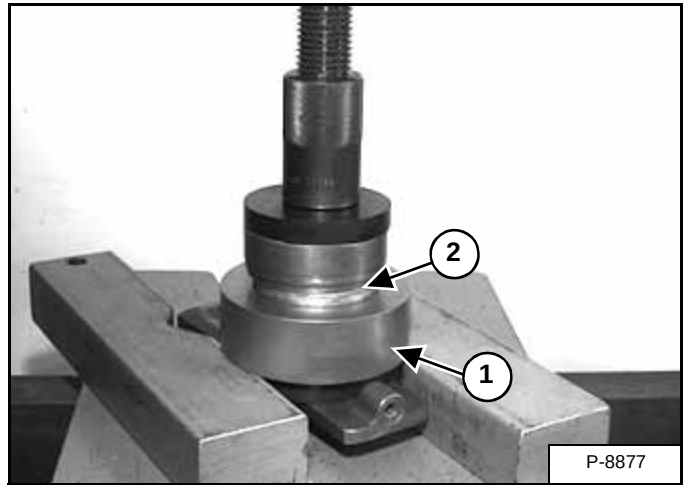
Figure 30-50-20



Install the second retainer washer (Item 1), the washer (Item 2) and the bolt (Item 3) [Figure 30-50-20]. Tighten the bolt to 28-32 ft.-lbs. (38-45 Nm) torque.

Fill the grease cap 1/4 full (approximately 1/2-3/4 oz.) of grease.

Figure 30-50-21



Press the grease cap (Item 1) onto the pulley assembly (Item 2) [Figure 30-50-21]. Press on the outer formed edge of the grease cap.

NOTE: When pressing the grease cap onto the pulley assembly, do not press down on the arrow indicator plate. Support the hub assembly so that it contacts only the hub and not the arrow indicator plate.

OIL COOLER

Removal and Installation

IMPORTANT

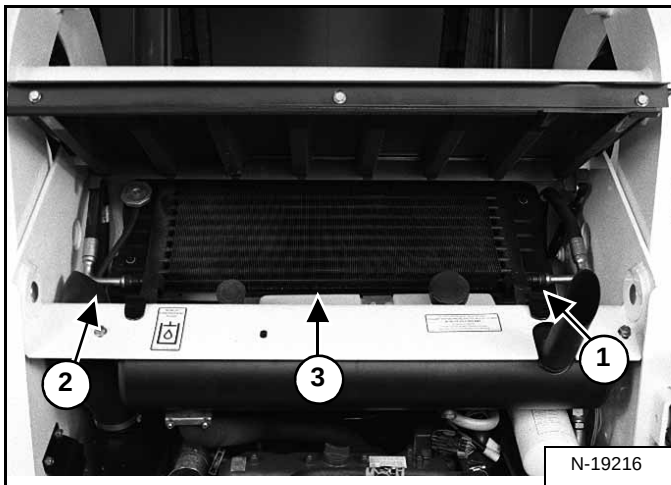
When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

The following tool is necessary to perform this procedure:

MEL 1558

Figure 30-60-1



Open the rear door of the loader and raise the rear grill [Figure 30-60-1].

Note: If the loader has air conditioning, move the condensor off to the side. (See Removal And Installation on Page 80-120-1.)

Figure 30-60-2

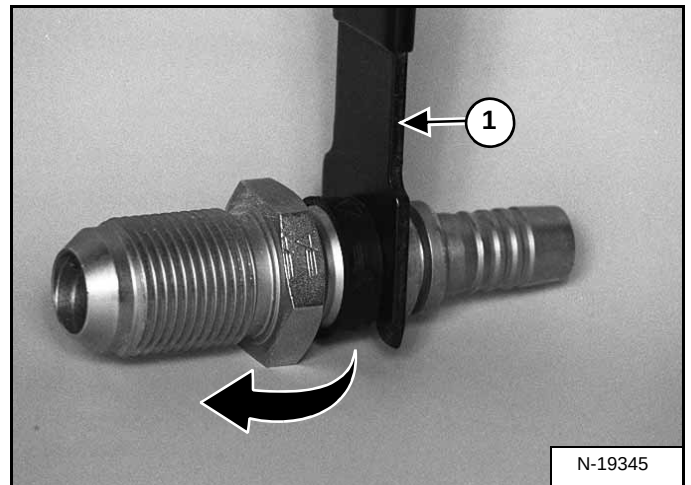
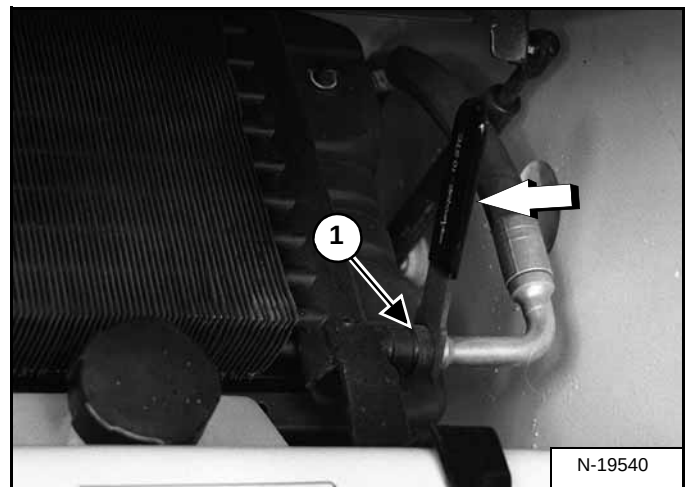


Figure 30-60-3

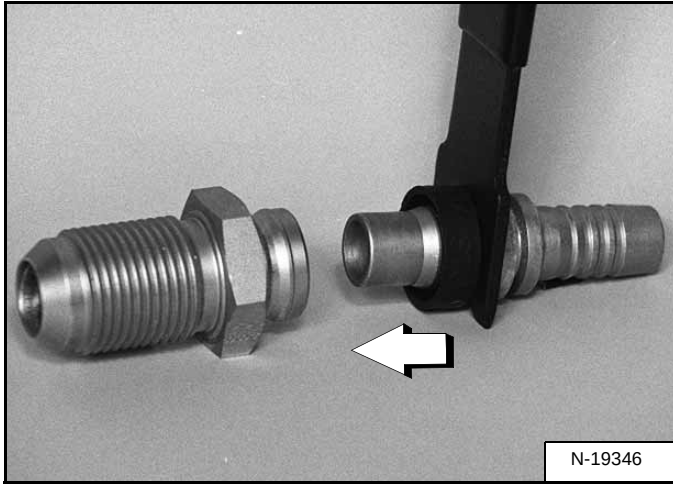


Install tool (Item 1) [Figure 30-60-2] to the outside of the rubber sleeve (Item 1) [Figure 30-60-3].

OIL COOLER (CONT'D)

Removal and Installation (Cont'd)

Figure 30-60-4



Slide the rubber sleeve in toward the radiator with the tool. The connector will release [Figure 30-60-3] & [Figure 30-60-4]

Disconnect the inlet and outlet hoses (Items 1 & 2) from the oil cooler (Item 3) [Figure 30-60-1].

NOTE: When installing the cooler hoses, the fittings should make a clicking sound when pushed together and fully seated. Pull on the fitting firmly to verify a seated connection.

Lift up the oil cooler and remove the cooler from the loader.

Reverse the removal procedure to install the oil cooler.

DRIVE SYSTEM

BRAKE	40-10-1
Disk Removal And Installation	40-10-3
Pedal Disassembly And Assembly	40-10-2
Pedal Removal And Installation	40-10-1
Switch Operated Parking Brake	40-10-2
CHAINCASE	40-30-1
Center Cover Removal And Installation	40-30-3
Checking And Adding Oil	40-30-1
Front Cover Removal And Installation	40-30-2
Rear Cover Removal And Installation	40-30-4
Removing The Oil	40-30-1
DRIVE COMPONENTS	40-20-1
Axle Seal Removal And Installation	40-20-1
Axle Sprocket And Bearings Removal And Installation . . .	40-20-3
Chain Removal And Installation	40-20-8

TIGHTEN ALL HARDWARE PER SIZE TO GRADE 5 TORQUE (See TORQUE SPECIFICATIONS FOR BOLTS on Page SPEC-30-1.) **UNLESS OTHERWISE SPECIFIED.**

DRIVE SYSTEM

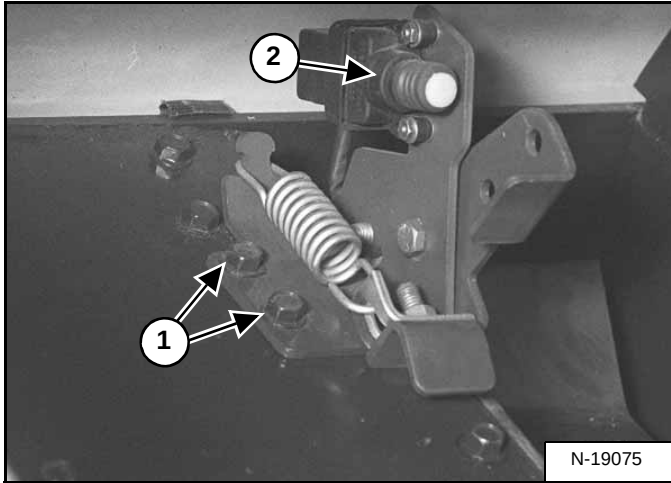


BRAKE

Pedal Removal And Installation

The brake is applied with the earlier style foot-operated switch (Item 2) **[Figure 40-10-1]**, or with the later style panel-mounted toggle switch (Item 1) **[Figure 40-10-5]**. The loader will have one or the other, not both.

Figure 40-10-1

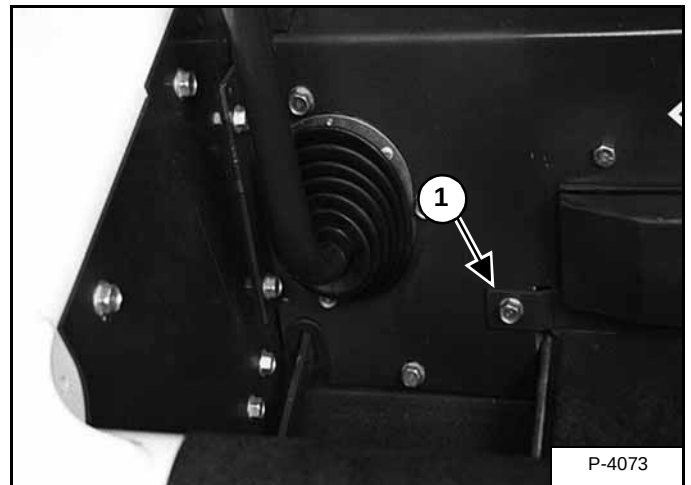


Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the two mounting bolts (Item 1) **[Figure 40-10-1]** from the brake pedal mounting bracket.

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 40-10-2



Remove the fuse mount bracket (Item 1) **[Figure 40-10-2]** from the front of the control panel.

Disconnect the electrical connector from the parking brake pedal sensor. The connector is located behind the control panel.

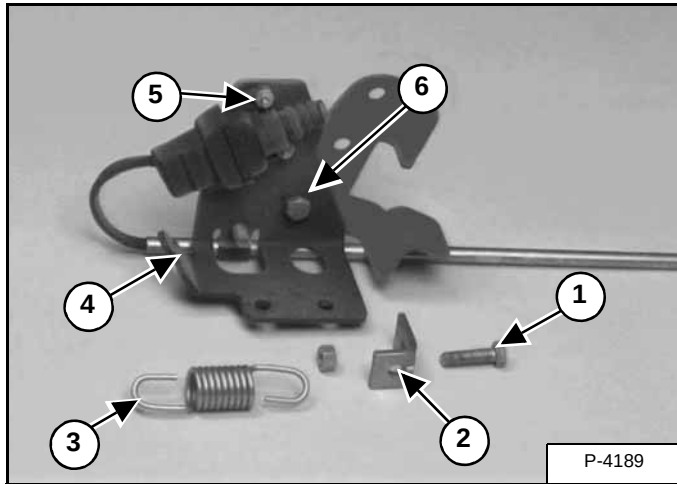
Remove the parking brake assembly from the loader.

Reverse the removal procedure to install the parking brake assembly in the loader.

BRAKE (CONT'D)

Pedal Disassembly And Assembly

Figure 40-10-3



Loosen and remove the mounting bolt (Item 1) and nut from the spring mounting bracket (Item 2) [Figure 40-10-3].

Remove the brake pedal spring (Item 3) from the tension spring mounting bracket (Item 2) and from the brake pedal mounting bracket (Item 4) [Figure 40-10-3].

Remove the two mounting bolts, washers and nuts (Item 5) [Figure 40-10-3] from the brake pedal sensor.

Remove the harness mounting clamp (Item 1) [Figure 40-10-4] from the pedal mounting bracket (Item 4) [Figure 40-10-3].

Remove the sensor harness from the pedal mounting bracket.

Remove the pedal mounting bolt (Item 6) [Figure 40-10-3], plastic spacers and bushing nut from the brake pedal.

Remove the pedal from the pedal mounting bracket.

Figure 40-10-4

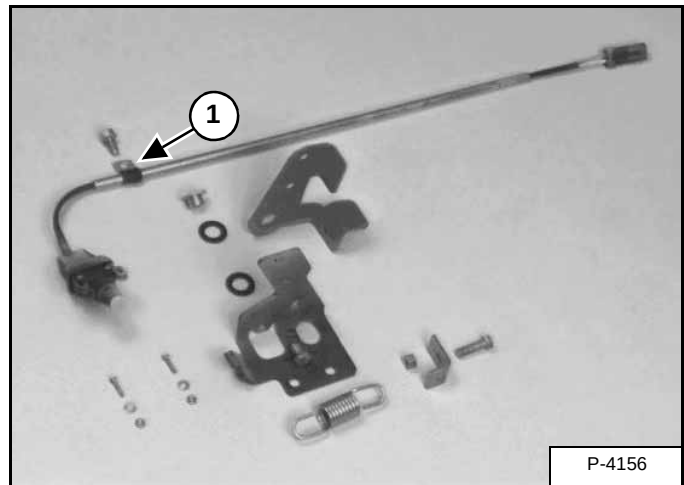
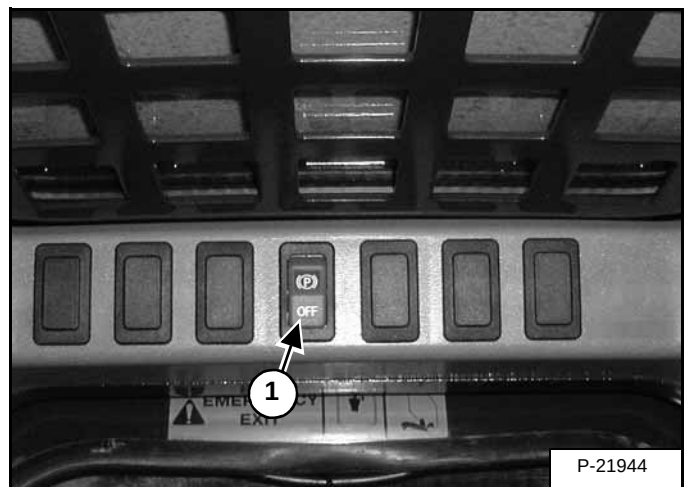


Photo [Figure 40-10-4] shows the parking brake disassembled to identify the existing parts in the brake assembly.

Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Switch Operated Parking Brake

Figure 40-10-5



The parking brake switch in the front panel (Item 1) [Figure 40-10-5] replaced the pedal parking brake. (See Pedal Removal And Installation on Page 40-10-1.)

BRAKE (CONT'D)

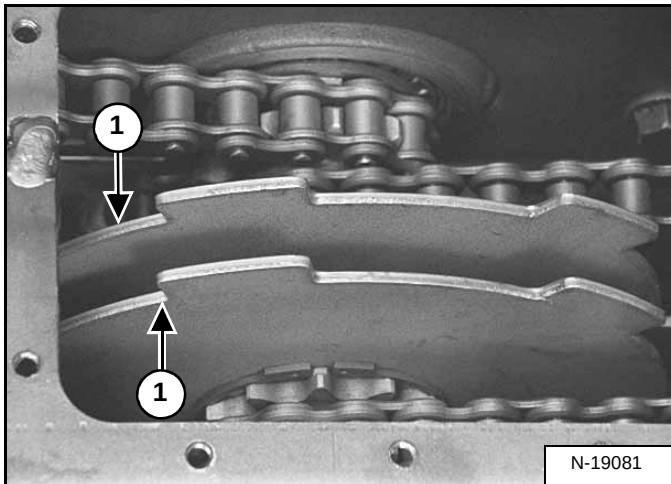
Disk Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

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Figure 40-10-6



Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect and remove the engine speed control. (See Removal And Installation on Page 70-20-1.)

Remove the control panel from the loader. (See Removal and Installation on Page 50-100-1.)

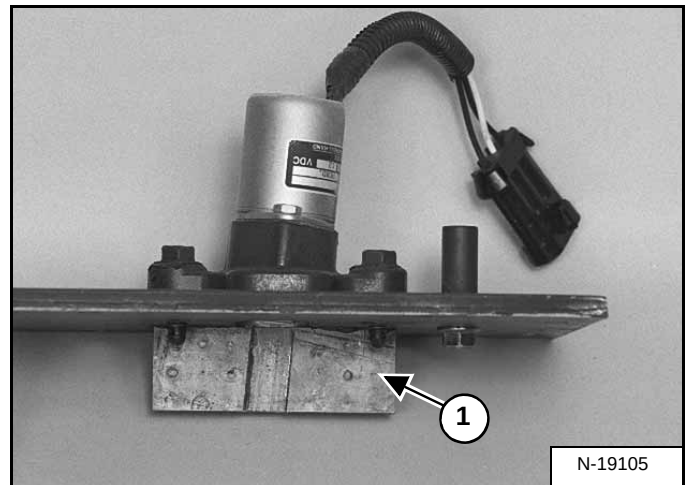
Remove the center chaincase cover. (See Center Cover Removal And Installation on Page 40-30-3.)

Remove the front chaincase cover. (See Front Cover Removal And Installation on Page 40-30-2.)

Remove the traction lock assembly. (See Guide Removal on Page 60-110-4.)

The parking brake discs (Item 1) [Figure 40-10-6] are located beneath the center chaincase cover.

Figure 40-10-7



Inspect the traction lock guides (Item 1) [Figure 40-10-7] and the brake disc for damage or wear and replace as necessary.

BRAKE (CONT'D)

Disk Removal And Installation (Cont'd)

Figure 40-10-8

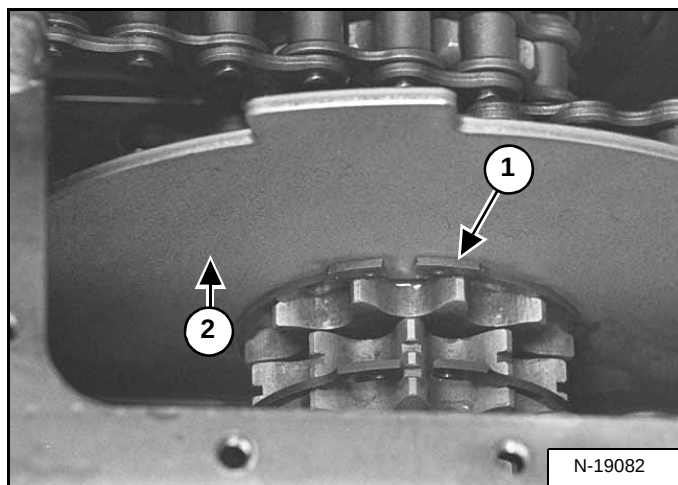
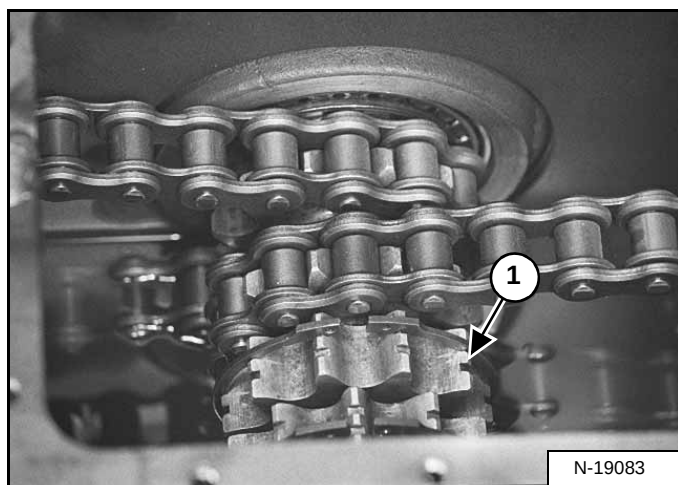


Figure 40-10-9



A snap ring pliers with 90° tips are necessary for removing the parking brake disc.

Remove the snap ring (Item 1) [Figure 40-10-8] from the end of the sprocket on the hydrostatic motor carrier.

Slide the disc (Item 2) [Figure 40-10-8] off the sprocket (Item 1) [Figure 40-10-9] and remove the disc through the front chaincase cover.

Reverse the removal procedure to install the disc in the loader.

(See Inspecting on Page 60-110-2.) for the traction lock inspection procedure.

DRIVE COMPONENTS

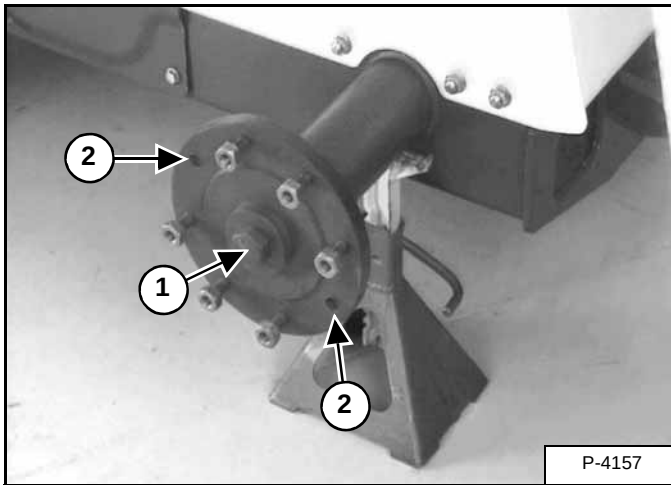
Axle Seal Removal And Installation

WARNING

NEVER STAND IN-LINE OF THE HUB WHEN REMOVING A HUB FROM AN AXLE. The hub has a tapered fit on the axle end and can come off the axle with great force and cause serious injury.

W-2186-0395

Figure 40-20-1



The tools listed are needed for the following procedure:

Axle Hub Puller Tool

MEL1399 - Seal Driver Tool

MEL1242 - Power Ram (may be used if desired)

To loosen the axle hub mounting bolt (Item 1) [Figure 40-20-1], use the following procedure:

Before lifting and blocking the loader, loosen the hub mounting bolt (Item 1) [Figure 40-20-1].

NOTE: If the axle and bearings are being replaced, also loosen the sprocket mounting bolt inside the chaincase before lifting and blocking the loader. (See Axle Sprocket And Bearings Removal And Installation on Page 40-20- 3.)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Remove the tire/wheel assembly.

Installation: Tighten the wheel mounting nuts to 105-115 ft.-lbs. (142-156 Nm) torque.

Remove the hub mounting bolt (Item 1) [Figure 40-20-1] and washer from the axle.

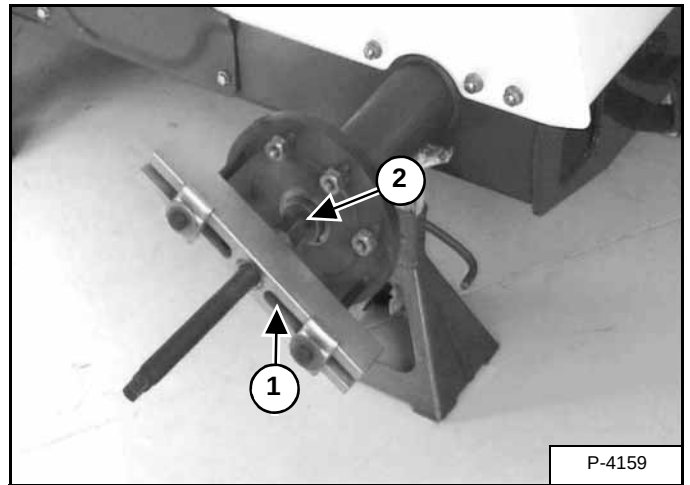
Installation: Tighten the hub mounting bolt to 725-800 ft.-lbs. (983-1085 Nm) torque.

Remove two of the wheel mounting studs (Item 2) [Figure 40-20-1].

Use a wheel mounting nut on each stud and remove the two studs with a hammer.

Installation: Support the flange of the axle hub and install the two studs with a hammer. A hydraulic press can also be used to install the studs.

Figure 40-20-2



Install the puller tool (Item 1) [Figure 40-20-2] on the axle hub.

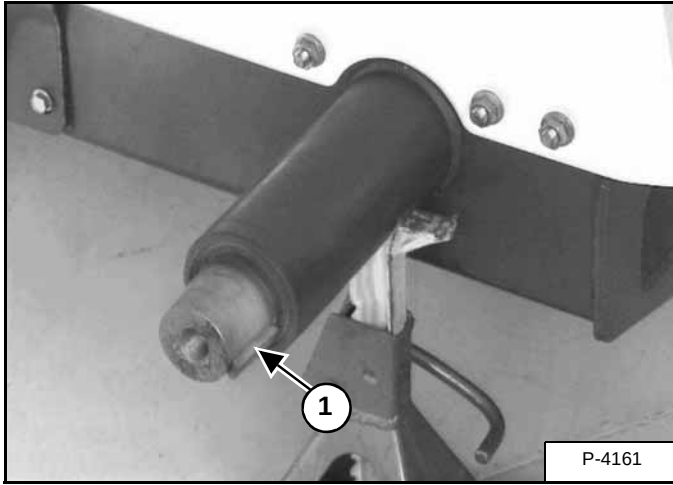
A driver tool (Item 2) [Figure 40-20-2] can be used for centering the threaded rod of the puller.

Use a wrench with the puller and remove the axle hub from the axle shaft. A spacer and a power ram can be used between the axle and the tool if available, instead of the wrench, threaded rod and driver tool.

DRIVE COMPONENTS (CONT'D)

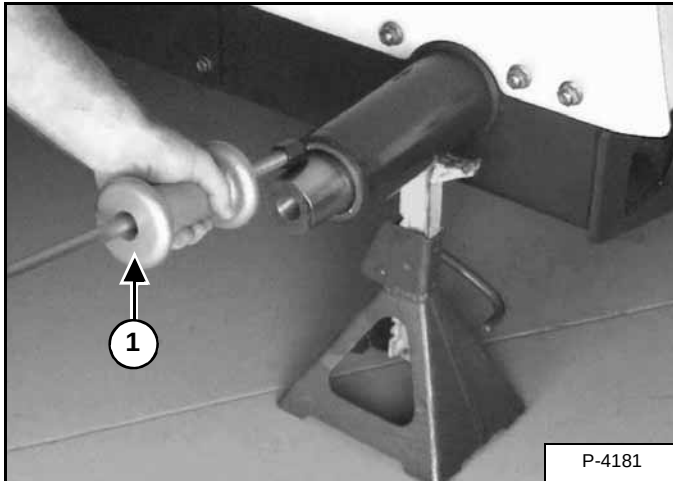
Axle Seal Removal And Installation (Cont'd)

Figure 40-20-3



Remove the key (Item 1) [Figure 40-20-3] from the axle.

Figure 40-20-4

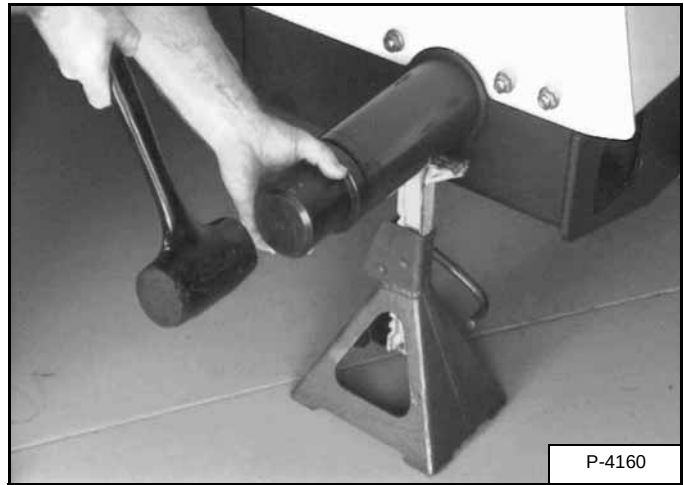


Drill a small hole in the axle seal.

Install a slide hammer (Item 1) [Figure 40-20-4] with a screw tip end in the axle seal.

Remove the axle seal.

Figure 40-20-5



Installation: MEL1399 seal driver tool is necessary for the following procedure:

Clean the seal area and inspect the shaft for wear.

NOTE: If the shaft is damaged or worn, an axle repair sleeve kit is available from Bobcat Parts.

Place the new axle seal over the axle and into the axle tube.

Install MEL1399 seal driver tool over the axle and put against the axle seal [Figure 40-20-5].

Hit the seal driver tool with a hammer until the tool is flush with the edge of the axle tube [Figure 40-20-5].

Reverse removal procedure to install the axle hub and wheel assembly.

DRIVE COMPONENTS (CONT'D)

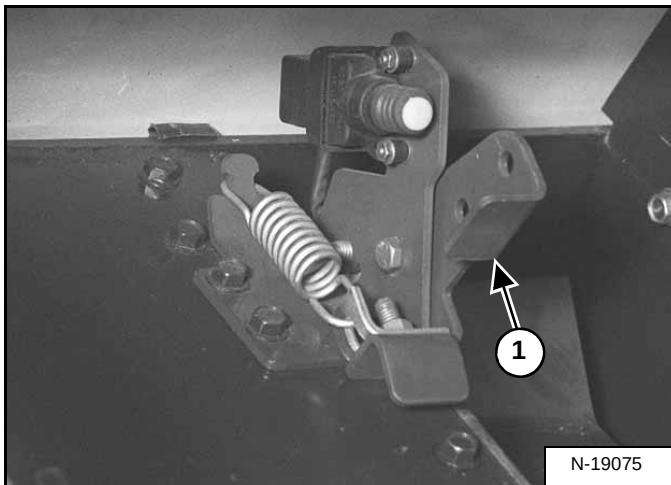
Axle Sprocket And Bearings Removal And Installation

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 40-20-6



The tools listed are needed for the following procedure:

MEL1242 - Power Ram

MEL1202B - Axle Bearing Service Set

NOTE: The procedure shown is for removing the front axle, bearings and sprocket. This procedure can also be used for the rear axle, bearings and sprocket. (See Rear Cover Removal And Installation on Page 40-30-4.)

Use jackstands to support the rear of the loader. (The loader wheels should remain on the ground.)

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

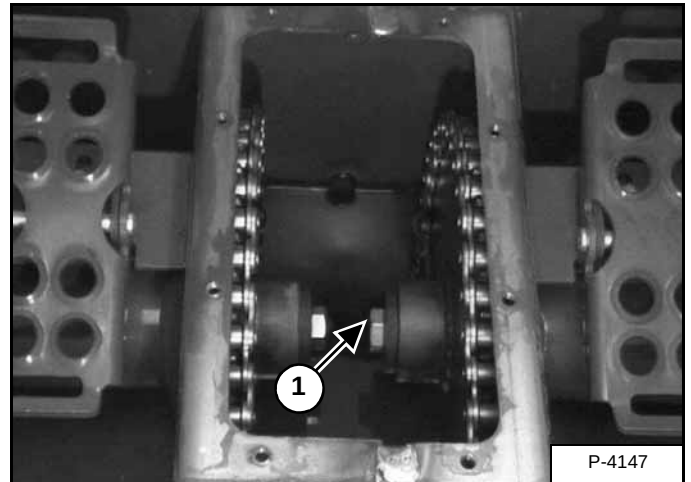
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Remove the brake pedal (Item 1) [Figure 40-20-6], if equipped. (See Pedal Removal And Installation on Page 40-10-1.)

Remove the front chaincase cover. (See Front Cover Removal And Installation on Page 40-30-2.)

Figure 40-20-7



Loosen the axle sprocket mounting bolt (Item 1) [Figure 40-20-7].

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Remove the fluid from the chaincase. (See Removing The Oil on Page 40-30-1.)

Remove the axle hub. (See Axle Sprocket And Bearings Removal And Installation on Page 40-20-3.)

Remove the axle seal. (See Axle Seal Removal And Installation on Page 40-20-1.)

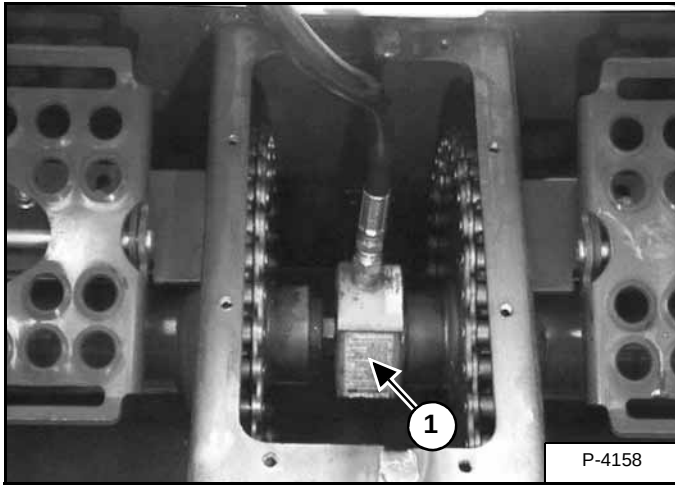
Remove the sprocket mounting bolt (Item 1) [Figure 40-20-7].

Installation: Tighten the sprocket mounting bolt to 300-330 ft.-lbs. (407-447 Nm) torque.

DRIVE COMPONENTS (CONT'D)

Axle Sprocket And Bearings Removal And Installation (Cont'd)

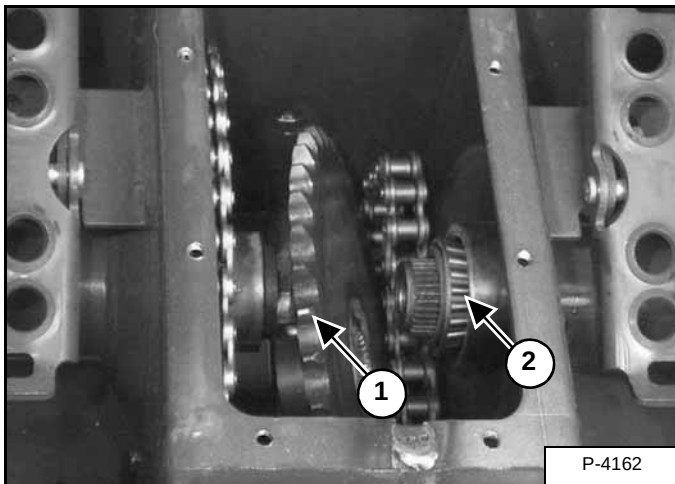
Figure 40-20-8



Install the MEL1242 power ram (Item 1) [Figure 40-20-8] between the two sprockets.

Put a spacer between the power ram and axle. Push the axle out to the end of the power ram stroke. Add another spacer and push the axle again. Repeat this procedure until the axle is free from the sprocket and inner bearing.

Figure 40-20-9

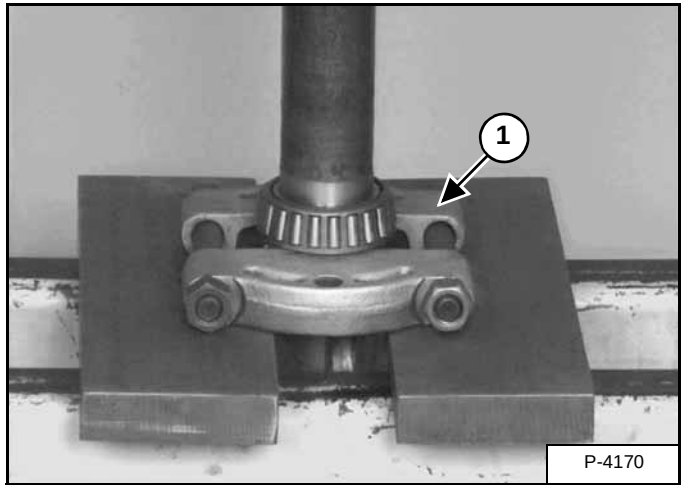


Remove the drive chain from the sprocket (Item 1) [Figure 40-20-9] and remove the sprocket from the chaincase.

Remove the inner bearing (Item 2) [Figure 40-20-9] and remove the axle from the axle tube. (See Axle Sprocket And Bearings Removal And Installation on Page 40-20-3.)

Installation: Pack both axle bearings with grease before installing them.

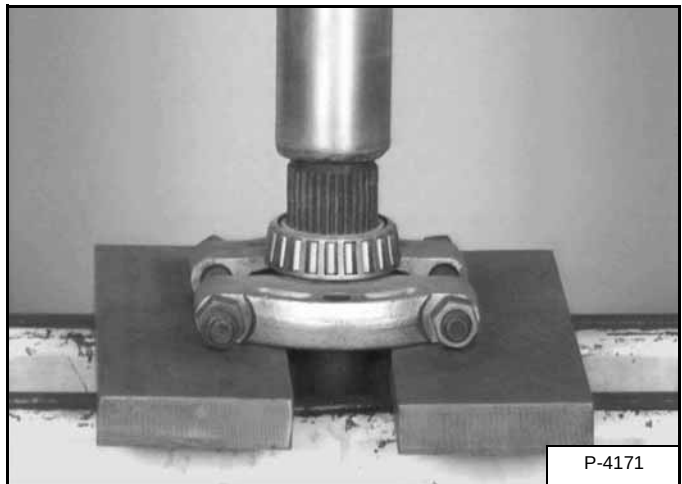
Figure 40-20-10



A bearing puller (Item 1) [Figure 40-20-10] is needed for the following procedure:

Put the axle/outer bearing assembly in the bearing puller as shown and put in the hydraulic press [Figure 40-20-10].

Figure 40-20-11



Be sure the bearing puller makes good contact with the inner race of the bearing and press the bearing off the mounting surface of the axle.

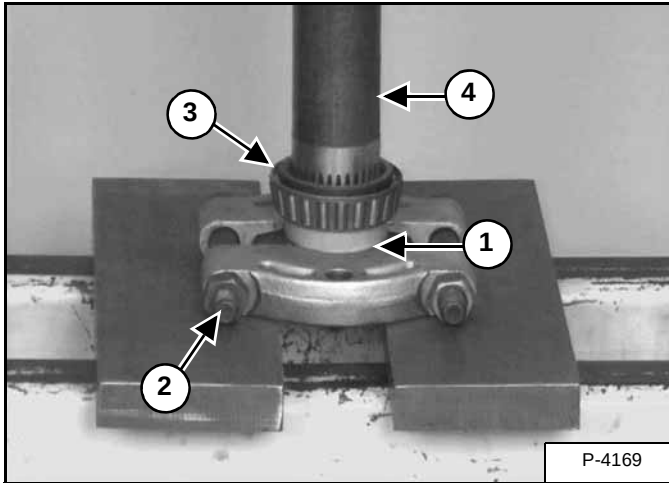
Be sure to hold onto the axle during removal as it will slide freely along the axle shaft after removal from the bearing mounting surface and until the bearing contacts the spline on the shaft.

Press the splined end of the axle free from the bearing [Figure 40-20-11].

DRIVE COMPONENTS (CONT'D)

Axle Sprocket And Bearings Removal And Installation (Cont'd)

Figure 40-20-12



Installation: A piece of round tubing (Item 1) [Figure 40-20-12] is needed to install the bearing on the axle shaft. The tubing needs to measure approximately 0.500 inch (12,7 mm) to 1.0 inch (25,4 mm) in length. The inside diameter of the tubing should not be under 2.100 inches (53,3 mm) and the outside diameter should not be over 2.400 inches (60 mm),

A bearing puller (Item 2) [Figure 40-20-12] is also needed to install the bearing on the axle.

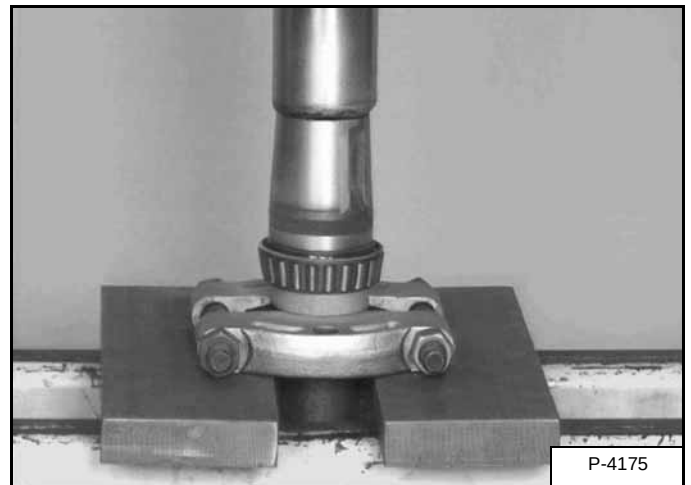
Put the tubing (Item 1) on the bearing puller (Item 2) [Figure 40-20-12].

Put the bearing (Item 3) [Figure 40-20-12] on the tube as shown.

Put the spline end of the axle shaft (Item 4) [Figure 40-20-12] in the bearing and press the bearing onto the axle.

Be sure to hold onto the axle during installation, as it will slide freely along the axle shaft after the spline end has passed through the bearing and until it reaches the bearing mounting surface on the axle.

Figure 40-20-13

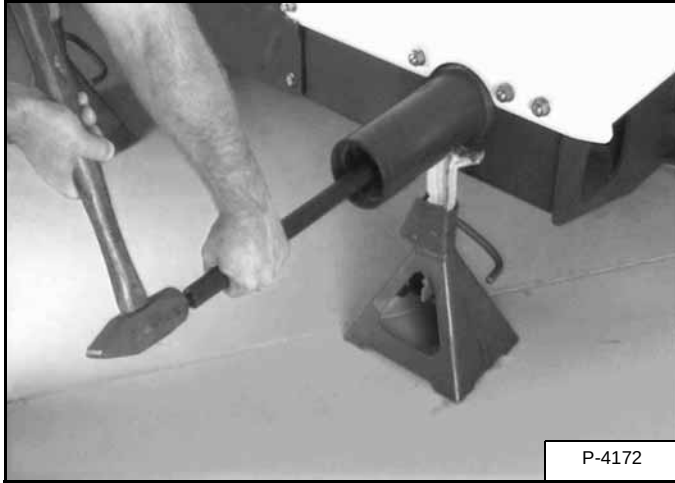


When the bearing reaches the bearing mounting surface, continue the installation until the bearing is fully seated [Figure 40-20-13].

DRIVE COMPONENTS (CONT'D)

Axle Sprocket And Bearings Removal And Installation (Cont'd)

Figure 40-20-14

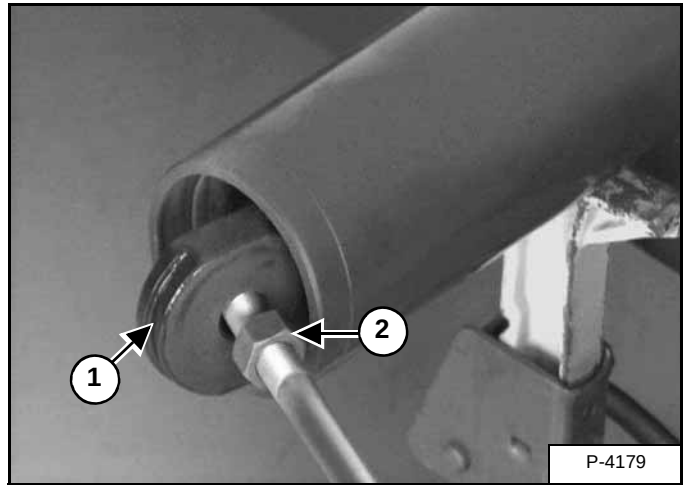


Use the tools provided in the MEL1202B Axle Bearing Service Set for bearing cup removal and installation. A slide hammer is also necessary for this procedure.

Use the long rod and bearing cup tool to remove the inner bearing cup [Figure 40-20-14].

Hit the long rod with a hammer to remove the bearing cup from the axle tube [Figure 40-20-14].

Figure 40-20-15

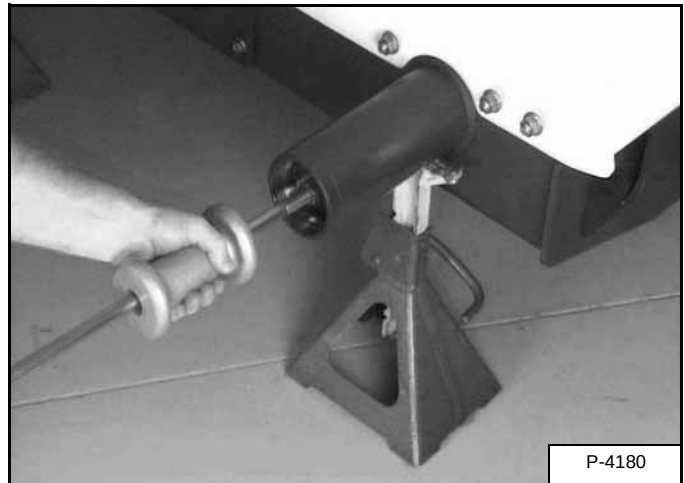


To remove the outer bearing cup, place the bearing cup tool (Item 1) [Figure 40-20-15] on the slide hammer.

Leave the bearing cup tool loose until the tool is installed inside the tube [Figure 40-20-15].

After the bearing cup tool is inside the axle tube, pull the tool against the bearing cup and tighten the nut (Item 2) [Figure 40-20-15] on the tool.

Figure 40-20-16



Use the slide hammer and remove the bearing cup from the axle tube [Figure 40-20-16].

DRIVE COMPONENTS (CONT'D)

Axle Sprocket And Bearings Removal And Installation (Cont'd)

Figure 40-20-17

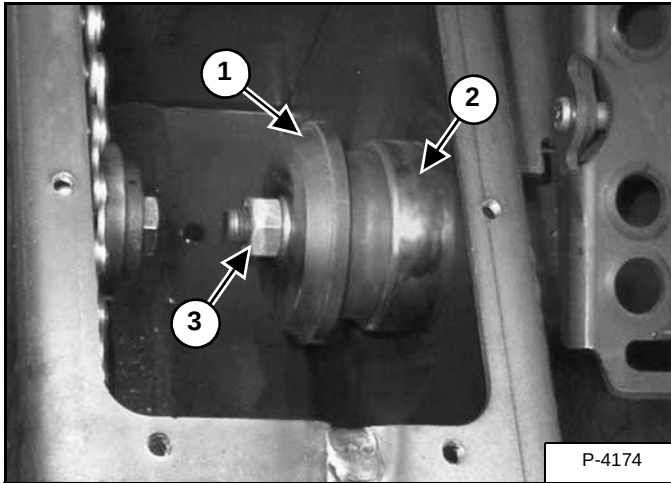
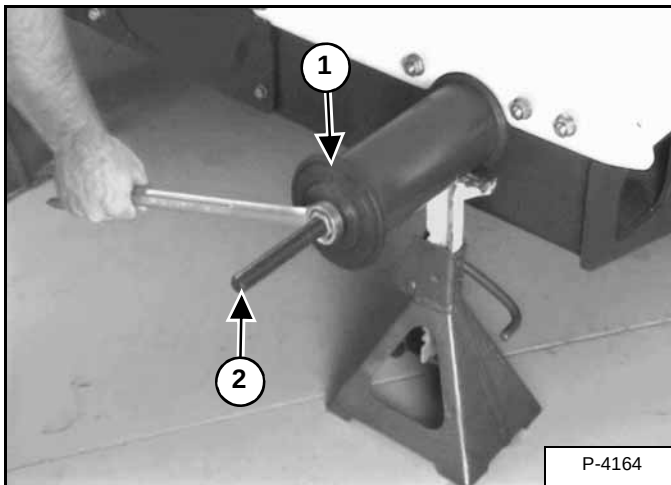


Figure 40-20-18



Use the bearing cup installation tools (Item 1) [Figure 40-20-17] and (Item 1) [Figure 40-20-18] and the long threaded rod (Item 2) [Figure 40-20-18] from the service set to install the inner and outer bearing cups.

Put the inner bearing cup in the axle tube (Item 2) [Figure 40-20-17].

Put the installation tool (Item 1) [Figure 40-20-17] in the axle tube.

Install the long threaded rod (Item 2) [Figure 40-20-18] into the axle tube and through the installation tool (Item 1) [Figure 40-20-17].

Secure the tool to the threaded rod with a nut (Item 3) [Figure 40-20-17].

Put the installation tool (Item 1) [Figure 40-20-18] in the axle tube with the threaded rod through the hole in the tool.

Secure the tool to the threaded rod with a nut [Figure 40-20-18].

Hold the inside nut (Item 3) [Figure 40-20-17] with a wrench and tighten the outside nut as shown in photo [Figure 40-20-18].

Tighten the nut until the bearing cup is seated.

Figure 40-20-19



To install the outer bearing cup, use the short rod and the bearing cup tool used for removing the bearing cups.

Put the bearing cup tool on the short rod.

Put the bearing cup in the axle tube and put the tool into the tube over the bearing cup [Figure 40-20-19].

Hit the short rod with a hammer until the bearing cup is seated inside the axle tube.

Reverse the removal procedure to install the axle sprocket and bearings.

DRIVE COMPONENTS (CONT'D)

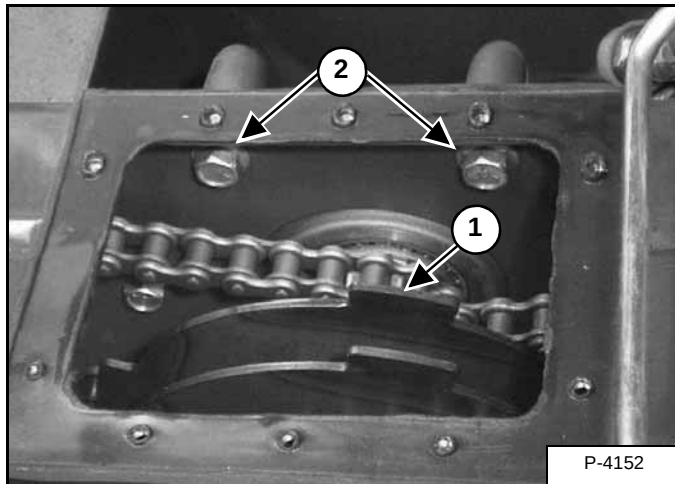
Chain Removal And Installation

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 40-20-20



Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the fluid from the chaincase. (See Removing The Oil on Page 40-30-1.)

Remove the engine speed control. (See Removal And Installation on Page 70-20-1.)

Remove the control panel. (See Removal and Installation on Page 50-100-1.)

Remove the traction lock assembly. (See Guide Removal on Page 60-110-4.)

Remove the center chaincase cover. (See Center Cover Removal And Installation on Page 40-30-3.)

Remove the front (or rear) chaincase cover. (See Front Cover Removal And Installation on Page 40-30-2.)

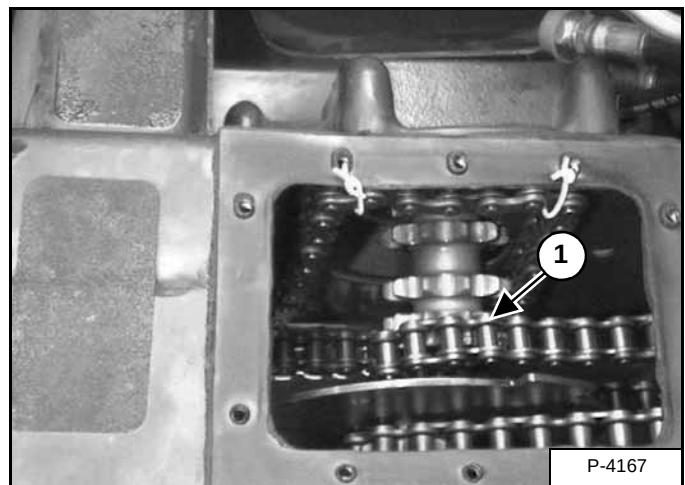
Remove the front (or rear) axle and sprocket. (See Axle Sprocket And Bearings Removal And Installation on Page 40-20-3.)

Remove the parking brake disc (Item 1) [Figure 40-20-20]. (See Disk Removal And Installation on Page 40-10-3.)

Remove the six carrier mounting bolts (Item 2) [Figure 40-20-20] from inside the chaincase.

Installation: Verify the motor carrier to chaincase gasket has not been damaged. Tighten the motor carrier mounting bolts to 125-140 ft.-lbs. (170-190 Nm) torque.

Figure 40-20-21



Tip the end of the sprocket on the motor carrier toward the rear of the loader and remove the rear drive chain from the sprocket.

NOTE: It may be necessary to tie the front drive chain up as shown in photo [Figure 40-20-21], so the carrier/motor assembly can be moved enough to free the rear drive chain (Item 1) [Figure 40-20-21] from the sprocket.

Remove the drive chain from the chaincase.

DRIVE COMPONENTS (CONT'D)

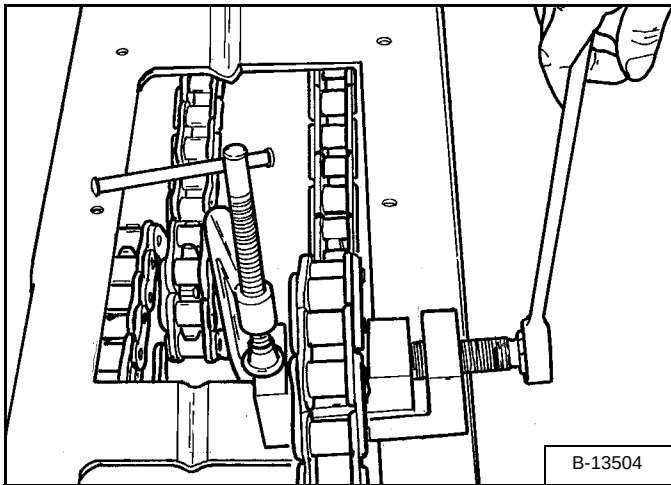
Chain Removal And Installation (Cont'd)

! WARNING

DO NOT exceed the recommended torque of 130 ft.-lbs. (176 Nm). The tool may fail under too much torque. Put cloth around the tool to protect yourself from flying debris.

W-2233-0296

Figure 40-20-22



The tool listed is needed for the following procedure:

MEL1037 - Chain Link Tool

Installation: If a new chain is installed, a connector link must be used to connect the chain together.

Use MEL1037 Chain Link Tool and #80 chain adapter.

Secure the tool and place the connector link in the tool as shown [Figure 40-20-22].

Turn the threaded rod of the tool and press the connector link together on the chain [Figure 40-20-22]. Tighten the threaded rod of the chain link tool to 130 ft.-lbs. (176 Nm) torque.

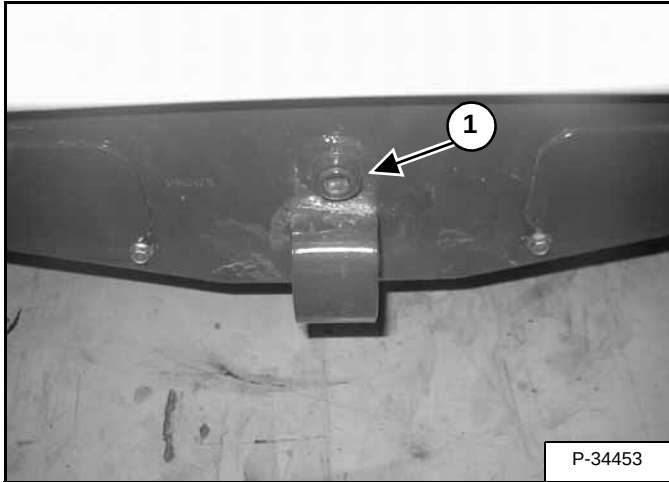


Bobcat®

CHAINCASE

Checking And Adding Oil

Figure 40-30-1



The chaincase contains the final drive sprockets and chains and uses the same type of oil as the hydraulic/hydrostatic system. (See Specifications on Page SPEC-50-1.)

To check the chaincase oil level, use the following procedure:

Drive the loader on a level surface. Stop the engine.

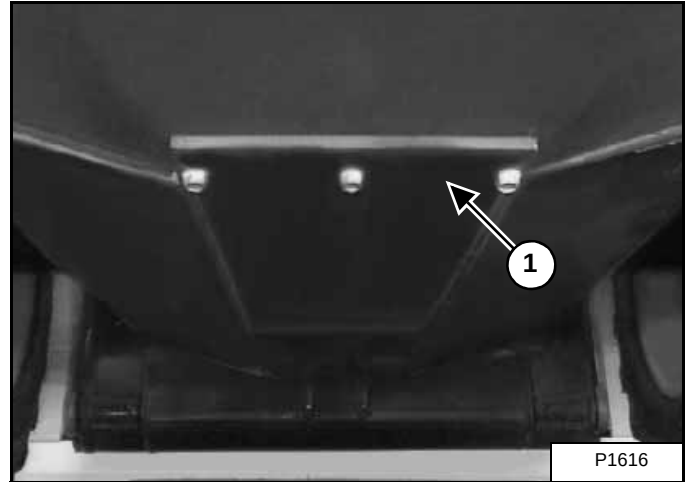
Remove the plug (Item 1) [Figure 40-30-1] from the front of the chaincase housing.

If oil can be reached with the tip of your finger through the hole the oil level is correct.

If the level is low, add oil through the check plug hole until the oil flows from the hole. Install and tighten the plug.

Removing The Oil

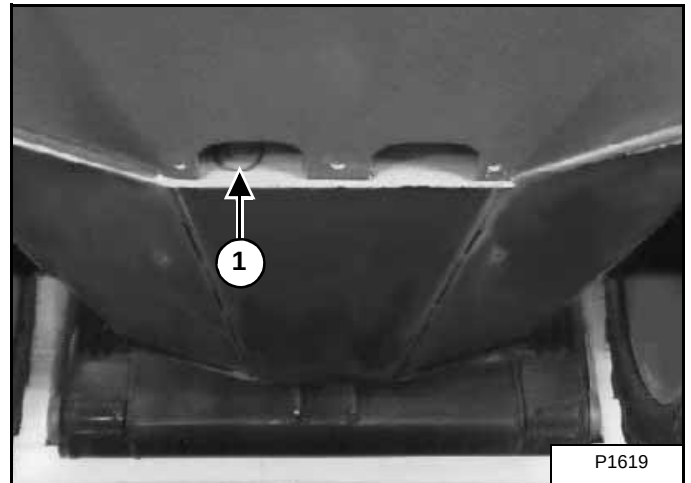
Figure 40-30-2



To drain the oil from the chaincase, remove the cover (Item 1) [Figure 40-30-2] which is installed over the drain plug at the rear of the chaincase.

Installation: Tighten the cover bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 40-30-3



Remove the drain plug (Item 1) [Figure 40-30-3] and drain the oil into a container.

NOTE: When installing the drain plug into the chaincase, always use a NEW drain plug gasket.

CHAINCASE (CONT'D)

Front Cover Removal And Installation



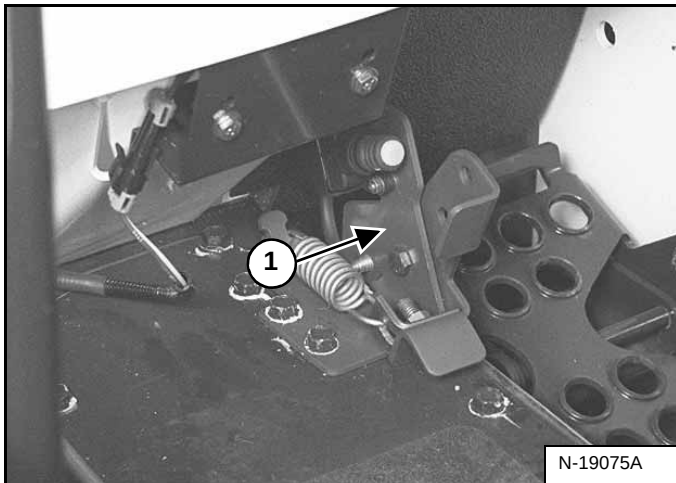
Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

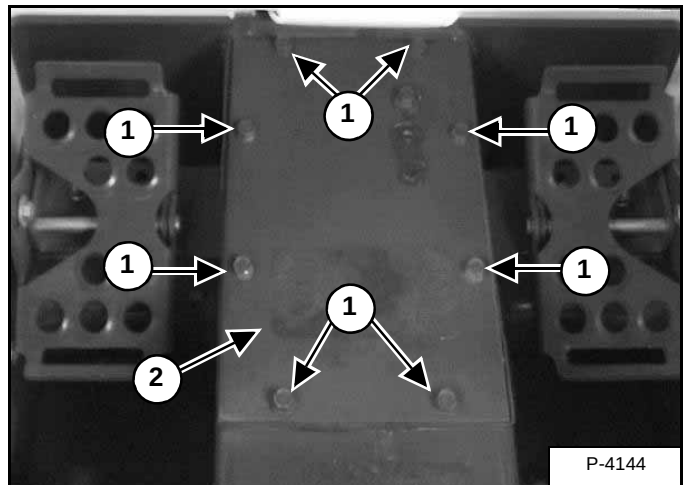
Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Figure 40-30-4



Remove the brake pedal (If equipped) (Item 1) [Figure 40-30-4]. (See Pedal Removal And Installation on Page 40-10-1.)

Figure 40-30-5



Remove the eight front chaincase cover mounting bolts (Item 1) [Figure 40-30-5].

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Remove the front chaincase cover (Item 2) [Figure 40-30-5] from the loader.

Installation: The front chaincase cover (Item 2) [Figure 40-30-5] has a gasket installed between the cover and the chaincase. Install new gasket if necessary.

NOTE: Gasket sealant can be used on the gasket surfaces and the cover bolts for a better seal.

CHAINCASE (CONT'D)

Center Cover Removal And Installation

Figure 40-30-6

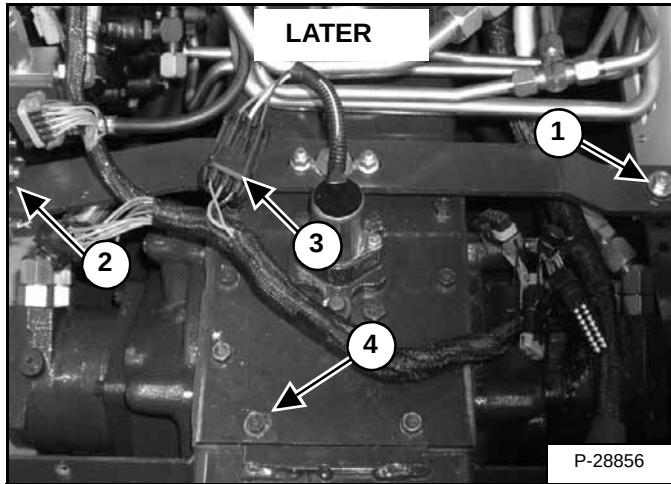
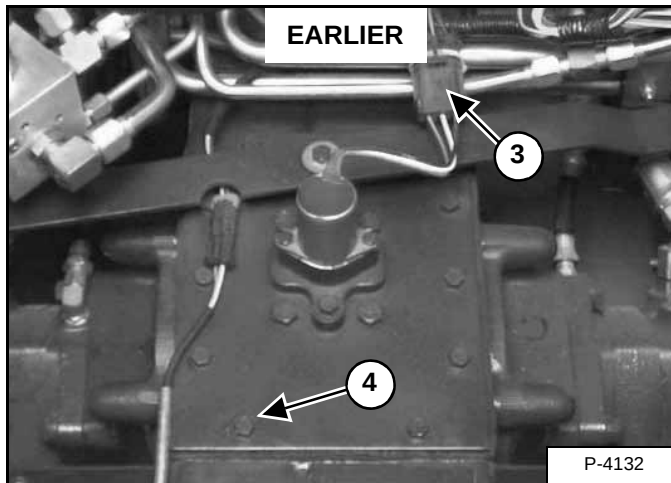


Figure 40-30-7



Disconnect and remove the engine speed control from the control panel. (See Removal And Installation on Page 70-20-1.)

Remove the control panel from the loader. (See Removal and Installation on Page 50-100-1.)

Disconnect the lift control cross bar (Item 1) [Figure 40-30-6] from the lift pedal linkage.

Disconnect the lift control cross bar (Item 2) [Figure 40-30-6] from the lift spool on the main control valve.

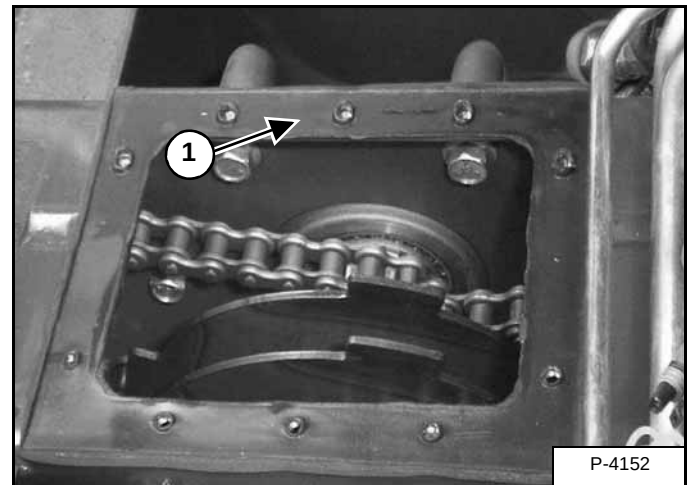
Disconnect the electrical connector (Item 3) [Figure 40-30-6] & [Figure 40-30-7] from the parking brake pedal sensor.

Remove the ten center chaincase cover mounting bolts (Item 4) [Figure 40-30-6] and [Figure 40-30-7].

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Remove the center chaincase cover from the loader.

Figure 40-30-8



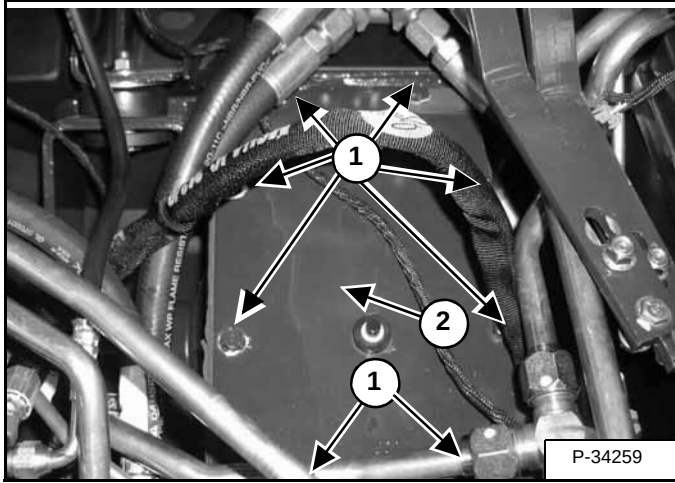
Installation: The center chaincase cover has a gasket installed between the cover and the chaincase. Install a new gasket if necessary.

NOTE: Gasket sealant can be used on the gasket surfaces and the cover bolts for a better seal.

CHAINCASE (CONT'D)

Rear Cover Removal And Installation

Figure 40-30-9



Disconnect the front steering linkage bars from the rear linkage bars. (See Linkage Removal And Installation on Page 50-100-4.)

Move the linkage bars to allow adequate space to remove the rear chaincase cover.

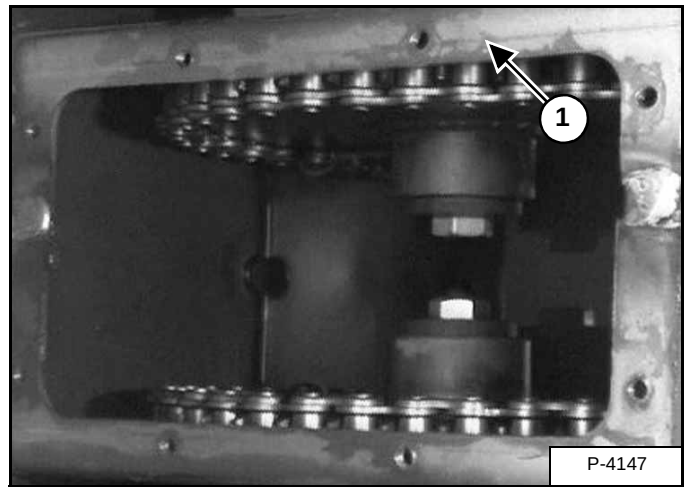
Remove the front auxiliary bleed block, if equipped. (See Removal And Installation on Page 20-130-1.)

Remove the eight rear chaincase cover mounting bolts (Item 1) [Figure 40-30-9].

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Remove the rear chaincase cover (Item 2) [Figure 40-30-9] from the loader.

Figure 40-30-10



Installation: The rear chaincase cover (Item 2) [Figure 40-30-9] has a gasket installed between the cover and the chaincase (Item 1) [Figure 40-30-10]. Install a new gasket if necessary. (See Linkage Adjustment on Page 50-100-7.)

NOTE: Gasket sealant can be used on the gasket surfaces and the cover bolts for a better seal.

MAIN FRAME

BOB-TACH	50-40-1
Bob-Tach Lever And Wedge	50-40-2
Pivot Pin Bushing And Seal Replacement	50-40-3
Removal And Installation	50-40-1
 CONTROL HANDLE	50-110-1
Control Lever Boot	50-110-1
Control Lever Removal And Installation	50-110-1
 CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS)	
ADVANCED HAND CONTROL	50-113-1
Components Identification	50-113-1
Control Handle Disassembly and Assembly	50-113-5
Control Handle Removal and Installation	50-113-4
Control Lever Boot	50-113-7
Control Lever Removal and Installation	50-113-6
Handle Sensor Removal And Installation	50-113-1
 CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS)	
SELECTABLE HAND/FOOT CONTROL	50-114-1
Components Identification	50-114-1
Control Handle Disassembly and Assembly	50-114-6
Control Handle Removal and Installation	50-114-5
Control Lever Boot	50-114-7
Control Lever Removal and Installation	50-114-6
Handle Sensor Removal And Installation	50-114-2
 CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) ..	50-111-1
Components Identification	50-111-1
Control Handle Disassembly and Assembly	50-111-3
Control Handle Removal and Installation	50-111-3
Control Lever Boot	50-111-5
Control Lever Removal and Installation	50-111-4
Handle Control Unit Removal And Installation	50-111-1
 CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH	
BUTTON FLOAT	50-112-1
Components Identification	50-112-1
Control Handle Disassembly and Assembly	50-112-5
Control Handle Removal and Installation	50-112-4
Control Lever Boot	50-112-7
Control Lever Removal and Installation	50-112-6
Handle Sensor Removal And Installation	50-112-2

MAIN FRAME

Continued On Next Page

MAIN FRAME (CONT'D)

CONTROL PANEL	50-100-1
Linkage Adjustment	50-100-7
Linkage Neutral Adjustment	50-100-10
Linkage Removal And Installation	50-100-4
Removal and Installation	50-100-1
Shaft Disassembly And Assembly	50-100-3
Shaft Removal And Installation	50-100-3
Shock Removal And Installation	50-100-3
CONTROL PEDALS	50-90-1
Crossbar Linkage Removal and Installation	50-90-2
Lift Foot Pedal Linkage Removal and Installation	50-90-3
Pedal Adjustment	50-90-1
Removal And Installation	50-90-1
Tilt Foot Pedal Linkage Removal and Installation	50-90-3
CONTROL PEDALS (ACS)	50-91-1
Foot Pedal Linkage Disassembly And Assembly	50-91-3
Foot Pedal Removal And Installation	50-91-2
Foot Sensor Removal And Installation	50-91-1
FUEL TANK	50-80-1
Fuel Fill Screen	50-80-2
Fuel Level Sender	50-80-2
Removal And Installation	50-80-1
LIFT ARM	50-50-1
Link Removal And Installation	50-50-5
Removal And Installation	50-50-1
Stabilizer Bar Removal And Installation	50-50-6
OPERATOR CAB	50-20-1
Gas Cylinder Disassembly	50-20-3
Gas Cylinder Removal And Installation	50-20-1
Removal And Installation	50-20-4
OPERATOR SEAT	50-30-1
Removal And Installation	50-30-1
Seat Belt Removal And Installation	50-30-1

Continued On Next Page

MAIN FRAME (CONT'D)

OPERATOR SEAT (SUSPENSION)	50-31-1
Back Removal And Installation	50-31-3
Cushion Removal And Installation	50-31-2
Removal And Installation	50-31-1
Seat Belt Inspection (Suspension)	50-31-1
Shock Removal And Installation	50-31-4
Slide Rail Removal And Installation	50-31-2
3-Point Seat Belt Removal And Installation	50-31-5
 POWER BOB-TACH	 50-41-1
Pivot Pin Bushing And Seal Replacement	50-41-4
Power Bob-Tach Lever And Wedge	50-41-2
Removal And Installation	50-41-1
 REAR DOOR.	 50-70-1
Door Latch and Catch Adjustment	50-70-3
Latch Removal and Installation (Early Style)	50-70-4
Latch Removal and Installation (Later Style)	50-70-4
Removal And Installation	50-70-1
Striker Disassembly and Assembly	50-70-2
Striker Removal and Installation	50-70-2
 REAR GRILL	 50-60-1
Gas Cylinder Removal And Installation	50-60-1
Removal And Installation	50-60-2
 SEAT BAR.	 50-10-1
Assembling Components	50-10-3
Compression Spring Disassembly And Assembly	50-10-5
Removal And Installation	50-10-1

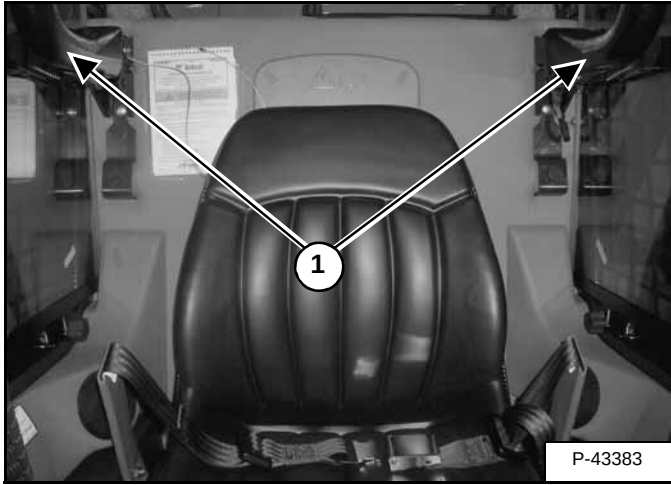
TIGHTEN ALL HARDWARE PER SIZE TO GRADE 5 TORQUE (See TORQUE SPECIFICATIONS FOR BOLTS on Page SPEC-30-1.) **UNLESS OTHERWISE SPECIFIED.**



SEAT BAR

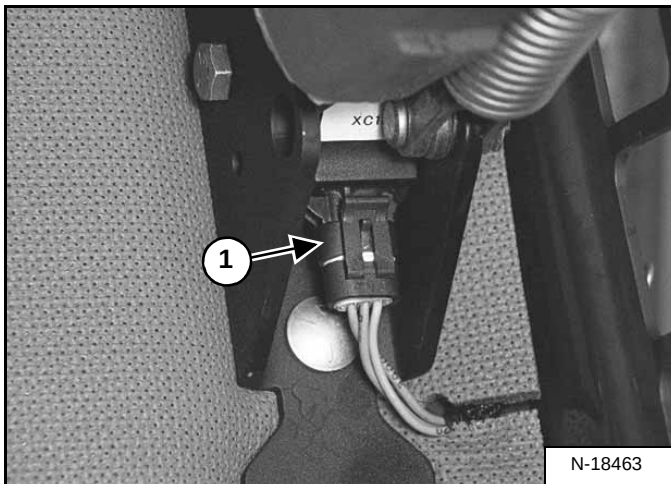
Removal And Installation

Figure 50-10-1



Raise the seat bar (Item 1) [Figure 50-10-1].

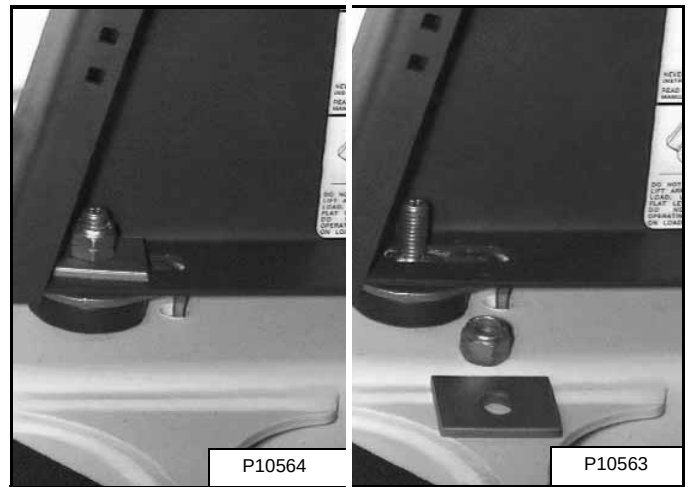
Figure 50-10-2



Disconnect the seat bar sensor (Item 1) [Figure 50-10-2] from the cab harness.

Lower the seat bar.

Figure 50-10-3



Loosen the nut (both sides) at the front corners of the operator cab [Figure 50-10-3].

Remove the nuts and plates (both sides) [Figure 50-10-3].

Installation: Tighten the nuts to 40-50 ft.-lbs. (54-68 Nm) torque.

Figure 50-10-4

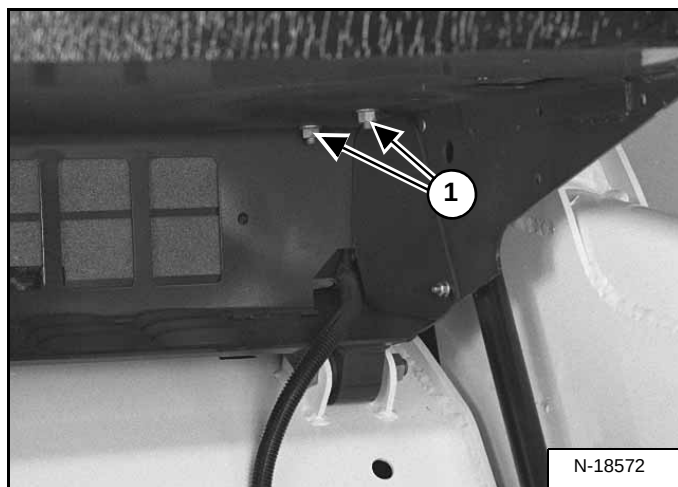


Lift on the grab handle and bottom of the operator cab slowly until the cab is all the way up and the latching mechanism engages [Figure 50-10-4].

SEAT BAR (CONT'D)

Removal And Installation (Cont'd)

Figure 50-10-5

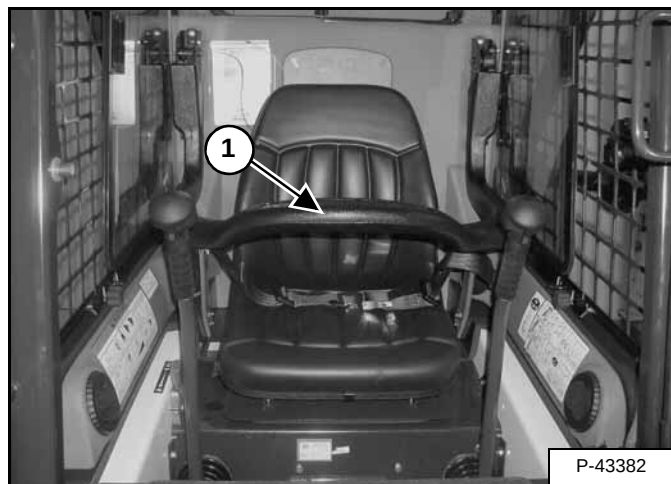


Remove the seat bar mounting nuts (Item 1) [Figure 50-10-5] (both sides).

Installation: Tighten the nuts to 28 ft.-lbs. (38 Nm) torque.

Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

Figure 50-10-6



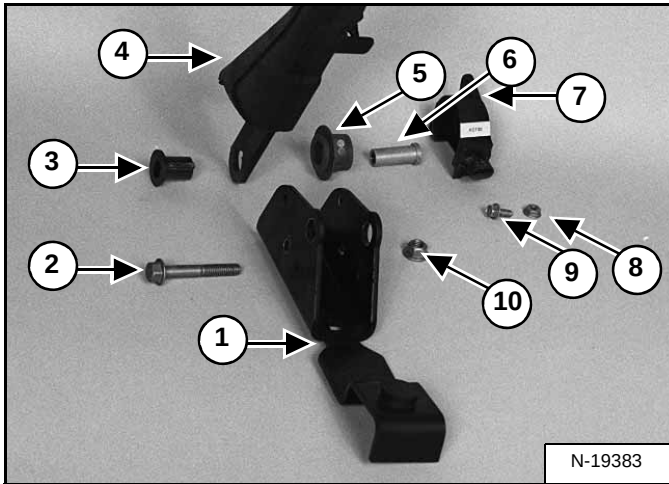
Remove the seat bar (Item 1) [Figure 50-10-6] from the operator cab.

Reverse the above procedure to install the seat bar into the operator cab.

SEAT BAR (CONT'D)

Assembling Components

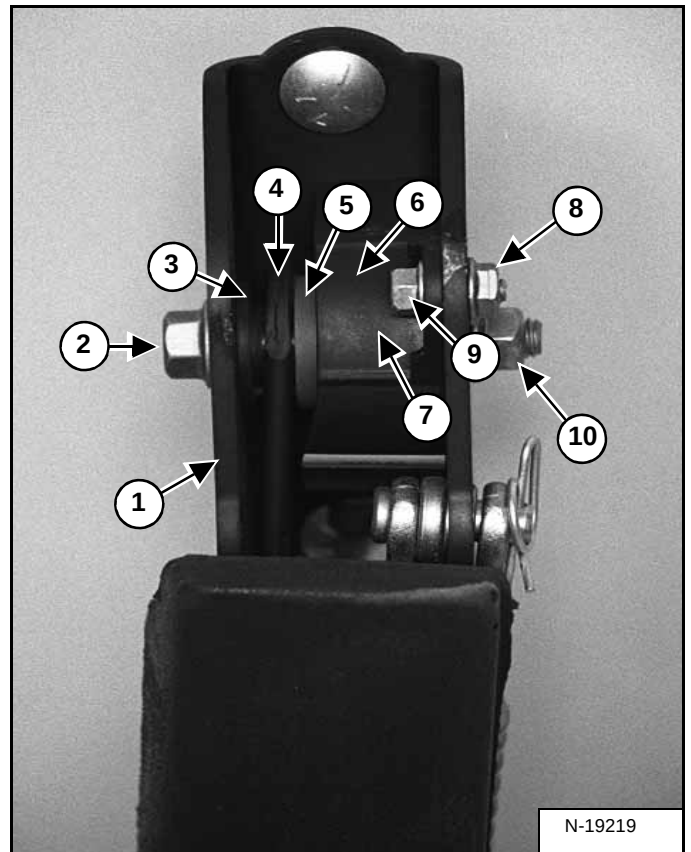
Figure 50-10-7



Assemble the parts as shown for the left side of the seat bar pivot assembly [Figure 50-10-7] & [Figure 50-10-8].

- Seat Bar Mount (Item 1)
- Mounting Bolt (Item 2)
- Keyed Plastic Bushing (Item 3)
- Seat Bar (Item 4)
- Magnetic Bushing Assembly (Item 5)
- Pivot Bushing (Item 6)
- Sensor Bracket (Item 7)
- Sensor Mounting Nut (Item 8)
- Sensor Mounting Bolt (Item 9)
- Mounting Nut (Item 10)

Figure 50-10-8

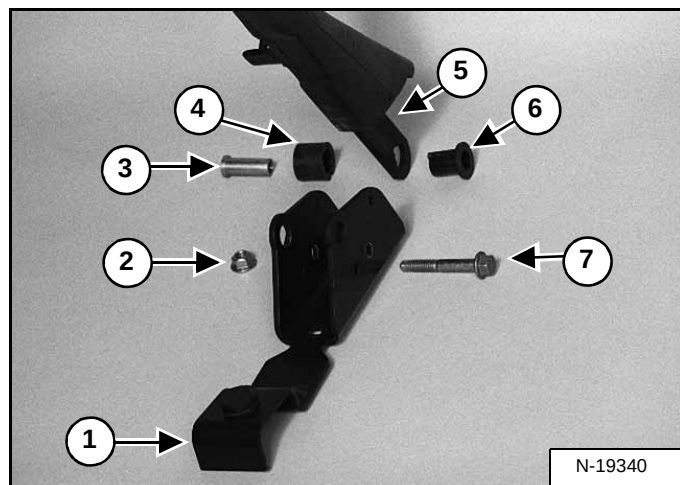


Installation: Tighten the mounting bolt (Item 2) [Figure 50-10-7] & [Figure 50-10-8] to 50-70 in.-lbs. (5,6-7,9 Nm) torque.

SEAT BAR (CONT'D)

Assembling Components (Cont'd)

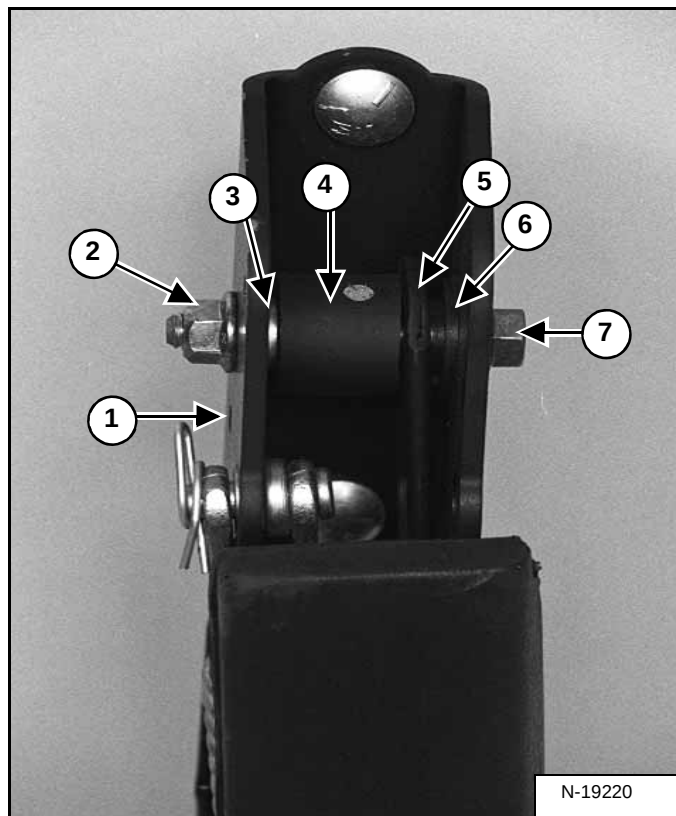
Figure 50-10-9



Assemble the parts as shown for the right side of the seat bar pivot assembly [Figure 50-10-9] & [Figure 50-10-10].

- Seat Bar Mount (Item 1)
- Mounting Nut (Item 2)
- Pivot Bushing (Item 3)
- Spacer Bushing (Item 4)
- Seat Bar (Item 5)
- Keyed Plastic Bushing (Item 6)
- Mounting Bolt (Item 7)

Figure 50-10-10



Installation: Tighten the mounting bolt (Item 7) [Figure 50-10-9] & [Figure 50-10-10] to 50-70 in.-lbs. (5,6-7,9 Nm) torque.

SEAT BAR (CONT'D)

Compression Spring Disassembly And Assembly

Figure 50-10-11

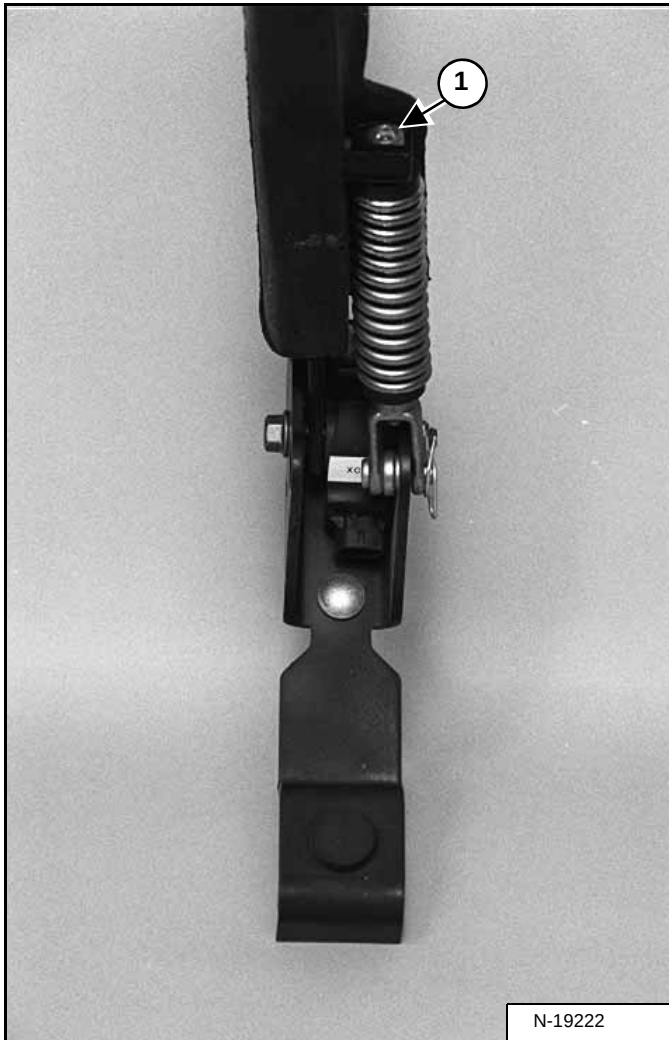
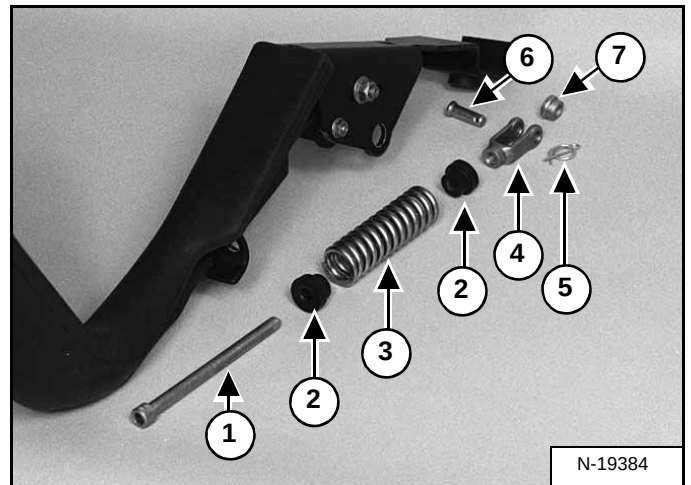


Figure 50-10-12



Turn the bolt (Item 1) [Figure 50-10-11] & [Figure 50-10-12] out of the clevis.

Assembly: Apply LOCTITE #242 adhesive to the bolt threads. Adjust the compression spring by turning the bolt in past the end of the clevis three turns.

NOTE: For procedures requiring the use of LOCTITE #242 adhesive, thoroughly clean and dry affected parts before the application of LOCTITE #242.

Disassemble and assemble the seat bar compression spring and parts as shown in Fig. [Figure 50-10-12].

- Bolt (Item 1)
- Bushing (Item 2)
- Spring (Item 3)
- Clevis (Item 4)
- Retaining Pin (Item 5)
- Pin (Item 6)
- Bushing (Item 7)



Bobcat®

OPERATOR CAB

Gas Cylinder Removal And Installation

WARNING

Cylinder contains high pressure gas. Do not open. Opening cylinder can release rod and cause injury or death.

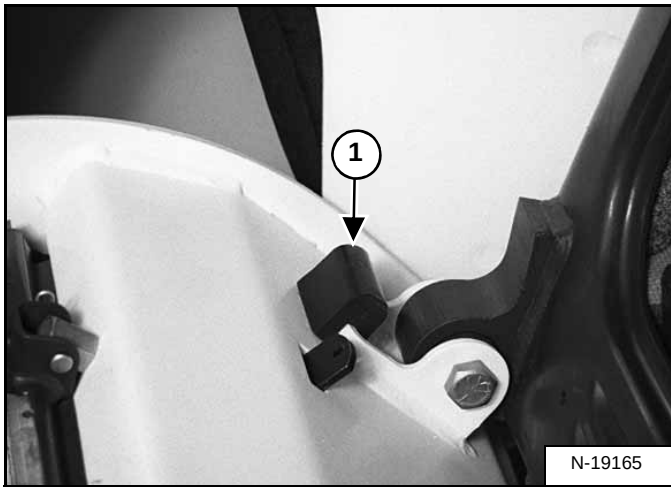
W-2113-0288

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 50-20-1



Remove the operator cab stop (Item 1) (both sides) [Figure 50-20-1].

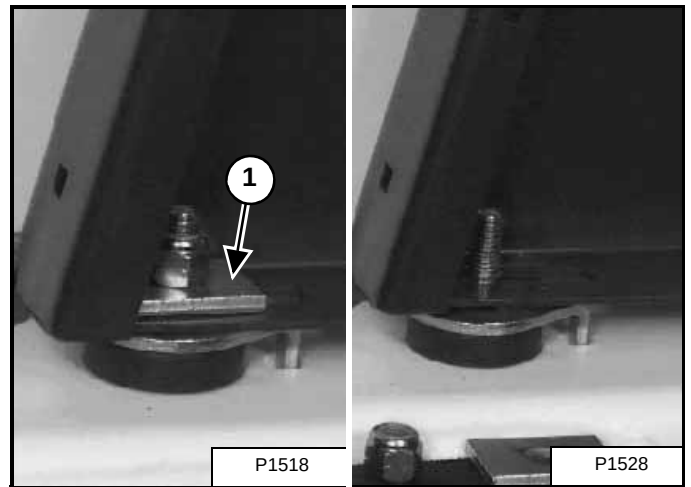
Start the engine.

Raise the lift arms. (See Procedure on Page 10-10-1.)

Install an approved lift arm support device.

Stop the engine.

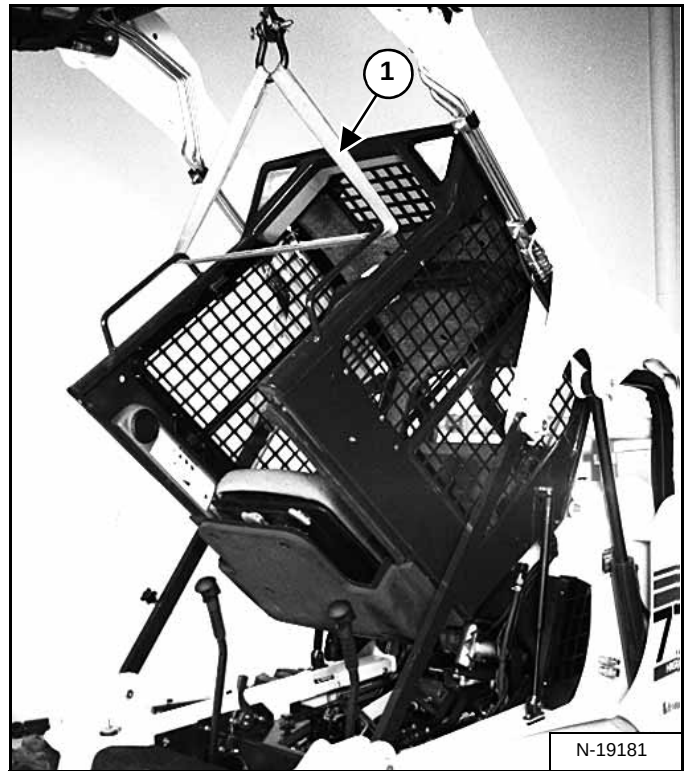
Figure 50-20-2



Remove the cab nut and holddown plate (Item 1) [Figure 50-20-2] (both sides).

Installation: Tighten the nut to 40-50 ft.-lbs. (54-68 Nm) torque.

Figure 50-20-3



Install a strap (Item 1) [Figure 50-20-3] to the cab handles to prevent the cab from falling forward.

Raise the operator cab (See Raising The Operator Cab on Page 10-30-1.) to release the tension on the gas cylinder.

OPERATOR CAB (CONT'D)

Gas Cylinder Removal And Installation (Cont'd)

Figure 50-20-4



Install a strap (Item 1) [Figure 50-20-4] from the operator cab to the loader main frame to prevent the cab from tipping forward when the gas cylinder(s) are removed.

Figure 50-20-5

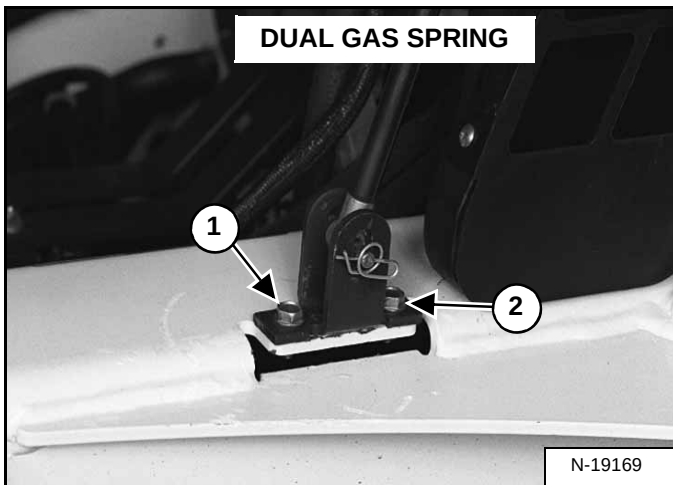
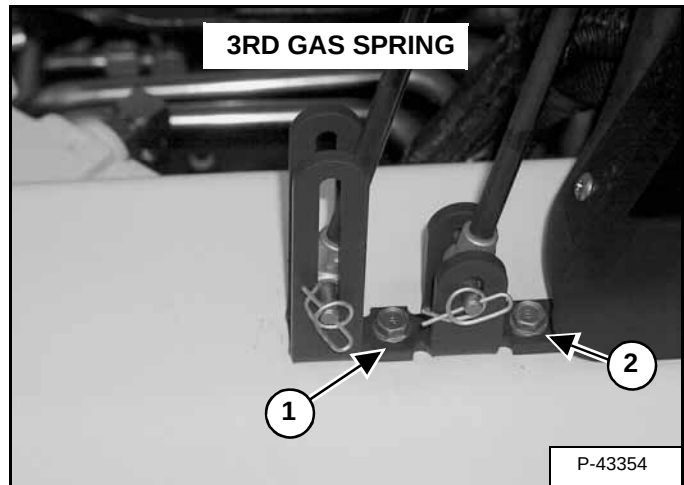


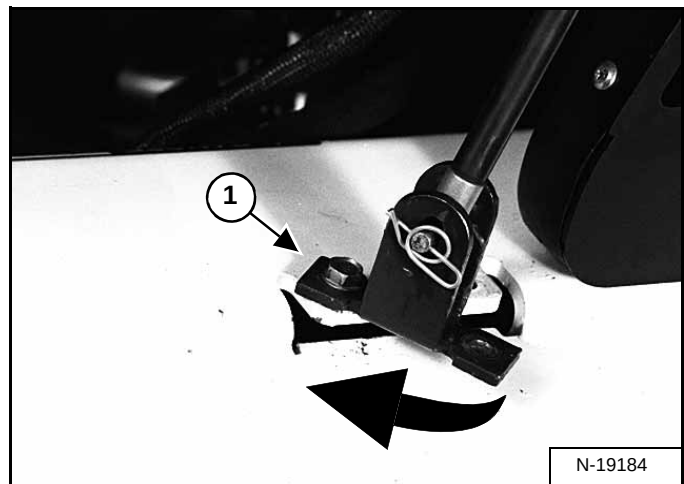
Figure 50-20-6



Loosen the front bolt (Item 1) and remove the rear bolt (Item 2) [Figure 50-20-5] and [Figure 50-20-6] from the gas cylinder mounting bracket.

Installation: Tighten the bolts to 100-130 in.-lbs. (11,3-14,7 Nm) torque.

Figure 50-20-7



Move the mounting bracket forward to relieve any remaining tension on the gas cylinder [Figure 50-20-7].

Remove the front bolt (Item 1) [Figure 50-20-7] from the gas cylinder mounting bracket.

Installation: Tighten the bolts to 100-130 in.-lbs. (11,3-14,7 Nm) torque.

OPERATOR CAB (CONT'D)

Gas Cylinder Removal And Installation (Cont'd)

Figure 50-20-8

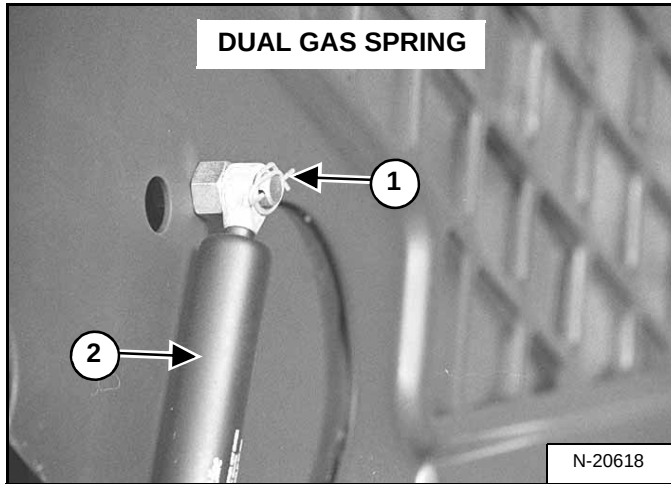
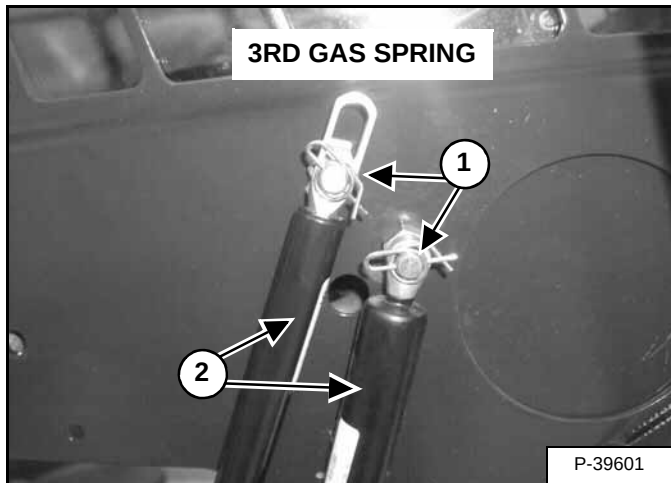


Figure 50-20-9



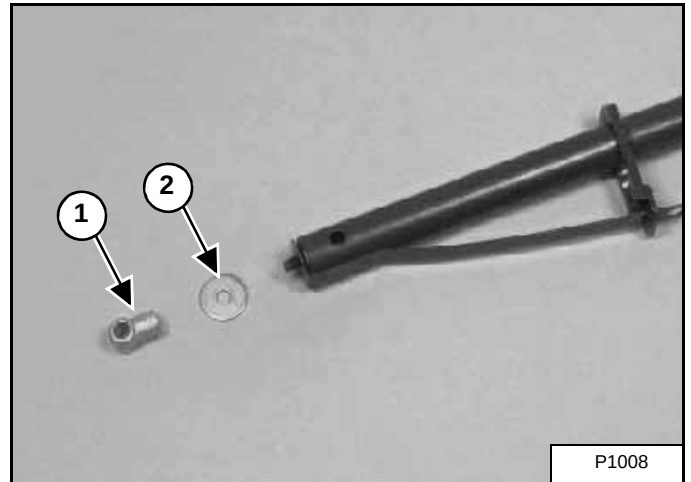
Remove the retaining pins (Item 1) [Figure 50-20-8] and [Figure 50-20-9] from the top pivot pin.

Remove the gas cylinders (Item 2) [Figure 50-20-8] and [Figure 50-20-9] from the operator cab.

Reverse the above procedure to install the gas cylinders onto the operator cab.

Gas Cylinder Disassembly

Figure 50-20-10

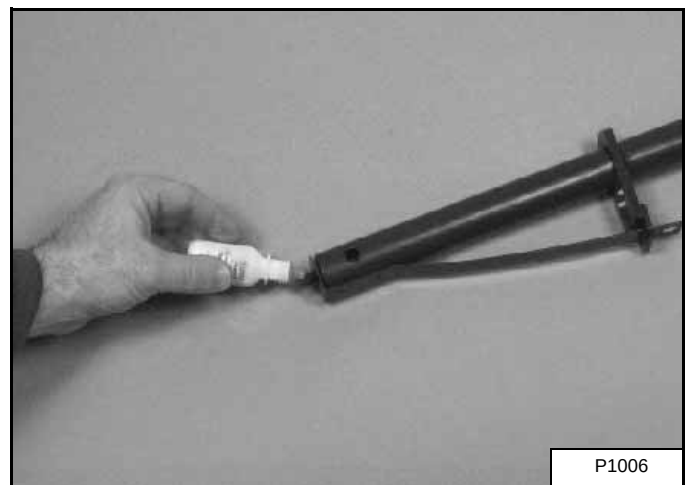


Remove the clevis (Item 1) and washer (Item 2) [Figure 50-20-10] from the end of the gas cylinder.

Remove the gas cylinder from the outer housing.

Assembly: Install a replacement cylinder inside the cylinder housing.

Figure 50-20-11



Apply a small amount of LOCTITE 242 on the threads of the cylinder rod [Figure 50-20-11].

Reinstall the washer and clevis on the cylinder rod.

OPERATOR CAB (CONT'D)

Removal And Installation

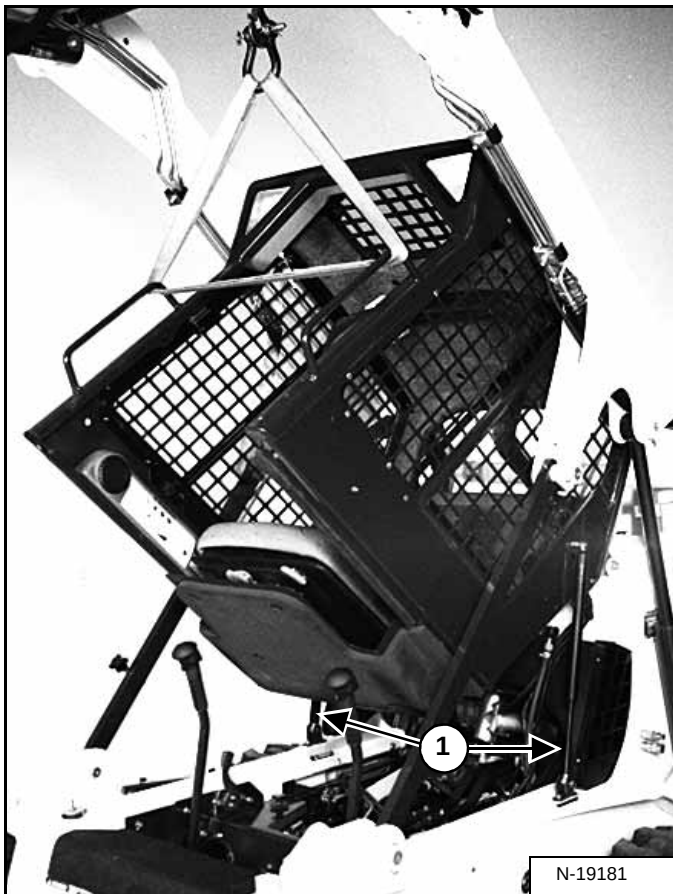
! WARNING

AVOID INJURY OR DEATH

Attach a chain hoist to the grab handles of the operator cab before removing the operator cab gas cylinders. If the operator cab is tilted forward without the gas cylinders operational, the cab will fall and could cause injury or death.

W-2245-0796

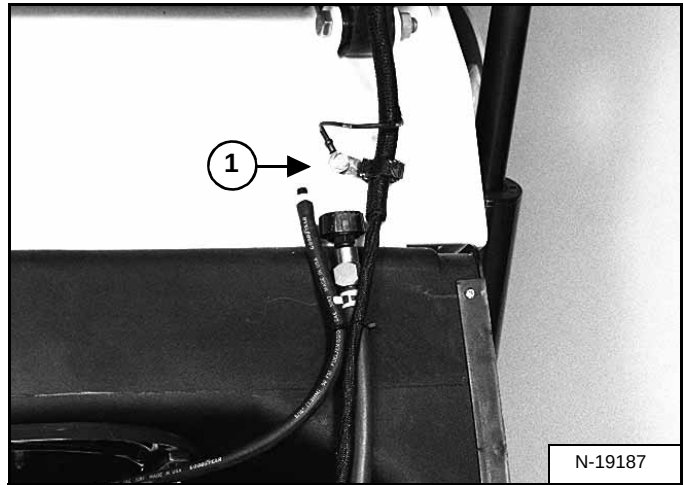
Figure 50-20-12



Remove the operator cab gas cylinder(s) (Item 1) [Figure 50-20-12]. (See Gas Cylinder Removal And Installation on page 50-20- 1.)

Use the hoist connected to the operator cab grab handles to lower or (raise) the operator cab when the gas cylinders are disconnected [Figure 50-20-12].

Figure 50-20-13



Remove bolt (Item 1) [Figure 50-20-13] from the cab ground.

Remove any sta-straps connected to the harness [Figure 50-20-13].

Figure 50-20-14

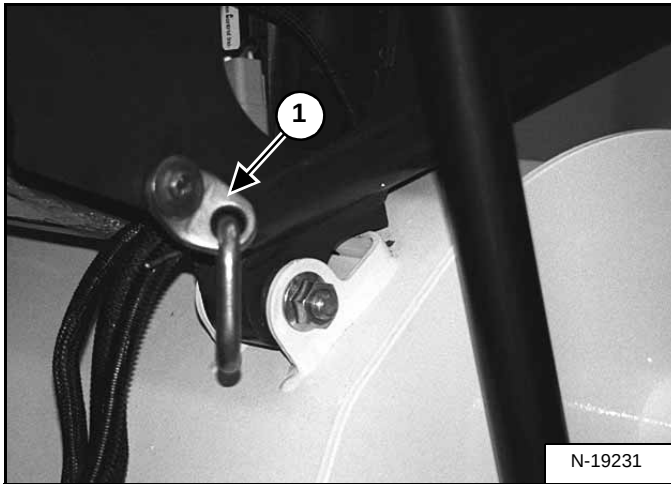


Remove the mounting bolt (Item 1) [Figure 50-20-14] (both sides) to the cab access hole covers.

OPERATOR CAB (CONT'D)

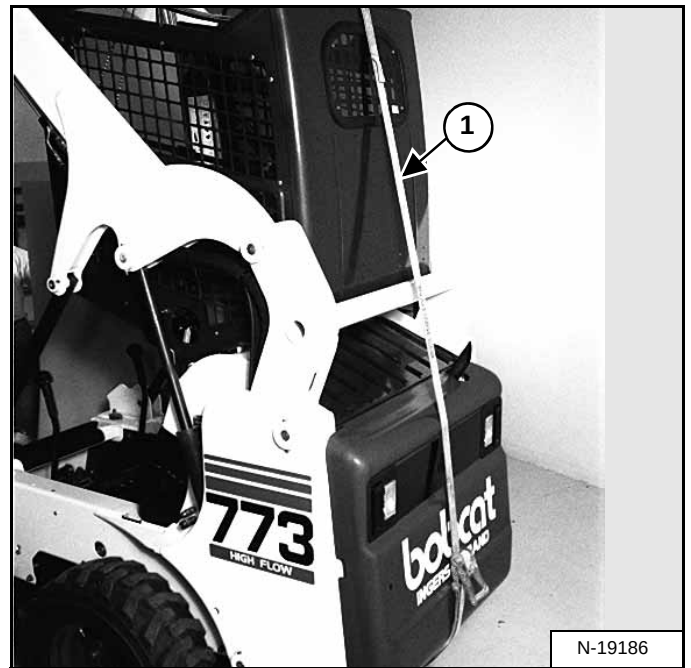
Removal And Installation (Cont'd)

Figure 50-20-15



Install lift eye (Item 1) [Figure 50-20-15] (both sides) to the cab.

Figure 50-20-16



NOTE: Make sure that the hoist is holding the cab in the upright position.

Remove the strap (Item 1) [Figure 50-20-16] preventing the cab from tipping forward.

Lower the cab.

Start the engine.

Remove the lift arm support device. (See Removing Lift Arm Support Device on Page 10-20-2.)

Stop the engine.

OPERATOR CAB (CONT'D)

Removal And Installation (Cont'd)

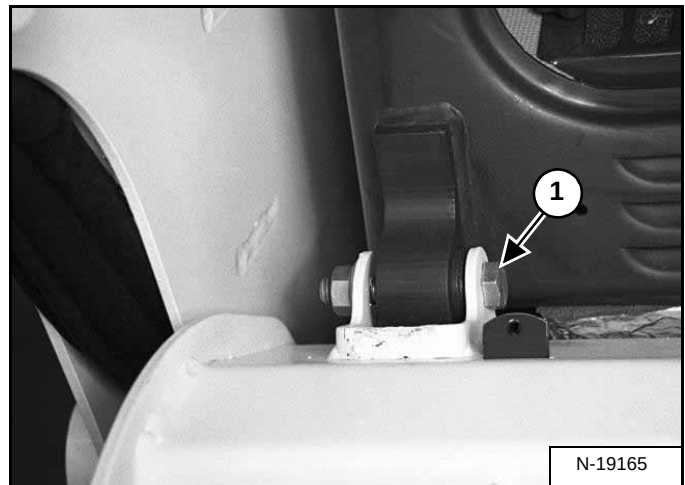
Figure 50-20-17



Connect the slings (Items 1, 2 & 3) [Figure 50-20-17] to a chain hoist.

NOTE: Place a protective cover between the cab and slings to prevent damage.

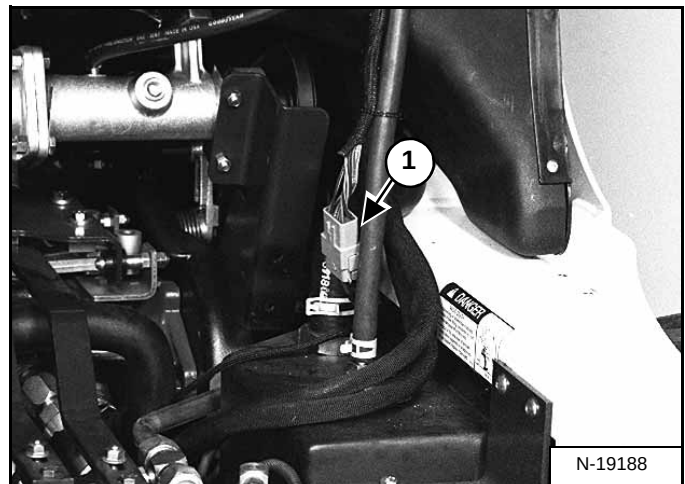
Figure 50-20-18



Remove the rear mounting bolt (Item 1) [Figure 50-20-18] (both sides) and nut from the operator cab.

Installation: Tighten the bolt and nut to 25-35 ft.-lbs. (34-47 Nm) torque.

Figure 50-20-19



Lift the operator cab up and forward.

Disconnect the cab harness connector (Item 1) [Figure 50-20-19].

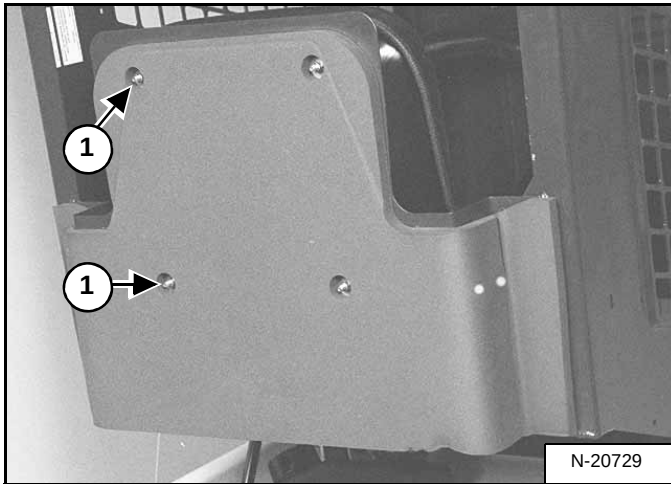
Remove the operator cab from the loader.

Reverse the removal procedure to install the operator cab.

OPERATOR SEAT

Removal And Installation

Figure 50-30-1



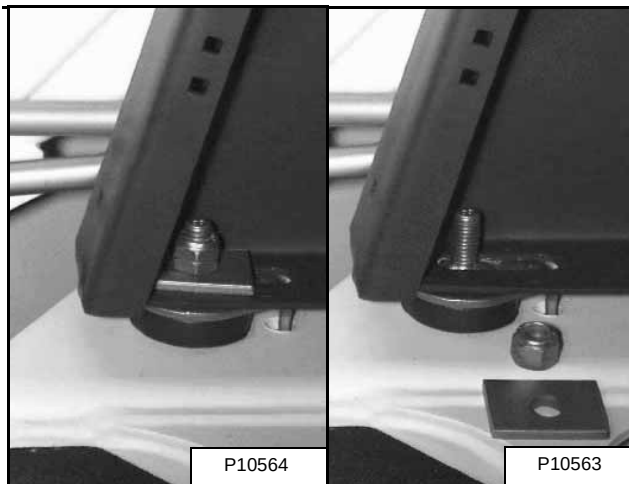
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the four seat mounting nuts (Item 1) [Figure 50-30-1] and washers from the operator seat mounting studs.

Installation: Tighten the mounting nuts to 20 ft.-lbs. (27 Nm) torque.

NOTE: Ensure the washers are installed.

Figure 50-30-2



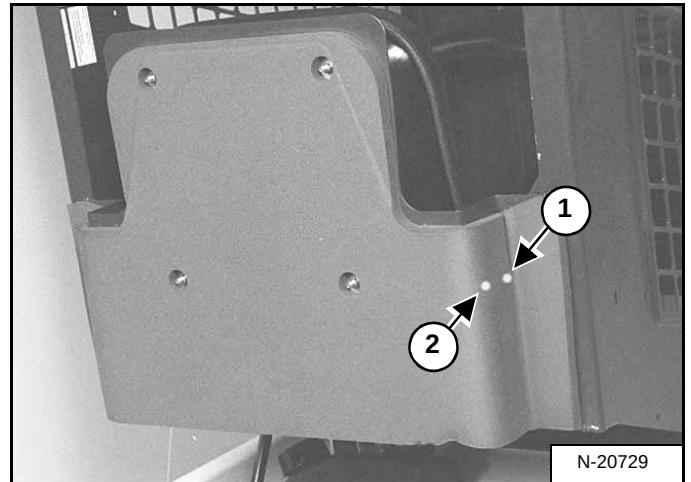
Lower the cab and install one of the mounting washer and nut [Figure 50-30-2].

NOTE: With the seat removed the cab will raise.

Reverse the removal procedure to install the operator seat.

Seat Belt Removal And Installation

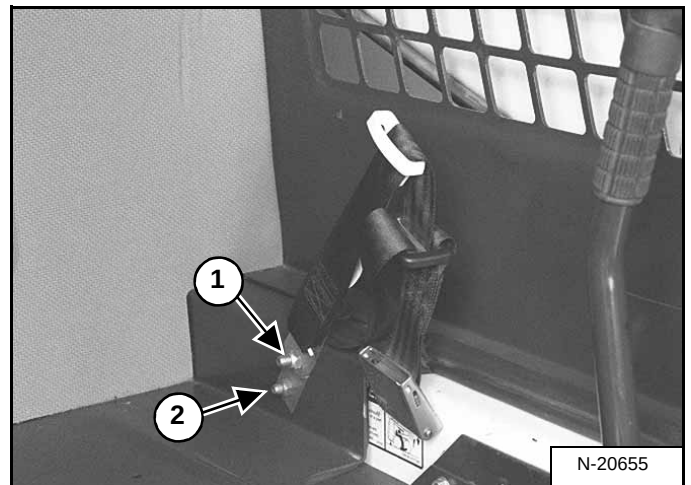
Figure 50-30-3



Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Locate the seat belt bolts under seat pan insulation (Item 1 & 2) [Figure 50-30-3] and peel back or cut insulation to gain access to the head.

Figure 50-30-4



Remove the two nuts (Item 1 & 2) [Figure 50-30-4].

Installation: Tighten nut (Item 1) to 54 ft.-lbs. (73 Nm) torque. Tighten nut (Item 2) [Figure 50-30-4] to 34 ft.-lbs. (46 Nm) torque.

Repeat for other half of seat belt and guide

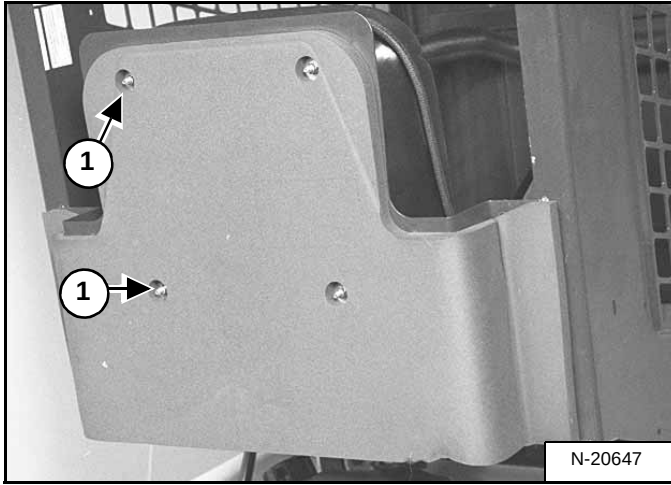


Bobcat®

OPERATOR SEAT (SUSPENSION)

Removal And Installation

Figure 50-31-1

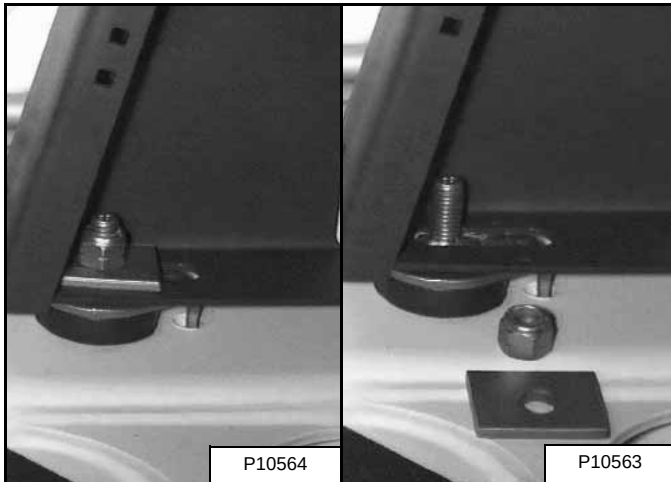


Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the four seat mounting nuts (Item 1) [Figure 50-31-1] and washers from the operator seat mounting studs.

Installation: Tighten the mounting nuts to 20 ft.-lbs. (27 Nm) torque.

Figure 50-31-2



Lower the cab and install one of the mounting washer and nut [Figure 50-31-2].

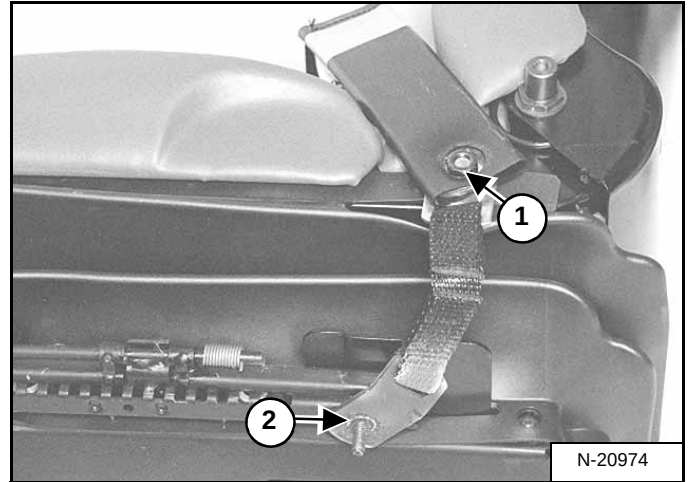
Remove the seat from the cab.

NOTE: With the seat removed the cab will raise.

Reverse the removal procedure to install the operator seat.

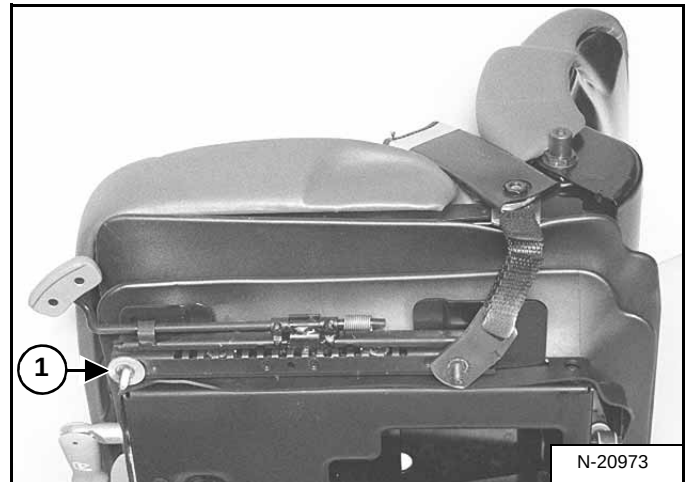
Seat Belt Inspection (Suspension)

Figure 50-31-3



NOTE: Assure seat tethers are securely fastened to seatbelt studs (Item 1) and seat rail studs (Item 2) [Figure 50-31-3].

Figure 50-31-4



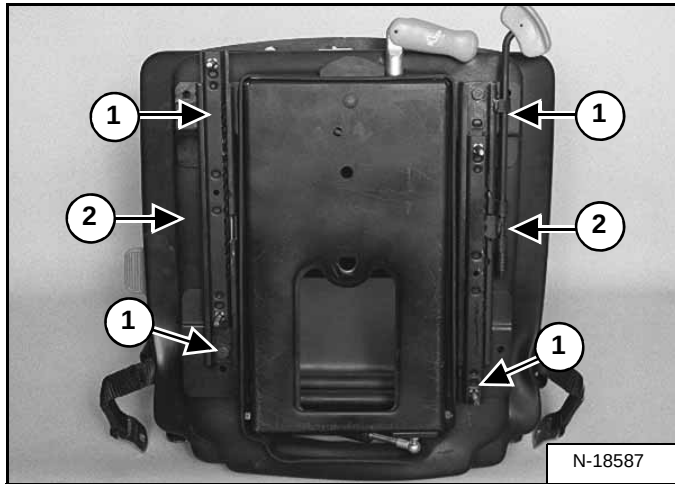
NOTE: Verify the front two seat rail studs have washers attached (Item 1) [Figure 50-31-4].

NOTE: Replace the seat belt if it is damaged.

OPERATOR SEAT (SUSPENSION) (CONT'D)

Slide Rail Removal And Installation

Figure 50-31-5



Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the operator seat. (See Removal And Installation on Page 50-31-1.)

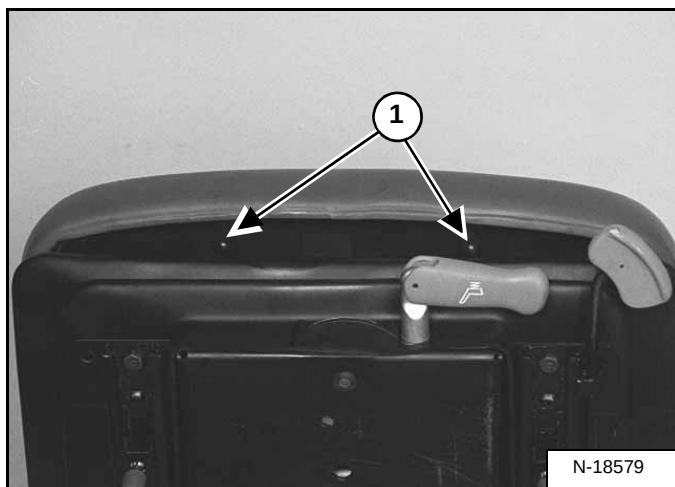
Remove the two slide rail mounting bolts (Item 1) from each slide rail (Item 2) [Figure 50-31-5].

Remove the slide rail (Item 2) [Figure 50-31-5] from the bottom of the seat frame.

Reverse the removal procedure to install the operator seat slide rail.

Cushion Removal And Installation

Figure 50-31-6



Press the two buttons (Item 1) [Figure 50-31-6] & [Figure 50-31-7] and lift the seat cushion.

Figure 50-31-7

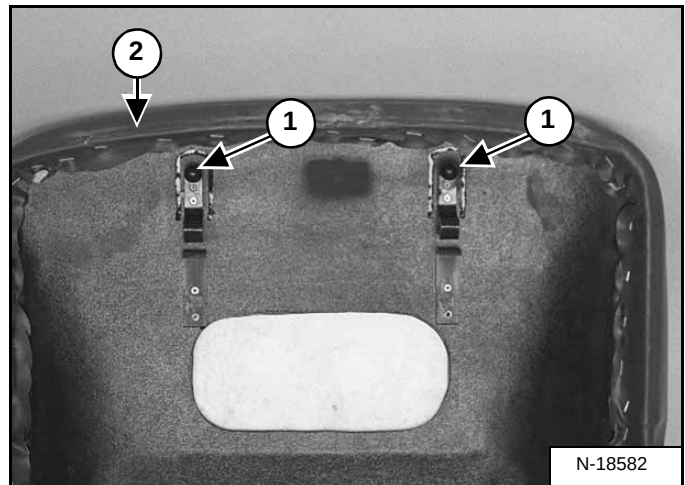
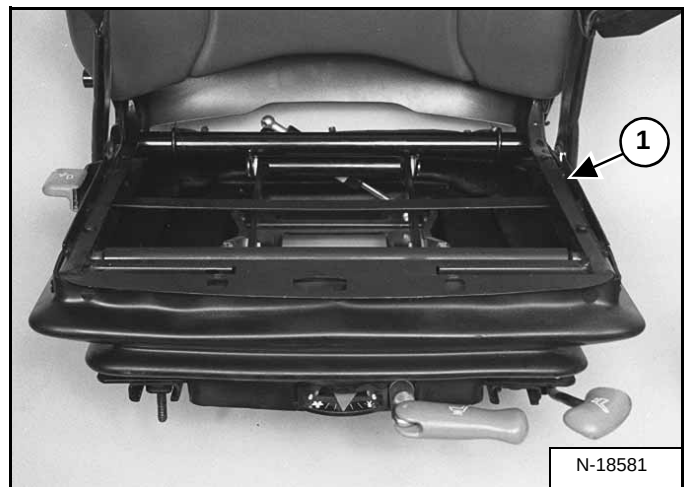


Figure 50-31-8

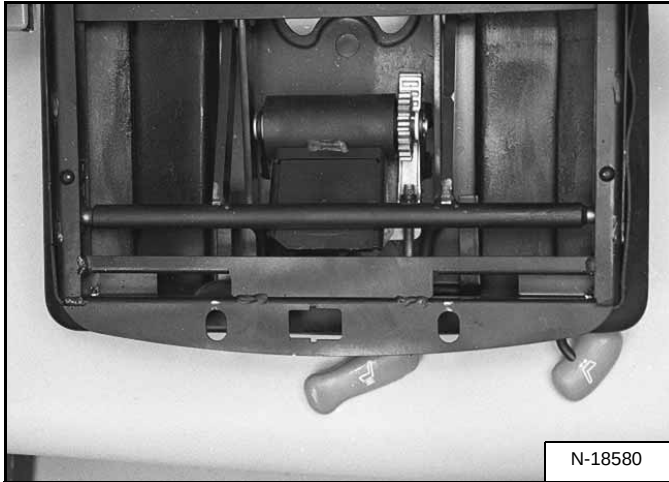


Remove the cushion (Item 2) [Figure 50-31-7] from the seat frame (Item 1) [Figure 50-31-8].

OPERATOR SEAT (SUSPENSION) (CONT'D)

Cushion Removal And Installation (Cont'd)

Figure 50-31-9

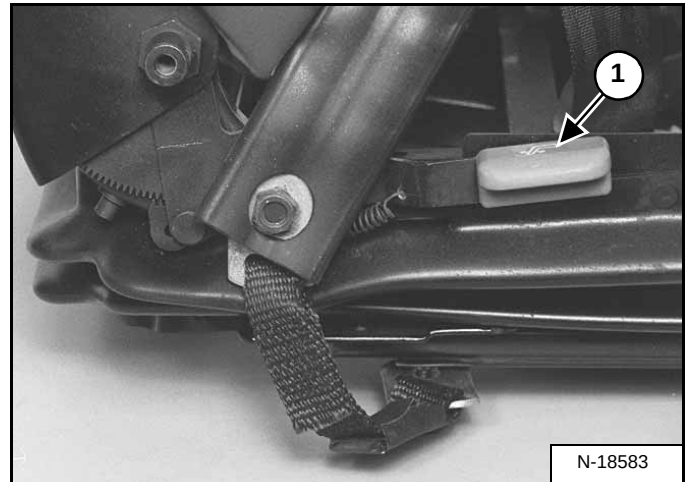


Inspect the seat ride adjustment [Figure 50-31-9].

Reverse the removal procedure to install the operator seat back.

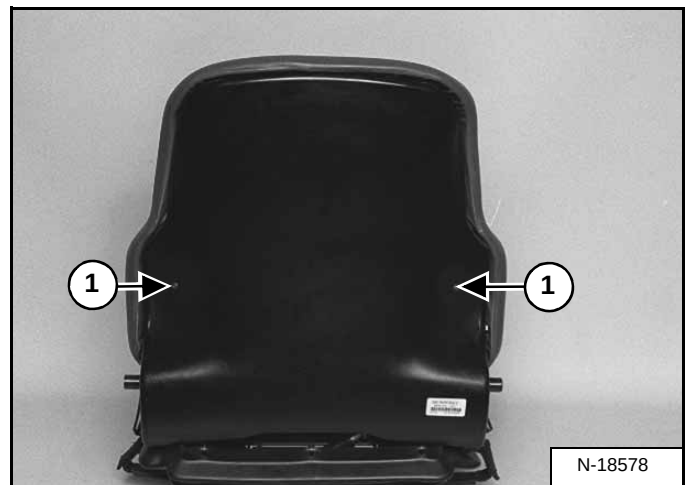
Back Removal And Installation

Figure 50-31-10



Pull the seat back adjustment lever (Item 1) [Figure 50-31-10] and tilt the seat back all the way forward.

Figure 50-31-11



Remove the two mounting screws (Item 1) [Figure 50-31-11] from the seat back and remove the back.

Reverse the removal procedure to install the operator seat back.

OPERATOR SEAT (SUSPENSION) (CONT'D)

Shock Removal And Installation

Figure 50-31-12

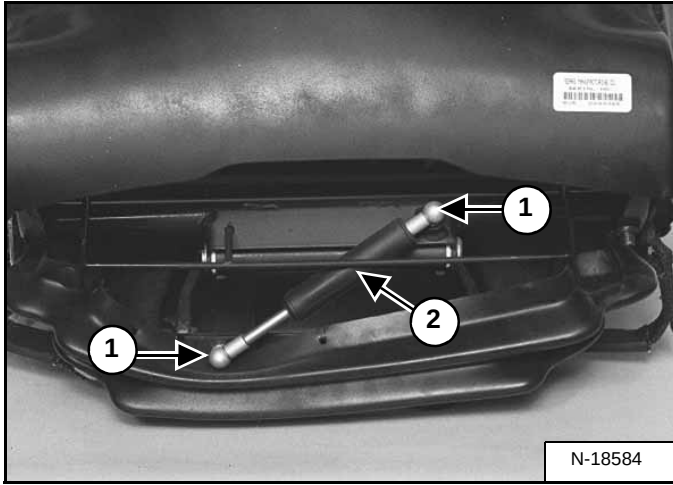
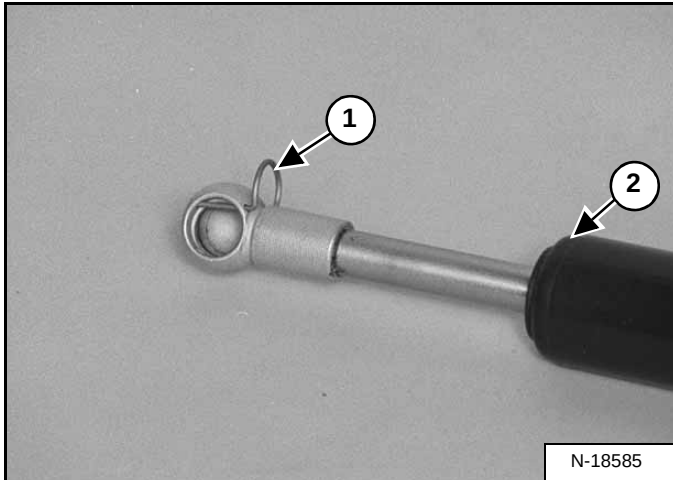


Figure 50-31-13



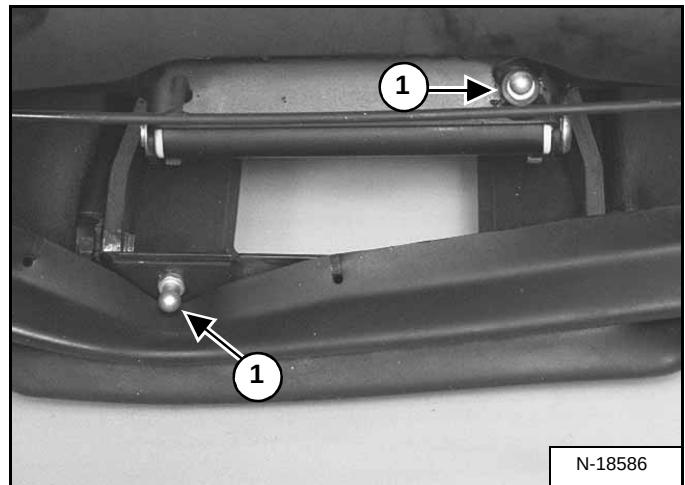
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the operator seat. (See Removal And Installation on Page 50-30-1.)

Remove the seat shock retaining pin (Item 1) [Figure 50-31-12] & [Figure 50-31-13] (Both ends.)

Remove the seat shock (Item 2) [Figure 50-31-12] & [Figure 50-31-13].

Figure 50-31-14



NOTE: The seat block mounting studs (Item 1) [Figure 50-31-14] are replaceable.

Reverse the removal procedure to install the operator seat shock.

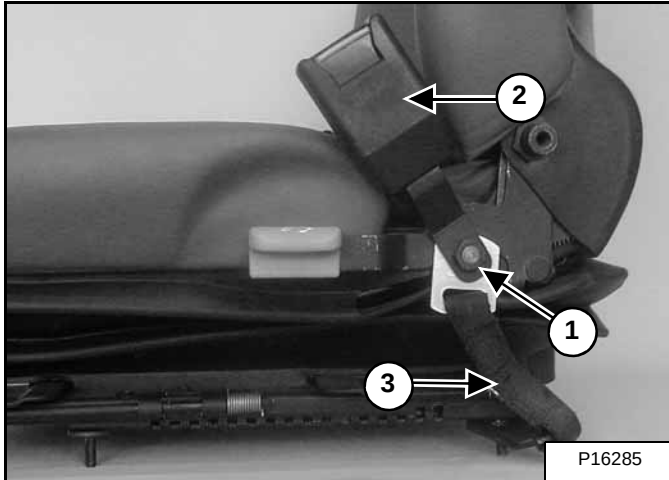
OPERATOR SEAT (SUSPENSION) (CONT'D)

3-Point Seat Belt Removal And Installation

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the operator seat. (See Removal And Installation on Page 50-30-1.)

Figure 50-31-15

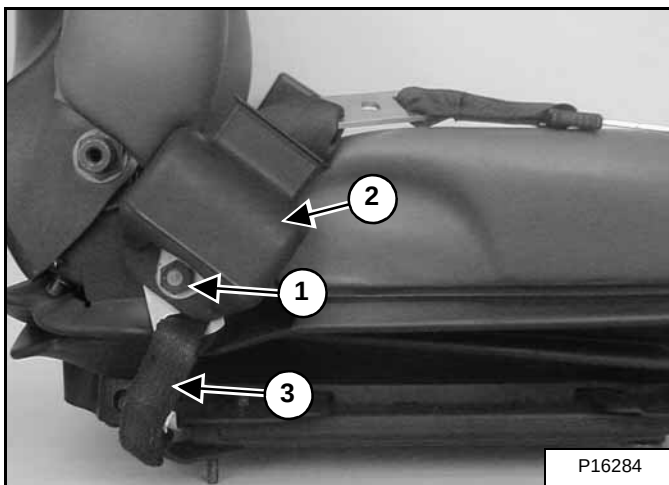


Remove the mounting nut (Item 1) [Figure 50-31-15]

Remove the end release buckle (Item 2) [Figure 50-31-15]

Installation: Be sure tether strap (Item 3) [Figure 50-31-15] is on the seat belt stud behind the end release buckle.

Figure 50-31-16

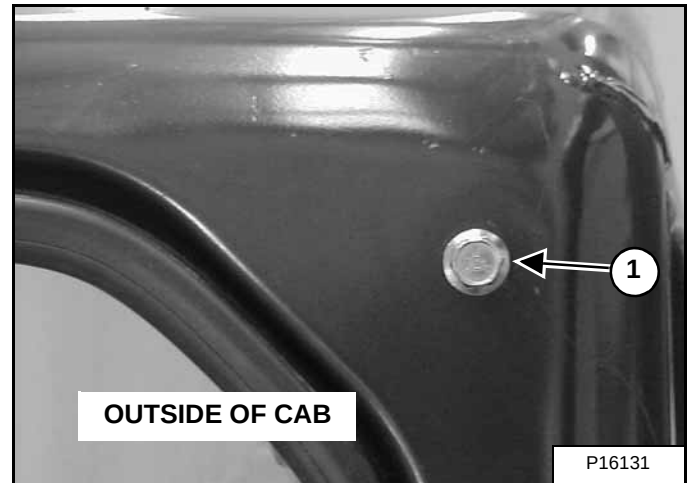


Remove the mounting nut (Item 1) [Figure 50-31-16]

Remove the seat belt retractor (Item 2) [Figure 50-31-16]

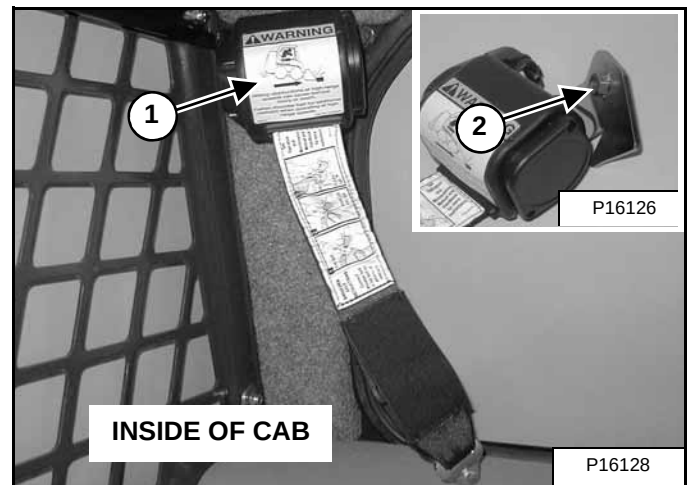
Installation: Be sure tether strap (Item 3) [Figure 50-31-16] is on the seat belt stud behind the seat belt retractor.

Figure 50-31-17



Remove the mounting bolt (Item 1) [Figure 50-31-17]

Figure 50-31-18



Remove the shoulder harness retractor (Item 1) [Figure 50-31-18]

Installation: Line up the bolt (Item 1) [Figure 50-31-17] with the mounting bracket (Item 2) [Figure 50-31-18] on the inside of the cab.

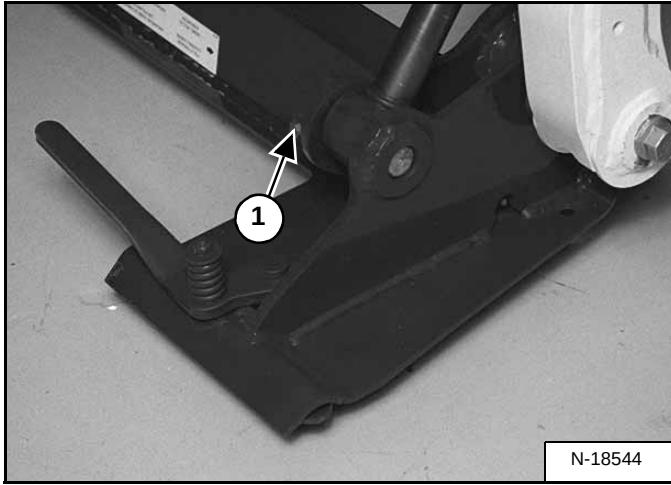


Bobcat®

BOB-TACH

Removal And Installation

Figure 50-40-1



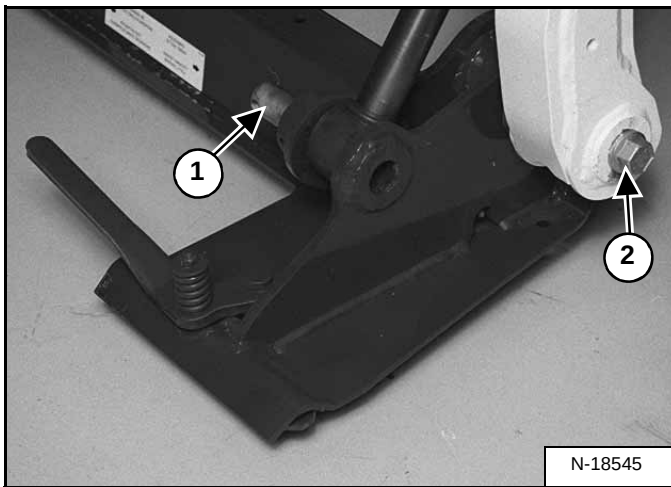
Tilt the Bob-Tach forward, so it is parallel to the floor. Put blocks (approximately 3 inches) under each side of the Bob-Tach [Figure 50-40-1].

Lower the Bob-Tach onto the blocks.

Remove the retainer bolt (Item 1) [Figure 50-40-1] and nut from the tilt cylinder rod end pin (both sides).

Installation: Tighten the retainer bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-40-2



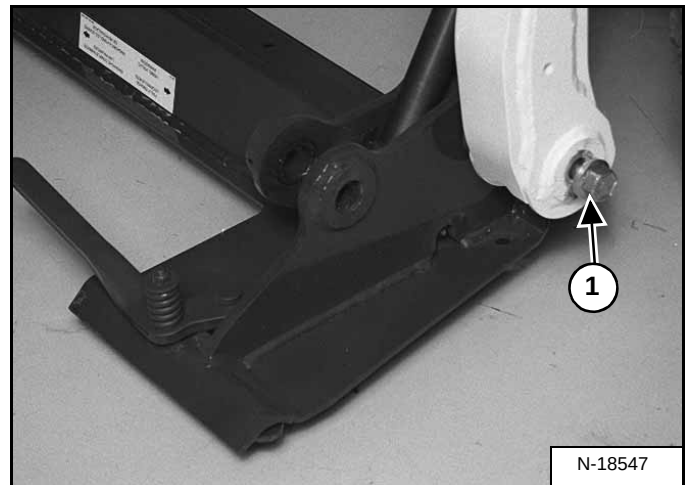
Remove the pivot pin (Item 1) [Figure 50-40-2] from the tilt cylinder rod end (both sides).

Remove the tilt cylinder rod end from the Bob-Tach (both sides).

Loosen the bolt (Item 2) [Figure 50-40-2] at the Bob-Tach pivot pin.

Installation: Tighten the bolt to 350 ft.-lbs. (475 Nm) torque.

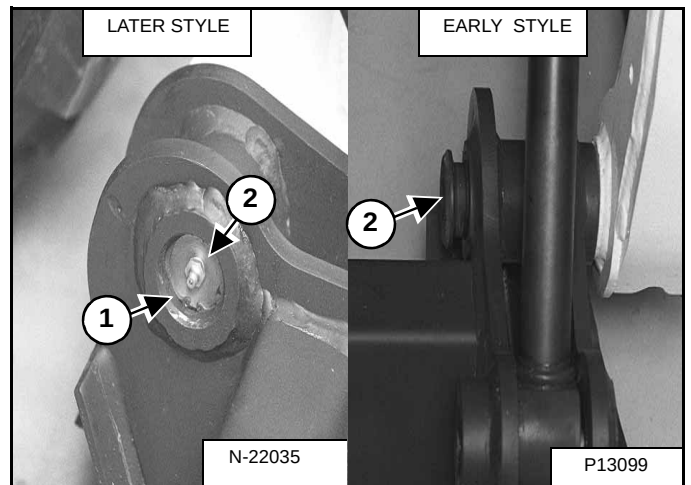
Figure 50-40-3



Strike the head of the bolt (Item 1) [Figure 50-40-3] to push the pivot pin into the Bob-Tach frame.

Remove the bolt.

Figure 50-40-4



Remove the snap ring (Item 1) [Figure 50-40-4]

Use a punch to drive the pivot pin and cap (Item 2) [Figure 50-40-4] out of the Bob-Tach frame.

Remove the Bob-Tach pivot pin (both sides).

Remove the Bob-Tach from the lift arms.

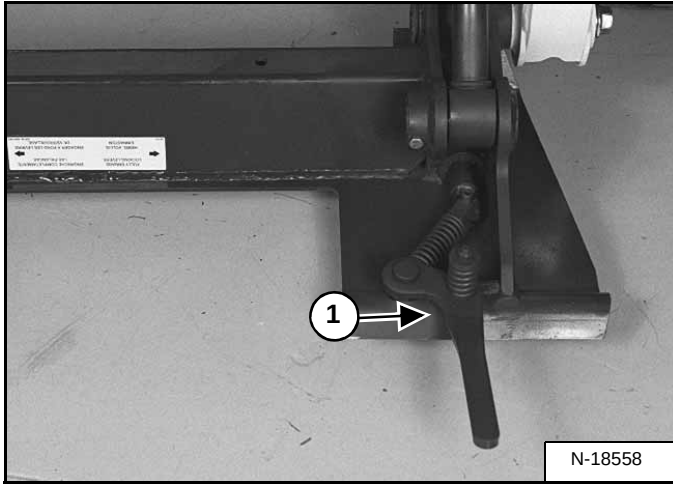
Remove the Bob-Tach from the lift arms.

Reverse the removal procedure to install the Bob-Tach.

BOB-TACH (CONT'D)

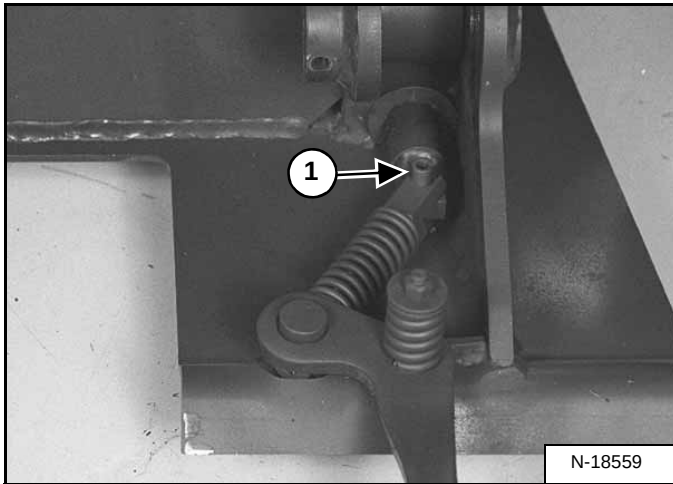
Bob-Tach Lever And Wedge

Figure 50-40-5



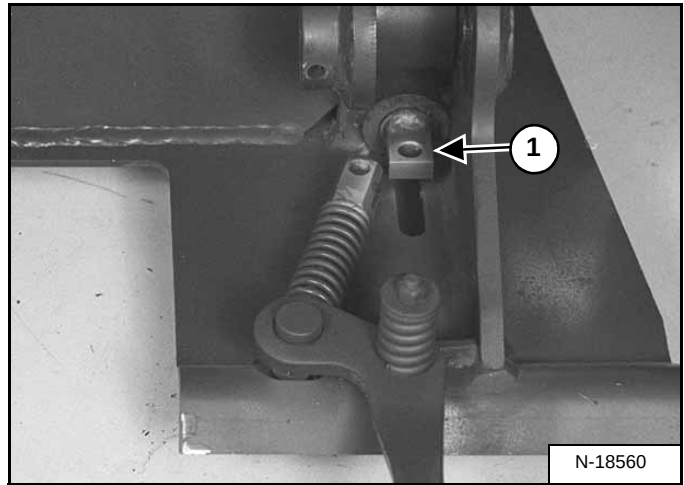
Use the following procedure to remove and install the Bob-Tach lever (Item 1) [Figure 50-40-5], spring and wedge.

Figure 50-40-6



Use a punch and hammer, remove the roll pin (Item 1) [Figure 50-40-6] from the Bob-Tach Wedge and spring clevis.

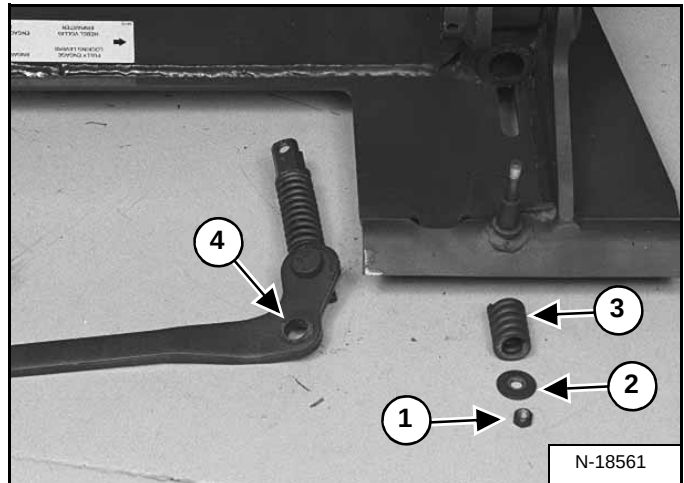
Figure 50-40-7



Remove the Wedge (Item 1) [Figure 50-40-7].

Always replace bent or broken wedges.

Figure 50-40-8



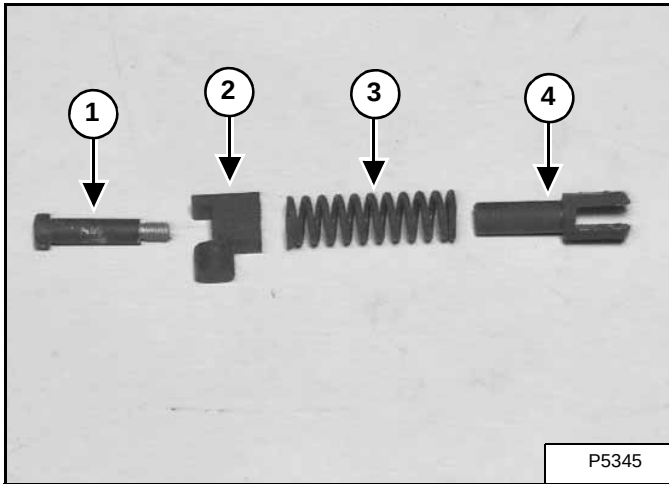
Remove the lever mounting nut (Item 1), washer (Item 2), spring (Item 3) and lever (Item 4) [Figure 50-40-8].

Installation: Tighten the nut to 25-28 ft.-lbs. (34-38 Nm) torque.

BOB-TACH (CONT'D)

Bob-Tach Lever And Wedge (Cont'd)

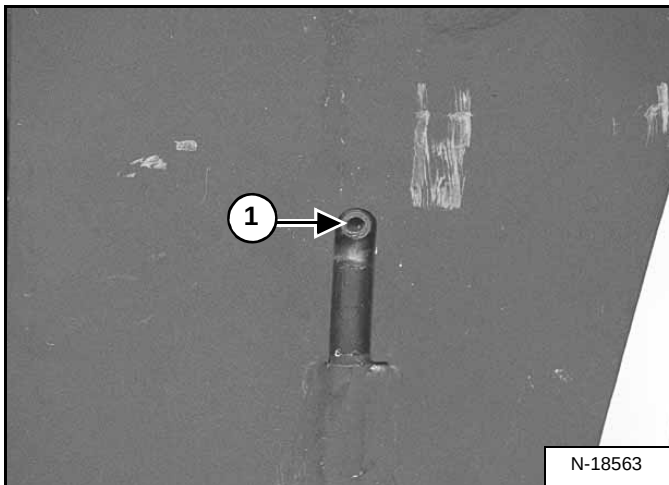
Figure 50-40-9



If the bolt (Item 1), handle pivot (Item 2), spring (Item 3), or clevis (Item 4) [Figure 50-40-9] are damaged, put the assembly in a vise.

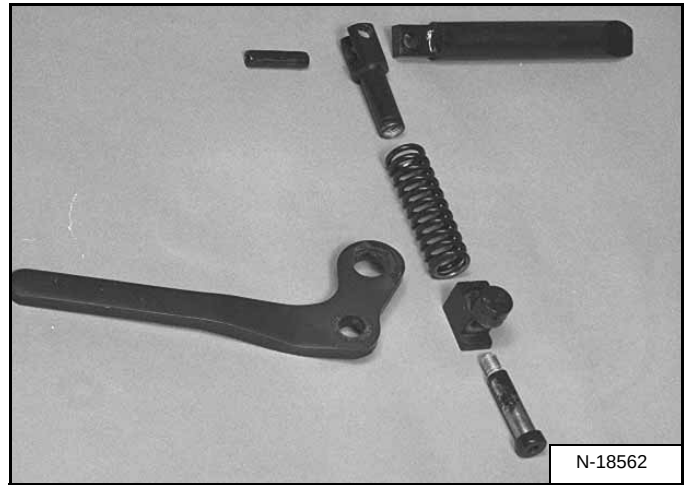
Remove the bolt and replace the damaged parts as needed.

Figure 50-40-10



Use a punch and hammer to drive the roll pin (Item 1) [Figure 50-40-10] flush with the face of the Bob-Tach.

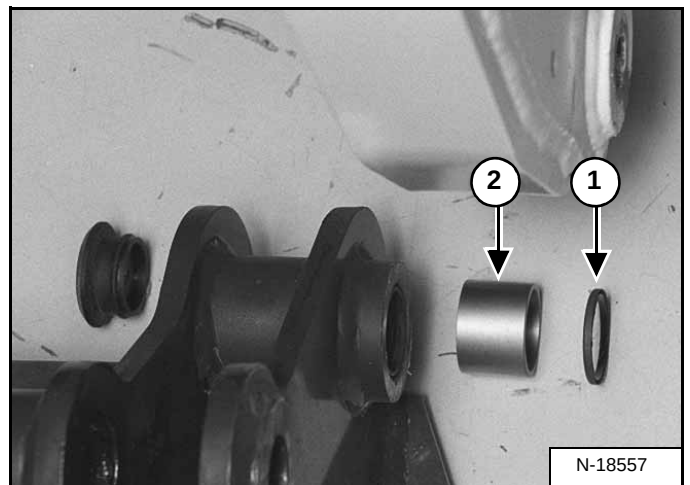
Figure 50-40-11



Reverse the removal procedure to install the Bob-Tach lever and wedge [Figure 50-40-11].

Pivot Pin Bushing And Seal Replacement

Figure 50-40-12



Remove the Bob-Tach. (See Removal And Installation on Page 50-40- 1.)

Use a seal pick to remove seal (Item 1) [Figure 50-40-12] on the Bob-Tach.

Remove and replace bushing (Item 2) [Figure 50-40-12] with a driver tool and hammer.

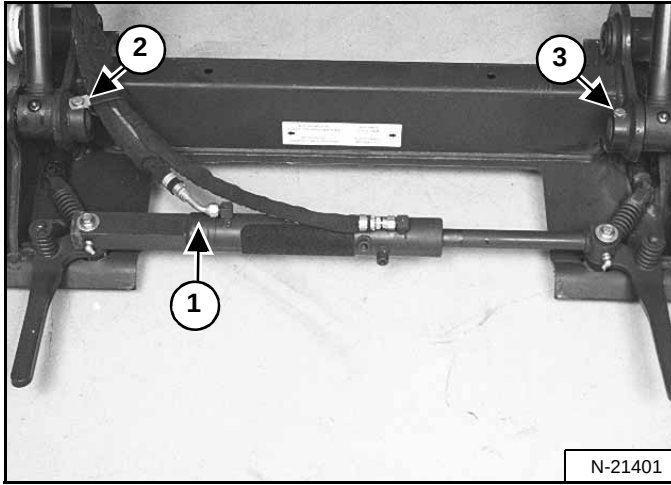


Bobcat®

POWER BOB-TACH

Removal And Installation

Figure 50-41-1



Tilt the Bob-Tach forward, so it is parallel to the floor. Put blocks (approximately 3 inches) under each side of the Bob-Tach [Figure 50-41-1].

Lower the Bob-Tach onto the blocks.

Remove the hoses to the cylinder fittings [Figure 50-41-1].

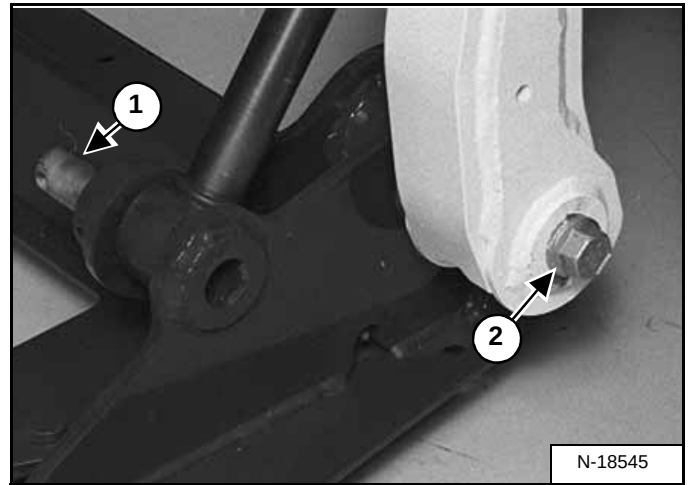
NOTE: The hose with the 45° end (Item 1) [Figure 50-41-1] is connected to the base end fitting on the cylinder.

Remove the hose clamp on the hoses and use the bolt (Item 2) [Figure 50-41-1] on the tilt cylinder pivot pin to secure the clamp.

Remove the retainer bolt (Item 3) [Figure 50-41-1] and nut from the tilt cylinder rod end pin (both sides).

Installation: Tighten the retainer bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-41-2



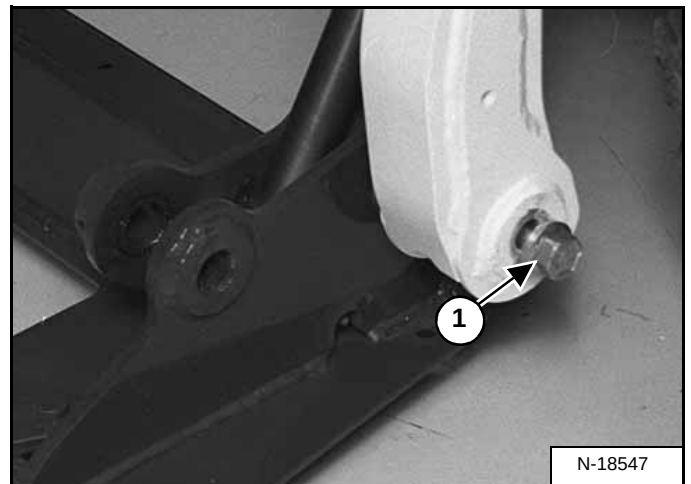
Remove the pivot pin (Item 1) [Figure 50-41-2] from the tilt cylinder rod end (both sides).

Remove the tilt cylinder rod end from the Bob-Tach (both sides).

Loosen the bolt (Item 2) [Figure 50-41-2] at the Bob-Tach pivot pin.

Installation: Tighten the bolt to 350 ft.-lbs. (475 Nm) torque.

Figure 50-41-3



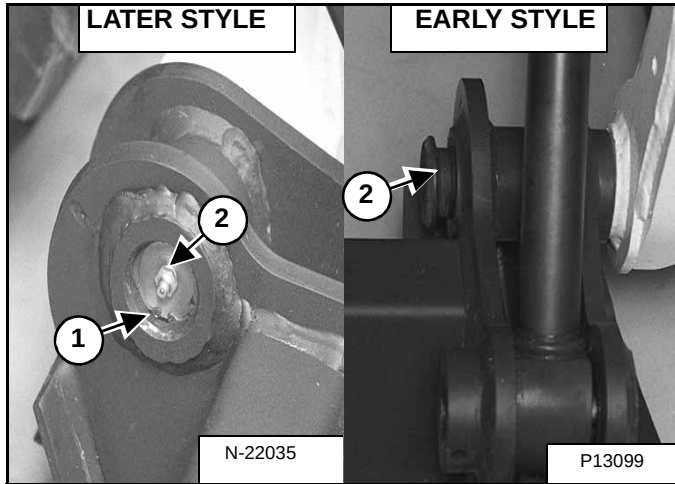
Strike the head of the bolt (Item 1) [Figure 50-41-3] to push the pivot pin into the Bob-Tach frame.

Remove the bolt.

POWER BOB-TACH (CONT'D)

Removal And Installation (Cont'd)

Figure 50-41-4



Remove the snap ring (Item 1) [Figure 50-41-4]

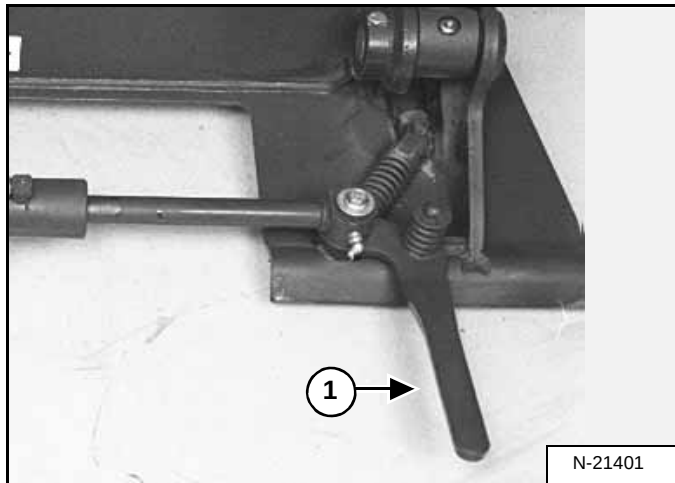
Use a punch to drive the pivot pin and cap (Item 2) [Figure 50-41-4] out of the Bob-Tach frame.

Remove the Bob-Tach pivot pin (both sides).

Remove the Bob-Tach from the lift arms.

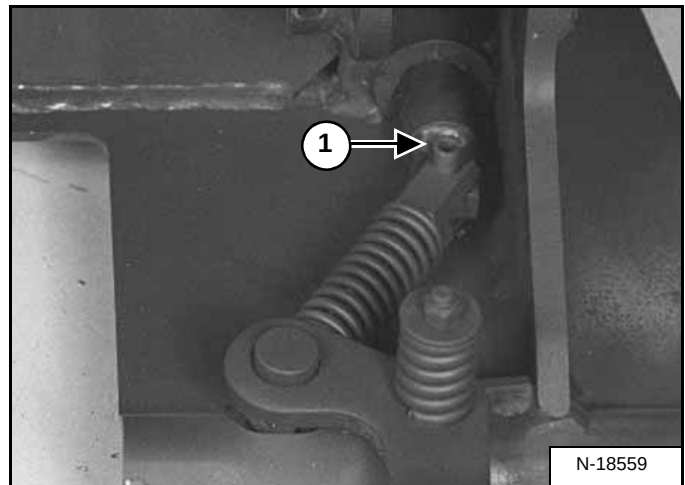
Power Bob-Tach Lever And Wedge

Figure 50-41-5



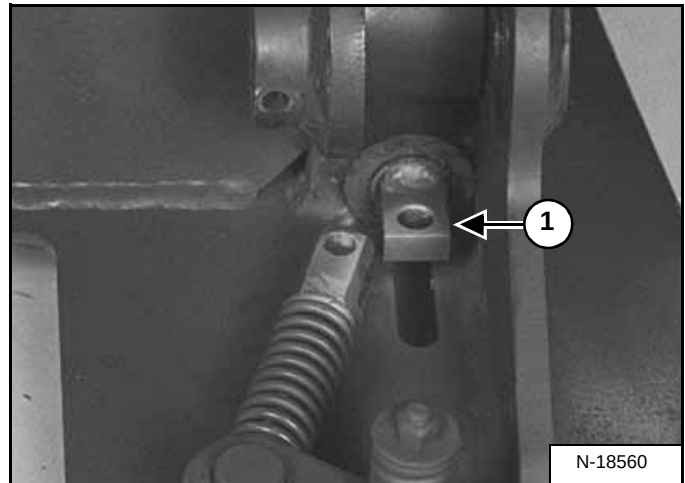
Use the following procedure to remove and install the Bob-Tach lever (Item 1) [Figure 50-41-5], spring and wedge.

Figure 50-41-6



Use a punch and hammer, remove the roll pin (Item 1) [Figure 50-41-6] from the Bob-Tach Wedge and spring clevis.

Figure 50-41-7



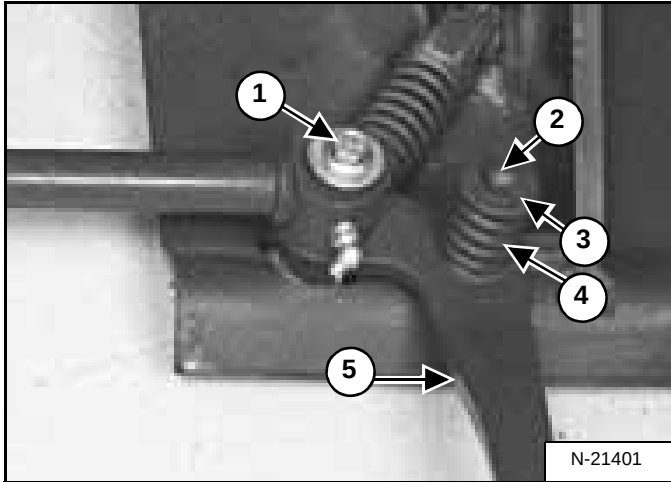
Remove the Wedge (Item 1) [Figure 50-41-7].

Always replace bent or broken wedges.

POWER BOB-TACH (CONT'D)

Power Bob-Tach Lever And Wedge (Cont'd)

Figure 50-41-8



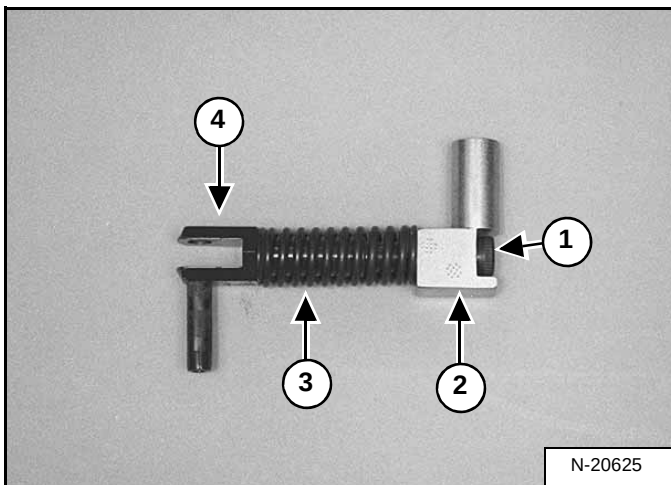
Remove the washers and bolts (Item 1) [Figure 50-41-8]. Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the cylinder off the lever pivots. Position the rod end to the left with the grease fitting holes to the top [Figure 50-41-8].

Remove the lever mounting nut (Item 2), washer (Item 3), spring (Item 4) and lever (Item 5) [Figure 50-41-8].

Installation: Tighten the nut to 25-28 ft.-lbs. (34-38 Nm) torque.

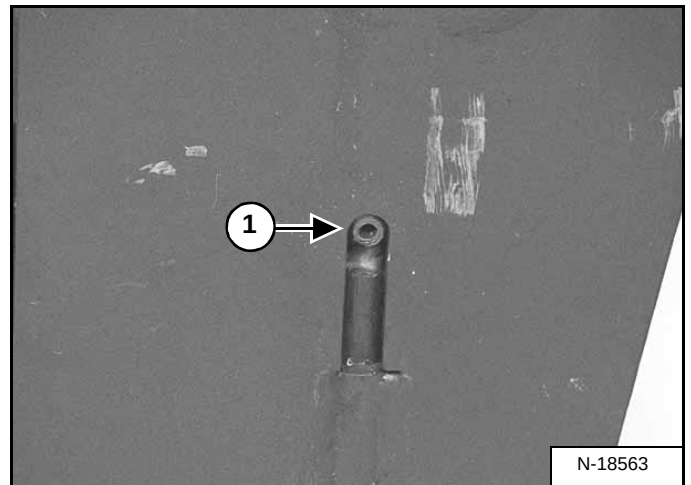
Figure 50-41-9



If the bolt (Item 1), handle pivot (Item 2), spring (Item 3), or clevis (Item 4) [Figure 50-41-9] are damaged, put the assembly in a vise.

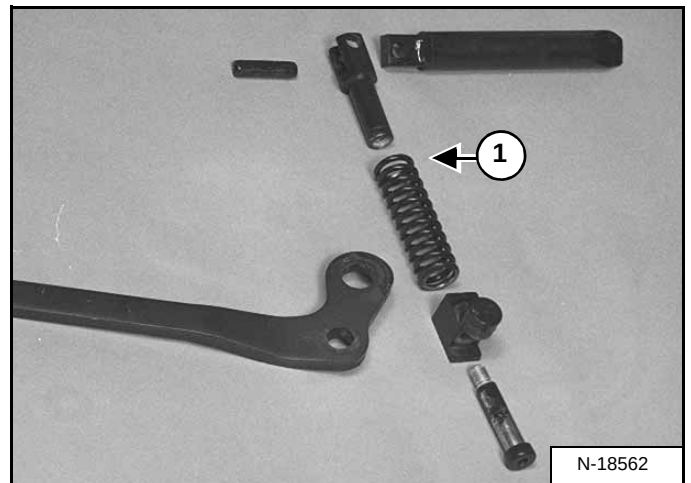
Remove the bolt and replace the damaged parts as needed.

Figure 50-41-10



Use a punch and hammer to drive the roll pin (Item 1) [Figure 50-41-10] flush with the face of the Bob-Tach.

Figure 50-41-11

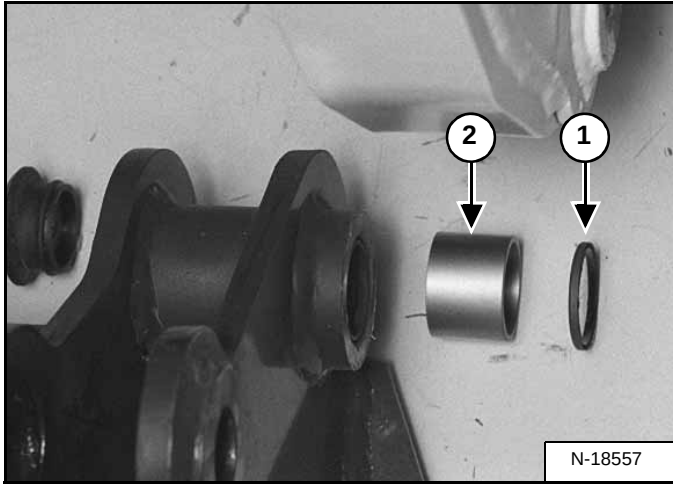


Reverse the removal procedure to install the Power Bob-Tach lever and wedge [Figure 50-41-11].

POWER BOB-TACH (CONT'D)

Pivot Pin Bushing And Seal Replacement

Figure 50-41-12



Remove the Power Bob-Tach. (See Removal And Installation on Page 50-41-1.)

Use a seal pick to remove seal (Item 1) [Figure 50-41-12] on the Bob-Tach.

Remove and replace bushing (Item 2) [Figure 50-41-12] with a driver tool and hammer.

LIFT ARM

Removal And Installation

Figure 50-50-1

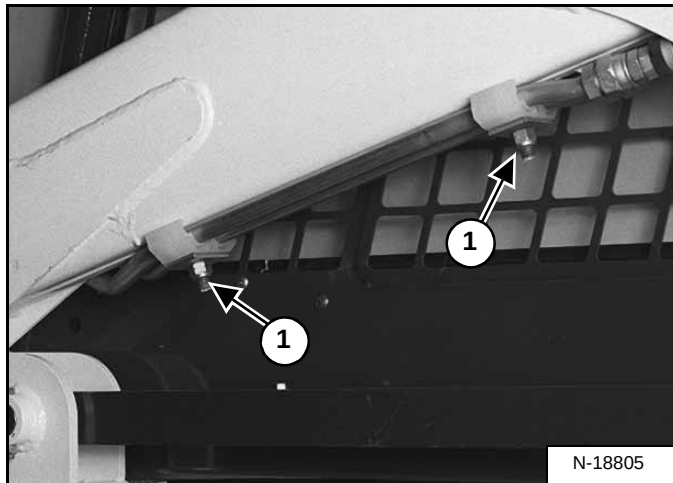


Roll the Bob-Tach fully forward. Stop the engine.

Remove the Bob-Tach frame from the lift arms. (See Removal And Installation on Page 50-40-1.)

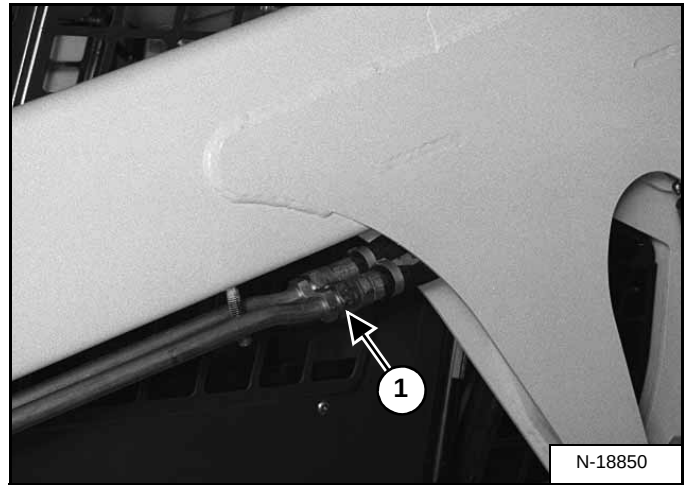
Install jackstands under the rear of the loader **[Figure 50-50-1]**.

Figure 50-50-2



Remove the tubeline clamps (Item 1) **[Figure 50-50-2]** under the lift arms (both sides).

Figure 50-50-3



Mark the tubelines for correct installation (both sides). Pull the tubelines down, disconnect the hoses (Item 1) **[Figure 50-50-3]** (both sides).

Install plugs into the hose and tubeline ends.

LIFT ARM (CONT'D)

Removal And Installation (Cont'd)

Figure 50-50-4

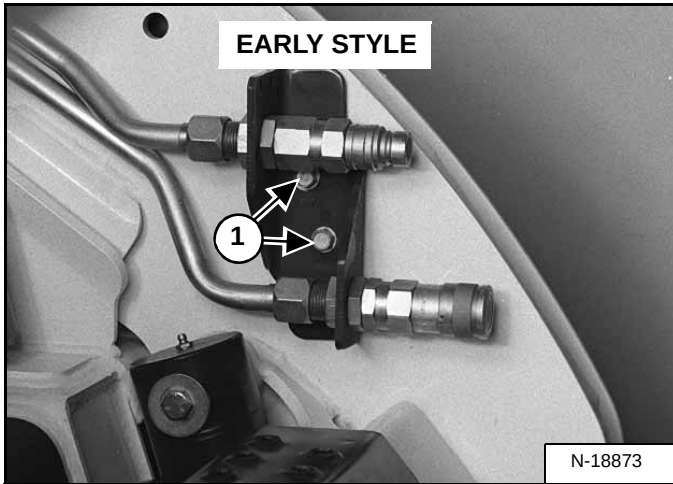
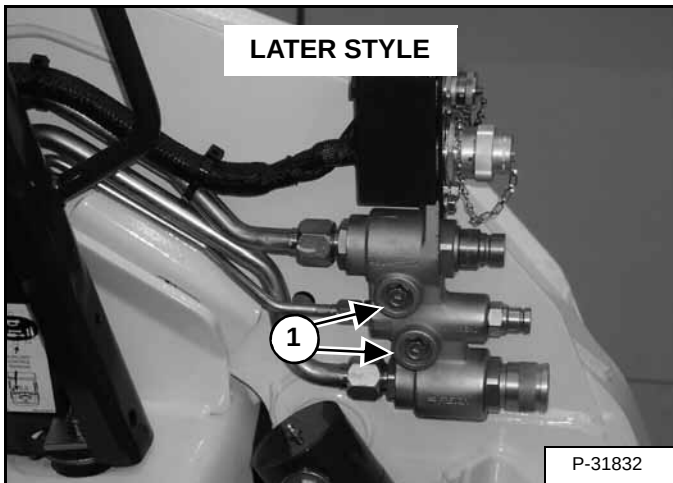


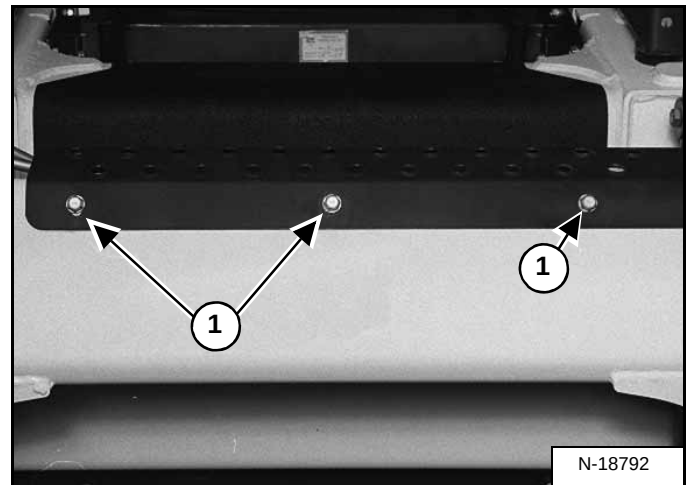
Figure 50-50-5



Remove the front auxiliary mount mounting bolts (Item 1) [Figure 50-50-4] or [Figure 50-50-5].

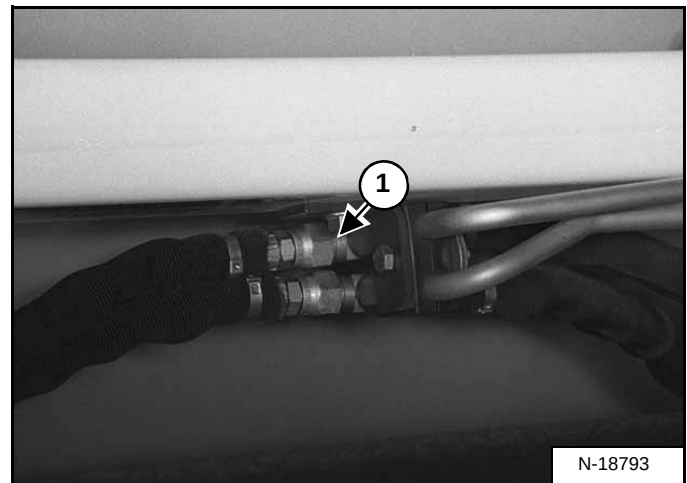
Remove the front auxiliary tubelines from the lift arms.

Figure 50-50-6



Remove the three front step mounting bolts (Item 1) [Figure 50-50-6].

Figure 50-50-7

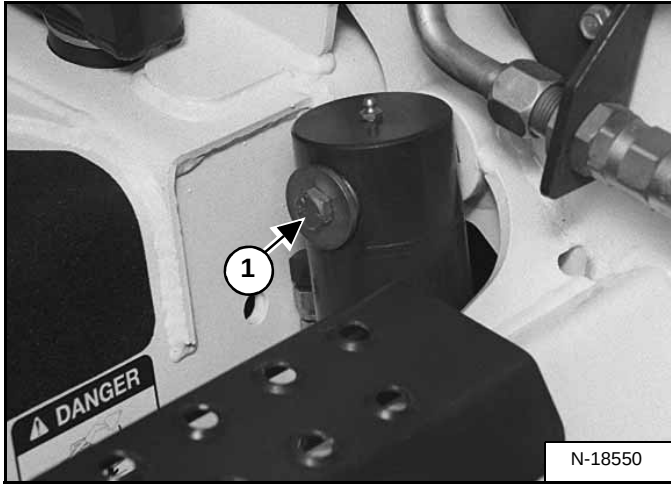


Remove the tilt port block mounting bolt (Item 1) [Figure 50-50-7] under the step.

LIFT ARM (CONT'D)

Removal And Installation (Cont'd)

Figure 50-50-8



Remove the tilt cylinder mounting bolt base end (Item 1) [Figure 50-50-8].

Installation: Tighten the bolt to 65-70 ft.-lbs. (88-95 Nm) torque.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

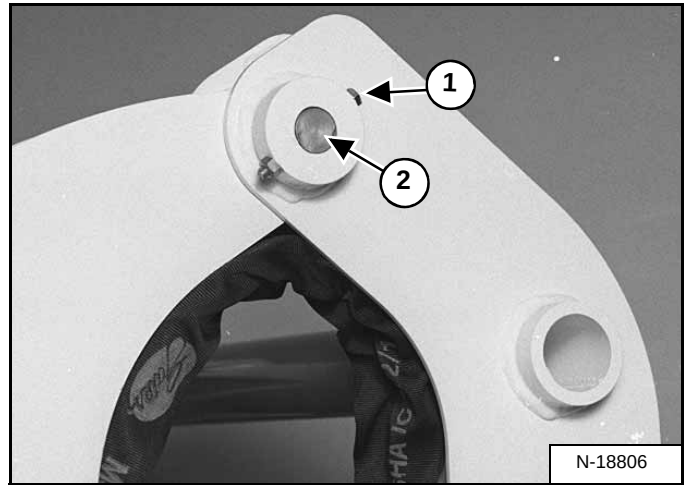
Remove the tilt cylinders and tilt tubelines from the loader.

Figure 50-50-9



Connect a chain to the front of the lift arm and around the axle [Figure 50-50-9].

Figure 50-50-10

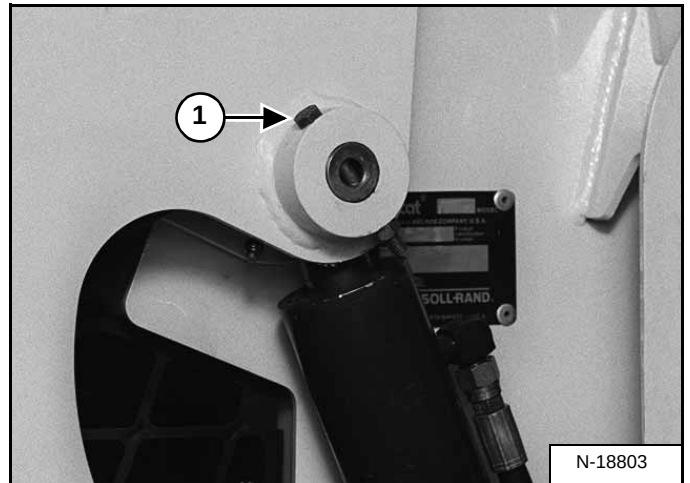


Remove the retainer bolt (Item 1) [Figure 50-50-10] and nut from the lift arm pin (both sides).

Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Use a drift pin and hammer remove the lift arm pivot pin (Item 2) [Figure 50-50-10] (both sides).

Figure 50-50-11



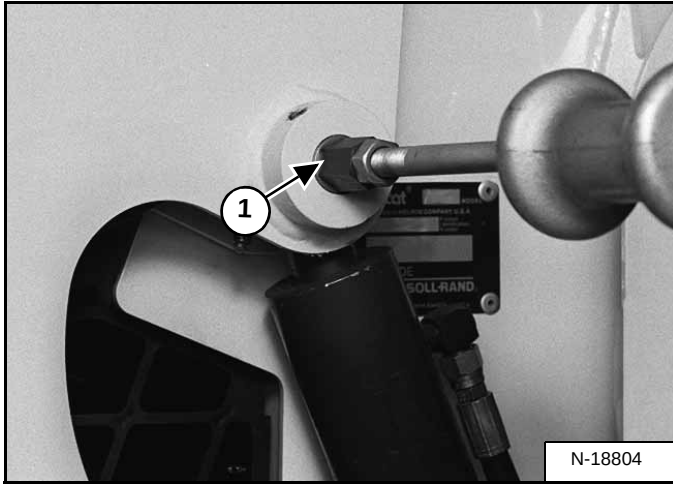
Remove the retainer bolt (Item 1) [Figure 50-50-11] and nut from the lift cylinder rod end pivot pin (both sides).

Installation: Tighten the bolt and nut to 25-28 ft.-lbs. (34-38 Nm) torque.

LIFT ARM (CONT'D)

Removal And Installation (Cont'd)

Figure 50-50-12



Use a slide hammer remove the lift cylinder rod end pivot pin (Item 1) [Figure 50-50-12] (both sides).

Strap the lift cylinders to rear of the uprights.

Figure 50-50-13

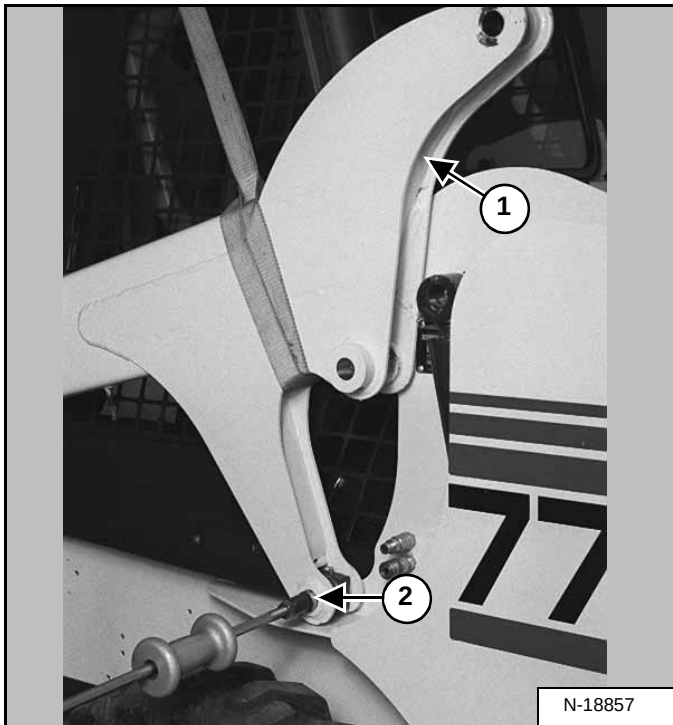
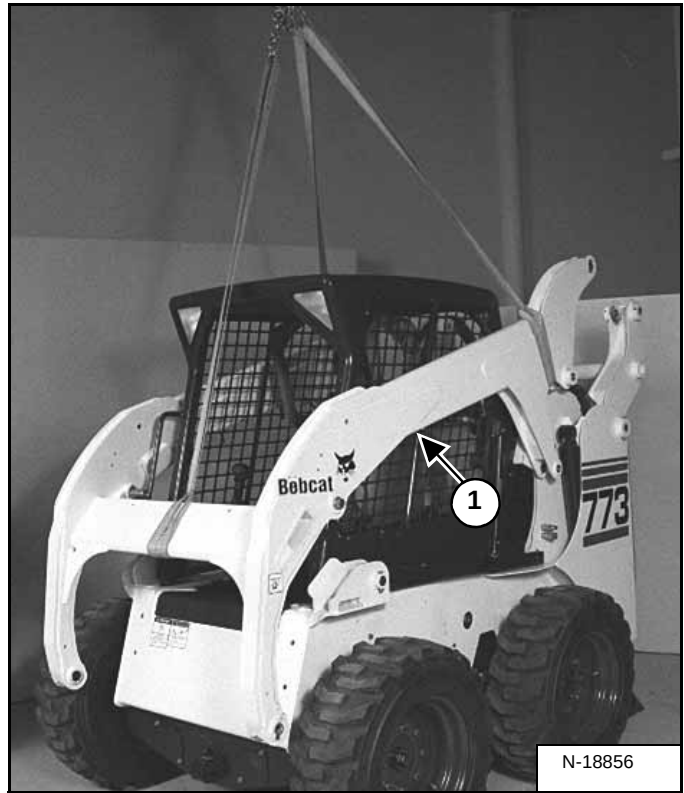


Figure 50-50-14



Connect a nylon lift strap, chain and chain hoist to the lift arms (Item 1) [Figure 50-50-13] & [Figure 50-50-14].

Remove the retainer bolt (Item 2) [Figure 50-50-13] from the stabilizer pivot pin.

Installation: Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Use a slide hammer, remove the stabilizer pivot pin (Item 2) [Figure 50-50-13] (both sides).

Remove the chain from the front axle.

Remove the lift arms from the loader.

Reverse the removal procedure to install the lift arm.

LIFT ARM (CONT'D)

Link Removal And Installation (Cont'd)

Link Removal And Installation

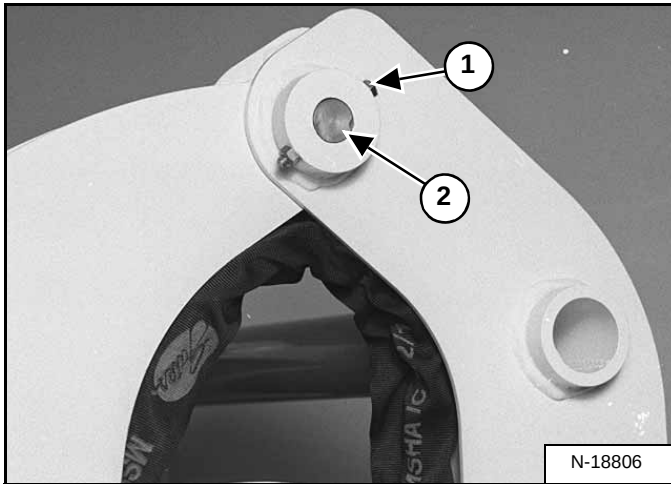
WARNING

Wear safety glasses to prevent eye injury when any of the following conditions exist:

- When fluids are under pressure.
- Flying debris or loose material is present.
- Engine is running.
- Tools are being used.

W-2019-1285

Figure 50-50-15



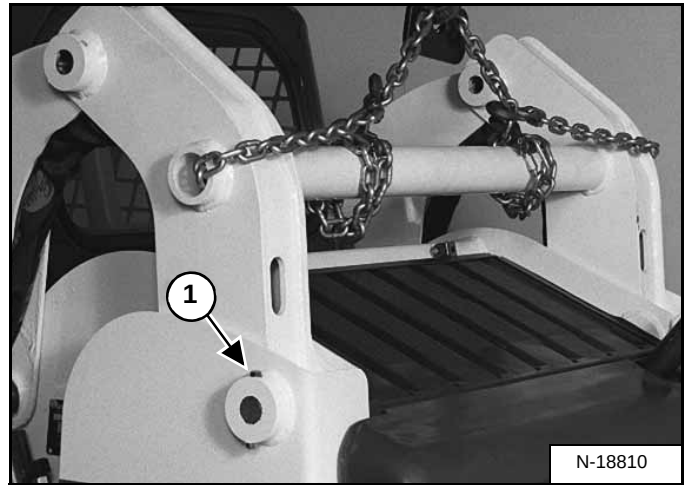
Lower the lift arms. Stop the engine.

Remove the retainer bolt (Item 1) [Figure 50-50-15] and nut from the lift arm pivot pin.

Installation: Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Use a drift pin and hammer, remove the lift arm pivot pin (Item 2) [Figure 50-50-15] (both sides).

Figure 50-50-16

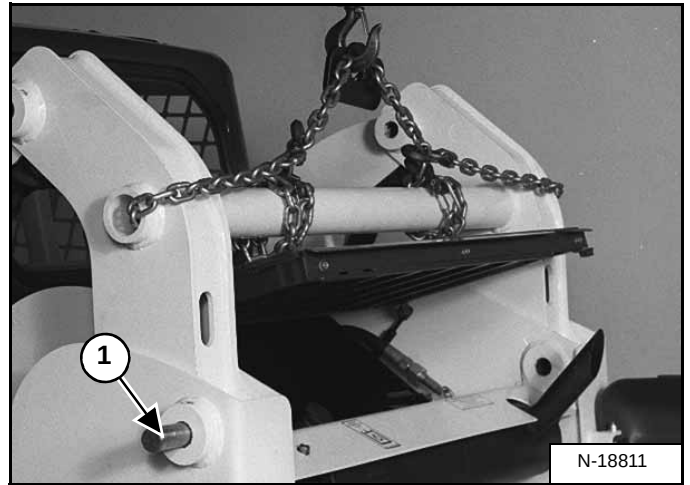


Connect a chain and chain hoist on the lift arm link [Figure 50-50-16].

Remove the retainer bolt (Item 1) [Figure 50-50-16] and nut from the lift arm link pivot pin.

Installation: Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-50-17



Open the rear door.

Raise the radiator cover part way to gain access to the pivot pin.

Use a drift pin and hammer, remove the lift arm pivot pin (Item 1) [Figure 50-50-17] (both sides).

Lower the radiator cover. Close the rear door.

Raise the lift arm link with the chain hoist and remove it from the loader frame.

Reverse the removal procedure to install the lift arm link on the loader.

LIFT ARM (CONT'D)

Stabilizer Bar Removal And Installation

Figure 50-50-18



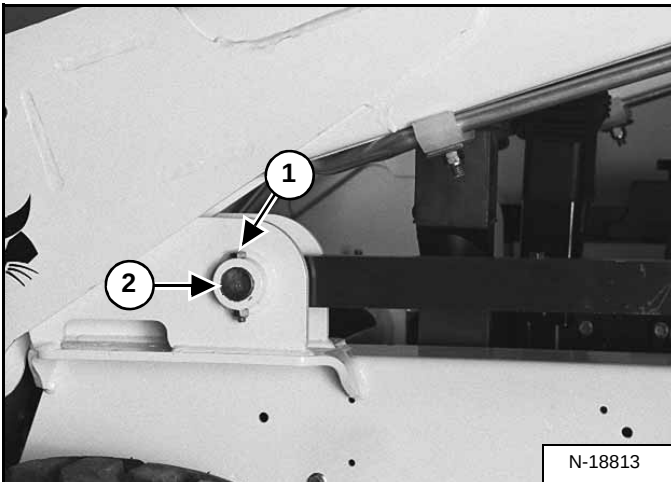
Lower the lift arms. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Connect a chain to the front of the lift arm and around the axle [Figure 50-50-18].

NOTE: The Bob-Tach and front wheel are removed in photo [Figure 50-50-18] for clarity purpose only. The Bob-Tach and front wheel do not need to be removed to remove the stabilizer link.

Figure 50-50-19

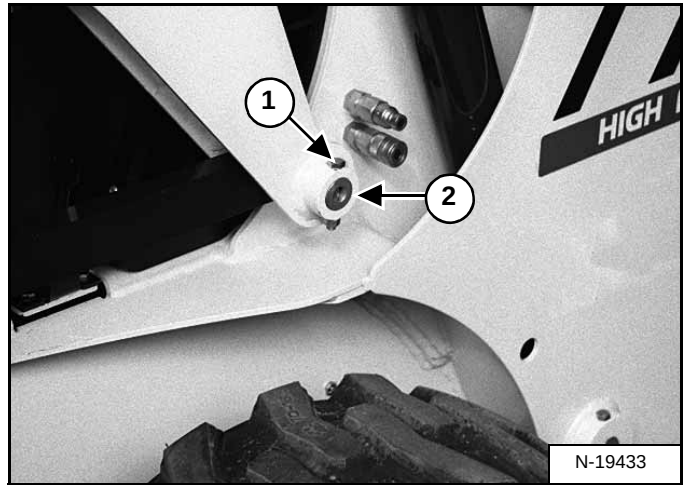


Remove the retainer bolt (Item 1) [Figure 50-50-19] from the stabilizer link pivot pin.

Installation: tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the stabilizer link pivot pin (Item 2) [Figure 50-50-19].

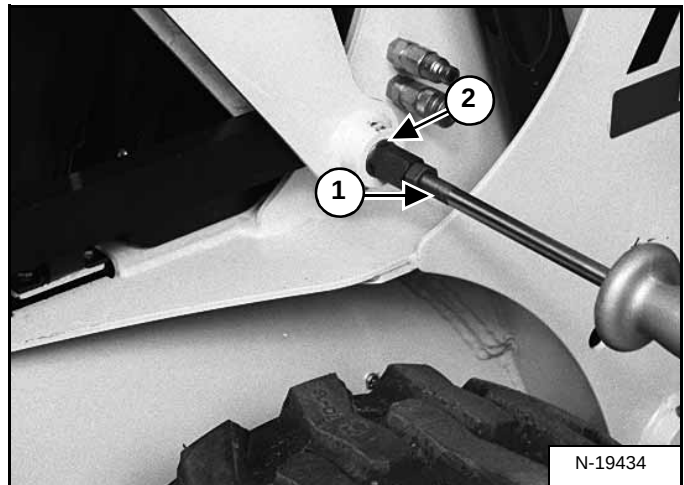
Figure 50-50-20



Remove the retainer bolt (Item 1) [Figure 50-50-20] from the stabilizer link pivot pin.

Installation: Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-50-21



Use a slide hammer (Item 1), remove the stabilizer link pivot pin (Item 2) [Figure 50-50-21].

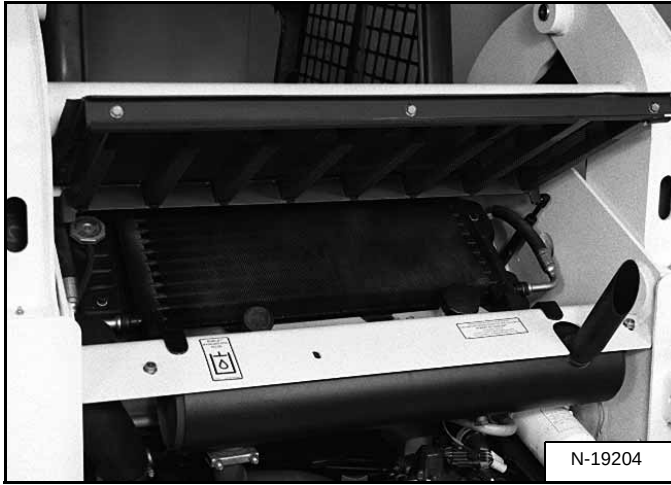
Remove the stabilizer link (Item 2) [Figure 50-50-21] from the lift arm.

Reverse the removal procedure to install the stabilizer link.

REAR GRILL

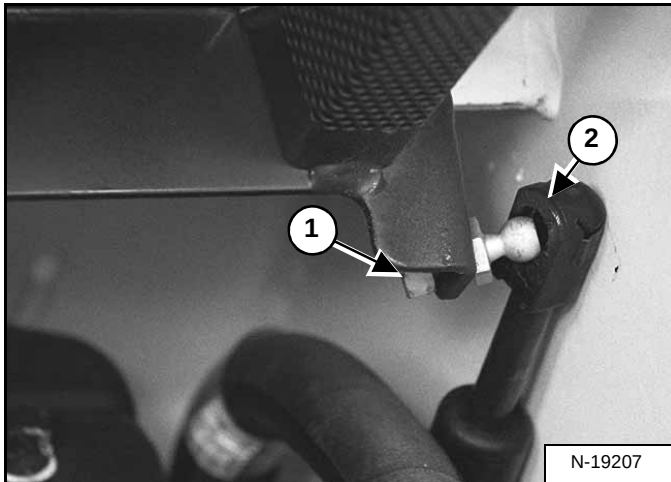
Gas Cylinder Removal And Installation

Figure 50-60-1



Open the rear door and raise the rear grill [Figure 50-60-1].

Figure 50-60-2

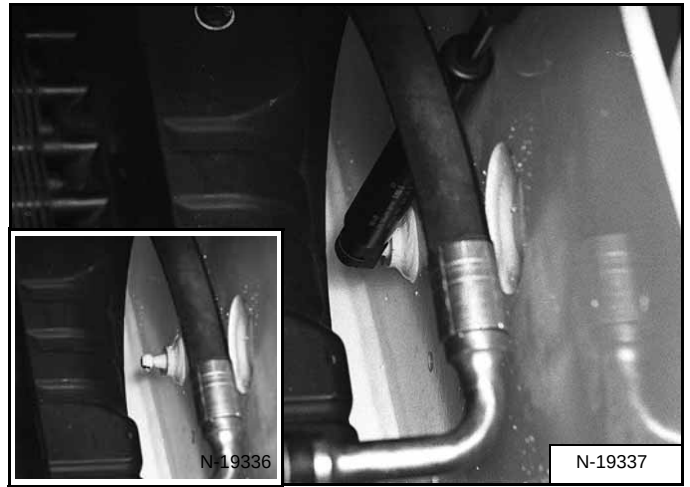


Loosen the pivot bolt and nut (Item 1) [Figure 50-60-2].

Installation: Tighten the mounting nut to 15-17 ft.-lbs. (20-23 Nm) torque.

Remove the rod end (Item 2) [Figure 50-60-2] of the cylinder off the ball joint mount.

Figure 50-60-3



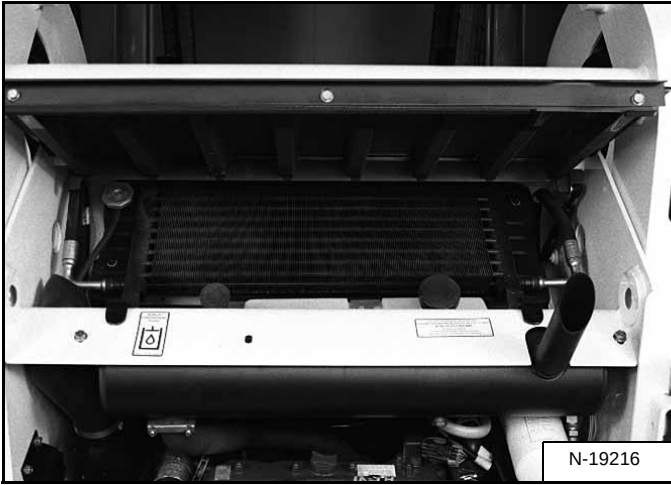
Remove the base end of the cylinder off the stationary ball joint mounted on the loader frame [Figure 50-60-3].

Reverse the removal procedure to install a new gas cylinder.

REAR GRILL (CONT'D)

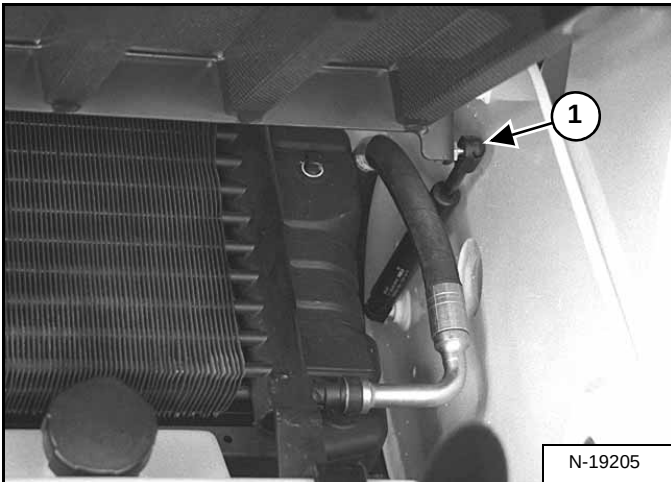
Removal And Installation

Figure 50-60-4



Open the rear door and raise the rear grill [Figure 50-60-4].

Figure 50-60-5



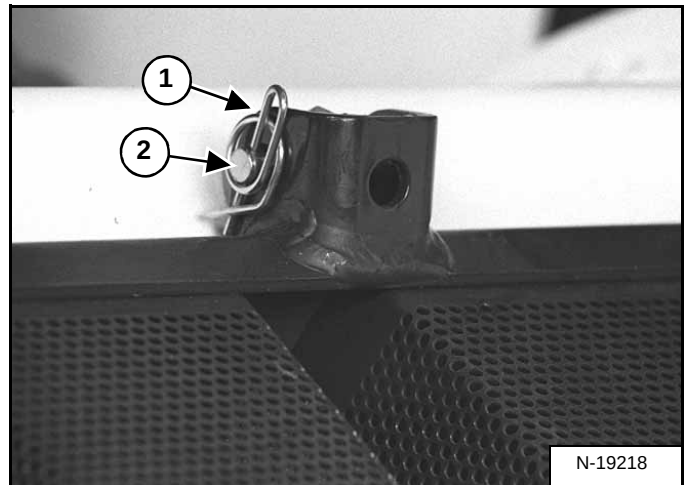
Remove the gas cylinder rod end (Item 1) [Figure 50-60-5] from the rear grill. (See Gas Cylinder Removal And Installation on Page 50-60- 1.)

Figure 50-60-6



Lower the rear grill [Figure 50-60-6].

Figure 50-60-7



Remove the cotter pin (Item 1) [Figure 50-60-7] from the pivot pin (both sides).

Remove the pivot pin (Item 2) [Figure 50-60-7] (both sides).

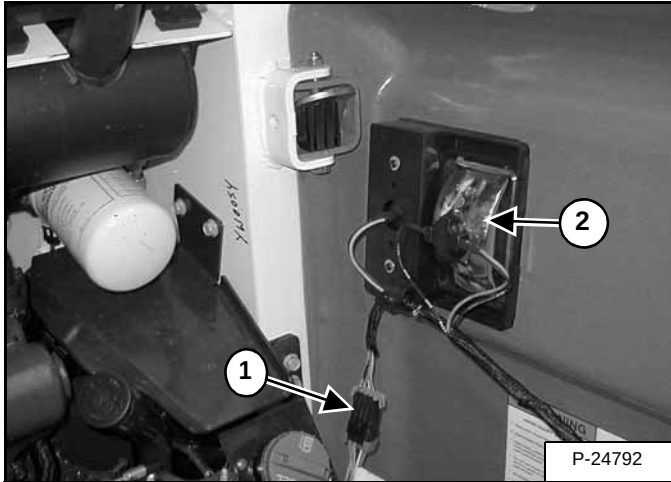
Lift the rear grill from the loader.

Reverse the removal procedure to install a new grill.

REAR DOOR

Removal And Installation

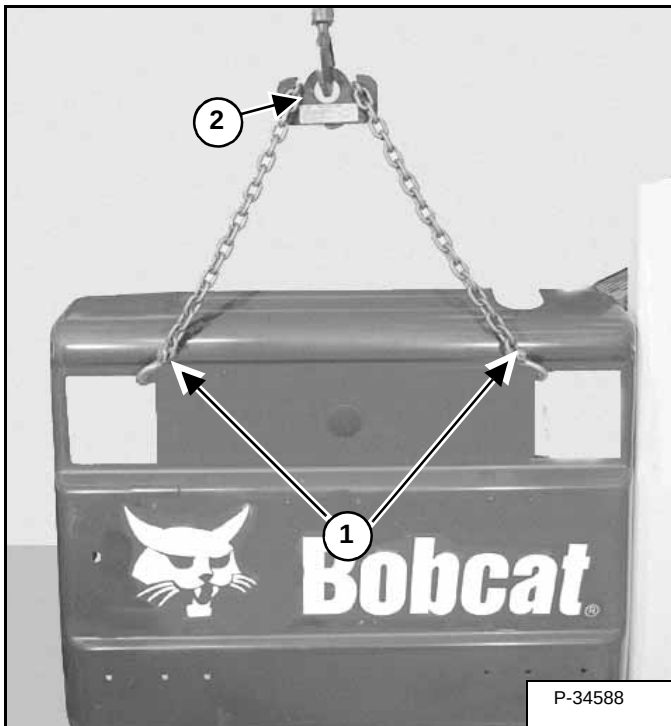
Figure 50-70-1



Disconnect the light harness connector (Item 1) [Figure 50-70-1] from the engine harness.

Remove both rear light assemblies (Item 2) [Figure 50-70-1] from the door. (See Front Removal And Installation on Page 60-60-1.)

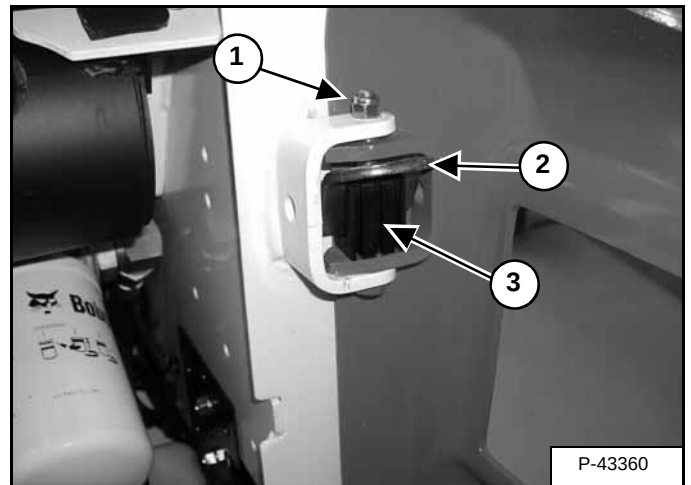
Figure 50-70-2



Secure the chain hooks (Item 1) [Figure 50-70-2] to the door as shown.

Connect a chain hoist (Item 2) [Figure 50-70-2] to the lifting chain.

Figure 50-70-3



Remove the top and bottom door hinge mounting bolts (Item 1) [Figure 50-70-3] and nuts.

NOTE: Install the door stop (Item 2) and the door stop retainer (Item 3) [Figure 50-70-3] in the top hinge as shown.

Installation: Tighten the mounting bolts and nuts to 25-28 ft.-lbs. (34-38 Nm) torque.

Lift the door away from the loader frame and put the door flat on the floor.

Installation: Reverse the removal procedure to install the rear door.

REAR DOOR (CONT'D)

Striker Removal and Installation

Figure 50-70-4

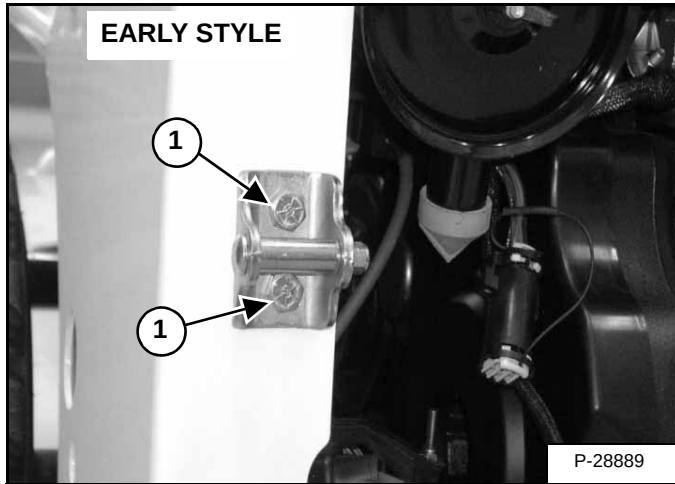
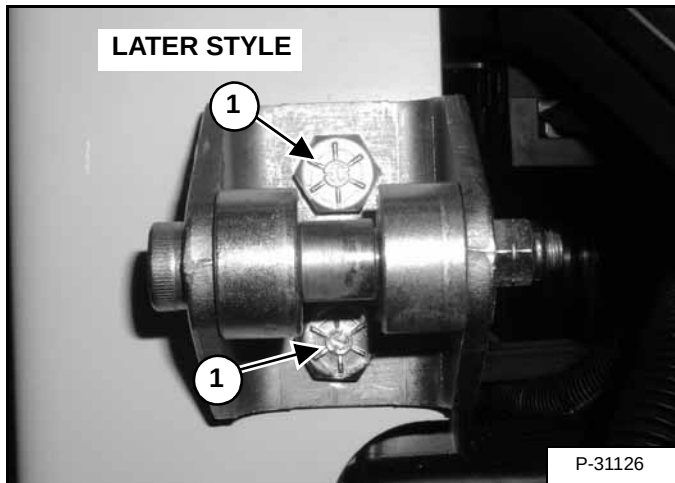


Figure 50-70-5



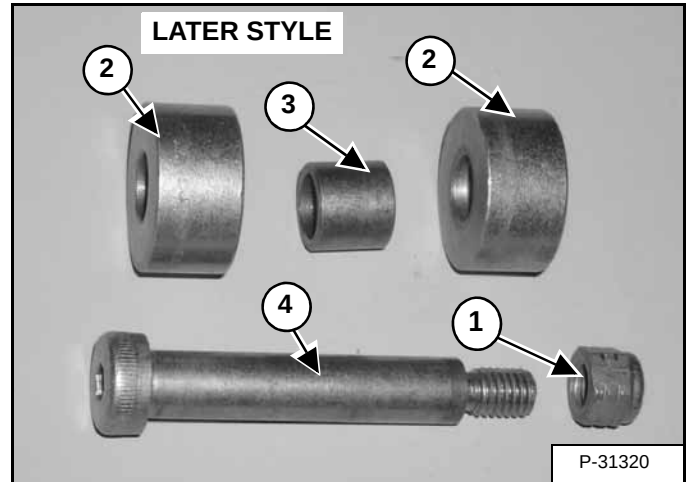
Remove the two striker mount bolts (Item 1) [Figure 50-70-4] and [Figure 50-70-5].

Remove the striker assembly from the loader.

Installation: Tighten both striker mount bolts (Item 1) [Figure 50-70-4] or [Figure 50-70-5] to 90-100 ft.-lbs. (125-135 Nm)

Striker Disassembly and Assembly

Figure 50-70-6



Remove the lock nut (Item 1) [Figure 50-70-6].

Remove the rollers (Item 2) and the spacer (Item 3) from the bolt (Item 4) [Figure 50-70-6].

Check the parts for wear and replace as needed.

Installation: Reverse the removal procedure to install the rear door striker.

REAR DOOR (CONT'D)

Door Latch and Catch Adjustment

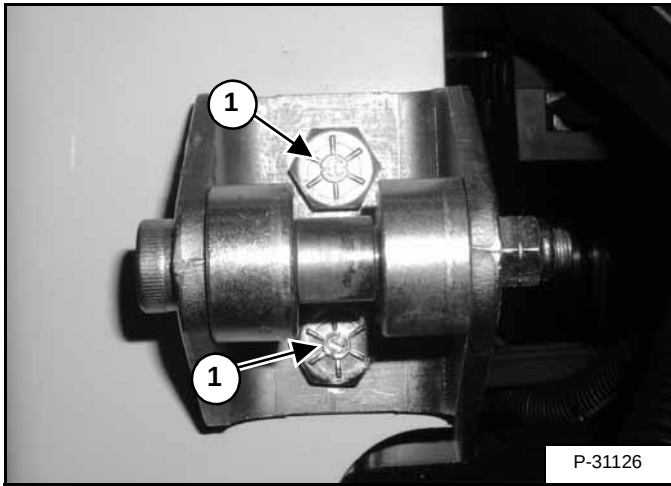
WARNING

AVOID INJURY OR DEATH

Never service or adjust the machine when the engine is running unless instructed to do so in the manual.

W-2012-0497

Figure 50-70-7

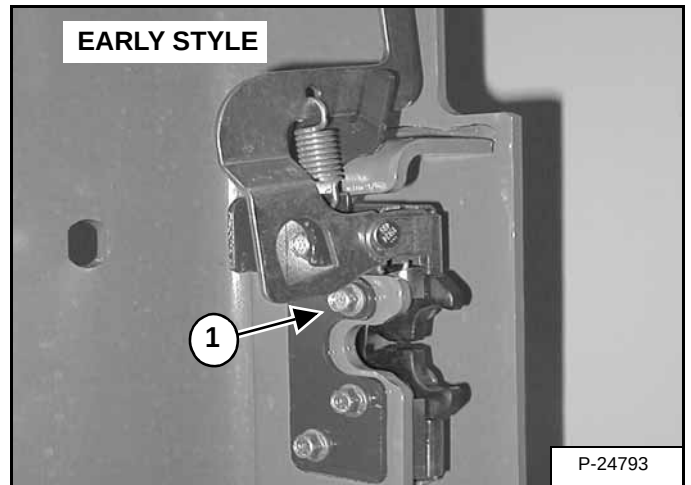


Loosen the striker assembly mount bolts (Item 1) [Figure 50-70-7].

Align the striker assembly in the center of the mounting holes.

NOTE: Tighten the striker assembly, top mount bolt only; until it will hold the striker assembly in the center of the mounting slots. Once the alignment is set, you can fully tighten both mounting bolts.

Figure 50-70-8



On early style loaders, (*S/N 515840618 and Below*) the tailgate latch can be adjusted also. Loosen the four attaching bolts (Item 1) [Figure 50-70-8], adjust the latch and then retighten to 80-90 in.-lbs. (9-10 Nm) torque. Later style loaders do not have an adjustment here.

Close the rear door. (This will align the striker assembly to the correct position.)

Carefully open the door.

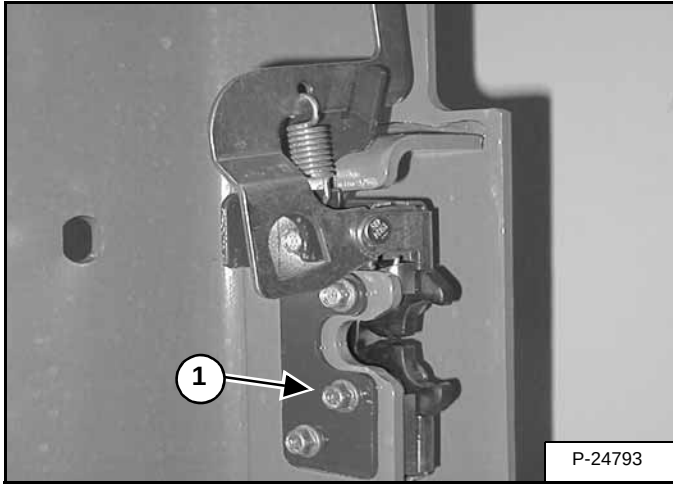
Tighten both striker mount bolts (Item 1) [Figure 50-70-7] fully to 90-100 ft.-lbs. (125-135 Nm)

Close the rear door.

REAR DOOR (CONT'D)

Latch Removal and Installation (Early Style)

Figure 50-70-9



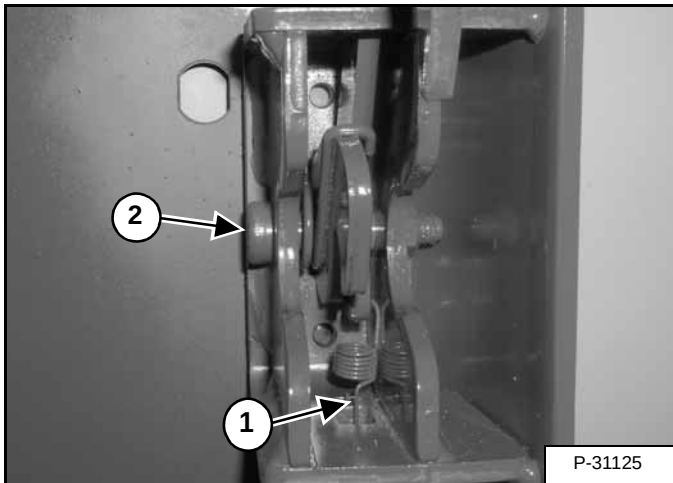
Remove the door latch mounting bolts (Item 1) [Figure 50-70-9] from the door latch mechanism.

Installation: Tighten the mounting bolts to 80-90 in.-lbs. (9-10 Nm) torque.

Remove the latch and handle mechanisms from the rear door.

Latch Removal and Installation (Later Style)

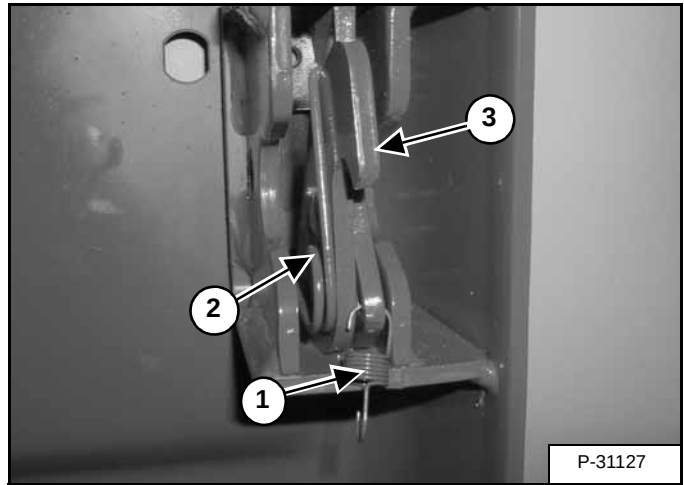
Figure 50-70-10



Disconnect the spring (Item 1) [Figure 50-70-10] from the rear door.

Remove the bolt and nut (Item 2) [Figure 50-70-10] from the latch.

Figure 50-70-11

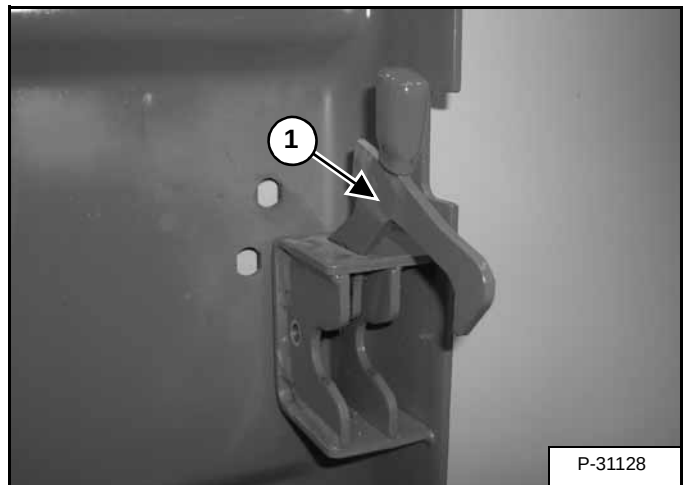


Remove the spring (Item 1) [Figure 50-70-11] from the door handle.

Remove the spring (Item 2) [Figure 50-70-11] from the door latch.

Remove the door latch (Item 3) [Figure 50-70-11] from the door handle.

Figure 50-70-12

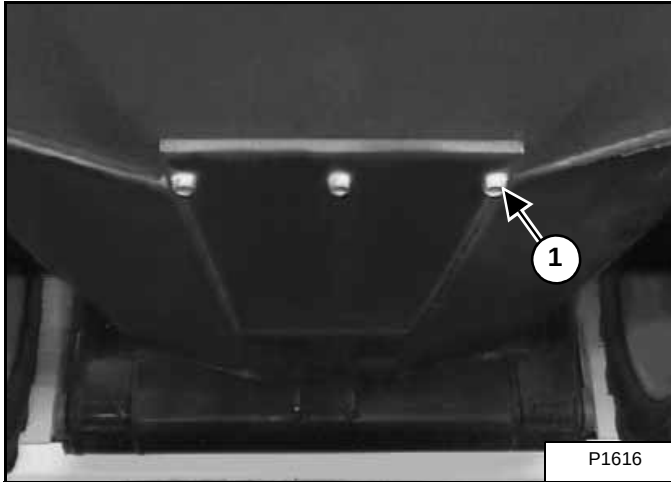


Remove the door handle (Item 1) [Figure 50-70-12] from the rear door.

FUEL TANK

Removal And Installation

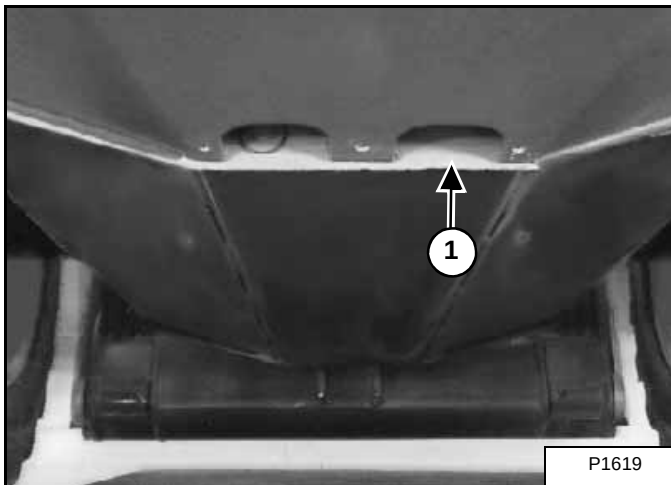
Figure 50-80-1



Remove the cover (Item 1) [Figure 50-80-1] which is installed over the fuel drain near the rear of the chaincase.

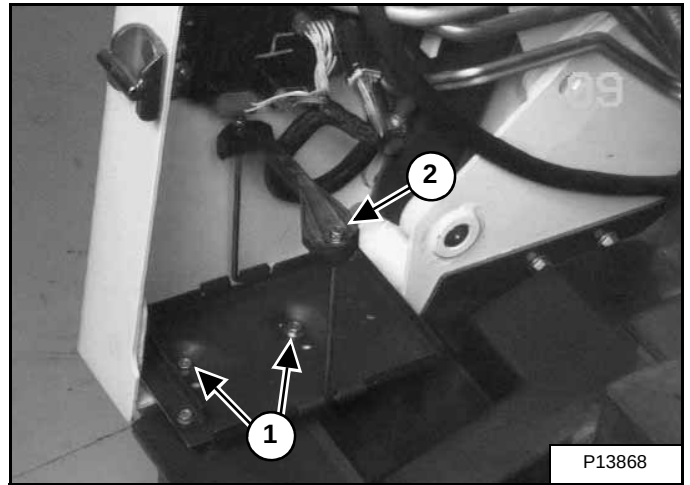
Installation: Tighten the cover mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Figure 50-80-2



Drain the fuel from the tank through the fuel drain (Item 1) [Figure 50-80-2].

Figure 50-80-3



Open the rear door of the loader.

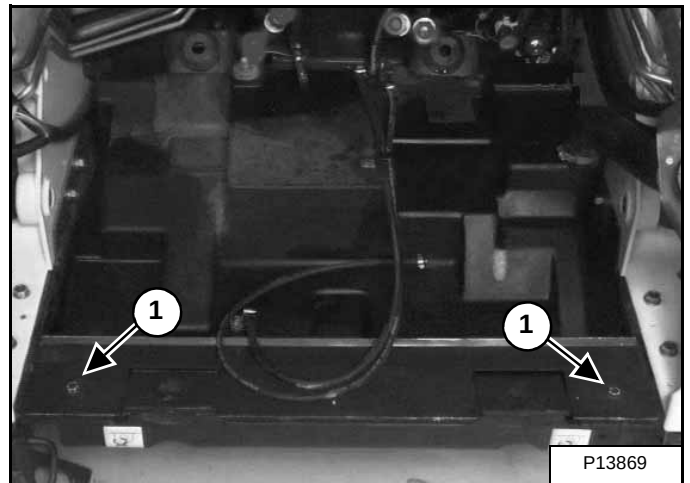
Remove the engine/hydrostatic pump assembly from the loader. (See Removal And Installation on Page 70-80-1.)

Remove the two mounting bolts (Item 1) [Figure 50-80-3] from the battery holder.

Installation: Tighten the battery holder mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Remove the battery holder (Item 2) [Figure 50-80-3] from the loader.

Figure 50-80-4



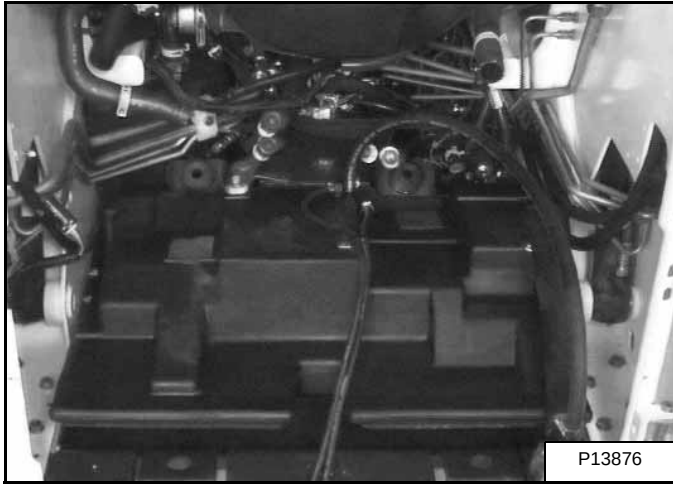
Remove the mounting bolts (Item 1) [Figure 50-80-4] from the fuel tank retainer bracket.

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

FUEL TANK (CONT'D)

Removal And Installation (Cont'd)

Figure 50-80-5

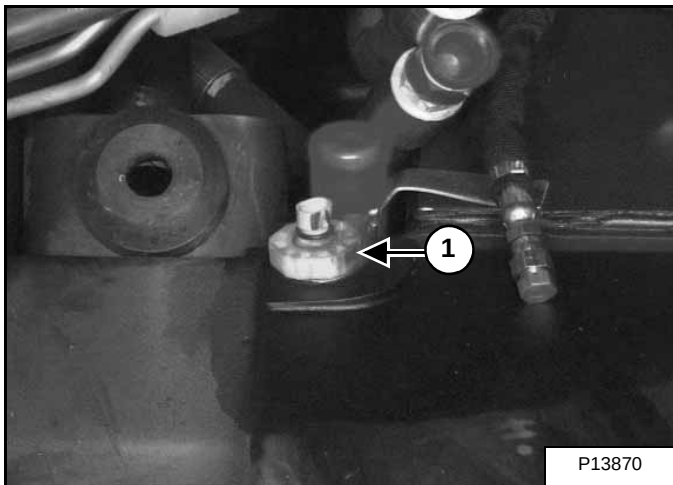


Lift the fuel tank up and remove the tank from the loader [Figure 50-80-5].

Reverse the removal procedure to install the fuel tank.

Fuel Level Sender

Figure 50-80-6



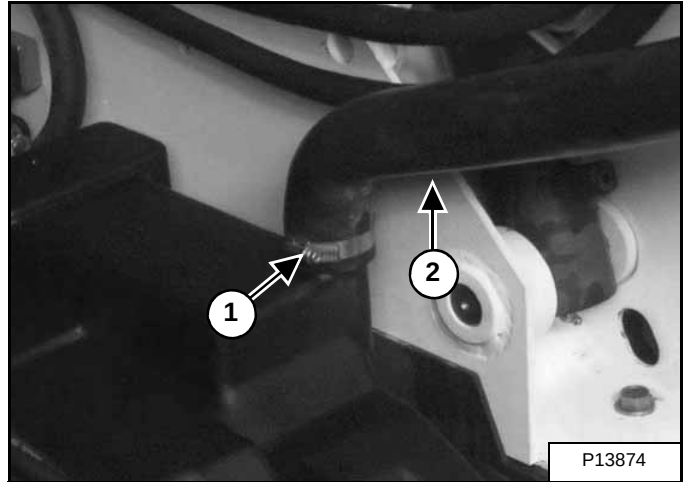
Loosen the fuel level sender (Item 1) [Figure 50-80-6] with a wrench.

Turn the fuel level sender out and remove it from the fuel tank. Check the fuel level sender for damage and replace if necessary.

Installation: Tighten the fuel level sender to 50-60 in.-lbs. (5,7-6,8 Nm) torque.

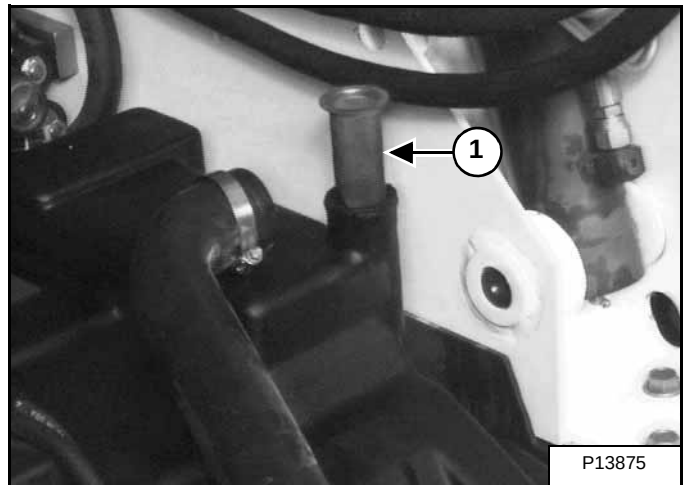
Fuel Fill Screen

Figure 50-80-7



Remove the clamp (Item 1) and remove the fuel fill hose (Item 2) [Figure 50-80-7] from the tank.

Figure 50-80-8

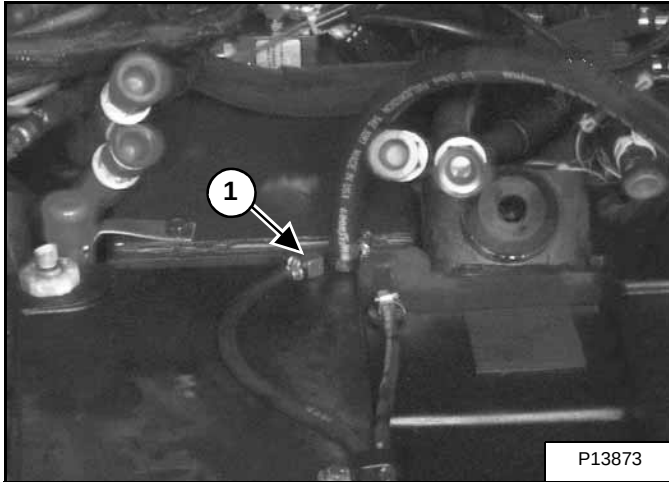


Remove the fuel fill screen (Item 1) [Figure 50-80-8] from the tank. Check the screen for damage and replace if necessary.

FUEL TANK (CONT'D)

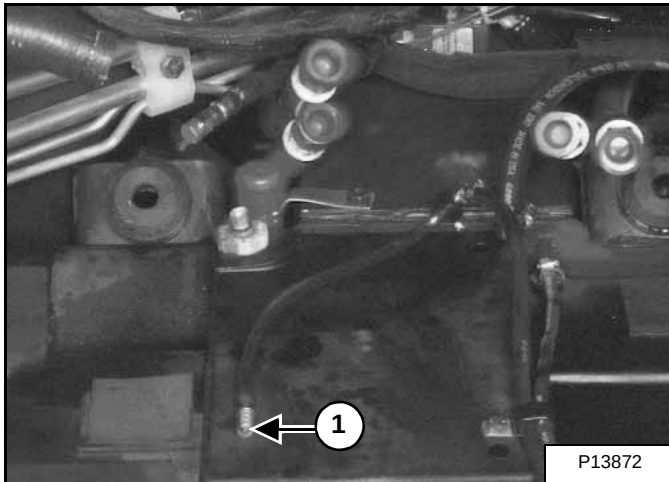
Fuel Fill Screen (Cont'd)

Figure 50-80-9



Remove the fitting (Item 1) [Figure 50-80-9] and grommet from the tank.

Figure 50-80-10



Remove the fuel supply screen (Item 1) [Figure 50-80-10] from the hose. Check the screen for damage and replace if necessary.

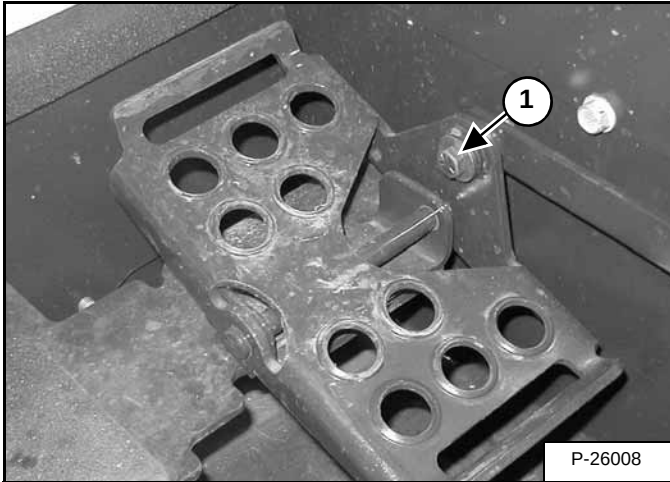


Bobcat®

CONTROL PEDALS

Removal And Installation

Figure 50-90-1

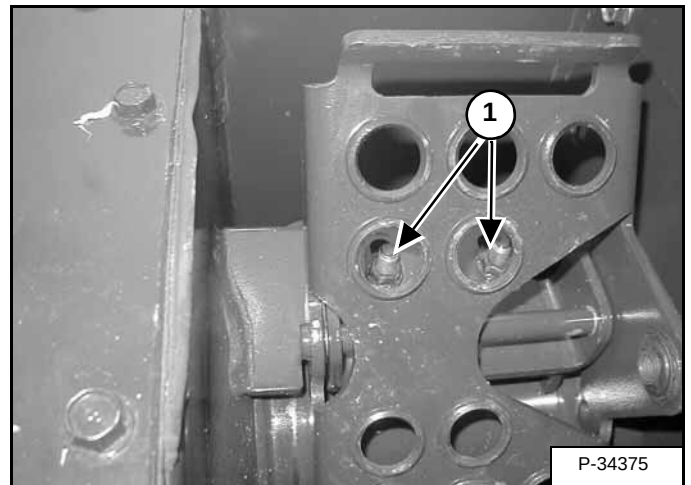


Remove the bolt (Item 1) [Figure 50-90-1] and nut from the pedal linkage.

Installation: Tighten the bolt and nut to 21-25 ft.-lbs. (28-34 Nm) torque.

Check the rubber bushing in the pedal for wear and replace as needed.

Figure 50-90-2



Remove the two mounting bolts (Item 1) [Figure 50-90-2] from the pedal mounting bracket.

Remove the pedal assembly from the loader.

Pedal Adjustment

After installing the pedal, adjust the pedal so that there is clearance under the rear of the pedal. The valve spool must travel full stroke without the pedal hitting the floor panel.

CONTROL PEDALS (CONT'D)

Crossbar Linkage Removal and Installation



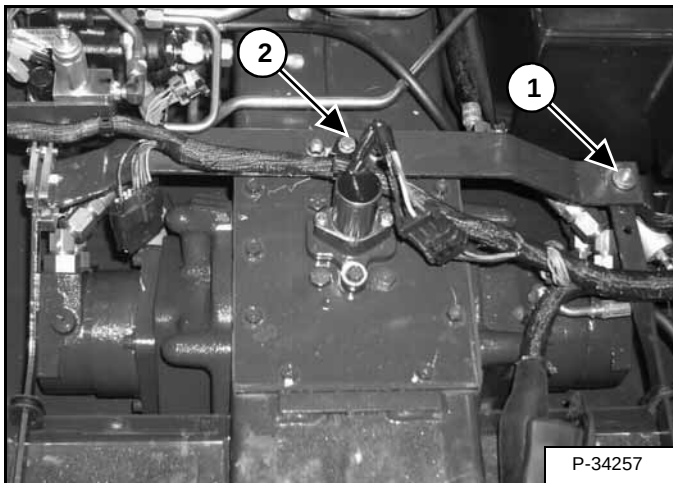
Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

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Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

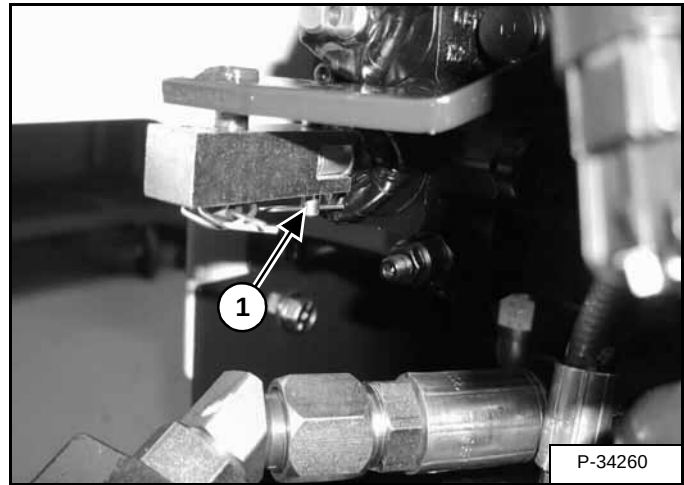
Figure 50-90-3



Remove the bolt and nut (Item 1) [Figure 50-90-3] to disconnect the lift pedal linkage from the crossbar.

Remove the crossbar pivot bolt (Item 2) [Figure 50-90-3].

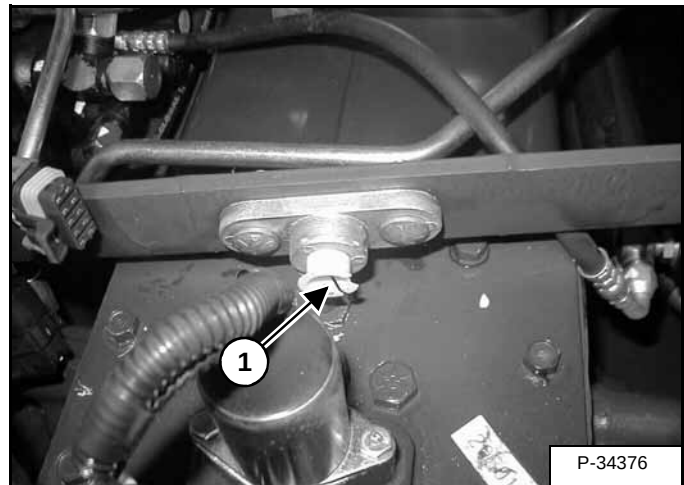
Figure 50-90-4



Remove the hairpin clip and cross-pin (Item 1) [Figure 50-90-4] from the control valve lift spool.

Disconnect the crossbar from the control valve.

Figure 50-90-5



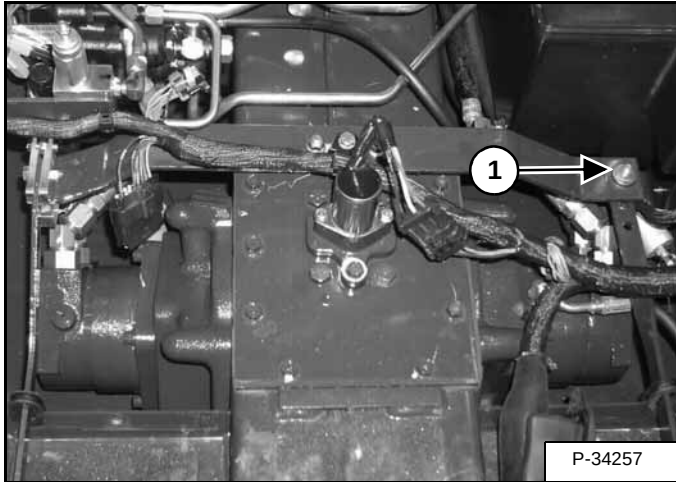
Remove the crossbar from the pivot [Figure 50-90-5].

Installation: Check the nylon bushing (Item 1) [Figure 50-90-5] for wear and replace as needed.

CONTROL PEDALS (CONT'D)

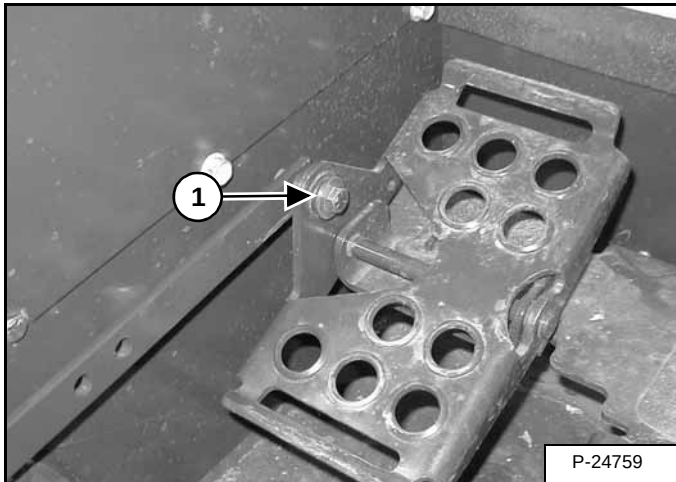
Lift Foot Pedal Linkage Removal and Installation

Figure 50-90-6



Remove the bolt and nut (Item 1) [Figure 50-90-6] to disconnect the lift foot pedal linkage from the crossbar linkage.

Figure 50-90-7

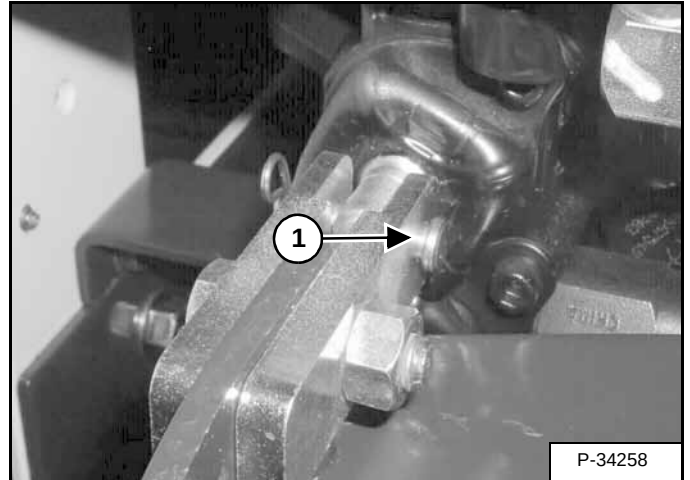


Remove the bolt and nut (Item 1) [Figure 50-90-7] to disconnect the lift foot pedal.

Installation: Tighten the bolt and nut to 21-25 ft.-lbs. (28-34 Nm) torque.

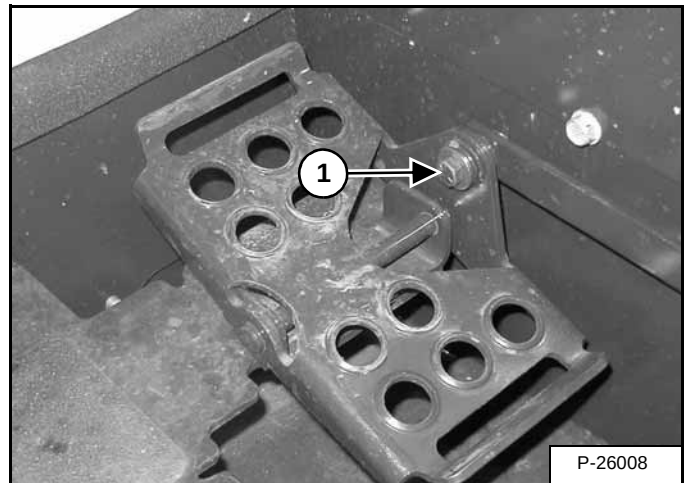
Tilt Foot Pedal Linkage Removal and Installation

Figure 50-90-8



Remove the hairpin clip and cross-pin (Item 1) [Figure 50-90-8] from the control valve tilt spool.

Figure 50-90-9



Remove the bolt and nut (Item 1) [Figure 50-90-9] to disconnect the lift foot pedal.

Installation: Tighten the bolt and nut to 21-25 ft.-lbs. (28-34 Nm) torque.

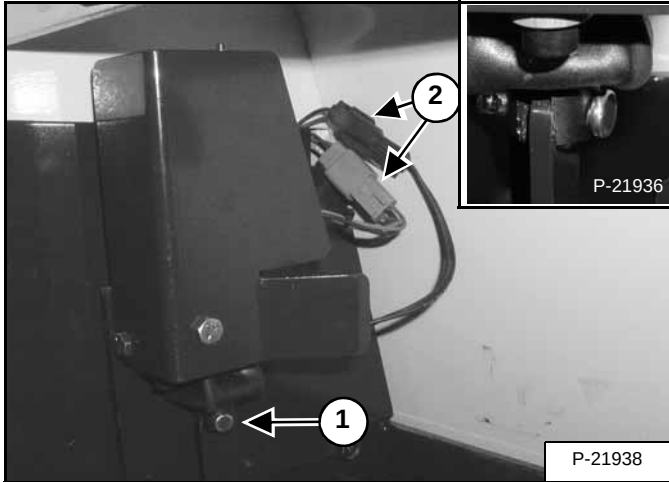


Bobcat®

CONTROL PEDALS (ACS)

Foot Sensor Removal And Installation

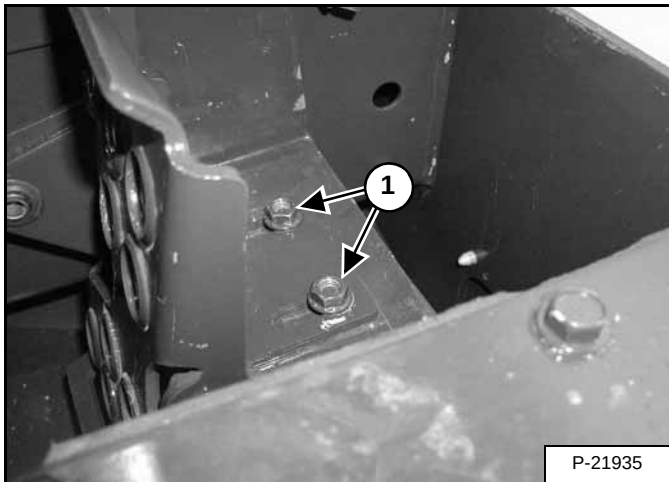
Figure 50-91-1



Pull the pin (Item 1) [Figure 50-91-1] holding the foot pedal linkage to the sensor.

Disconnect the two connectors (Item 2) [Figure 50-91-1] from the sensor and lock solenoid.

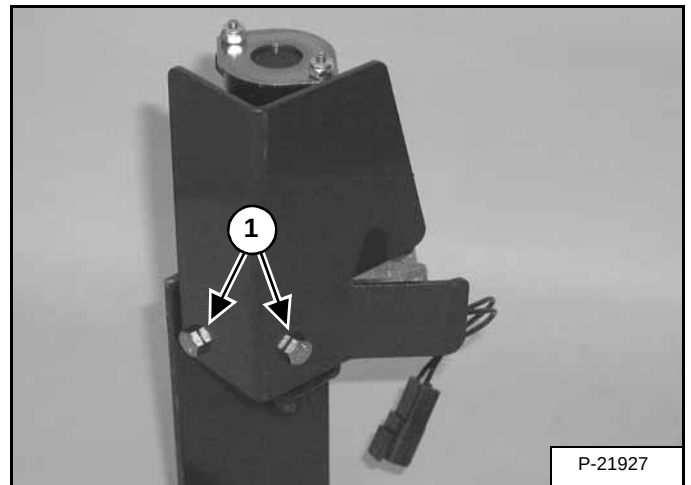
Figure 50-91-2



Tilt the foot pedal up and remove the two nuts (Item 1) [Figure 50-91-2].

Remove the foot pedal and sensor assembly from the loader.

Figure 50-91-3



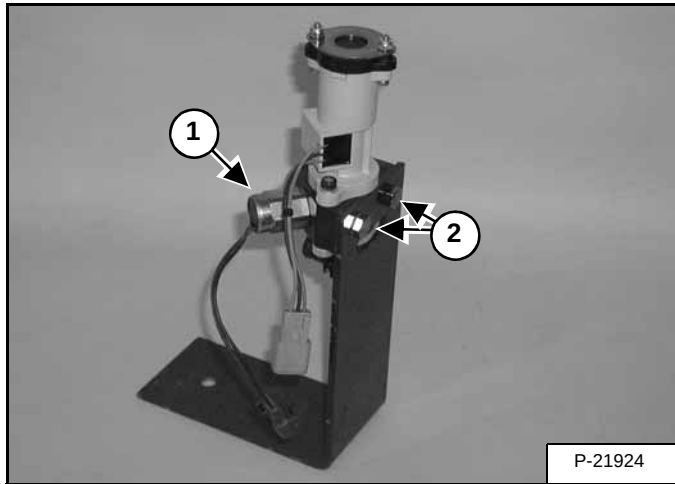
Remove the two bolts (Item 1) [Figure 50-91-3] from the foot sensor shield.

Installation: Tighten the bolts to 80-90 in.-lbs. (9,0-10,2 Nm) torque.

CONTROL PEDALS (ACS) (CONT'D)

Foot Sensor Removal And Installation (Cont'd)

Figure 50-91-4



Remove foot lock solenoid (Item 1) [Figure 50-91-4].

Installation: Apply a drop of oil to the solenoid threads and tighten the solenoid to 35-40 ft.-lbs. (47-54 Nm) lubed torque.

Remove the two bolts (Item 2) [Figure 50-91-4] from the bracket and sensor assembly.

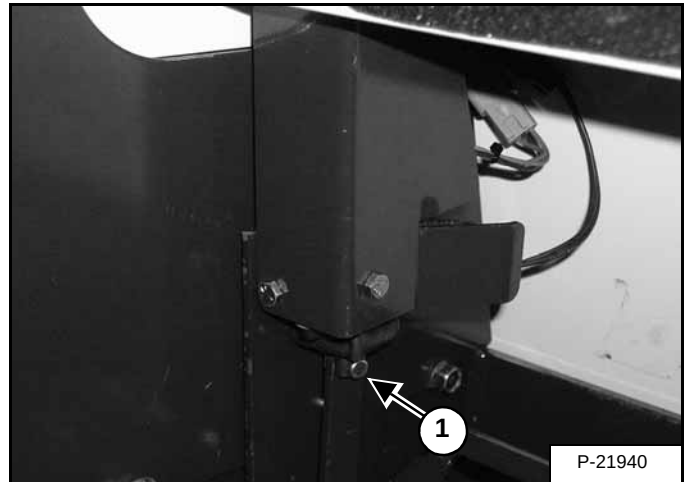
Installation: Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the sensor assembly.

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

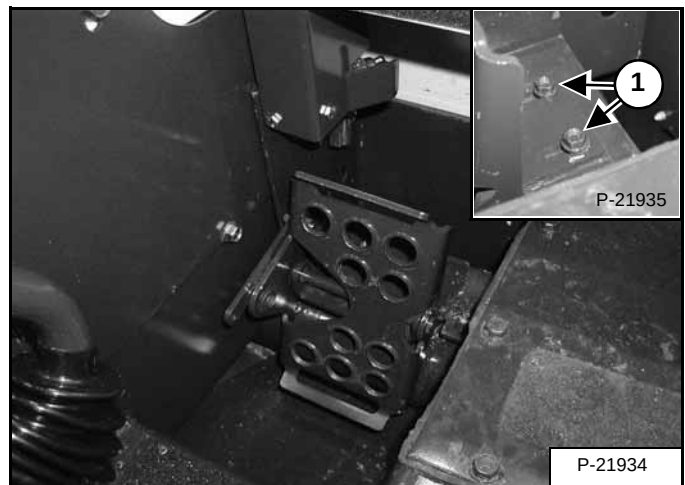
Foot Pedal Removal And Installation

Figure 50-91-5



Remove the pin (Item 1) [Figure 50-91-5] holding the linkage to the sensor.

Figure 50-91-6



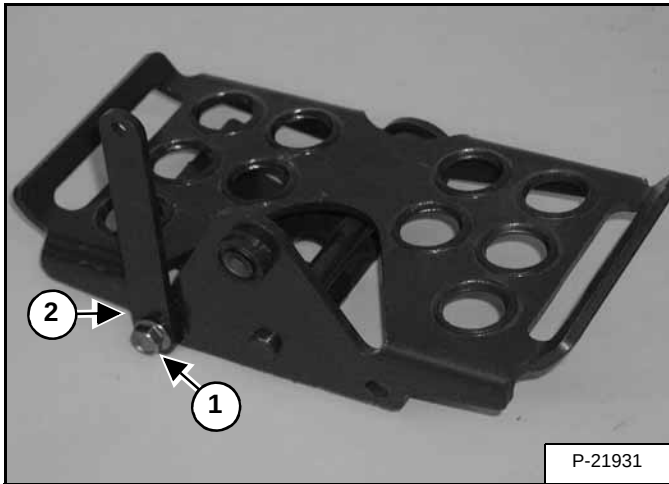
Tip the foot pedal up and remove the two nuts (Item 1) [Figure 50-91-6].

Remove the foot pedal assembly.

CONTROL PEDALS (ACS) (CONT'D)

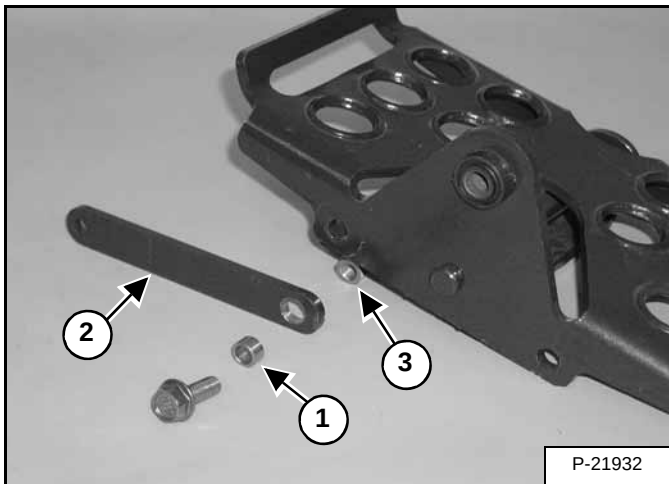
Foot Pedal Linkage Disassembly And Assembly

Figure 50-91-7



Remove the bolt (Item 1) holding the linkage (Item 2) [Figure 50-91-7] to the side of the foot pedal.

Figure 50-91-8



Remove the spacer (Item 1), linkage (Item 2), and nut (Item 3) [Figure 50-91-8] from the foot pedal.



Bobcat®

CONTROL PANEL

Removal and Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

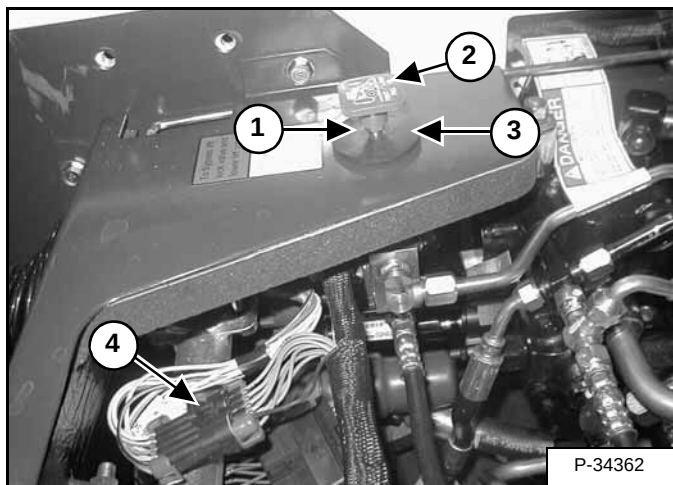
W-2059-0598

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the engine speed control. (See Removal And Installation on Page 70-20-1.)

Figure 50-100-1



Loosen the jam nut (Item 1) from the by-pass control knob (Item 2) [Figure 50-100-1].

Remove the control knob (Item 2), jam nut (Item 1) and rubber washer (Item 3) [Figure 50-100-1].

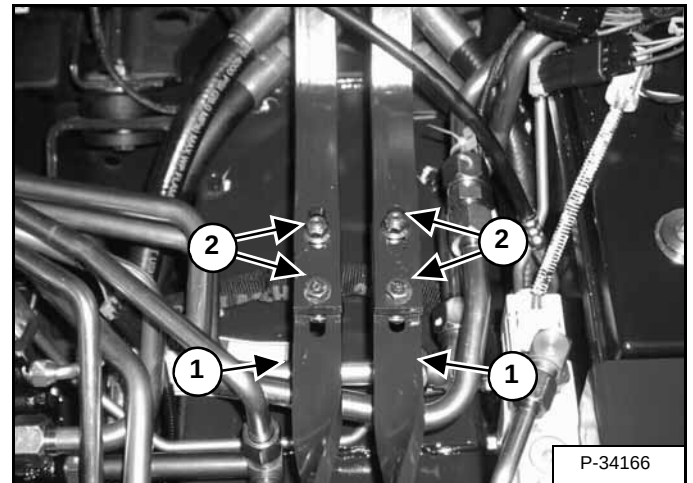
Disconnect the control harness connectors (Item 4) [Figure 50-100-1] from both control levers.

! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Figure 50-100-2



Scribe a mark across the top of the steering linkage bars (Item 1) [Figure 50-100-2] which are connected to the steering shaft on the control panel.

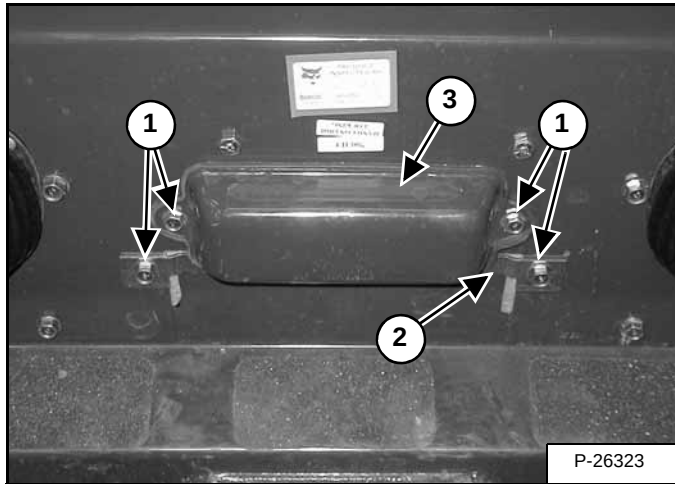
Remove the four steering linkage mounting bolts (Item 2) [Figure 50-100-2].

Installation: Align the marks on the steering linkage bars. Tighten the steering linkage mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

CONTROL PANEL (CONT'D)

Removal And Installation (Cont'd)

Figure 50-100-3



Remove the fuse/relay mounting bolts (Item 1) [Figure 50-100-3].

Remove the fuse/relay shield (Item 2) [Figure 50-100-3].

Remove the fuse/relay cover (Item 3) [Figure 50-100-3].

Figure 50-100-4



Remove the fuse/relay block [Figure 50-100-4].

Figure 50-100-5

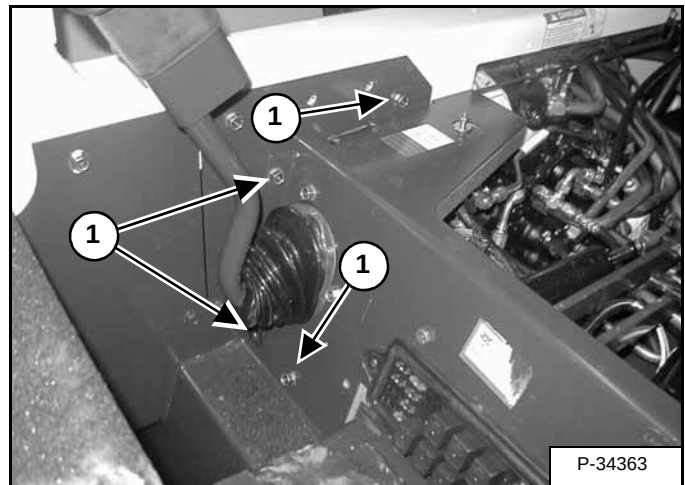
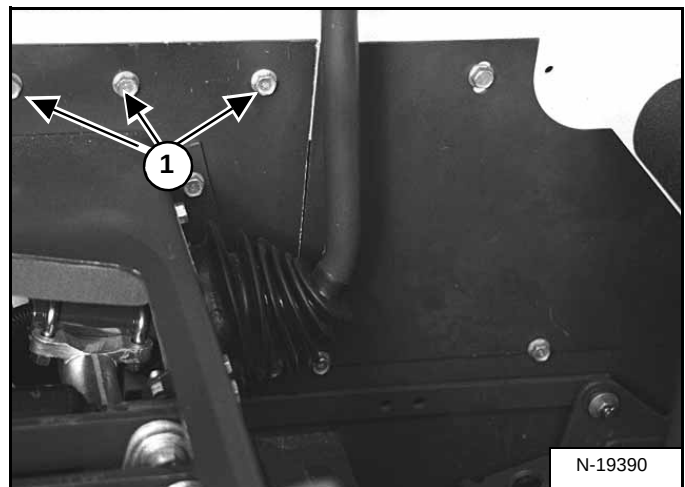


Figure 50-100-6



Remove the control panel mounting bolts (Item 1) [Figure 50-100-5] & (Item 1) [Figure 50-100-6] from both sides of the control panel.

Installation: Tighten the control panel mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

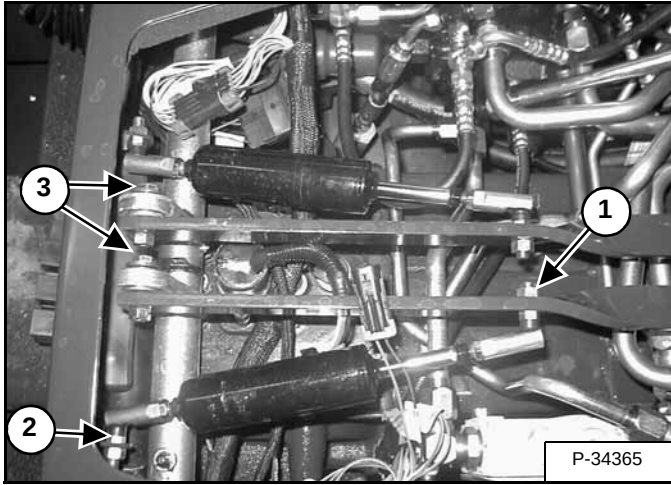
Remove the control panel from the loader.

Reverse the removal procedure to install the control panel.

CONTROL PANEL (CONT'D)

Shock Removal And Installation

Figure 50-100-7



Remove the mounting nut (Item 1) [Figure 50-100-7] from the end of the shock connected to the steering linkage.

Remove the mounting nut (Item 2) [Figure 50-100-7] from the other end of the shock connected to the bracket on the control panel.

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

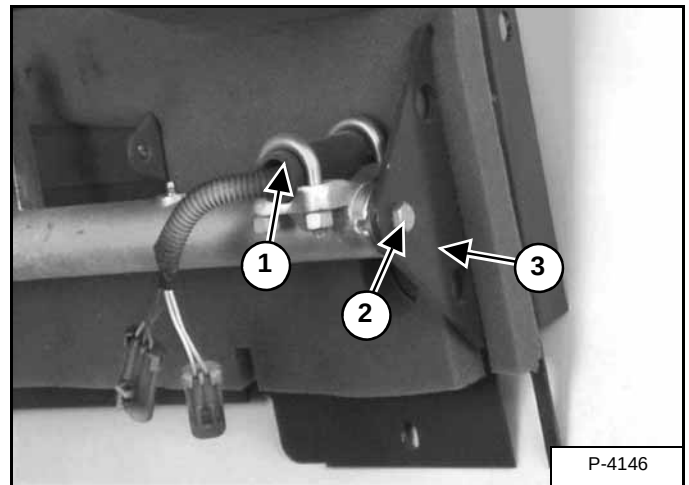
Shaft Removal And Installation

NOTE: The steering shaft can be removed without removing the control panel from the loader. Photo [Figure 50-100-8] shows the control panel removed for clarity purpose only.

Remove the steering linkage mounting bolts (Item 3) [Figure 50-100-7].

Remove the steering shock mounting nuts (Item 2) [Figure 50-100-7].

Figure 50-100-8



Remove Control Handle Lever (Item 1) [Figure 50-100-8]. (See Removal and Installation on Page 50-100-1.)

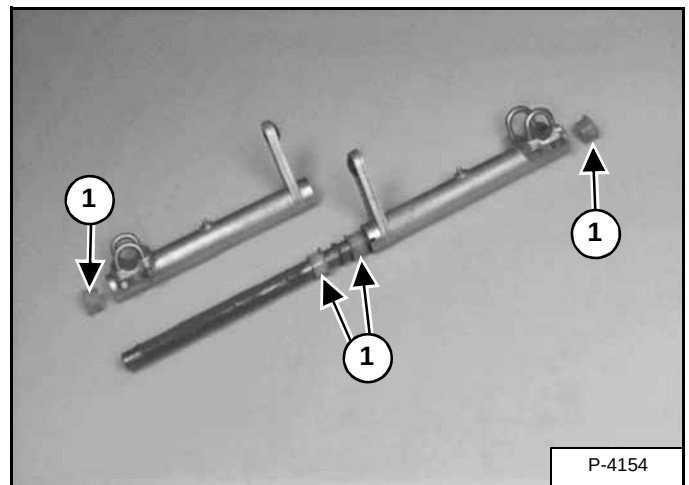
Remove the steering shaft pivot bolt (Item 2) [Figure 50-100-8] from both sides of the control panel.

Installation: Tighten the pivot bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the steering shaft from the control panel.

Shaft Disassembly And Assembly

Figure 50-100-9



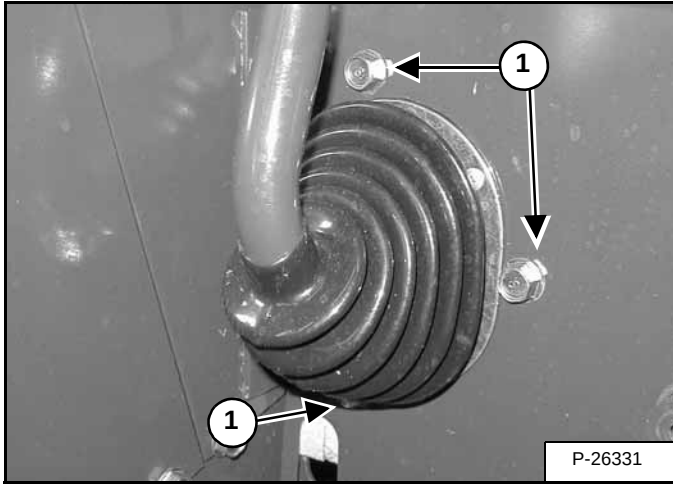
Disassemble the right and left steering shafts from the cross shaft assembly [Figure 50-100-9].

Assembly: Install new nylon bushings (Item 1) [Figure 50-100-9] as needed when assembling the steering shaft. Be sure to apply grease on the cross shaft before installing the right and left steering shaft.

CONTROL PANEL (CONT'D)

Shaft Disassembly And Assembly (Cont'd)

Figure 50-100-10



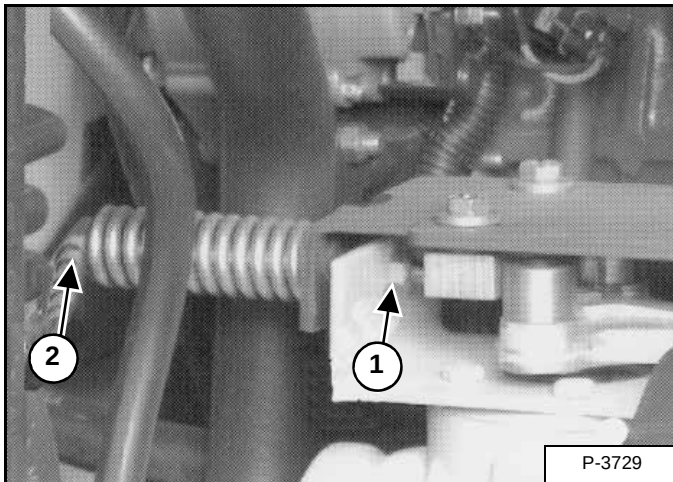
To remove the steering shaft mounting bracket (Item 3) [Figure 50-100-8], remove the three mounting bolts (Item 1) [Figure 50-100-10] from the front of the control panel.

Remove the steering shaft mounting bracket from each side of the control panel.

Installation: Tighten the mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Linkage Removal And Installation

Figure 50-100-11

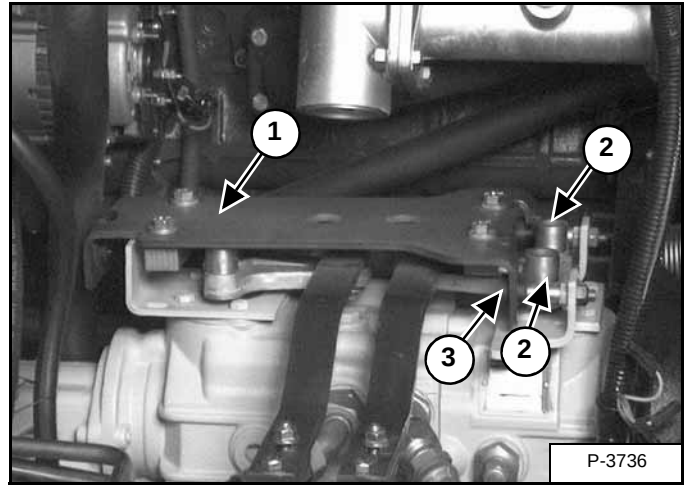


Remove the nut (Item 1) from the end of the centering spring shoulder bolt (Item 2) [Figure 50-100-11].

Remove the shoulder bolt/spring assembly.

Installation: Tighten the centering spring shoulder bolt and a NEW lock nut to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-100-12



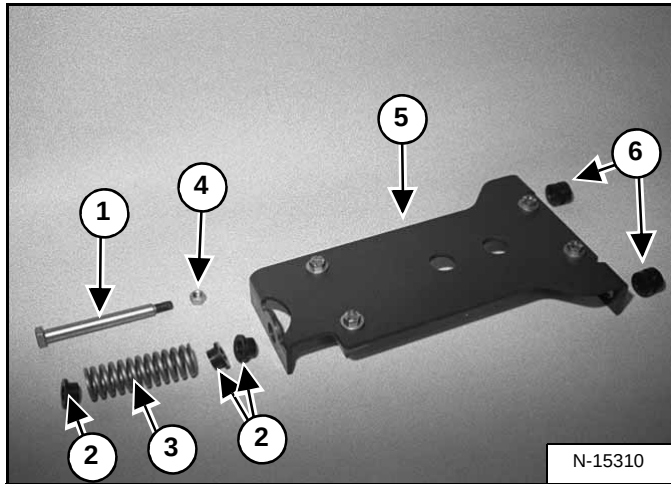
Slide the plate (Item 1) to the right and remove it from the two guide pins (Item 2) [Figure 50-100-12].

NOTE: The two guide bushings (Item 3) will be loose and can fall out of the plate (Item 1) as soon as it is removed from the guide pins (Item 2) [Figure 50-100-12].

CONTROL PANEL (CONT'D)

Linkage Removal And Installation (Cont'd)

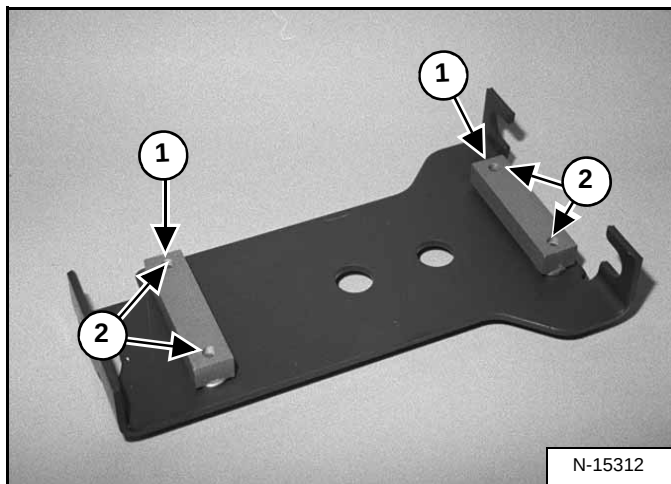
Figure 50-100-13



The centering plate/centering spring assembly consists of the following parts;

ITEM	DESCRIPTION
1	Shoulder Bolt
2	Bushings
3	Spring
4	Lock Nut
5	Centering Plate
6	Guide Bushings

Figure 50-100-14

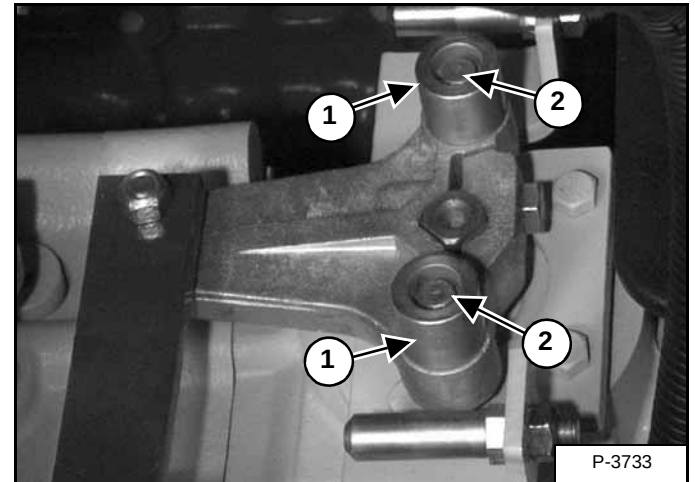


Check the wear on the centering blocks (Item 1) [Figure 50-100-14].

If the centering blocks need replacement, remove the bolts (Item 2) [Figure 50-100-14]. Remove the centering blocks.

Installation: Tighten the centering block bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 50-100-15



If the surface of any of the four pintle cams (Item 1) are worn, loosen the bolt (Item 2) [Figure 50-100-15] and rotate the cams 1/4 turn.

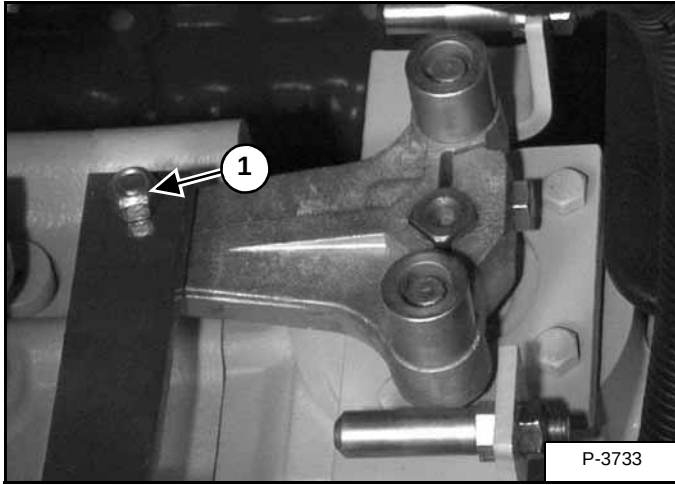
Tighten the bolts to 45-50 ft.-lbs. (62-68 Nm) torque.

When replacing the old style pintle levers, wear cams and cam bolts, install the latest style parts.

CONTROL PANEL (CONT'D)

Linkage Removal And Installation (Cont'd)

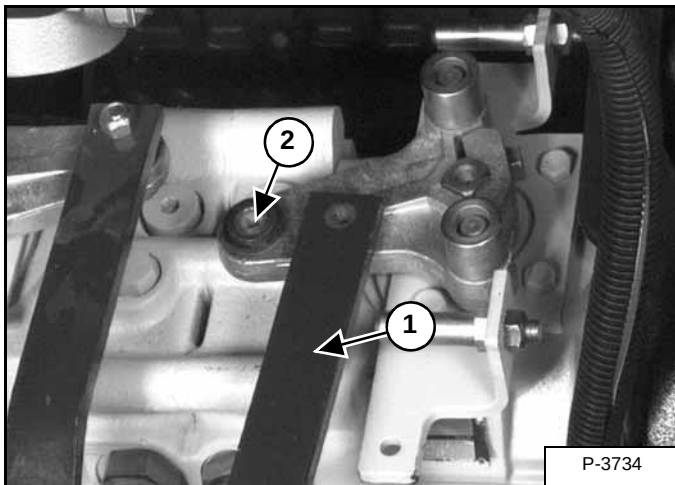
Figure 50-100-16



Remove the nut (Item 1) [Figure 50-100-16] from the torsion bushing/linkage bar. The bolt is threaded into the linkage bar, remove the bolt from underneath the pintle lever.

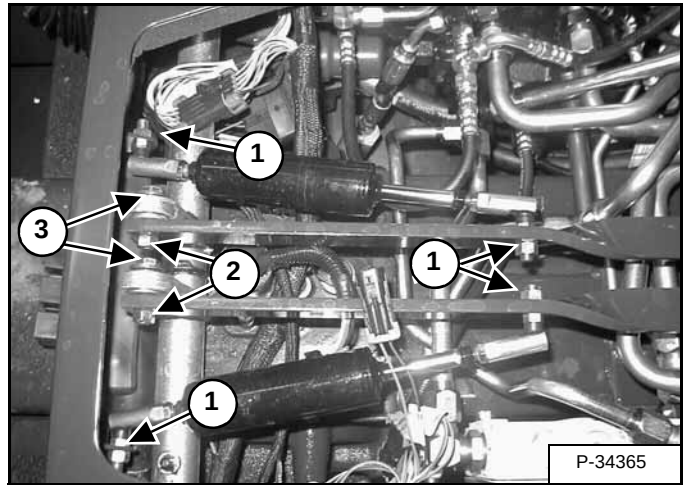
Installation: Tighten the bolt to 11-13 ft.-lbs. (21-25 Nm) torque, then tighten the nut to 21-25 ft.-lbs. (28-33 Nm) torque.

Figure 50-100-17



Remove the linkage bar (Item 1) and remove the torsion bushing (Item 2) [Figure 50-100-17].

Figure 50-100-18



Remove the nuts (Item 1) [Figure 50-100-18] from both shock absorber ball joint ends.

Remove the shock absorbers.

Installation: Tighten the nuts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the nuts (Item 2) from the linkage bar mounting bolt. The bolts (Item 3) are threaded into the linkage bars, remove the bolts (Item 3) [Figure 50-100-18].

The torsion bushings can now be removed from the steering bell cranks.

Installation: Tighten the bolts to 11-13 ft.-lbs. (21-25 Nm) torque, then tighten the nuts to 21-25 ft.-lbs. (28-33 Nm) torque.

The linkage and the centering plate must be readjusted for neutral after the components have been reassembled. (See Linkage Neutral Adjustment on Page 50-100-10.)

CONTROL PANEL (CONT'D)

Linkage Adjustment

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

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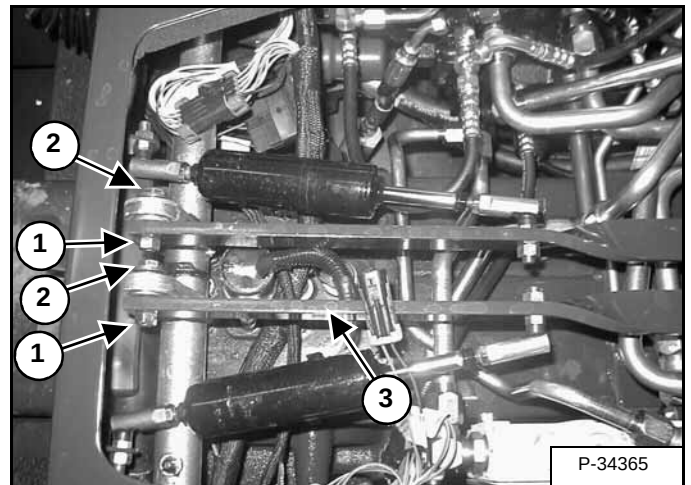
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Figure 50-100-19



Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Connect the remote start tool (MEL1429). (See REMOTE START on Page 10-60-1.)

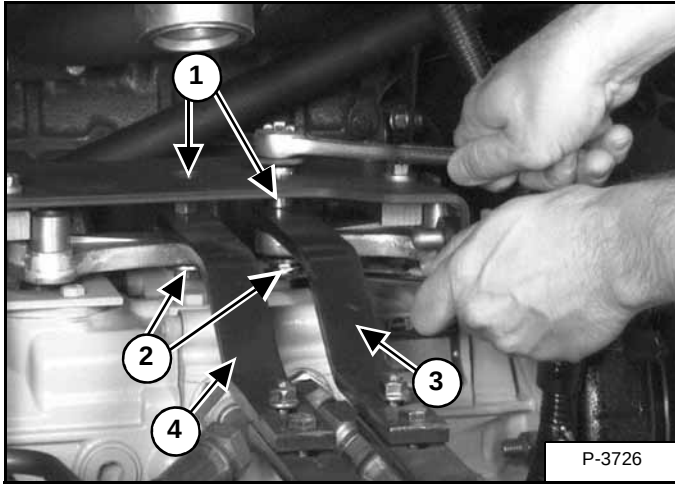
Pre-load tension in the torsion bushings must be removed before adjusting the steering linkage.

Loosen the nut (Item 1) 3 to 4 turns, then loosen the bolt (Item 2). The bolt (Item 2) is threaded into the linkage bar (Item 3). The bolt (Item 2) [Figure 50-100-19] must be loosened enough to allow the torsion bushing to turn freely between the steering bellcrank and the linkage bar.

CONTROL PANEL (CONT'D)

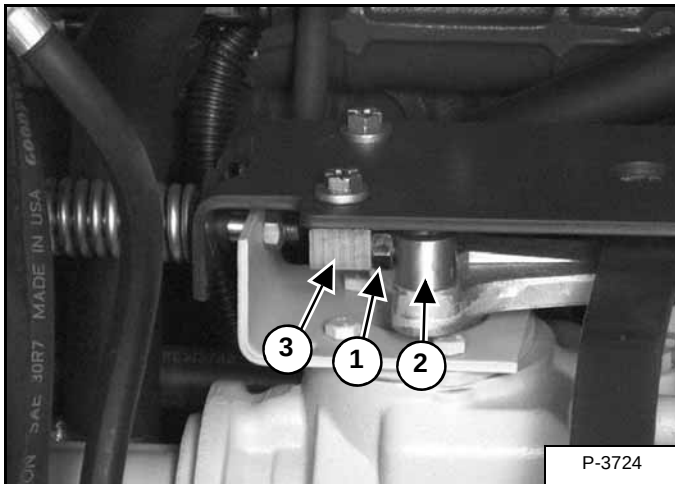
Linkage Adjustment (Cont'd)

Figure 50-100-20



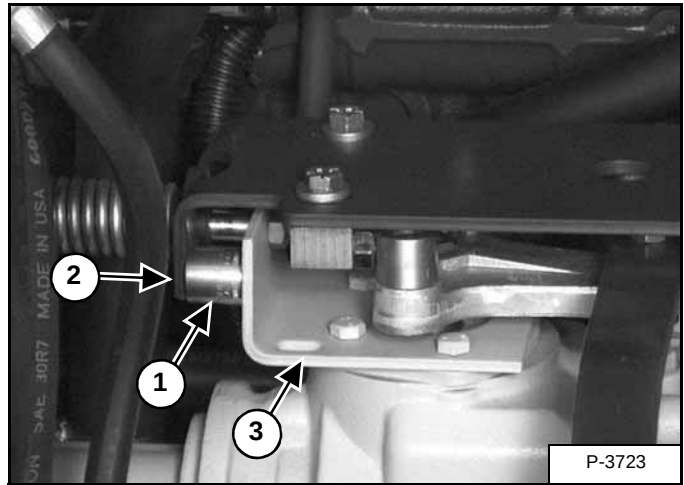
Loosen the nut (Item 1) 3 to 4 turns, then loosen the bolt (Item 2). The bolt (Item 2) is threaded into the linkage bar (Item 3). The bolt (Item 2) [Figure 50-100-20] must be loosened enough to allow the torsion bushing to turn freely between the pintle arm and the linkage bar.

Figure 50-100-21



Move the right side steering lever to the rear and install a 3/8 inch (10 mm) thick spacer (Item 1) between the pintle arm cam (Item 2) and the centering block (Item 3) [Figure 50-100-21].

Figure 50-100-22

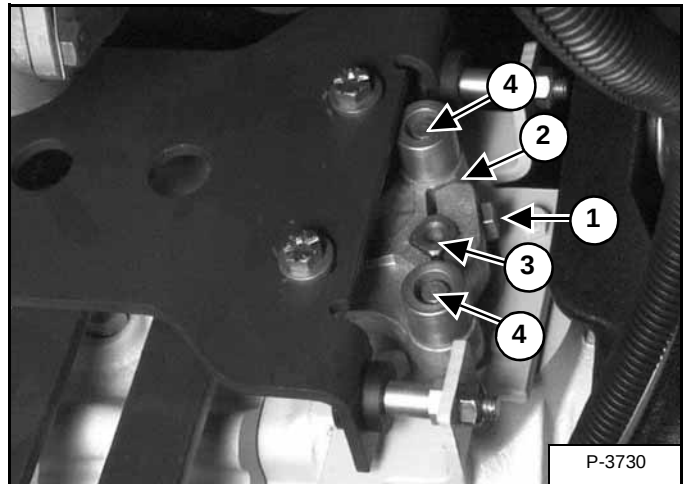


Move the right side steering lever forward and install a 15/16 inch (24 mm) thick spacer (Item 1) between the center plate (Item 2) and the mounting plate (Item 3) [Figure 50-100-22].

This will allow the pintle arms to move freely while adjusting the steering linkage for full forward travel speed.

Remove the 3/8 inch (10 mm) thick spacer (Item 1) [Figure 50-100-22].

Figure 50-100-23

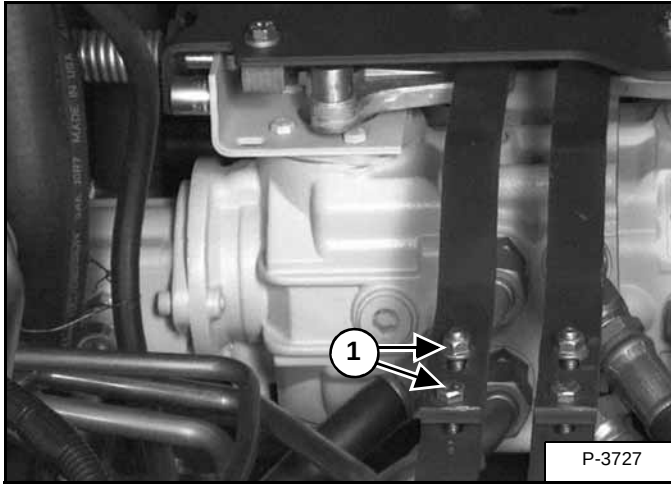


Before adjusting the linkage, check that the pintle arm mounting bolt (Item 1) is tight, 25-28 ft.-lbs. (34-38 Nm) torque and that there is no play between the pintle arm (Item 2) and the square pump shaft (Item 3). Also check that the cam mounting bolts (Item 4) [Figure 50-100-23] are tight, 45-50 ft.-lbs. (62-68 Nm) torque.

CONTROL PANEL (CONT'D)

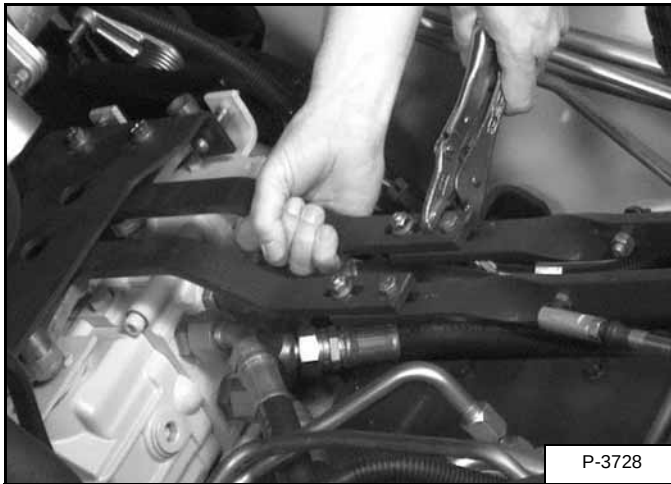
Linkage Adjustment (Cont'd)

Figure 50-100-24



Loosen the two bolts and nuts (Item 1) [Figure 50-100-24] on each steering linkage bar.

Figure 50-100-25



Move the left control lever to the full forward position (until the lever hits the stop), then pull forward on the left rear linkage bar until the pintle arm is rotated to the front as far as possible [Figure 50-100-25]. Use a locking plier and clamp the two linkage bars together.

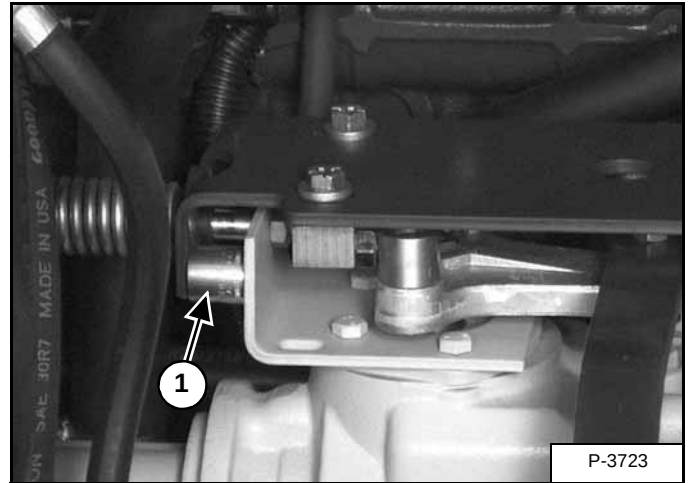
Tighten the nuts and bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Check the lever movement to make sure that the pintle arm and the control lever are both at full stroke at the same time. This will allow for maximum forward speed.

Repeat the procedure for the right side linkage.

After both sides of the linkage have been adjusted, the feel of both levers at full stroke should be the same. Readjust the linkage if necessary.

Figure 50-100-26



Remove the spacer (Item 1) [Figure 50-100-26].

CONTROL PANEL (CONT'D)

Linkage Neutral Adjustment

The following tool listed will be needed to do the following procedure:

MEL1563 - Remote Start Tool Kit

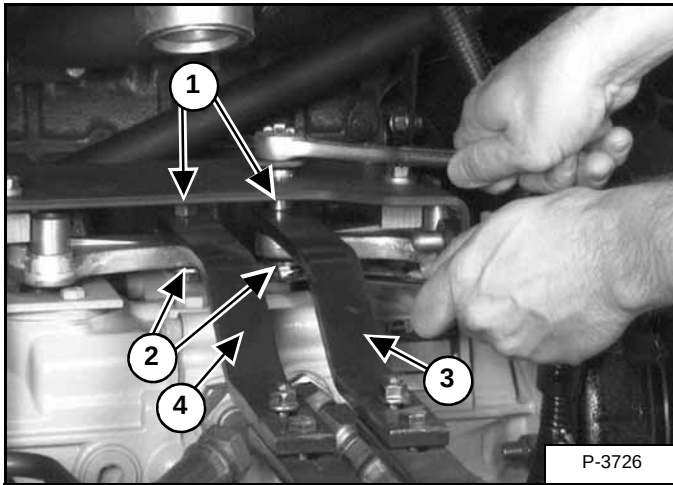
Connect the remote start tool to the engine harness. (See REMOTE START on Page 10-60-1.)

WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

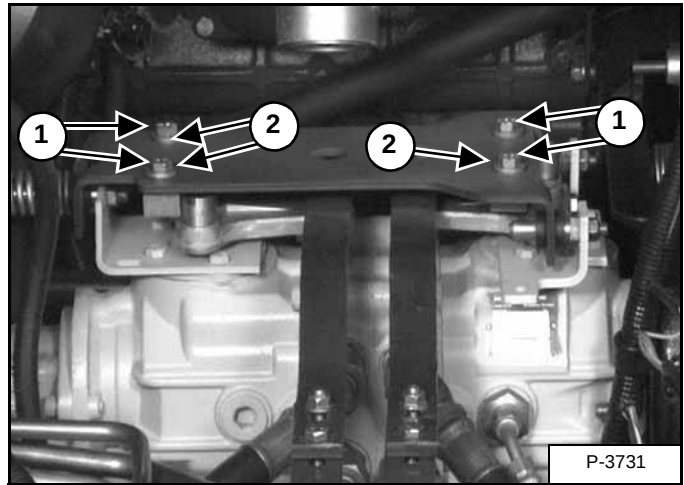
Figure 50-100-27



Loosen the nut (Item 1) a couple of turns, then loosen the bolt (Item 2). The bolt (Item 2) is threaded into the linkage bars (Items 3 & 4) [Figure 50-100-27].

The bolt (Item 2) [Figure 50-100-27] must be loose enough to allow the torsion bushing to turn freely between the pintle arm and the linkage bar.

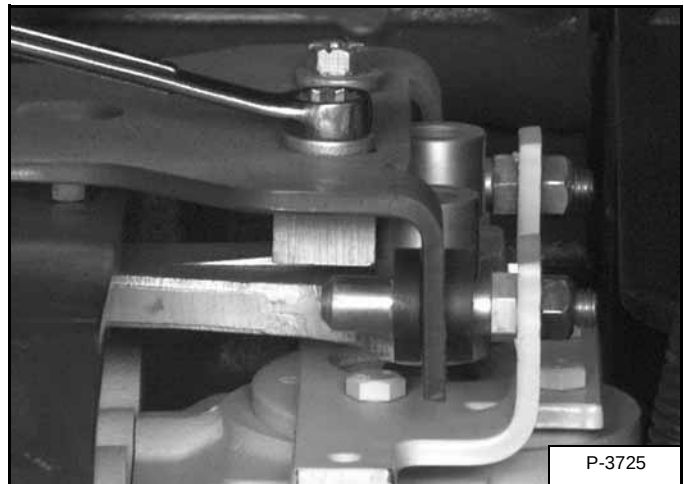
Figure 50-100-28



Loosen the four bolts (Item 1) [Figure 50-100-28] holding the two centering blocks. Move the right hand centering block to the right as far as possible.

NOTE: Bolt holes (Item 2) [Figure 50-100-28] are slotted for pintle arm centering adjustment.

Figure 50-100-29

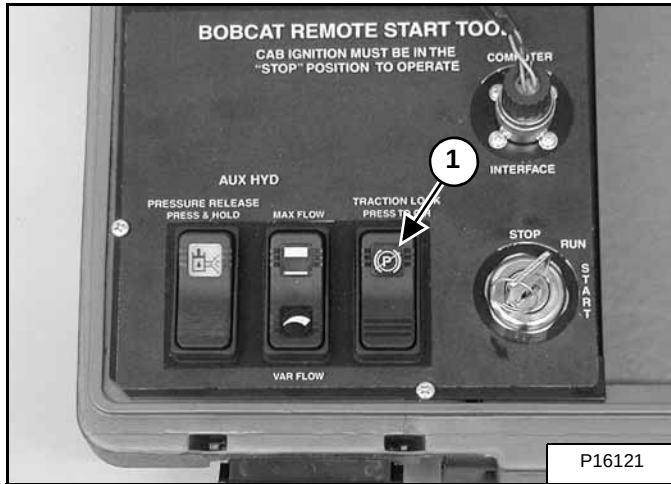


Adjust the left centering block first [Figure 50-100-29].

CONTROL PANEL (CONT'D)

Linkage Neutral Adjustment (Cont'd)

Figure 50-100-30



Start the engine and run at high RPM.

Move the traction lock override switch (Item 1) [Figure 50-100-30] to the OFF position so the traction function is unlocked. The wheels are now able to turn.

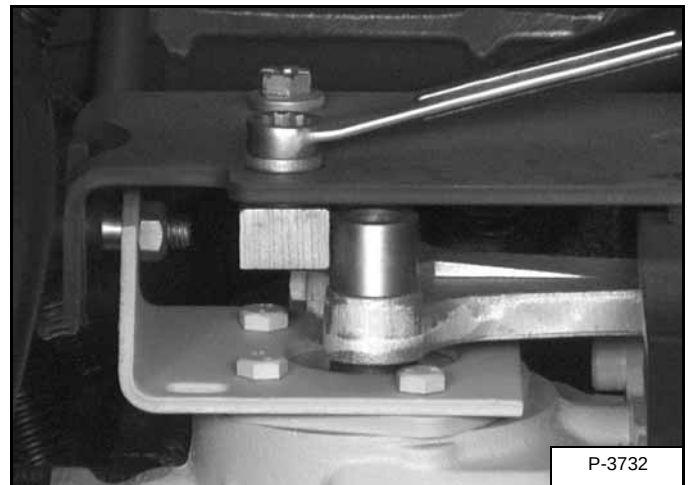
Move the left control lever until the tires do not turn (neutral position).

Move the left centering block to the left until it contacts both pintle cams and the control lever is still in the neutral position [Figure 50-100-29].

Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

NOTE: If the centering blocks are worn, they can be removed and rotated 180 degrees and reinstalled. If the cams are worn, they can be loosened and rotated 90 degrees and reinstalled.

Figure 50-100-31



Adjust the right centering block [Figure 50-100-31].

Move the right control lever until the tires do not turn (neutral position).

Move the right centering block to the left until it contacts both pintle cams and the control lever is still in the neutral position [Figure 50-100-31].

Tighten the bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Test both levers by moving them backward and forward and letting them return to neutral by the return spring force.

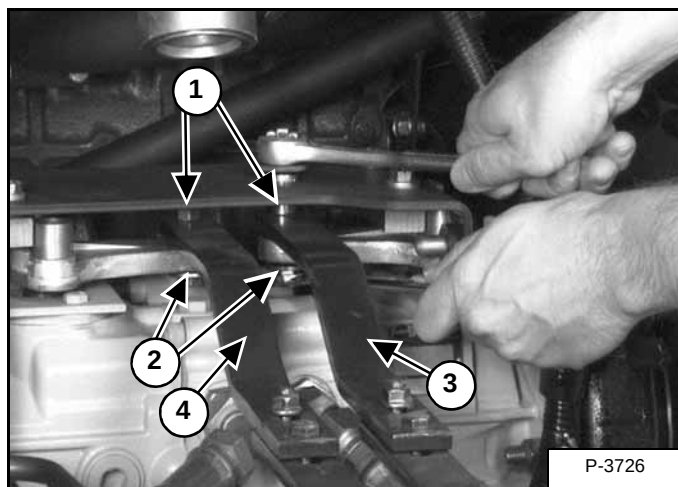
If the levers do not return to neutral and the tires do not come to a complete stop, repeat the adjustment procedure again.

Stop the engine.

CONTROL PANEL (CONT'D)

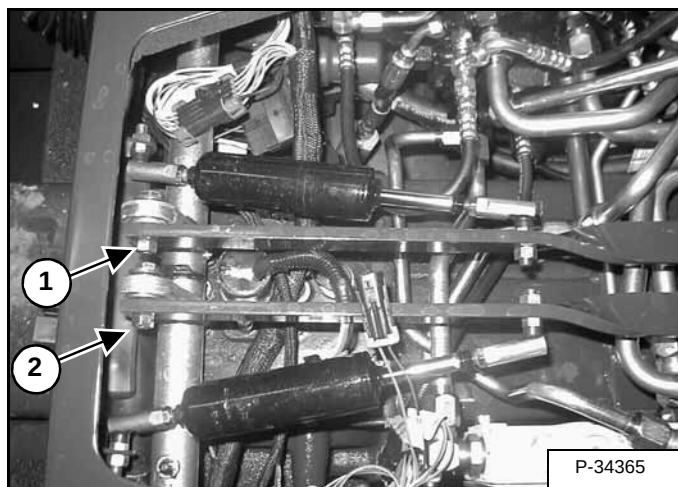
Linkage Neutral Adjustment (Cont'd)

Figure 50-100-32



Tighten the two bolts (Item 1) to 11-13 ft.-lbs. (15-17 Nm) torque, then tighten the two nuts (Item 2) [Figure 50-100-32] to 21-25 ft.-lbs. (28-33 Nm) torque.

Figure 50-100-33

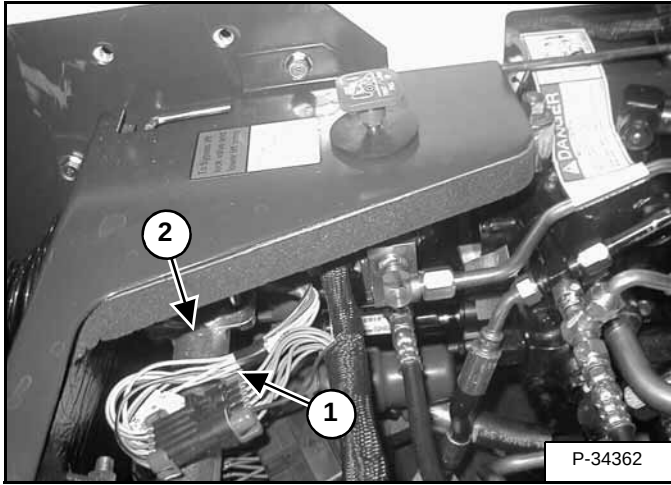


Tighten the two bolts to 11-13 ft.-lbs. (15-17 Nm) torque, then tighten the two nuts to 21-25 ft.-lbs. (28-33 Nm) torque at the steering cross shaft (Items 1 & 2) [Figure 50-100-33].

CONTROL HANDLE

Control Lever Removal And Installation

Figure 50-110-1



Disconnect the electrical connectors from the control lever [Figure 50-110-1].

Remove the nuts from the two U-bolts (Item 1) [Figure 50-110-1] used to mount the control lever.

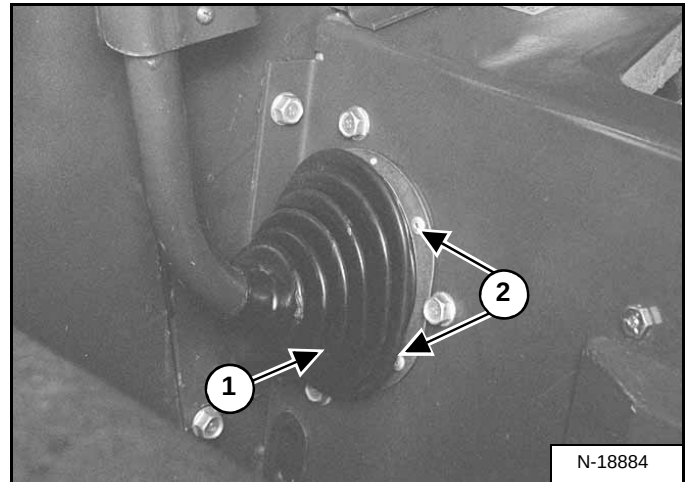
Remove the U-bolts from the control lever mount.

Remove the control lever (Item 2) [Figure 50-110-1] by sliding the lever through the rubber boot (Item 1) [Figure 50-110-2] on the front of the control panel.

Installation: Tighten the U-bolts so the lever can not be moved either right or left when seated in the operator seat. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab.

Control Lever Boot

Figure 50-110-2



To replace the rubber boot (Item 1) [Figure 50-110-2] on the control panel, remove the control lever (See above procedure).

Drill out the four rivets (Item 2) [Figure 50-110-2] located on the flange of the rubber boot and remove the old boot.

Install the new boot and reinstall the control lever.

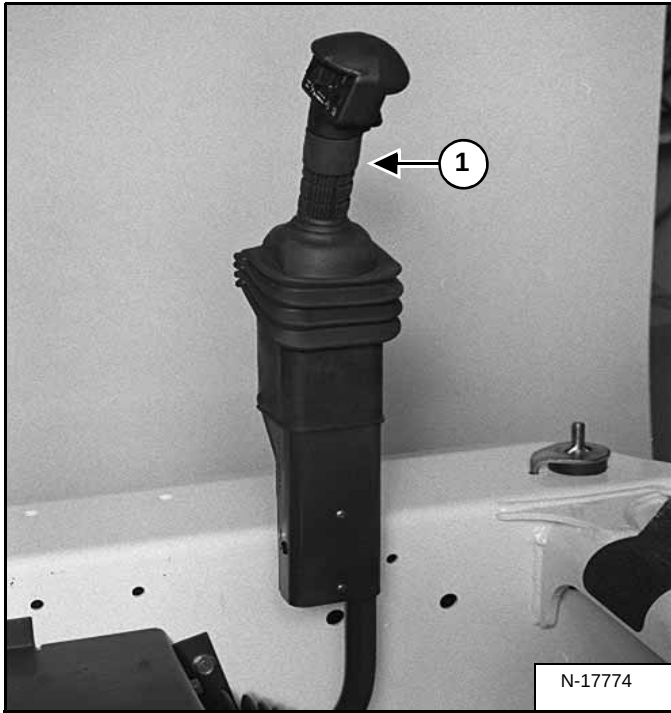


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CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC)

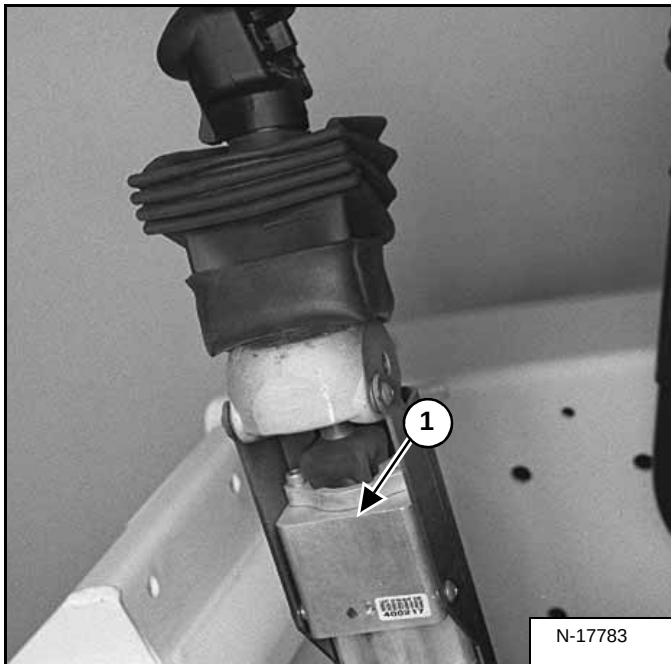
Components Identification

Figure 50-111-1



Control Handle (Item 1) [Figure 50-111-1].

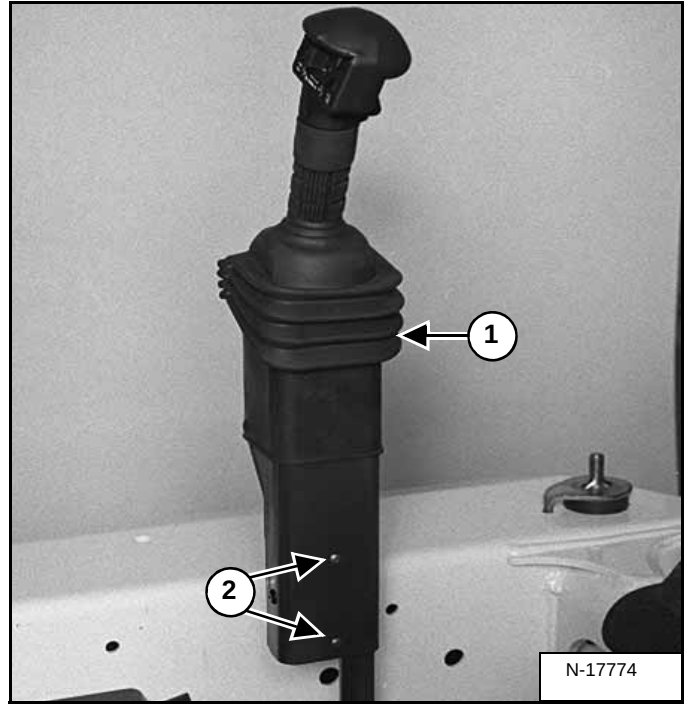
Figure 50-111-2



Handle Control Unit (Item 1) [Figure 50-111-2].

Handle Control Unit Removal And Installation

Figure 50-111-3

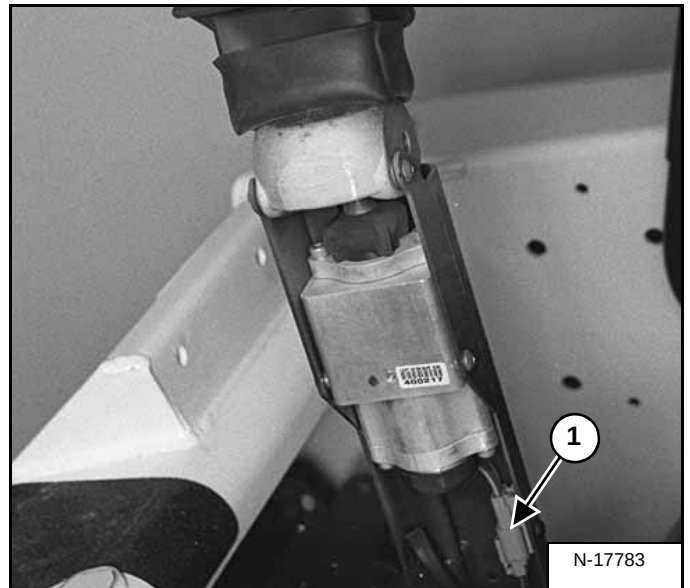


To remove the handle control unit, slide the rubber handle cover (Item 1) [Figure 50-111-3] up the handle.

Remove the two mounting bolts (Item 2) [Figure 50-111-3] from the control cover.

Remove the control cover.

Figure 50-111-4

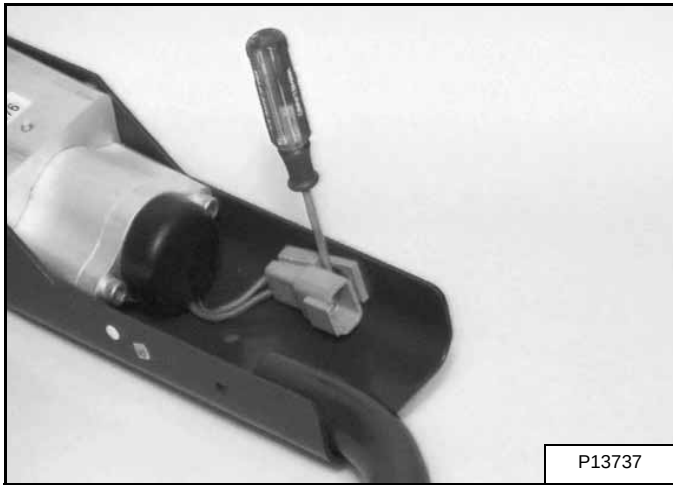


Disconnect the loader control harness (Item 1) [Figure 50-111-4] from the handle control harness.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) (CONT'D)

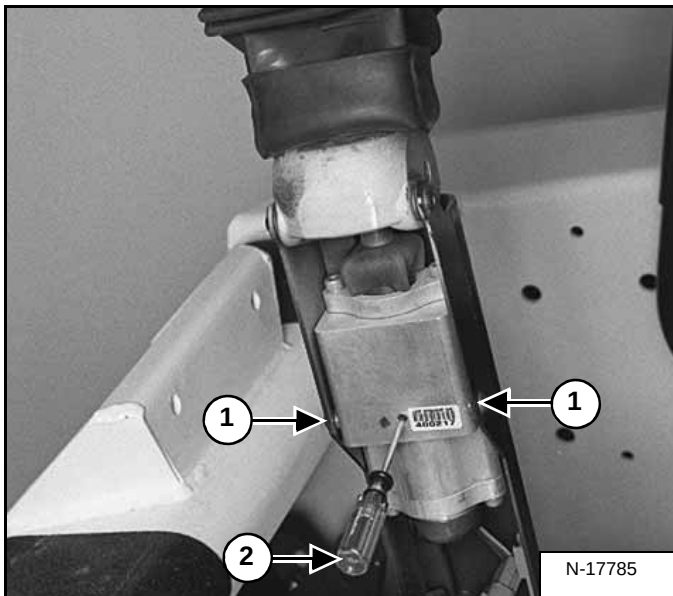
Handle Control Unit Removal And Installation (Cont'd)

Figure 50-111-5



Using a small screwdriver remove the handle control electrical connector from the clip [Figure 50-111-5].

Figure 50-111-6

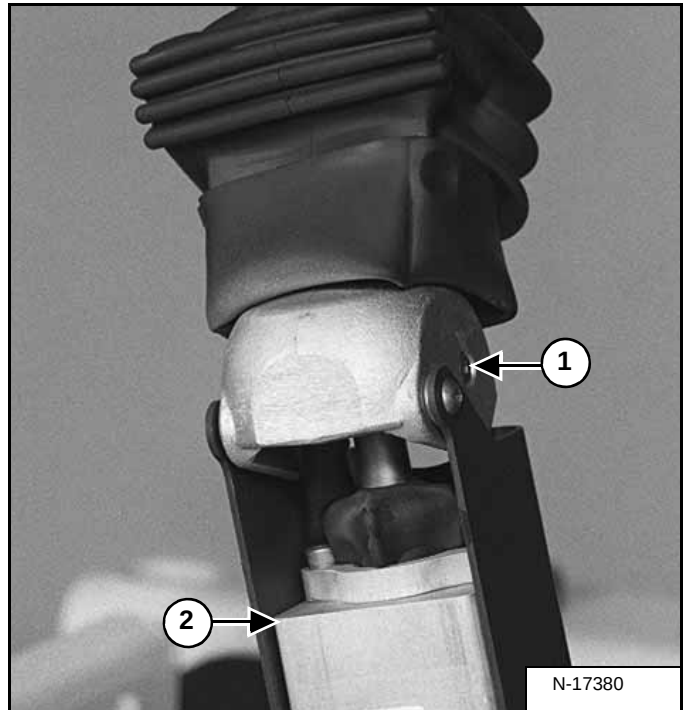


Using an allen wrench, remove the two mounting screws (Item 1) [Figure 50-111-6] from the control unit.

NOTE: A small screwdriver (Item 2) [Figure 50-111-6] in the control unit may be needed to hold the center spacer from turning.

Installation: Tighten the control unit mounting screws to 85 in.-lbs. (9,6 Nm) torque.

Figure 50-111-7

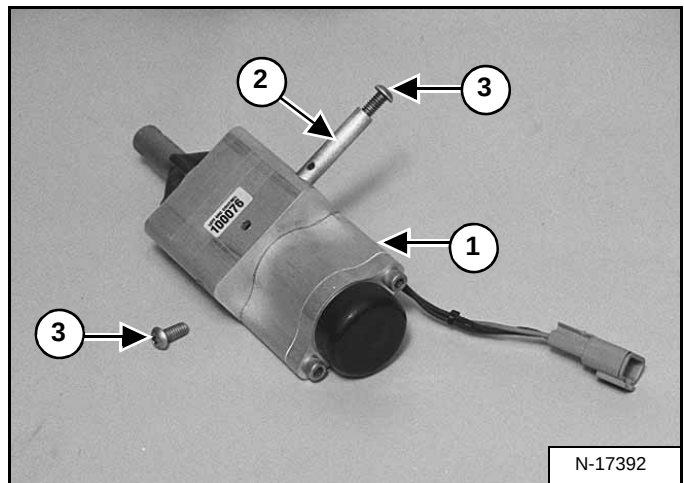


Remove the mounting bolt and nut (Item 1) [Figure 50-111-7] from the control handle and shaft.

Remove the control unit (Item 2) [Figure 50-111-7] from the control handle.

Installation: Tighten the mounting bolt to 35 in.-lbs (3,9 Nm) torque.

Figure 50-111-8



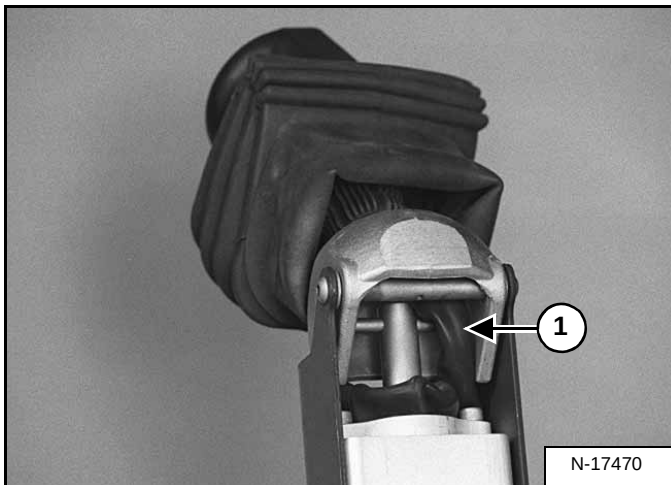
NOTE: The control unit (Item 1) [Figure 50-111-8] can only be replaced as a complete assembly.

Check the spacer (Item 2) and screws (Item 3) [Figure 50-111-8] and replace as needed.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) (CONT'D)

Handle Control Unit Removal And Installation (Cont'd)

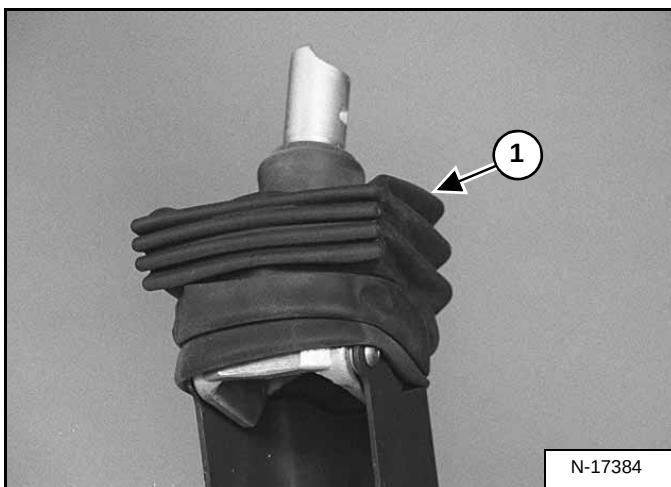
Figure 50-111-9



Installation: When installing the control unit into the control handle, check the routing of the switch handle wire harness (Item 1) [Figure 50-111-9] to assure proper return of the control handle to neutral.

Control Handle Removal and Installation

Figure 50-111-10

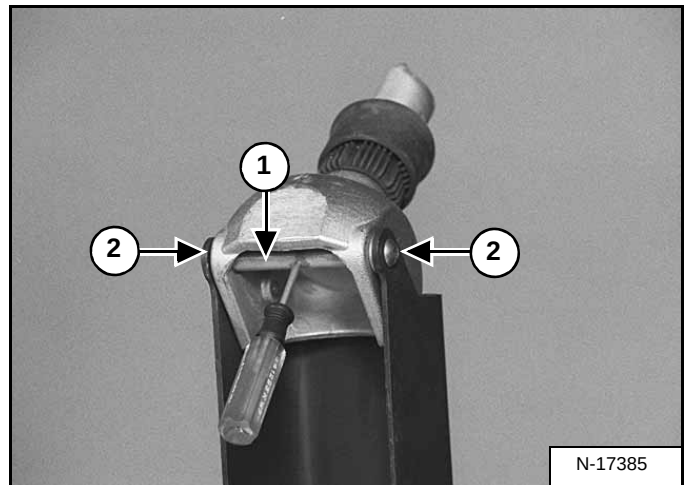


Remove the handle control unit. (See Handle Control Unit Removal And Installation on Page 50-111-1.)

Remove the switch handle. (See Switch Handle Removal on Page 60-122-5.)

Remove the rubber handle cover (Item 1) [Figure 50-111-10] from the handle.

Figure 50-111-11

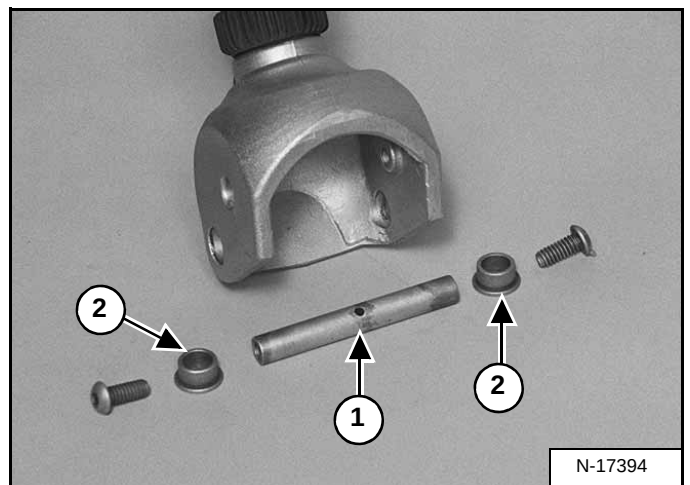


Using a small screwdriver, hold the handle spacer (Item 1) and remove the allen head screws (Item 2) [Figure 50-111-11] from the handle assembly.

Installation: Tighten the allen head screws to 35 in.-lbs. (4 Nm) torque.

Control Handle Disassembly and Assembly

Figure 50-111-12



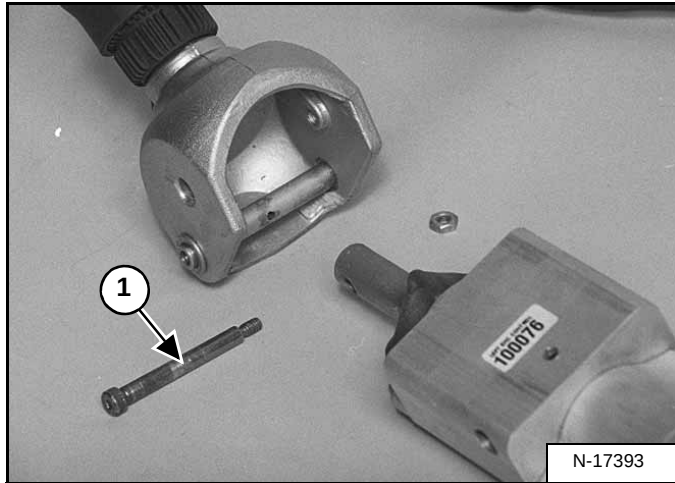
Remove the handle sleeve (Item 1) and bushings (Item 2) [Figure 50-111-12] from the handle.

Check all parts for wear and replace as needed.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) (CONT'D)

Control Handle Disassembly And Assembly (Cont'd)

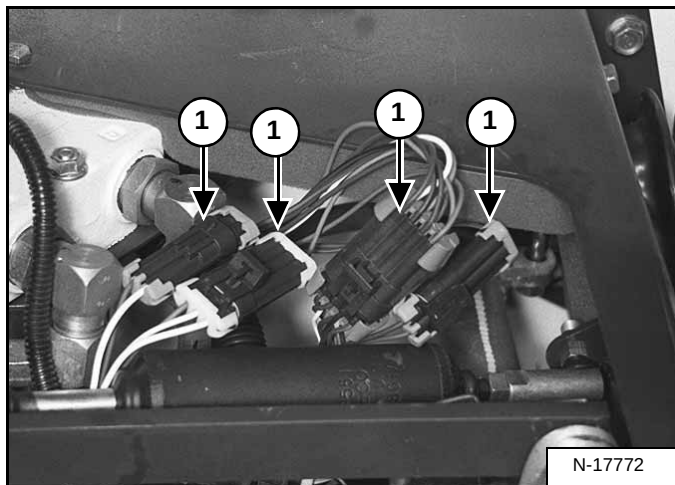
Figure 50-111-13



Check the mounting bolt (Item 1) [Figure 50-111-13] that connects the handle to the handle control unit for wear, replace as needed.

Control Lever Removal and Installation

Figure 50-111-14



Disconnect the electrical connectors (Item 1) [Figure 50-111-14] from the control lever switch handle.

Remove the electrical connectors from the control lever switch handle. (See Switch Handle Removal and Installation on Page 60-120-5.)

Figure 50-111-15

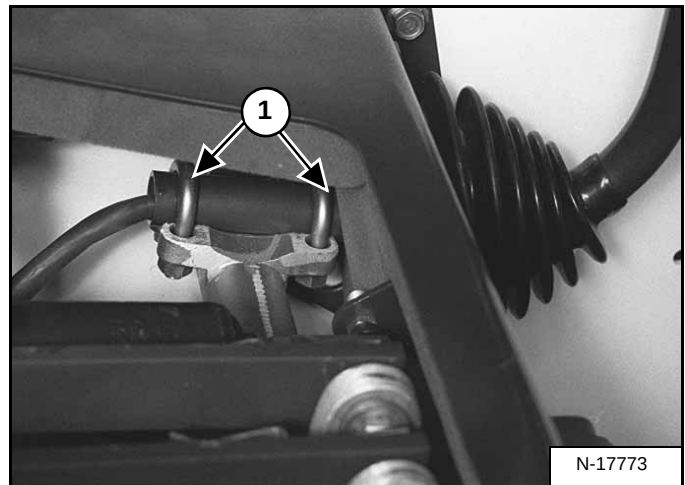
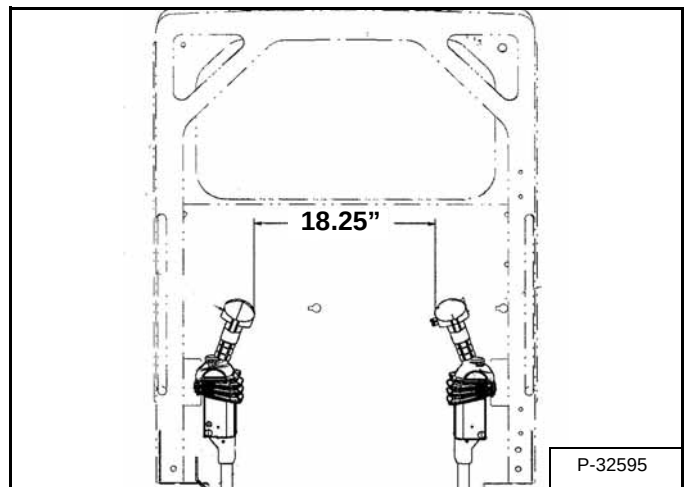


Figure 50-111-16



Loosen the two u-clamps (Item 1) [Figure 50-111-15] nuts.

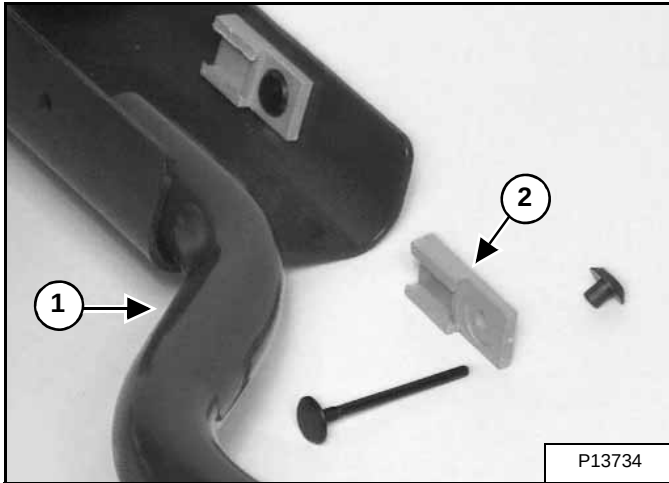
Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Control lever end (Item 2) [Figure 50-111-15] should be flush with bellcrank. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab. The distance between handles should be 18.25 inches [Figure 50-111-16].

Remove the control lever from the cross shaft and control panel.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) (CONT'D)

Control Lever Removal And Installation (Cont'd)

Figure 50-111-17

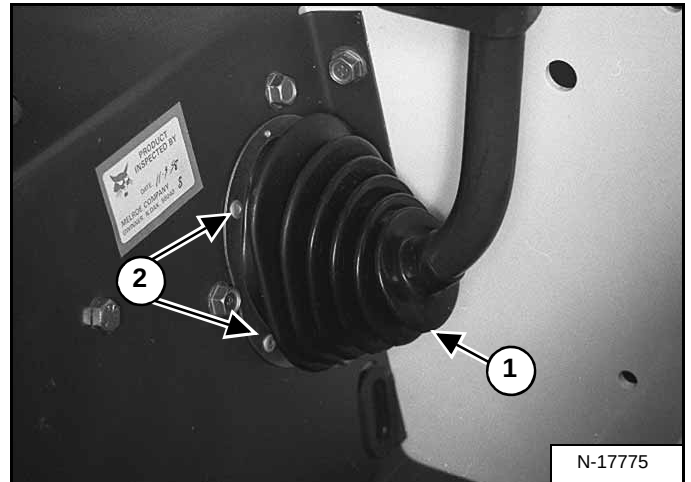


The control lever (Item 1) [Figure 50-111-17] must be replaced as a complete unit.

The connector clip (Item 2) [Figure 50-111-17] can be replaced separately from the control lever.

Control Lever Boot

Figure 50-111-18



To replace the rubber boot (Item 1) [Figure 50-111-18] on the control panel, remove the control lever. (See Control Lever Removal and Installation on Page 50-111-4.)

Drill out the four rivets (Item 2) [Figure 50-111-18] located on the flange of the rubber boot and remove the old boot.

Install the new boot and reinstall the control lever. (See Control Lever Removal and Installation on Page 50-111-4.)

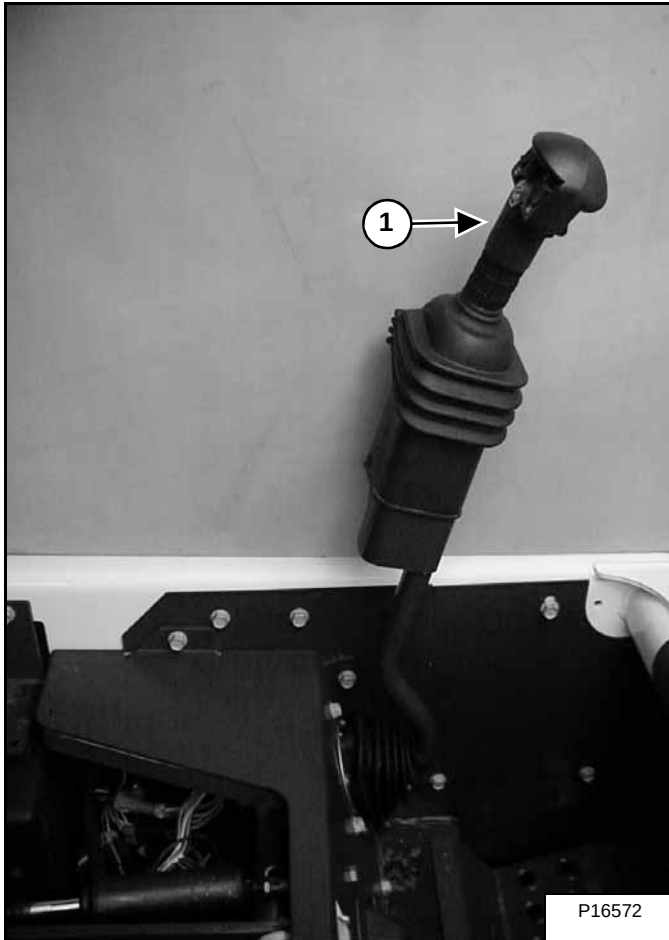


Bobcat®

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT

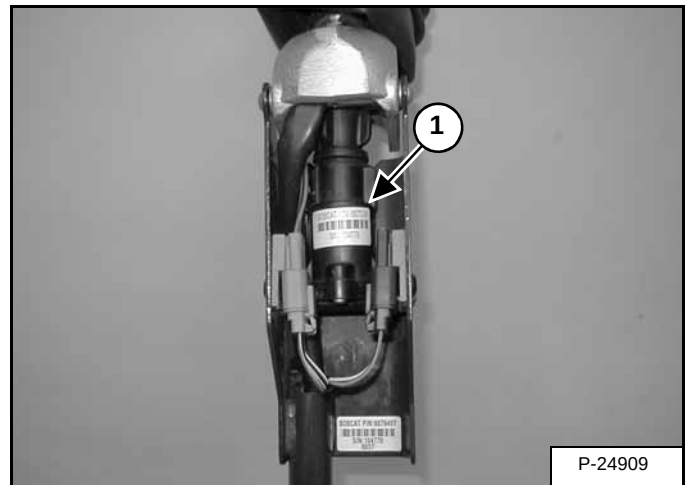
Components Identification

Figure 50-112-1



Control Handle (Item 1) [Figure 50-112-1].

Figure 50-112-2



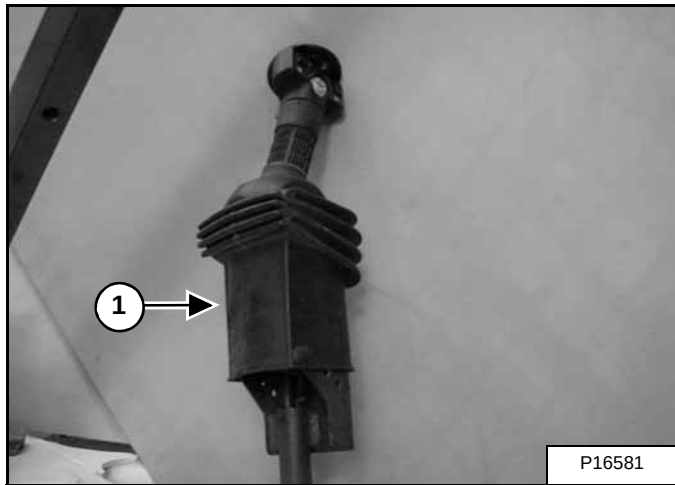
Handle Sensor (Item 1) [Figure 50-112-2].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or AHC Controller. (See Calibration Procedure on Page 60-123-14.)

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

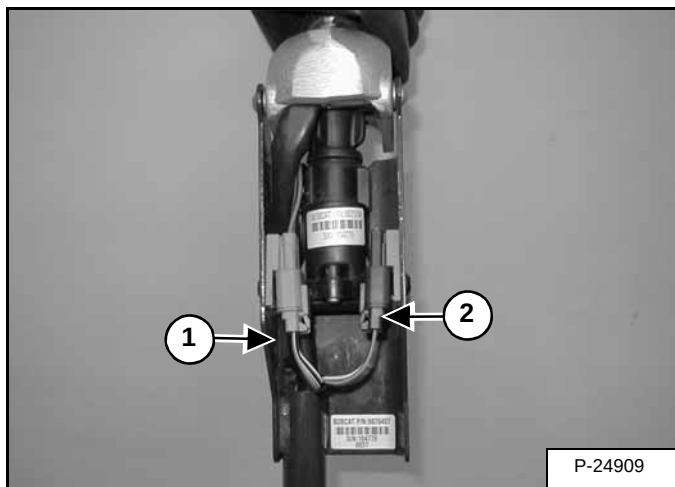
Handle Sensor Removal And Installation

Figure 50-112-3



To remove the handle sensor, slide the rubber handle cover (Item 1) [Figure 50-112-3] up the handle.

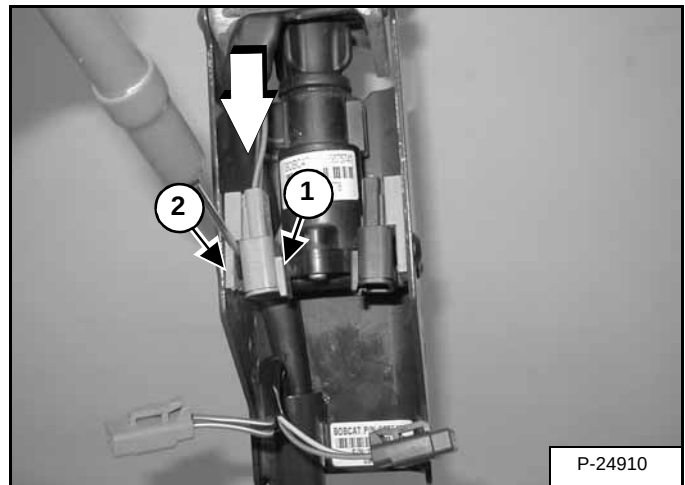
Figure 50-112-4



Disconnect the loader control harness (Item 1) [Figure 50-112-4] from the handle sensor harness.

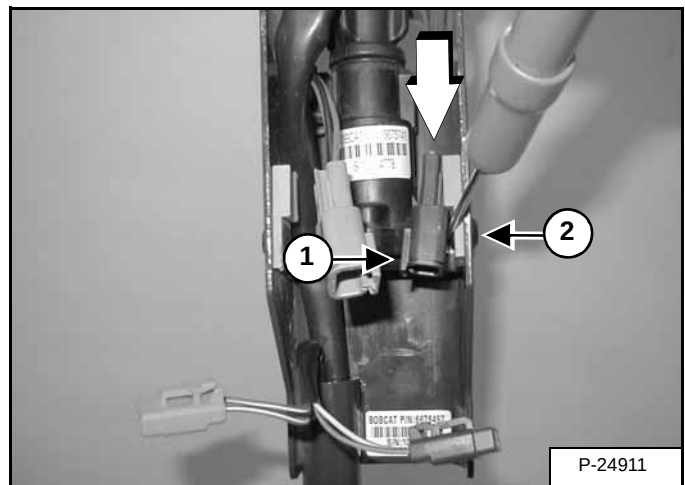
Disconnect the float control harness (Item 2) [Figure 50-112-4] from the handle connector.

Figure 50-112-5



Using a small screwdriver remove the handle sensor electrical connector (Item 1) from the clip by pushing the connector down out of the connector clip (Item 2) [Figure 50-112-5].

Figure 50-112-6

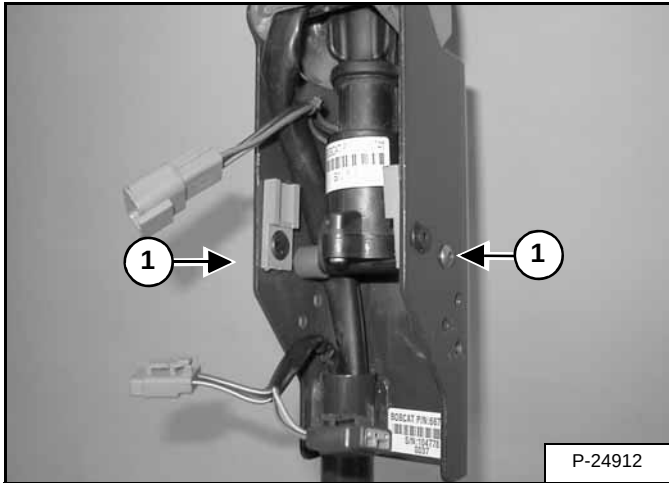


Using a small screwdriver, remove the electrical connector (Item 1) from the clip by pushing the connector down out of the connector clip (Item 2) [Figure 50-112-6].

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

Figure 50-112-7



Using an allen wrench, remove one of the two mounting screws (Item 1) [Figure 50-112-7] from the handle sensor.

Installation: Tighten the handle sensor mounting screws to 85 in.-lbs. (9,6 Nm) torque.

Figure 50-112-8

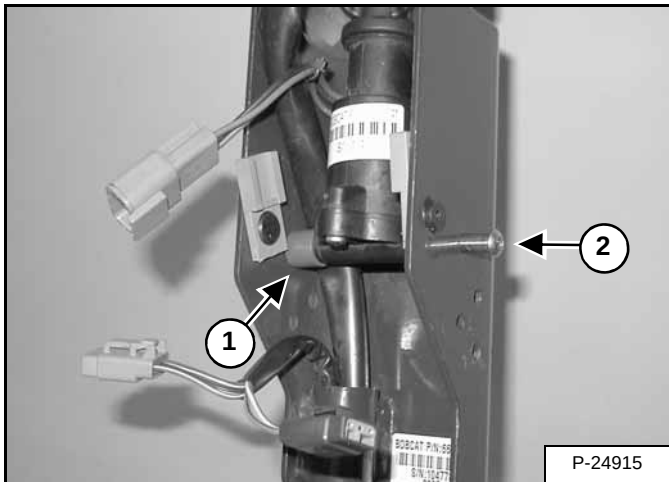
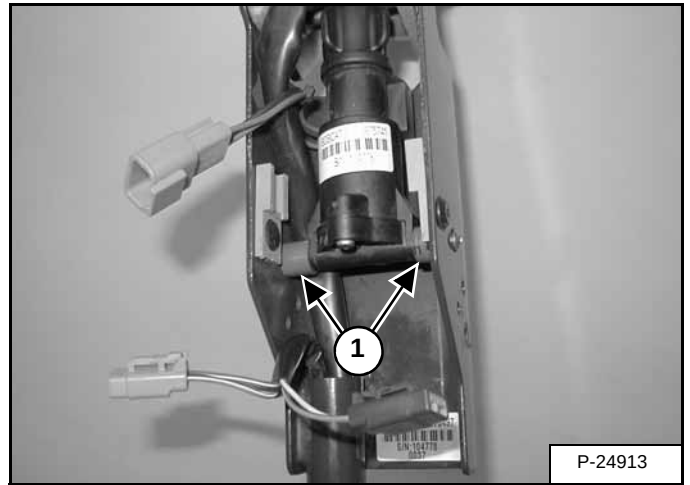
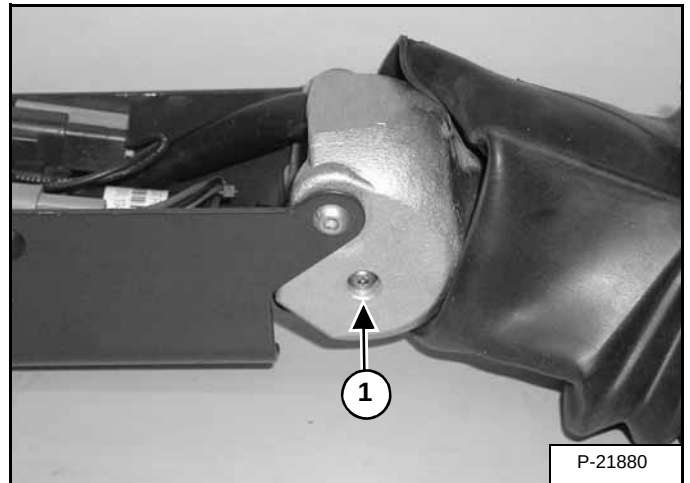


Figure 50-112-9



Remove the spacers (Item 1) [Figure 50-112-8] & [Figure 50-112-9] while removing the mounting pin (Item 2) [Figure 50-112-8].

Figure 50-112-10



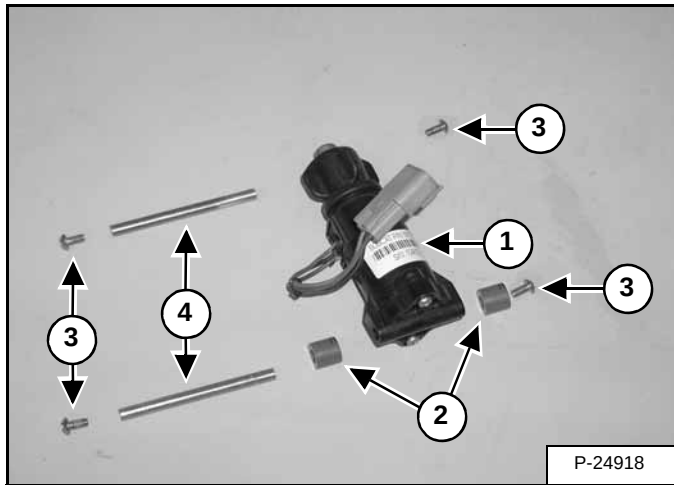
Remove one of the two mounting screws (Item 1) [Figure 50-112-10] from the handle sensor.

Installation: Tighten bolt to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

Figure 50-112-11

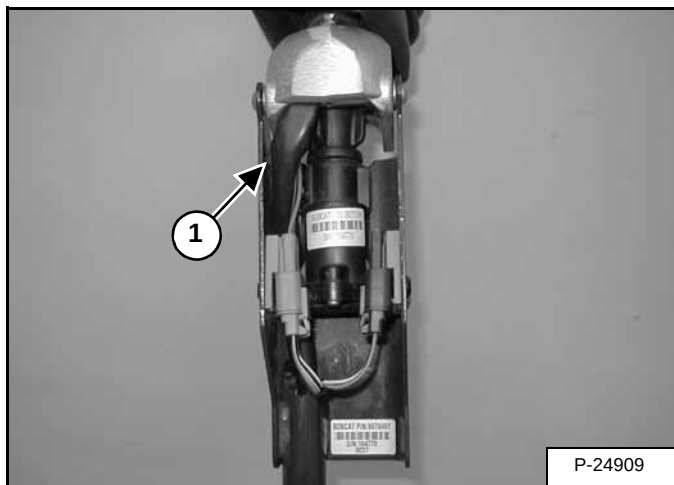


Remove the handle sensor (Item 1) [Figure 50-112-11] from the handle assembly.

NOTE: The handle sensor (Item 1) [Figure 50-112-11] can only be replaced as a complete assembly.

Check the spacers (Item 2), screws (Item 3), mounting pins (Item 4) [Figure 50-112-11] and replace as needed.

Figure 50-112-12

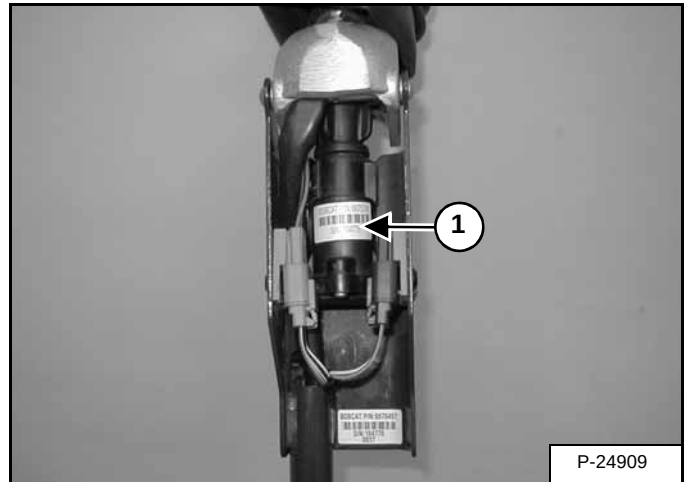


Installation: When installing the handle sensor into the control handle, check the routing of the switch handle wire harness (Item 1) [Figure 50-112-12] to assure proper return of the control handle to neutral and minimize harness movement.

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or AHC Controller. (See Calibration Procedure on Page 60-123-14.)

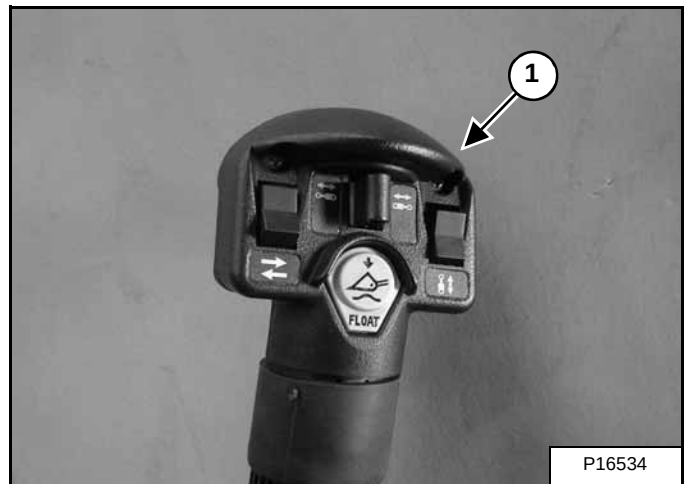
Control Handle Removal and Installation

Figure 50-112-13



Remove the handle sensor (Item 1) [Figure 50-112-13]. (See Handle Sensor Removal And Installation on Page 50-111- 2.)

Figure 50-112-14

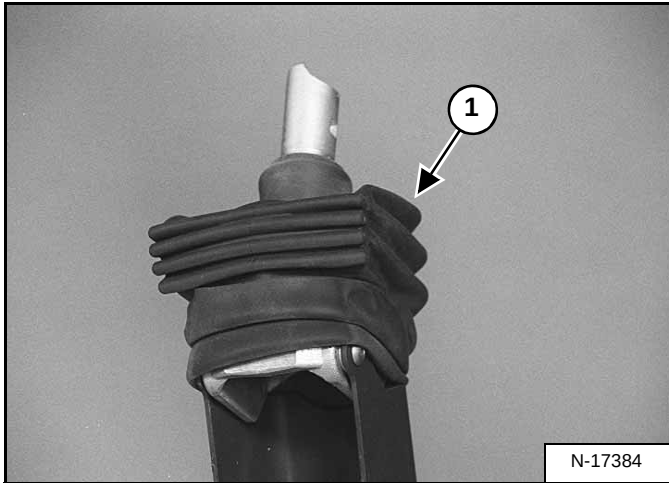


Remove the switch handle (Item 1) [Figure 50-112-14]. (See Switch Handle Removal and Installation on Page 60-121-7.)

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

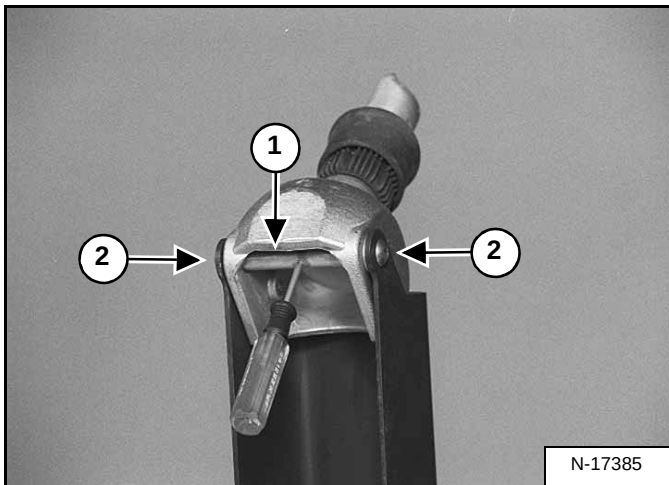
Control Handle Removal and Installation (Cont'd)

Figure 50-112-15



Remove the rubber handle cover (Item 1) [Figure 50-112-15] from the handle.

Figure 50-112-16

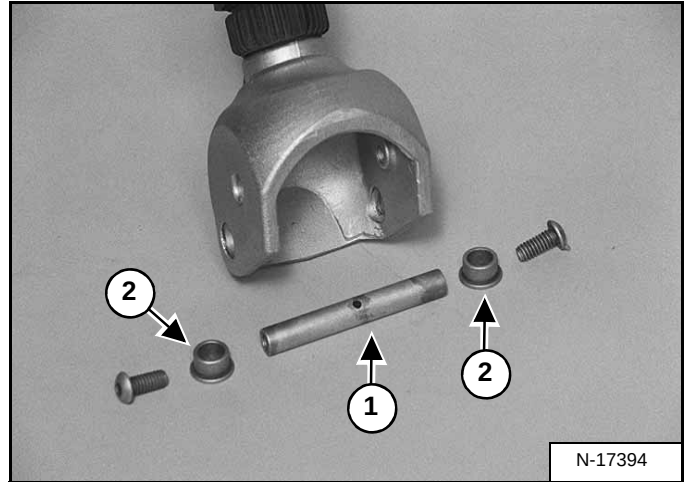


Using a small screwdriver, hold the handle spacer (Item 1) and remove the allen head screws (Item 2) [Figure 50-112-16] from the handle assembly.

Installation: Tighten the allen head screws to 35 in.-lbs. (4 Nm) torque.

Control Handle Disassembly and Assembly

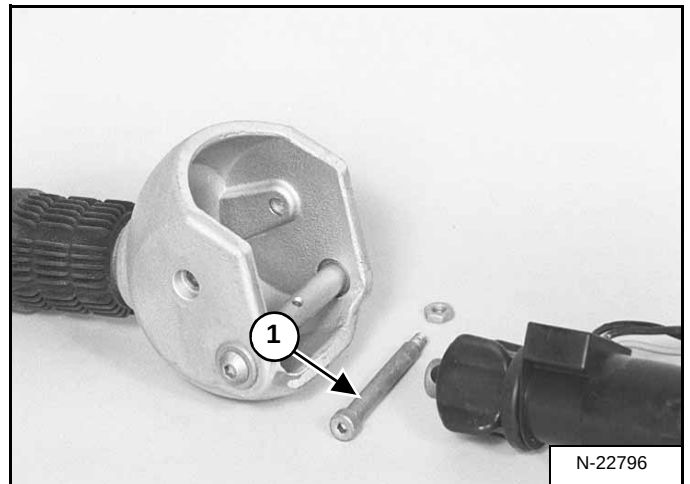
Figure 50-112-17



Remove the handle sleeve (Item 1) and bushings (Item 2) [Figure 50-112-17] from the handle.

Check all parts for wear and replace as needed.

Figure 50-112-18

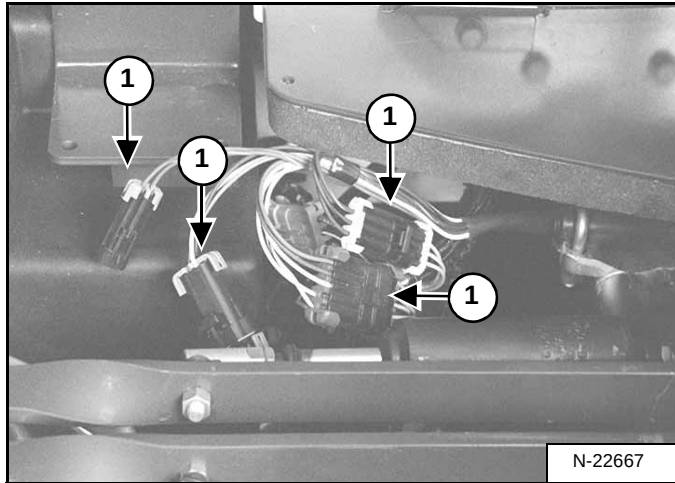


Check the mounting bolt (Item 1) [Figure 50-112-18] that connects the handle to the handle sensor unit for wear, replace as needed.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

Control Lever Removal and Installation

Figure 50-112-19



Disconnect the electrical connectors (Item 1) [Figure 50-112-19] from the control lever switch handle.

Remove the electrical connectors from the control lever switch handle. (See Switch Handle Removal on Page 60-122-5.)

Figure 50-112-20

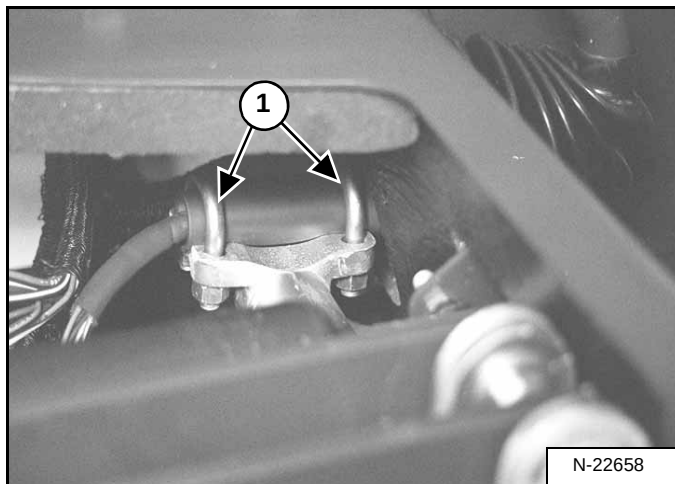
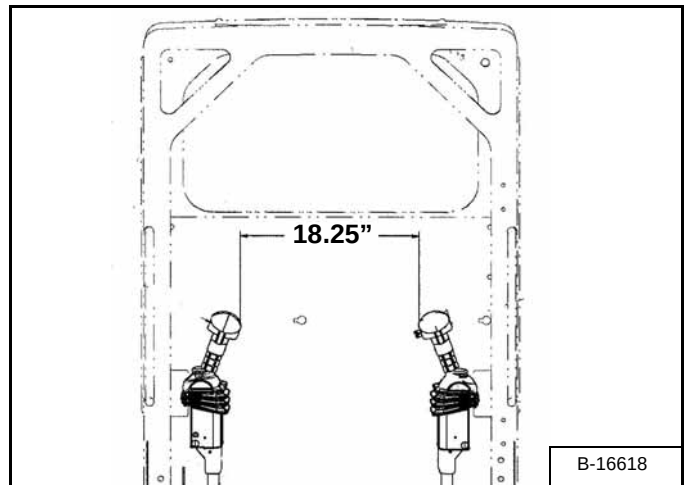


Figure 50-112-21



Loosen the two u-clamps (Item 1) [Figure 50-112-20] nuts.

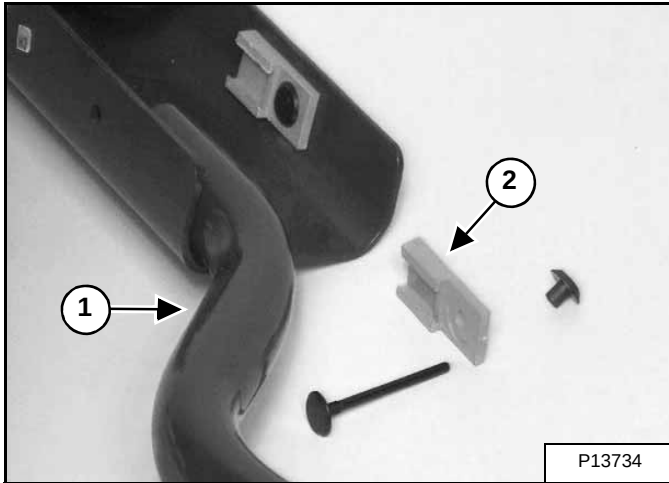
Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Control lever end (Item 2) [Figure 50-112-20] should be flush with bellcrank. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab. The distance between handles should be 18.25 inches [Figure 50-112-21].

Remove the control lever from the cross shaft and control panel.

CONTROL HANDLE (ADVANCED HAND CONTROL) (AHC) W/PUSH BUTTON FLOAT (CONT'D)

Control Lever Removal and Installation (Cont'd)

Figure 50-112-22

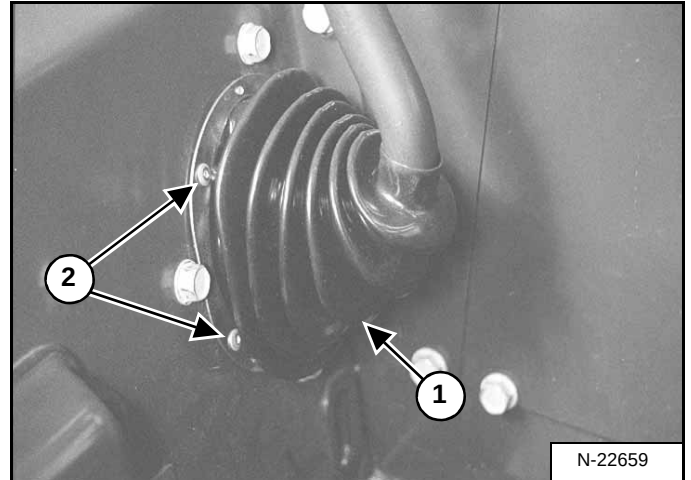


The control lever (Item 1) [Figure 50-112-22] must be replaced as a complete unit.

The connector clip (Item 2) [Figure 50-112-22] can be replaced separately from the control lever.

Control Lever Boot

Figure 50-112-23



To replace the rubber boot (Item 1) [Figure 50-112-23] on the control panel, remove the control lever. (See Control Lever Removal and Installation on Page 50-111-6.)

Drill out the four rivets (Item 2) [Figure 50-112-23] located on the flange of the rubber boot and remove the old boot.

Install the new boot and reinstall the control lever. (See Control Lever Removal and Installation on Page 50-111-6.)

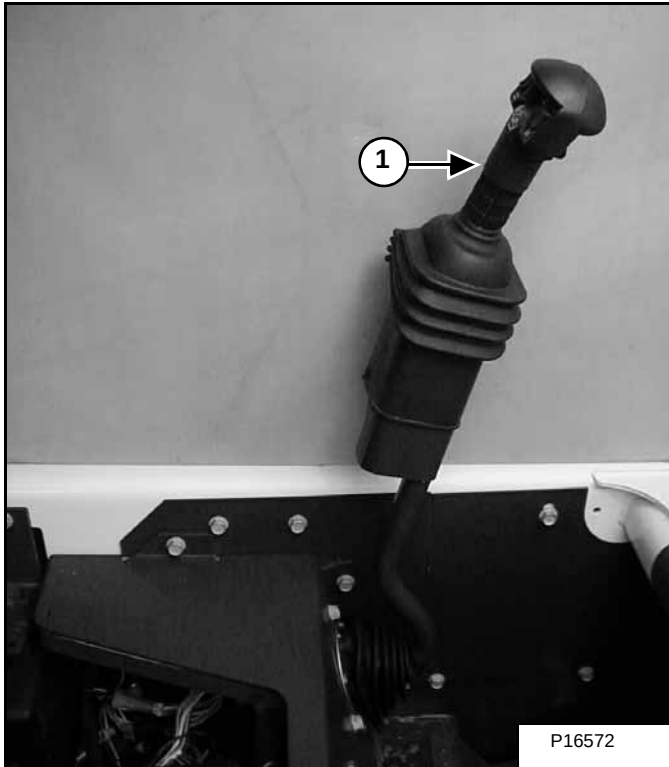


Bobcat®

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL

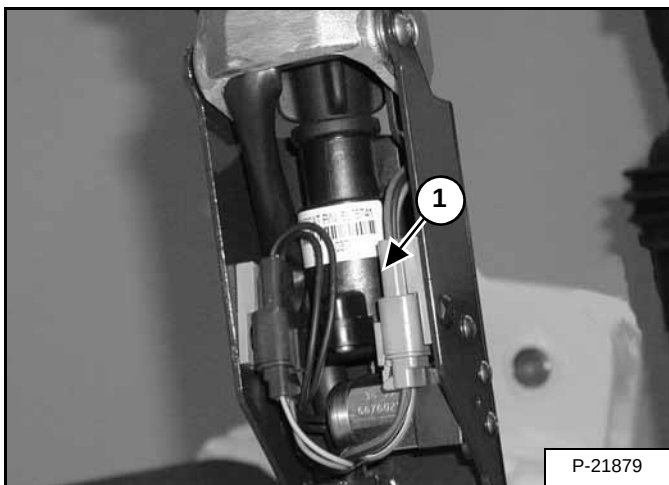
Components Identification

Figure 50-113-1



Control Handle (Item 1) [Figure 50-113-1].

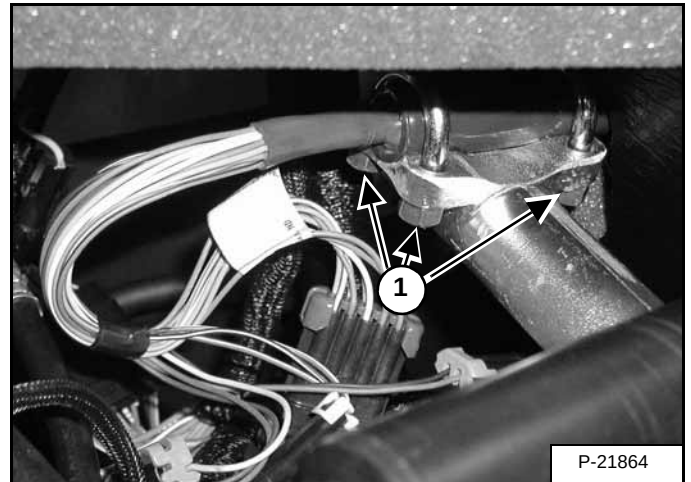
Figure 50-113-2



Handle Sensor (Item 1) [Figure 50-113-2].

Handle Sensor Removal And Installation

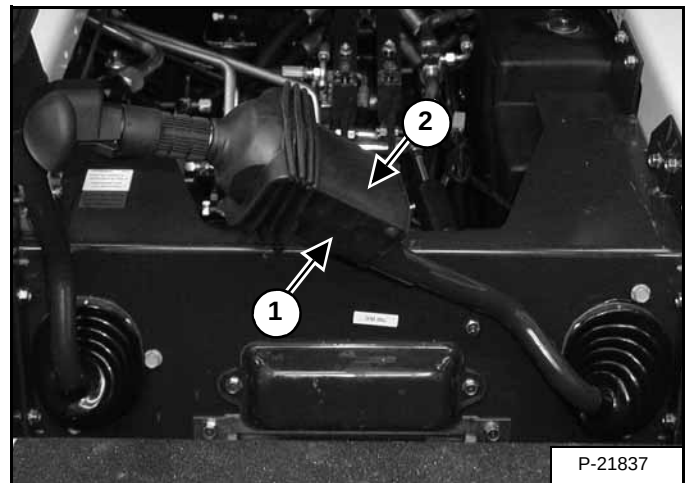
Figure 50-113-3



Loosen the nuts (Item 1) [Figure 50-113-3].

Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab.

Figure 50-113-4



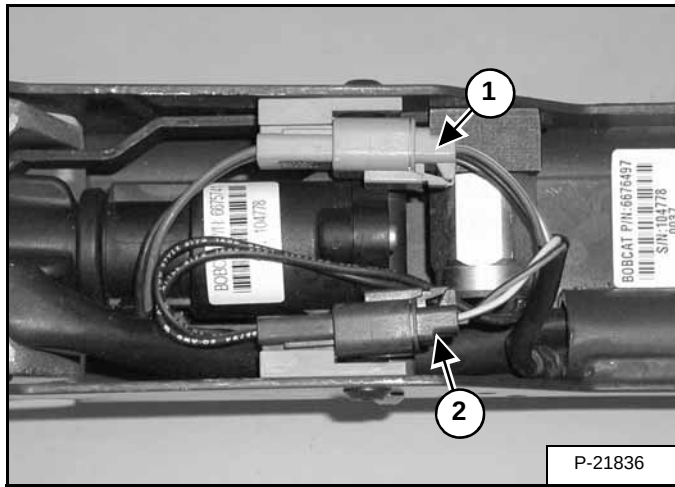
Tilt the control handle (Item 1) [Figure 50-113-4] to the center of the loader.

Lift the boot cover (Item 2) [Figure 50-113-4].

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

Handle Sensor Remonal And Installation (Cont'd)

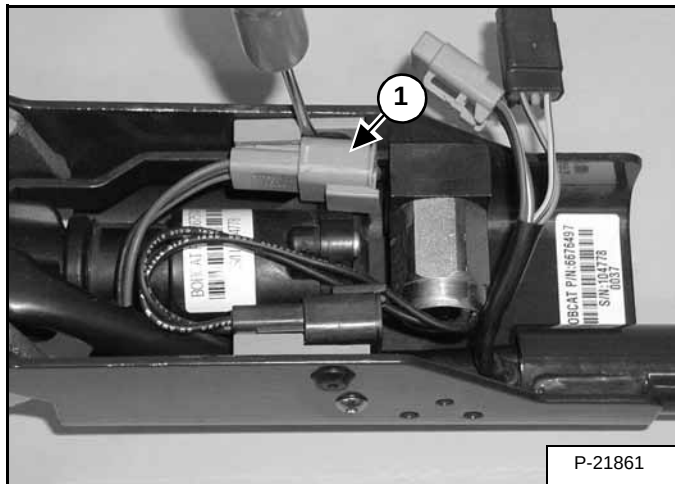
Figure 50-113-5



Disconnect the harness connector (Item 1) [Figure 50-113-5] from the handle sensor connector.

Disconnect the harness connector (Item 2) [Figure 50-113-5] from the handle lock solenoid connector.

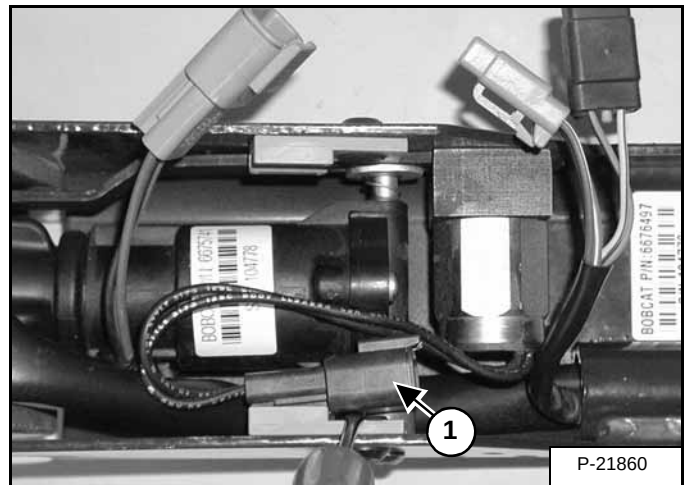
Figure 50-113-6



Remove the handle sensor connector (Item 1) [Figure 50-113-6] from the clip.

NOTE: Pry out with a small screw driver and push the connector down.

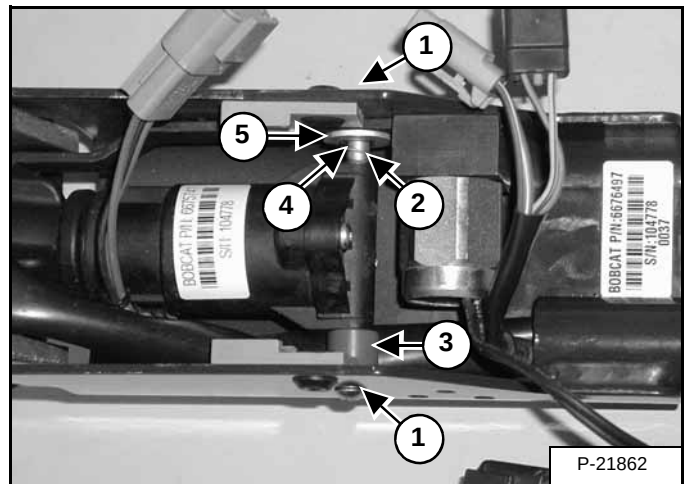
Figure 50-113-7



Remove the handle lock solenoid connector (Item1) [Figure 50-113-7] from the clip.

NOTE: Pry out with a small screw driver and push the connector down.

Figure 50-113-8



Remove one of the two mounting screws (Item 1) [Figure 50-113-8] from the handle sensor.

Installation: Tighten screws to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

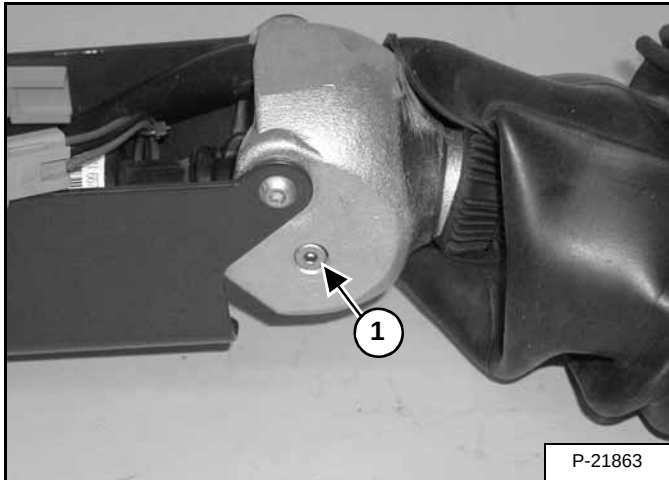
While removing the mounting pin (Item 2) from the handle sensor, remove the one plastic spacer (Item 3), the spring (Item 4) and washer (Item 5) [Figure 50-113-8].

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

EARLIER VERSION HAND CONTROLS ONLY:

Figure 50-113-9

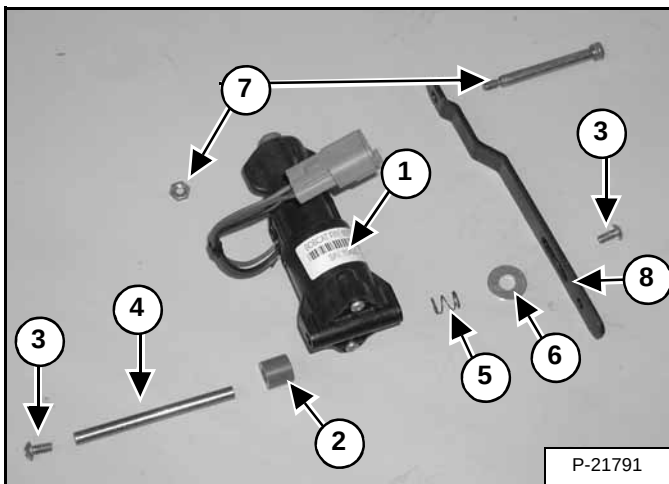


Remove the top mounting bolt (Item 1) [Figure 50-113-9] from the handle sensor.

NOTE: Be careful not to loose the recessed nut on the other side of the handle.

Installation: Tighten bolt to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

Figure 50-113-10



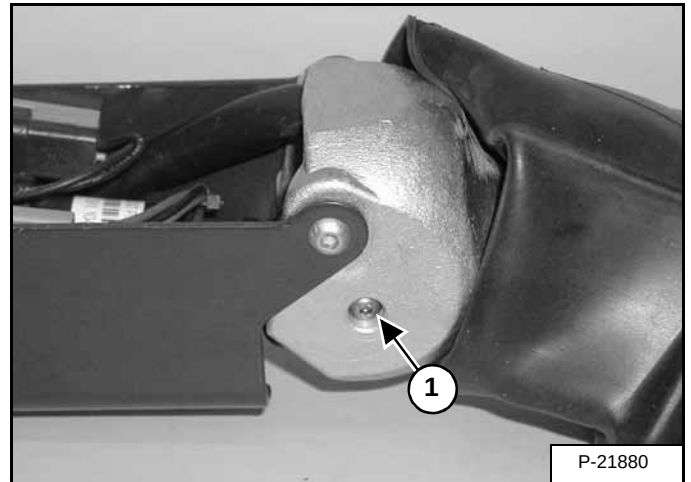
Remove the handle sensor (Item 1) [Figure 50-113-10] from the handle assembly.

NOTE: The handle sensor (Item 1) [Figure 50-113-10] can only be replaced as a complete assembly.

Check the spacer (Item 2) and screws (Item 3), mounting pin (Item 4), spring (Item 5), washer (Item 6), bolt/nut (Item 7), stop strap (Item 8) [Figure 50-113-10] and replace as needed.

CURRENT VERSION HAND CONTROLS:

Figure 50-113-11



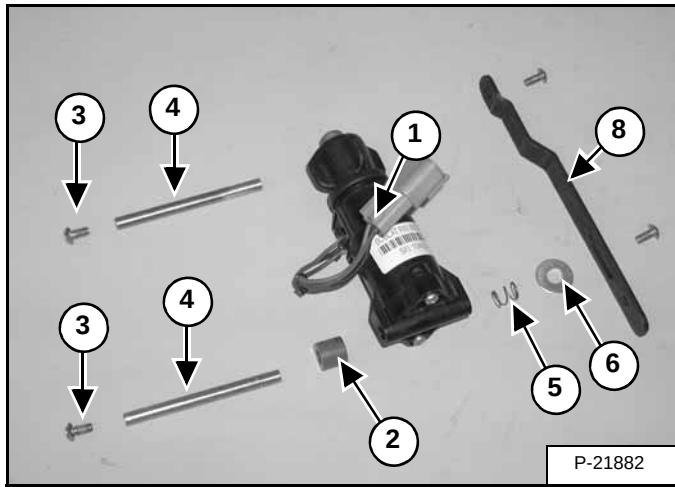
Remove one of the two mounting screws (Item 1) [Figure 50-113-11] from the handle sensor.

Installation: Tighten bolt to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

Figure 50-113-12



Remove the handle sensor (Item 1) [Figure 50-113-12] from the handle assembly.

NOTE: The handle sensor (Item 1) [Figure 50-113-12] can only be replaced as a complete assembly.

Check the spacer (Item 2) and screws (Item 3), mounting pin (Item 4), spring (Item 5), washer (Item 6), bolt/nut (Item 7), stop strap (Item 8) [Figure 50-113-12] and replace as needed.

Figure 50-113-13

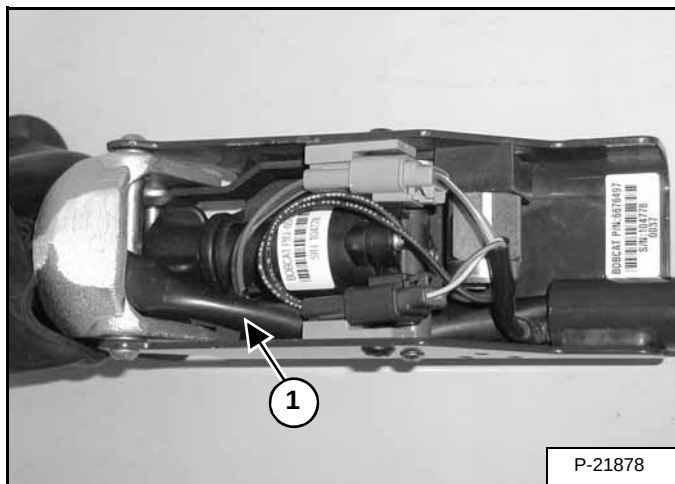
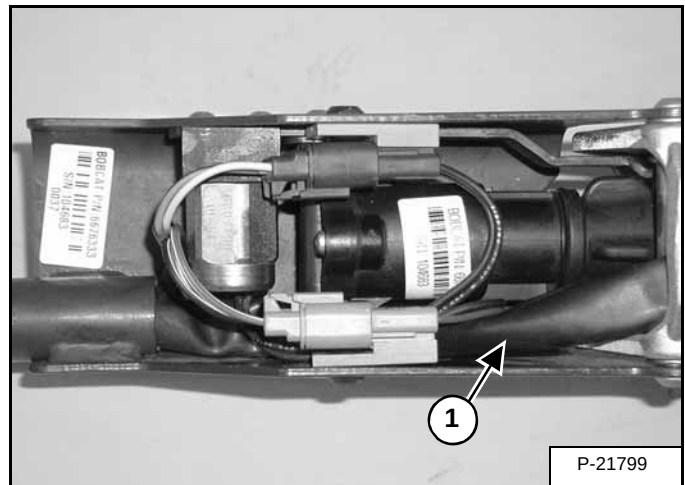


Figure 50-113-14

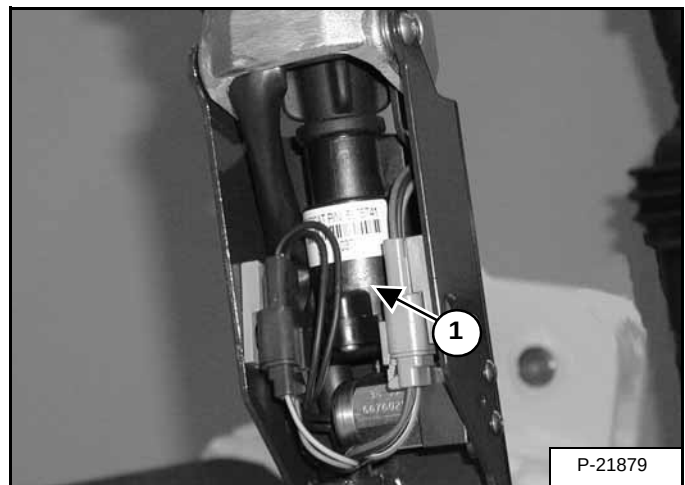


Installation: When installing the handle sensor into the control handle, check the routing of the switch handle wire harness (Item 1) [Figure 50-113-13] & [Figure 50-113-14] to assure proper return of the control handle to neutral.

NOTE: The calibration procedure must be followed when replacing handle sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

Control Handle Removal and Installation

Figure 50-113-15

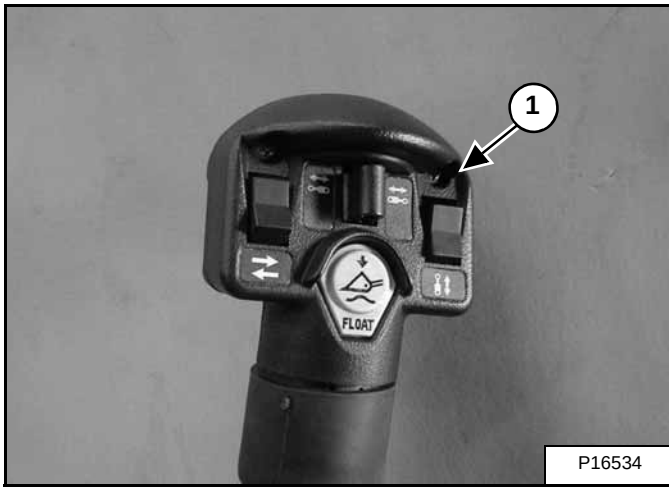


Remove the handle sensor (Item 1) [Figure 50-113-15]. (See Handle Sensor Removal And Installation on Page 50-113-1.)

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

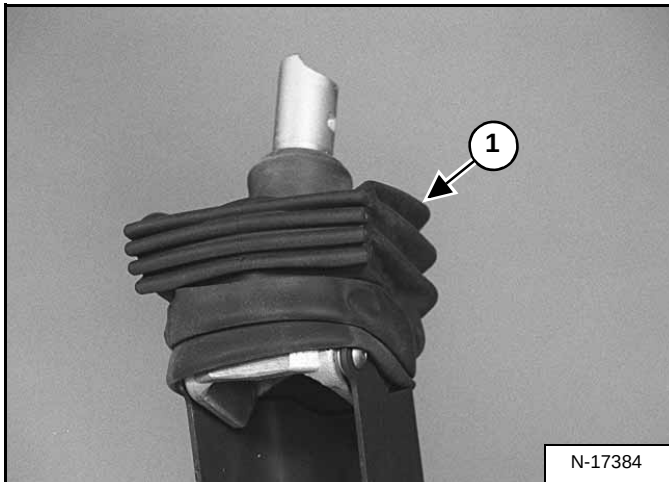
Control Handle Removal And Installation (Cont'd)

Figure 50-113-16



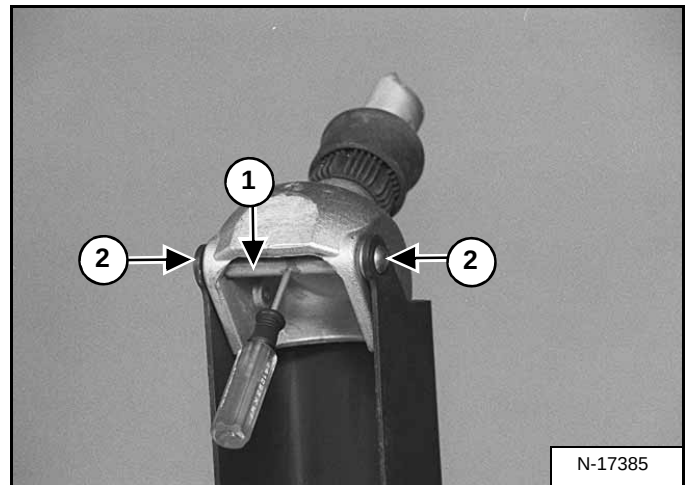
Remove the switch handle (Item 1) [Figure 50-113-16]. (See Switch Handle Removal on Page 60-123-6.)

Figure 50-113-17



Remove the rubber handle cover (Item 1) [Figure 50-113-17] from the handle.

Figure 50-113-18

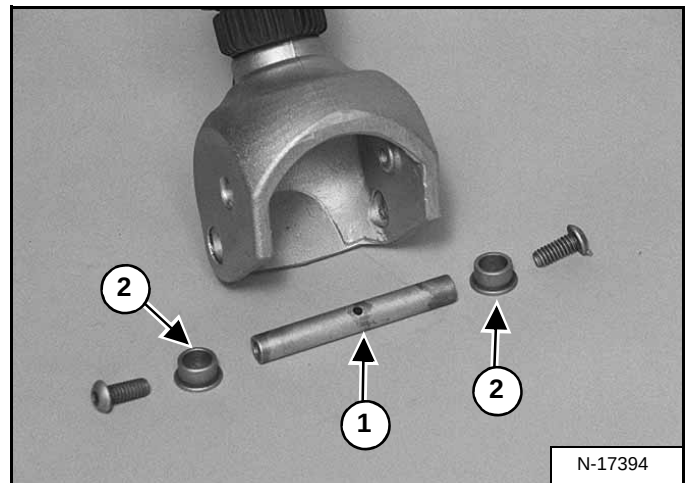


Using a small screwdriver, hold the handle spacer (Item 1) and remove the allen head screws (Item 2) [Figure 50-113-18] from the handle assembly.

Installation: Tighten the allen head screws to 35 in.-lbs. (4 Nm) torque.

Control Handle Disassembly and Assembly

Figure 50-113-19



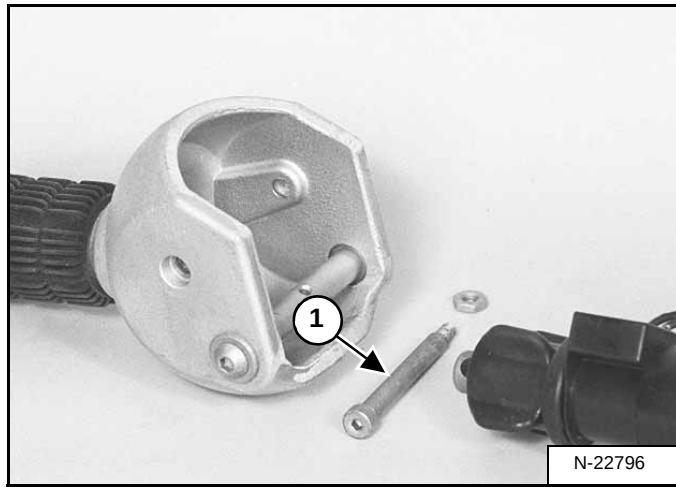
Remove the handle sleeve (Item 1) and bushings (Item 2) [Figure 50-113-19] from the handle.

Check all parts for wear and replace as needed.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

Control Handle Disassembly and Assembly (Cont'd)

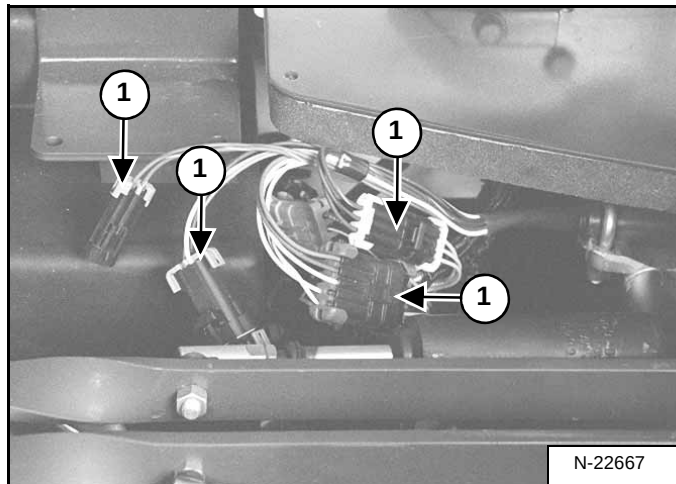
Figure 50-113-20



Check the mounting bolt (Item 1) [Figure 50-113-20] that connects the handle to the handle sensor for wear, replace as needed.

Control Lever Removal and Installation

Figure 50-113-21



Disconnect the electrical connectors (Item 1) [Figure 50-113-21] from the control lever switch handle.

Remove the electrical connectors from the control lever switch handle. (See Switch Handle Removal on Page 60-122-5.)

Figure 50-113-22

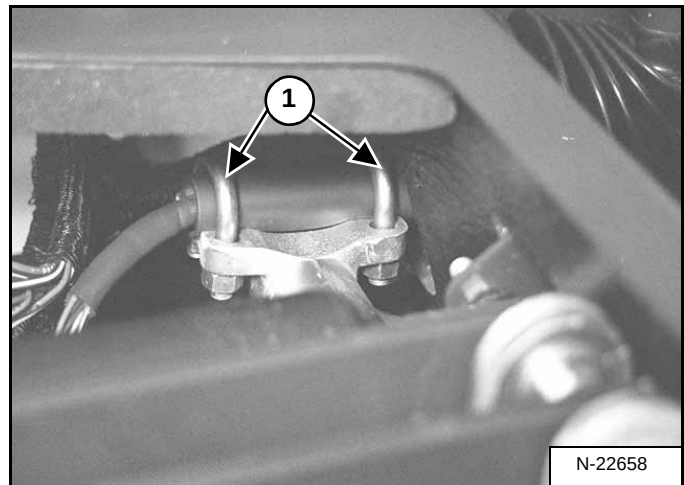
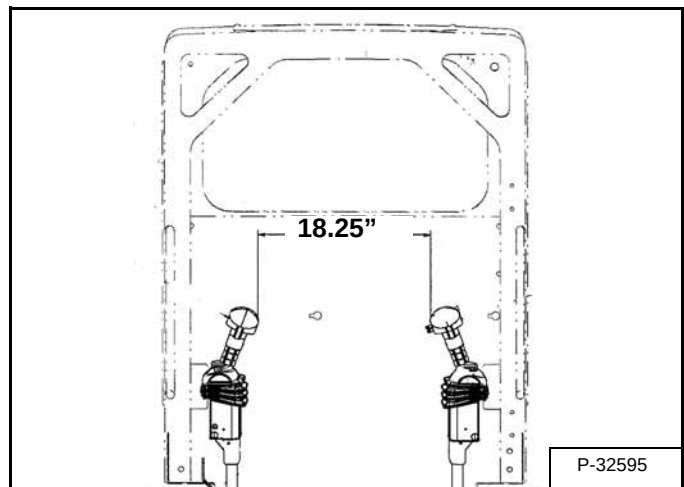


Figure 50-113-23



Loosen the two u-clamps (Item 1) [Figure 50-113-22] nuts.

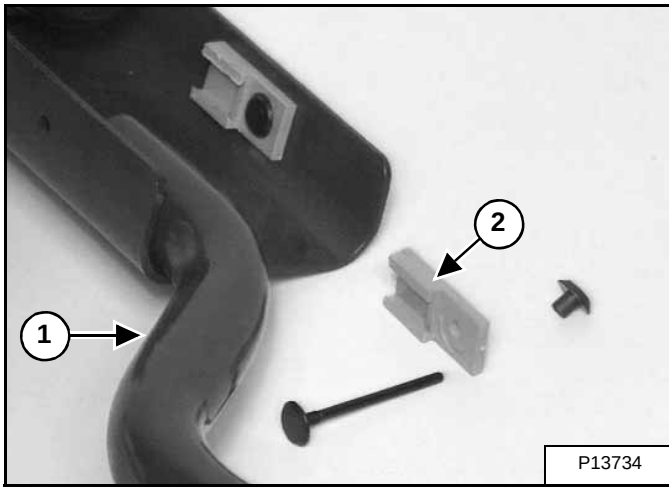
Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Control lever end (Item 2) [Figure 50-113-22] should be flush with bellcrank. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab. The distance between handles should be 18.25 inches [Figure 50-113-23].

Remove the control lever from the cross shaft and control panel.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) ADVANCED HAND CONTROL (CONT'D)

Control Lever Removal And Installation (Cont'd)

Figure 50-113-24

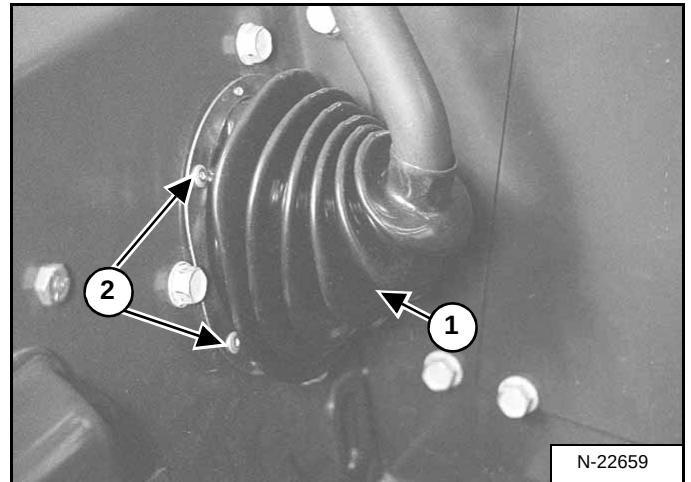


The control lever (Item 1) [Figure 50-113-24] must be replaced as a complete unit.

The connector clip (Item 2) [Figure 50-113-24] can be replaced separately from the control lever.

Control Lever Boot

Figure 50-113-25



To replace the rubber boot (Item 1) [Figure 50-113-25] on the control panel, remove the control lever. (See Control Lever Removal and Installation on Page 50-113-6.)

Drill out the four rivets (Item 2) [Figure 50-113-25] located on the flange of the rubber boot and remove the old boot.

Install the new boot and reinstall the control lever. (See Control Lever Removal and Installation on Page 50-113-6.)

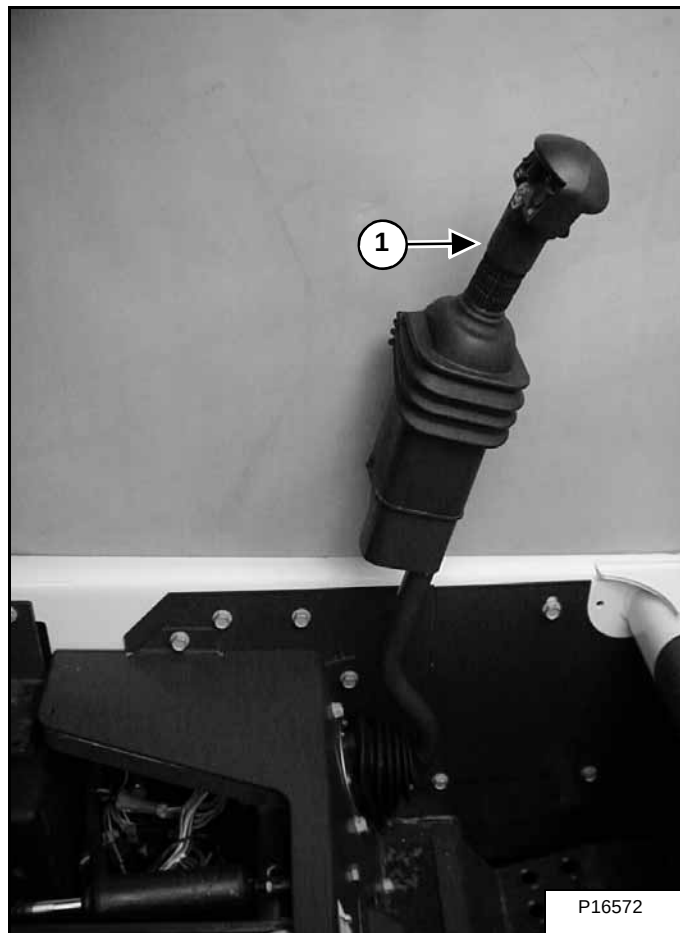


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CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL

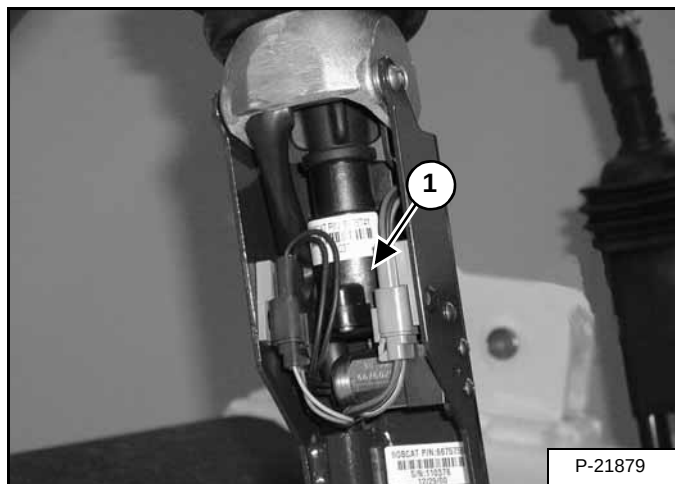
Components Identification

Figure 50-114-1



Control Handle (Item 1) [Figure 50-114-1].

Figure 50-114-2



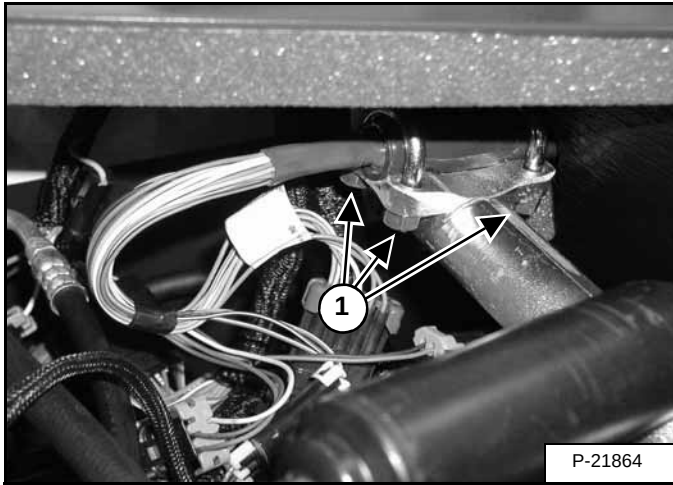
Handle Sensor (Item 1) [Figure 50-114-2].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Handle Sensor Removal And Installation

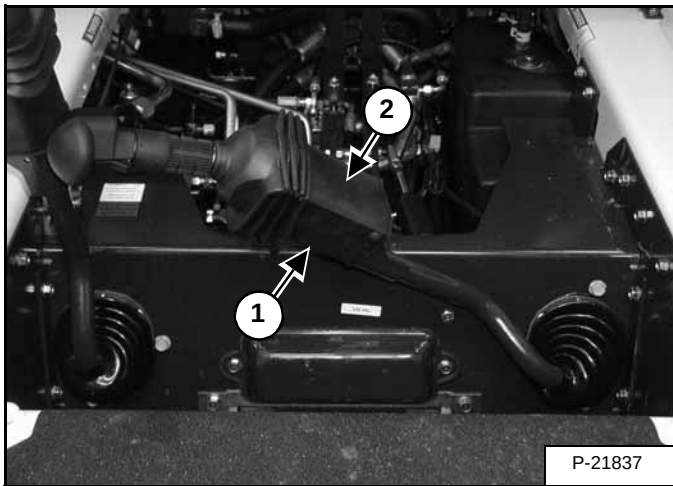
Figure 50-114-3



Loosen the nuts (Item 1) [Figure 50-114-3].

Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab.

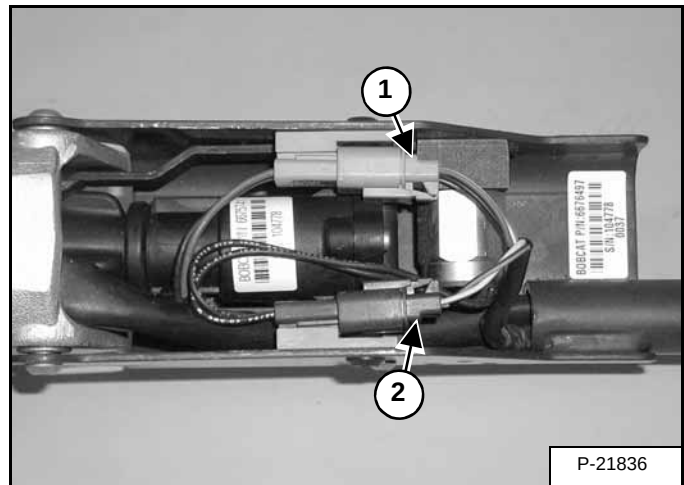
Figure 50-114-4



Tilt the control handle (Item 1) [Figure 50-114-4] to the center of the loader.

Lift the boot cover (Item 2) [Figure 50-114-4].

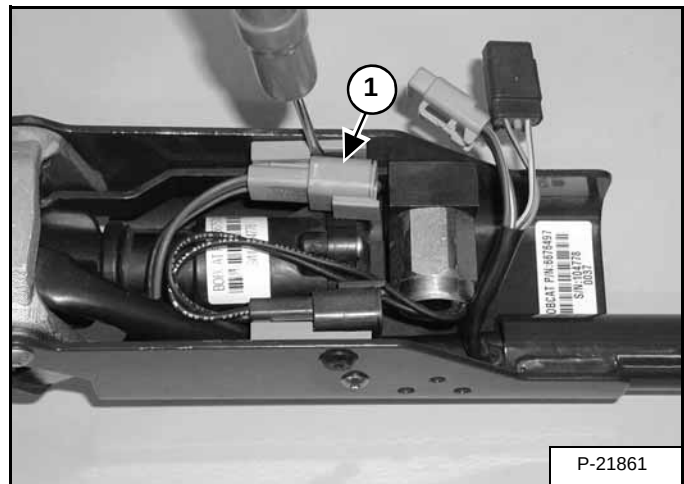
Figure 50-114-5



Disconnect the harness connector (Item 1) [Figure 50-114-5] from the handle sensor connector.

Disconnect the harness connector (Item 2) [Figure 50-114-5] from the handle lock solenoid connector.

Figure 50-114-6



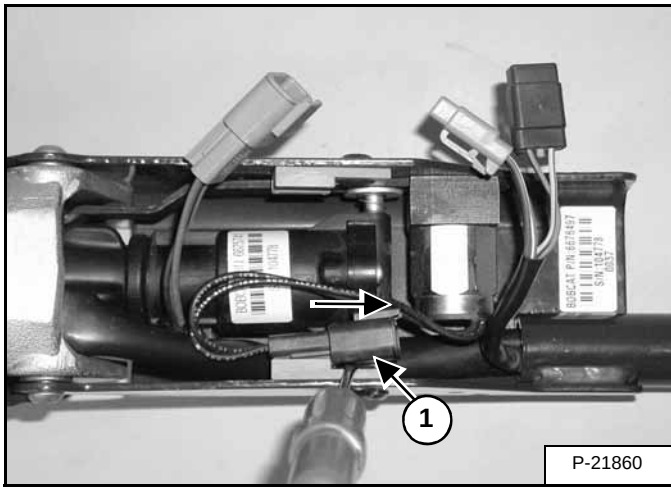
Remove the handle sensor connector (Item 1) [Figure 50-114-6] from the clip.

NOTE: Pry out with a small screw driver and push the connector down.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

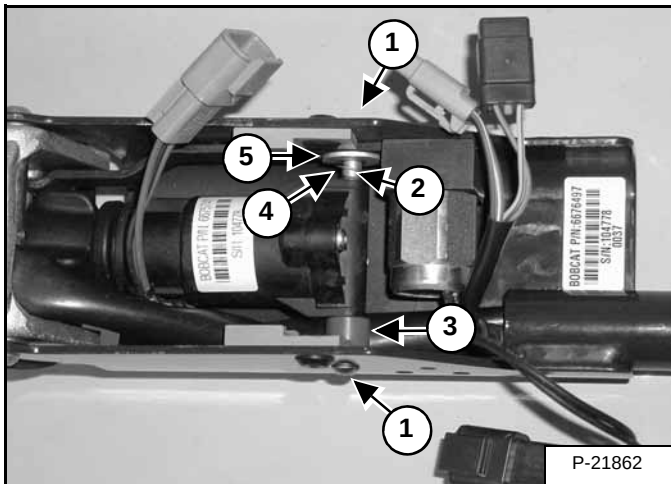
Figure 50-114-7



Remove the handle lock solenoid connector (Item 1) [Figure 50-114-7] from the clip.

NOTE: Pry out with a small screw driver and push the connector down.

Figure 50-114-8



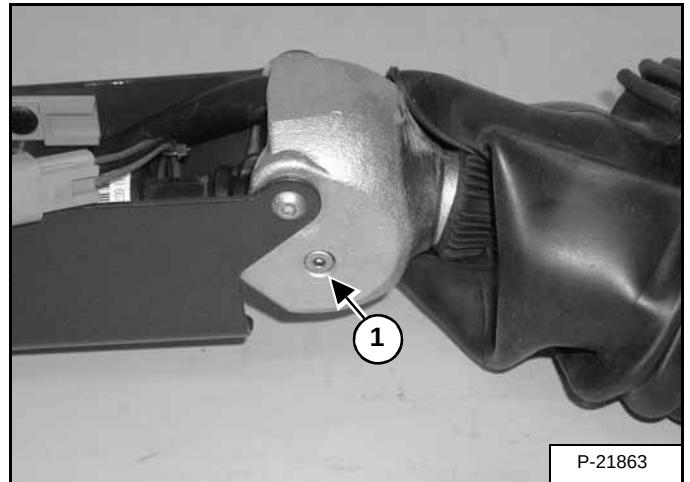
Remove one of the two mounting screws (Item 1) [Figure 50-114-8] from the handle sensor.

Installation: Tighten screws to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

While removing the mounting pin (Item 2) from the handle sensor, remove the one plastic spacer (Item 3), the spring (Item 4) and washer (Item 5) [Figure 50-114-8].

EARLIER VERSION HAND CONTROLS ONLY:

Figure 50-114-9

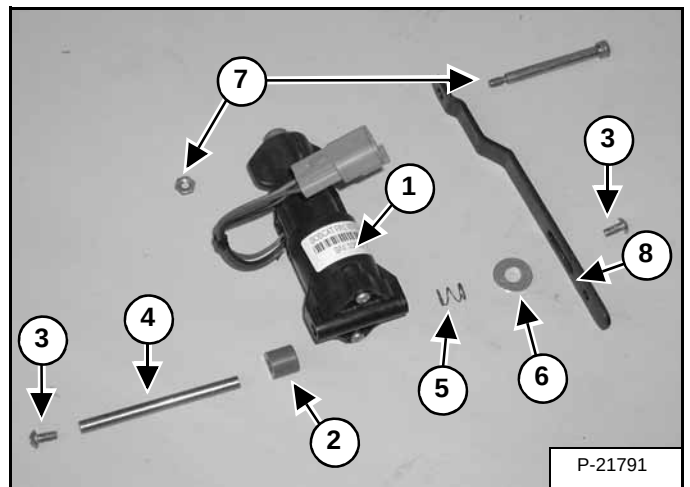


Remove the top mounting bolt (Item 1) [Figure 50-114-9] from the handle sensor.

NOTE: Be careful not to loosen the recessed nut on the other side of the handle.

Installation: Tighten bolt to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

Figure 50-114-10



Remove the handle sensor (Item 1) [Figure 50-114-10] from the handle assembly.

NOTE: The handle sensor (Item 1) [Figure 50-114-10] can only be replaced as a complete assembly.

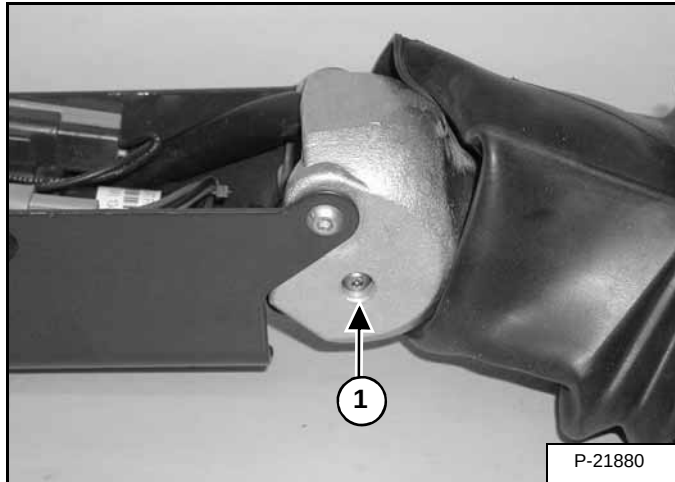
Check the spacer (Item 2) and screws (Item 3), mounting pin (Item 4), spring (Item 5), washer (Item 6), bolt/nut (Item 7), stop strap (Item 8) [Figure 50-114-10] and replace as needed.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Handle Sensor Removal And Installation (Cont'd)

CURRENT VERSION HAND CONTROLS:

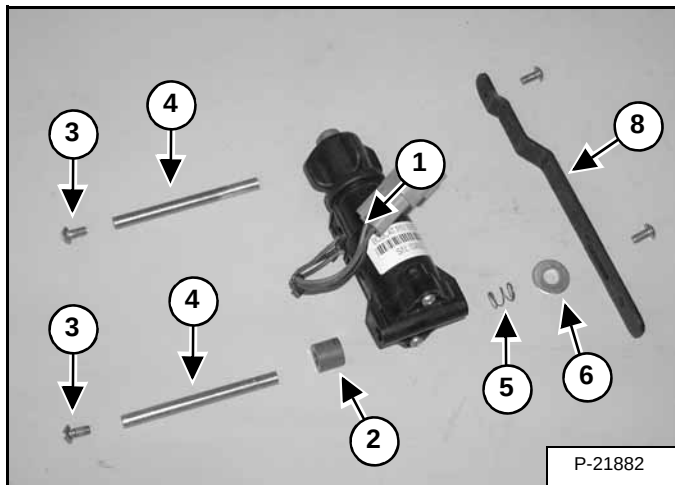
Figure 50-114-11



Remove one of the two mounting screws (Item 1) [Figure 50-114-11] from the handle sensor.

Installation: Tighten bolt to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

Figure 50-114-12



Remove the handle sensor (Item 1) [Figure 50-114-12] from the handle assembly.

NOTE: The handle sensor (Item 1) [Figure 50-114-12] can only be replaced as a complete assembly.

Check the spacer (Item 2) and screws (Item 3), mounting pin (Item 4), spring (Item 5), washer (Item 6), bolt/nut (Item 7), stop strap (Item 8) [Figure 50-114-12] and replace as needed.

Figure 50-114-13

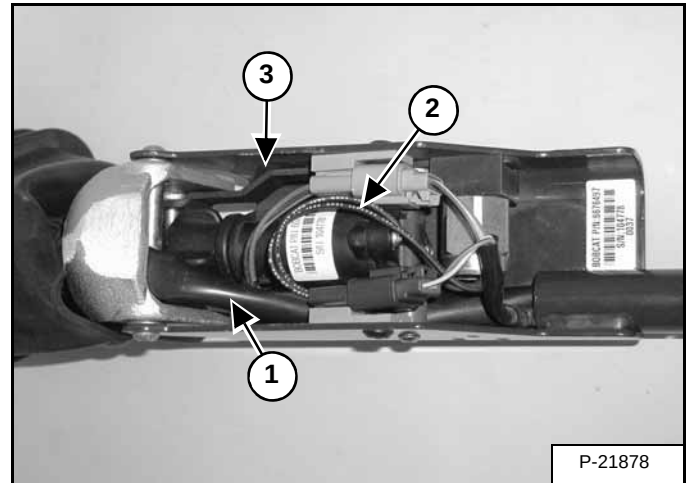
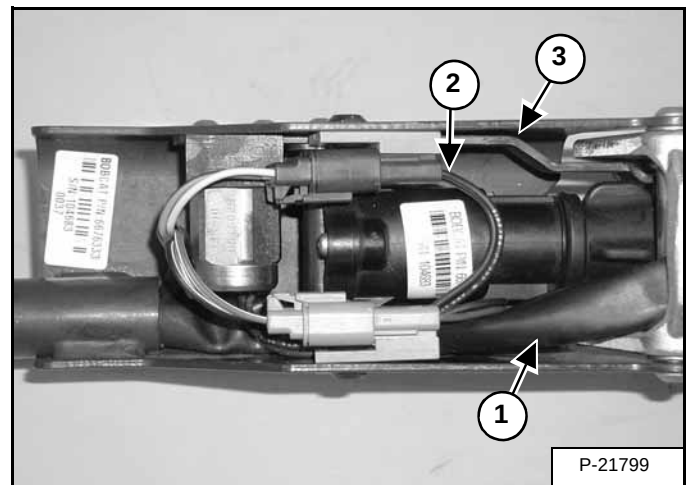


Figure 50-114-14



Installation: When installing the handle sensor into the control handle, check the routing of the switch handle wire harness (Item 1) [Figure 50-114-13] & [Figure 50-114-14] to assure proper return of the control handle to neutral and minimize harness movement.

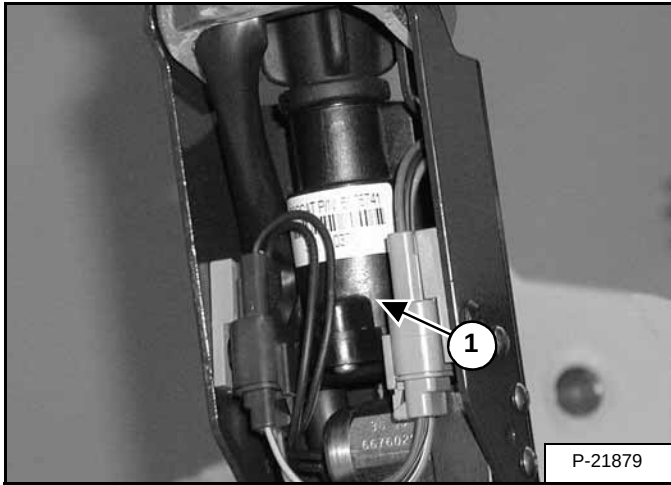
NOTE: Route wires (Item 2) [Figure 50-114-13] & [Figure 50-114-14] as shown away from stop strap (Item 3) [Figure 50-114-13] & [Figure 50-114-14] to avoid wire damage.

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

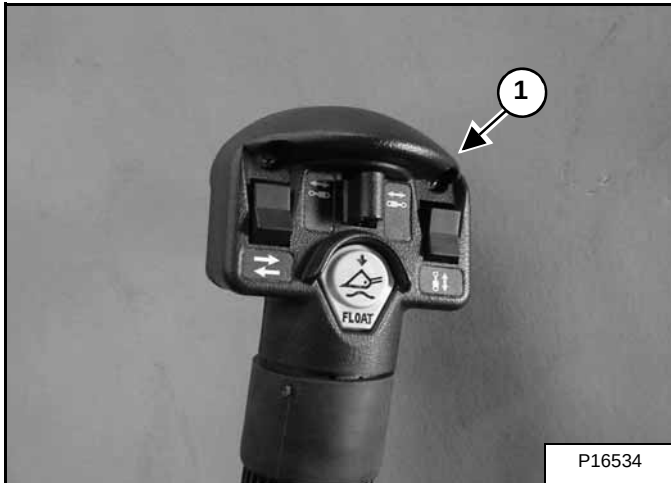
Control Handle Removal and Installation

Figure 50-114-15



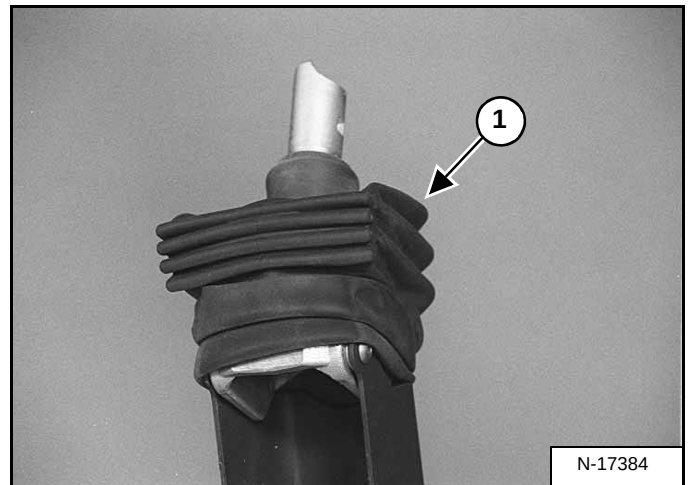
Remove the handle sensor (Item 1) [Figure 50-114-15]. (See Handle Sensor Removal And Installation on Page 50-114-2.)

Figure 50-114-16



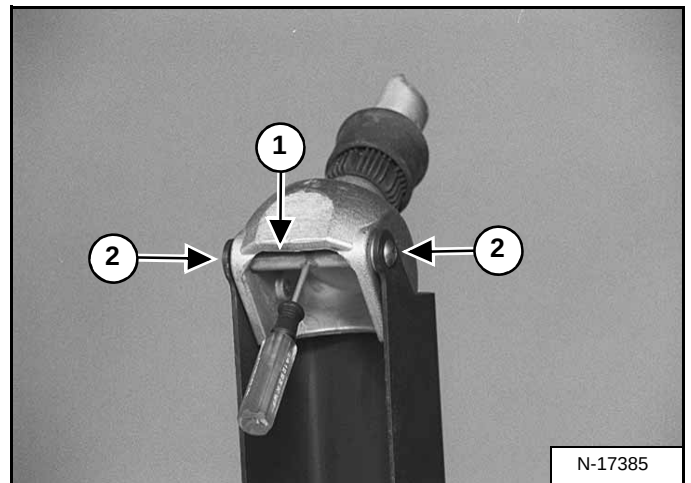
Remove the switch handle (Item 1) [Figure 50-114-16]. (See Switch Handle Removal on Page 60-123-6.)

Figure 50-114-17



Remove the rubber handle cover (Item 1) [Figure 50-114-17] from the handle.

Figure 50-114-18



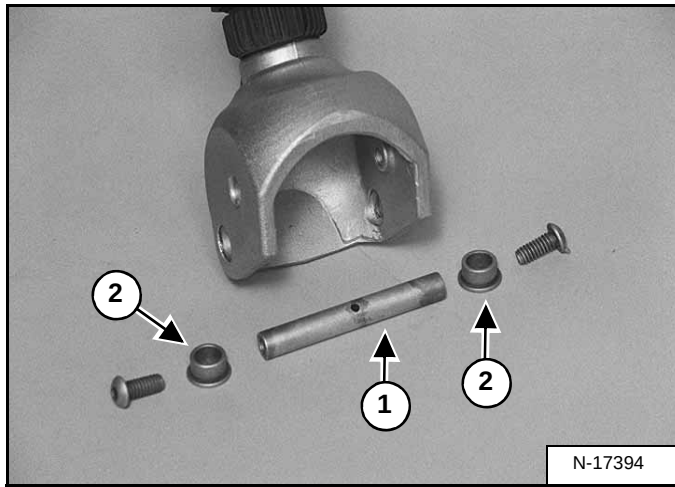
Using a small screwdriver, hold the handle spacer (Item 1) and remove the allen head screws (Item 2) [Figure 50-114-18] from the handle assembly.

Installation: Tighten the allen head screws to 35 in.-lbs. (4 Nm) torque.

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Control Handle Disassembly and Assembly

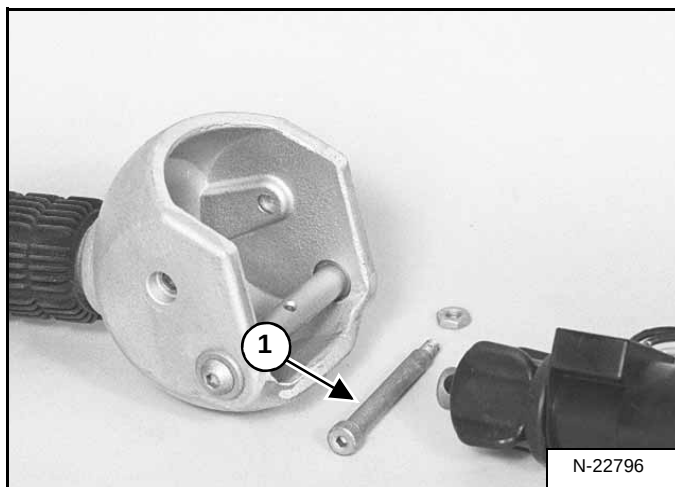
Figure 50-114-19



Remove the handle sleeve (Item 1) and bushings (Item 2) [Figure 50-114-19] from the handle.

Check all parts for wear and replace as needed.

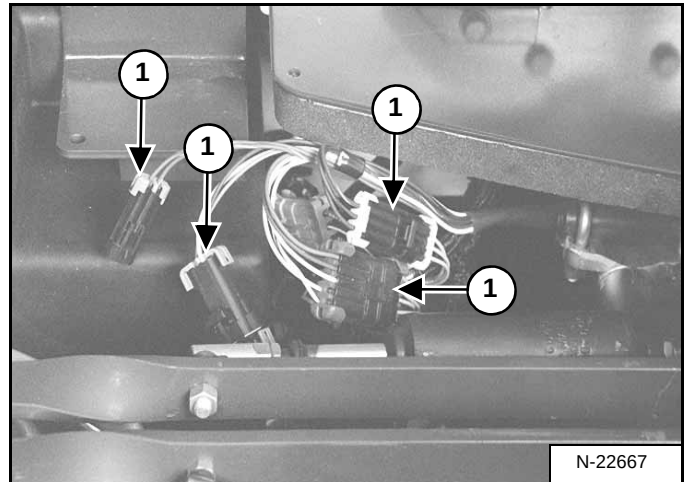
Figure 50-114-20



Check the mounting bolt (Item 1) [Figure 50-114-20] that connects the handle to the handle sensor for wear, replace as needed.

Control Lever Removal and Installation

Figure 50-114-21



Disconnect the electrical connectors (Item 1) [Figure 50-114-21] from the control lever switch handle.

Remove the electrical connectors from the control lever switch handle. (See Switch Handle Removal on Page 60-122-5.)

CONTROL HANDLE (ADVANCED CONTROL SYSTEM) (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Control Lever Removal and Installation (Cont'd)

Figure 50-114-22

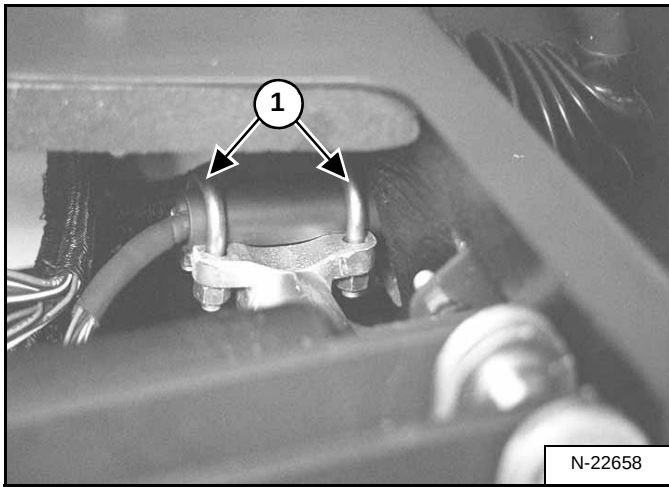
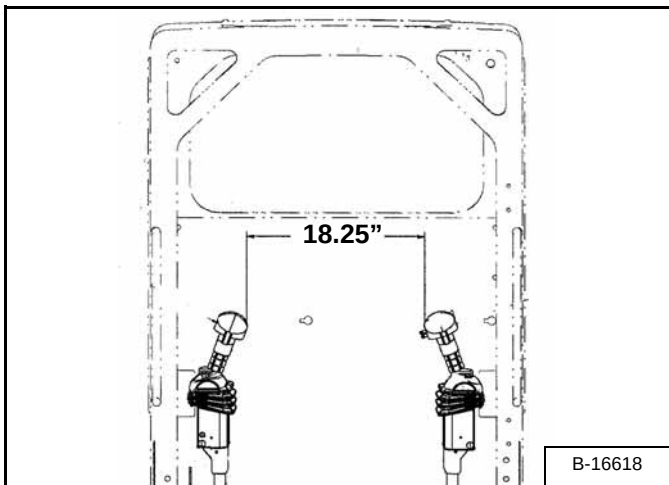


Figure 50-114-23

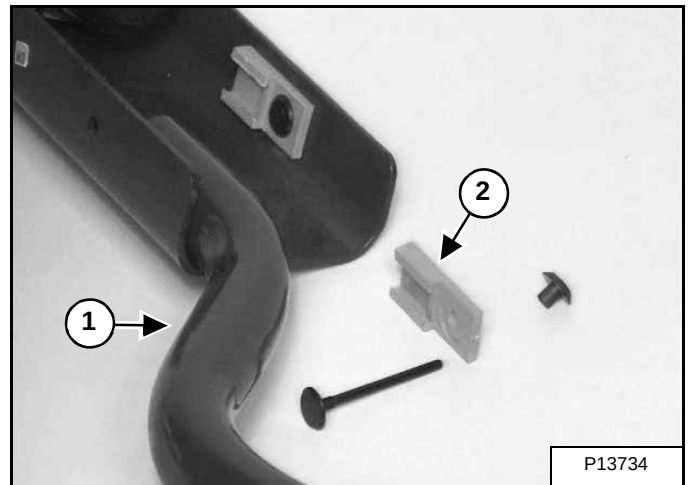


Loosen the two u-clamps (Item 1) [Figure 50-114-22] nuts.

Installation: Tighten the u-bolts so the lever can not be moved either right or left when seated in the operator seat. Control lever end (Item 2) [Figure 50-114-22] should be flush with bellcrank. Be sure the control lever does not interfere with the operator cab when lowering or raising the cab. The distance between handles should be 18.25 inches [Figure 50-114-23].

Remove the control lever from the cross shaft and control panel.

Figure 50-114-24

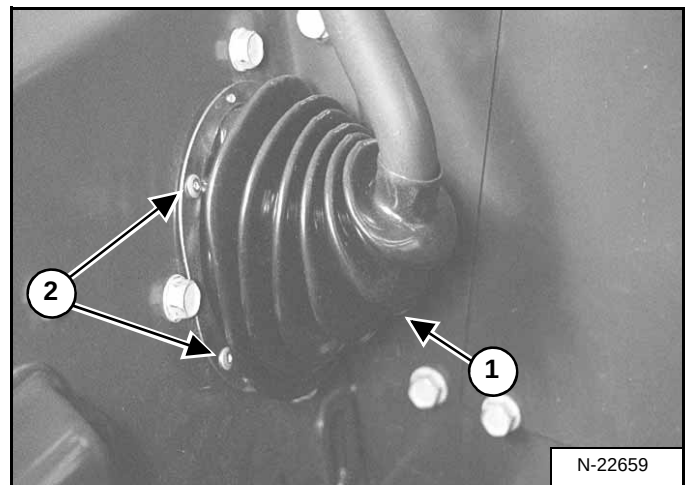


The control lever (Item 1) [Figure 50-114-24] must be replaced as a complete unit.

The connector clip (Item 2) [Figure 50-114-24] can be replaced separately from the control lever.

Control Lever Boot

Figure 50-114-25



To replace the rubber boot (Item 1) [Figure 50-114-25] on the control panel, remove the control lever. (See Control Lever Removal and Installation on Page 50-114-6.)

Drill out the four rivets (Item 2) [Figure 50-114-25] located on the flange of the rubber boot and remove the old boot.

Install the new boot and reinstall the control lever. (See Control Lever Removal and Installation on Page 50-114-6.)



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ELECTRICAL SYSTEM

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL	60-122-1
ACS Controller Removal And Installation	60-122-4
Actuators Disassembly And Assembly	60-122-10
Components Identification	60-122-1
Controller, Connector And Wire Identification	60-122-3
Handle Sensor Connector	60-122-4
Troubleshooting Guide.	60-122-2
Switch Handle Installation	60-122-7
Switch Handle Removal.	60-122-5

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/ FOOT CONTROL	60-123-1
ACS Controller Removal And Installation	60-123-5
Actuators Disassembly And Assembly	60-123-11
Calibration Procedure	60-123-14
Components Identification	60-123-1
Controller, Connector And Wire Identification	60-123-4
Foot Lock Solenoid Connector.	60-123-19
Foot Lock Solenoid Removal And Installation	60-123-19
Foot Sensor Connector	60-123-18
Foot Sensor Disassembly And Assembly	60-123-17
Handle Lock Solenoid Connector	60-123-13
Handle Lock Solenoid Disassembly And Assembly.	60-123-12
Handle Lock Solenoid Removal And Installation	60-123-12
Handle Sensor Connector	60-123-5
Troubleshooting Guide.	60-123-3
Switch Handle Installation	60-123-8
Switch Handle Removal.	60-123-6

ADVANCE HAND CONTROL (AHC) SYSTEM.	60-120-1
Actuators Disassembly and Assembly.	60-120-8
AHC Controller Removal And Installation	60-120-4
Components Identification	60-120-1
Handle Control Unit Connector	60-120-4
Parts Identification	60-120-3
Switch Handle Removal and Installation	60-120-5
Troubleshooting Guide.	60-122-2

ADVANCED HAND CONTROL (AHC) SYSTEM (W/PUSH BUTTON FLOAT)	60-121-1
Actuators Disassembly and Assembly.	60-121-10
AHC Controller Removal And Installation	60-121-4
Components Identification	60-121-1
Controller Connector And Wire Identification.	60-121-3
Handle Sensor Connector	60-121-6
Handle Sensor Removal And Installation	60-121-4
Switch Handle Removal and Installation	60-121-7
Troubleshooting Guide.	60-121-2

ELECTRICAL SYSTEM

Continued On Next Page

ELECTRICAL SYSTEM (CONT'D)

ALTERNATOR (55 AMP).....	60-30-1
Adjusting The Alternator Belt.....	60-30-1
Alternator Output Test.....	60-30-1
Alternator Regulator Test.....	60-30-2
Assembly.....	60-30-7
Disassembly.....	60-30-5
Rectifier Continuity (Diode) Test.....	60-30-6
Rectifier (Diode) Test.....	60-30-2
Removal And Installation.....	60-30-4
Rotor Continuity Test.....	60-30-6
Rotor Ground Test.....	60-30-6
Stator Continuity Test.....	60-30-5
Stator Ground Test.....	60-30-5
 ALTERNATOR (90 AMP).....	 60-31-1
Adjusting The Alternator Belt.....	60-31-1
Alternator Identification.....	60-31-1
Alternator Regulator Test.....	60-31-6
Alternator Voltage Test.....	60-31-3
Assembly.....	60-31-8
Charging System Check.....	60-31-2
Disassembly.....	60-31-7
High Voltage Test.....	60-31-4
Low Voltage Test.....	60-31-3
Rectifier Continuity (Diode) Test.....	60-31-5
Removal And Installation.....	60-31-4
Rotor Continuity Test.....	60-31-8
Rotor Ground Test.....	60-31-8
Stator Continuity Test.....	60-31-7
Stator Ground Test.....	60-31-7
 BATTERY.....	 60-20-1
Removal And Installation.....	60-20-1
Servicing.....	60-20-2
Using A Booster Battery (Jump Starting).....	60-20-3

Continued On Next Page

ELECTRICAL SYSTEM (CONT'D)

BICS™ SYSTEM.	60-90-1
Additional Inspection For Loaders With Advanced Hand Controls (AHC) .	60-90-2
Inspecting Deactivation Of The Auxiliary Hydraulics System (Engine STOPPED - Key ON)	60-90-1
Inspecting The BICS™ Controller (Engine STOPPED - Key ON)	60-90-1
Inspecting The Lift Arm By-Pass Control	60-90-2
Inspecting The Seat Bar Sensor (Engine RUNNING)	60-90-1
Inspecting The Traction Lock (Engine RUNNING)	60-90-1
Troubleshooting Chart	60-90-3
Troubleshooting Guide.	60-90-4
 BOBCAT CONTROLLER	 60-70-1
Identification Chart.	60-70-1
Removal And Installation	60-70-2
 DIAGNOSTICS	 60-80-1
Service Codes	60-80-1
 ELECTRICAL/HYDRAULIC CONTROLS REFERENCE	 60-130-1
Controls Identification Chart.	60-130-1
 ELECTRICAL SYSTEM INFORMATION	 60-10-1
Description	60-10-4
Fuse Location	60-10-5
Relay Switch Location	60-10-5
Solenoid Test	60-10-6
Troubleshooting Chart	60-10-3
 INSTRUMENT PANEL	 60-50-1
Changing the Password.	60-50-6
Front Accessory Panel Removal And Installation	60-50-10
Left Panel.	60-50-1
Option and Field Accessory Panels.	60-50-8
Passwords	60-50-6
Removal And Installation	60-50-9
Right Panel - (Deluxe) (With Keyless Start)	60-50-3
Right Panel Setup Display Options (Deluxe)	60-50-5
Right Panel - (Standard) (With Key Switch)	60-50-2

Continued On Next Page

ELECTRICAL SYSTEM (CONT'D)

LIGHTS	60-60-1
Front Removal And Installation	60-60-1
Rear Removal And Installation	60-60-2
SEAT BAR SENSOR	60-100-1
BICS™ Circuit Test	60-100-4
Removal And Installation	60-100-3
Test	60-100-2
Troubleshooting Chart	60-100-1
STARTER (NIPPONDENSO)	60-40-1
Assembly	60-40-13
Checking	60-40-1
Disassembly	60-40-4
Inspection And Repair	60-40-9
No Load Test	60-40-12
Parts Identification	60-40-3
Removal And Installation	60-40-1
STARTER (VALEO)	60-41-1
Checking	60-41-1
Disassembly and Assembly	60-41-4
Inspection And Repair	60-41-6
No Load Test	60-41-9
Parts Identification	60-41-3
Removal And Installation	60-41-2
TRACTION LOCK	60-110-1
Guide Installation	60-110-6
Guide Removal	60-110-4
Inspecting	60-110-2
Solenoid Removal And Installation	60-110-2
Troubleshooting Chart	60-110-1

TIGHTEN ALL HARDWARE PER SIZE TO GRADE 5 TORQUE (See TORQUE SPECIFICATIONS FOR BOLTS on Page SPEC-30-1.) **UNLESS OTHERWISE SPECIFIED.**

773 WIRING SCHEMATIC

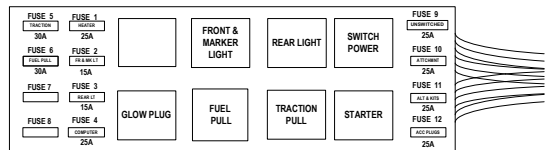
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S/N 518111001-11999
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S/N 519211001-11999
(PRINTED MARCH 2004)
V-0001

WIRES CONNECT BY LETTER
ACROSS CONNECTORS

SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARITY

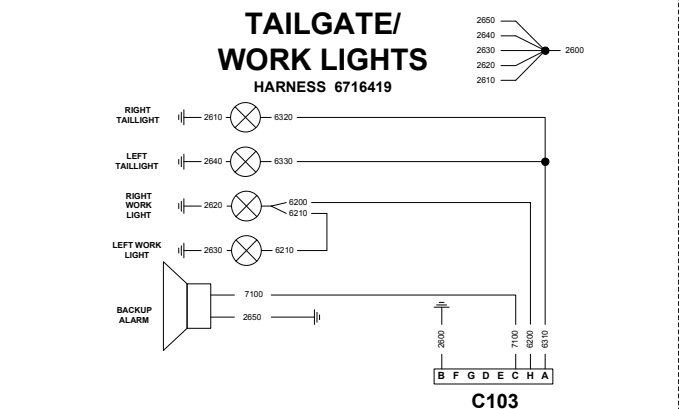
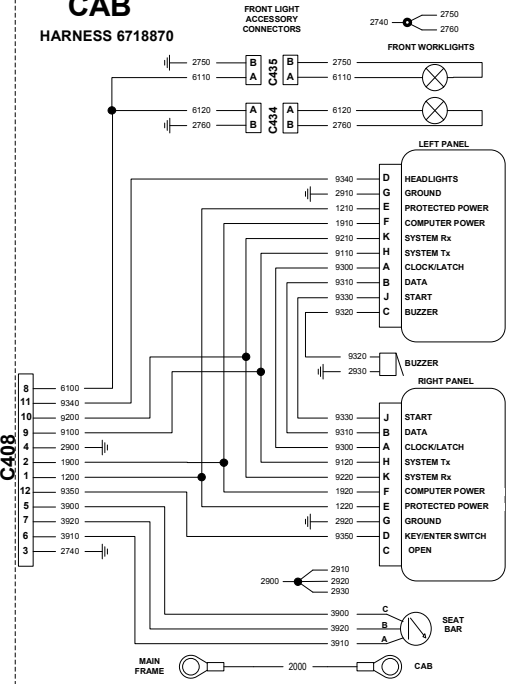
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GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT
GREEN
DON = DARK
GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY

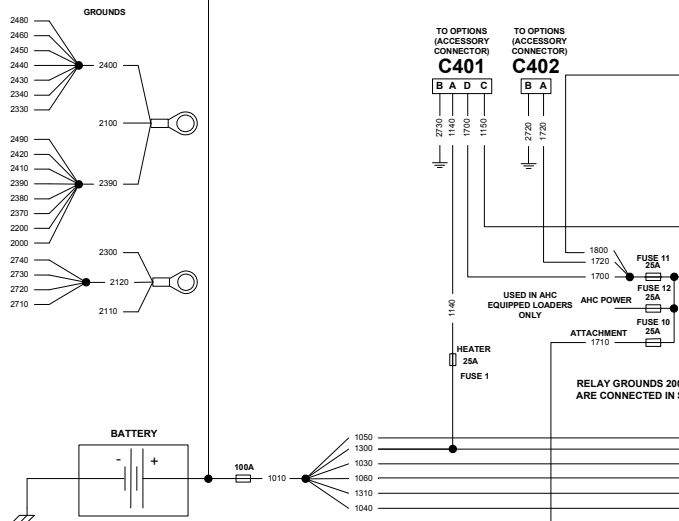
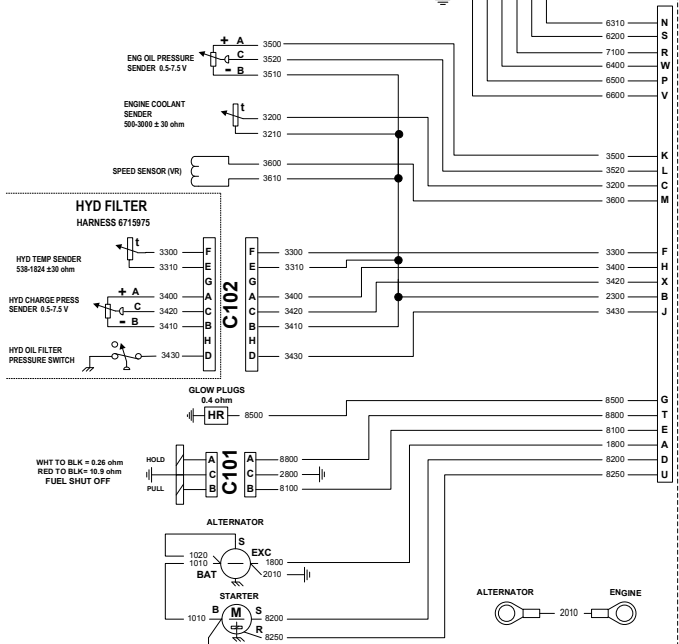


MAIN FRAME
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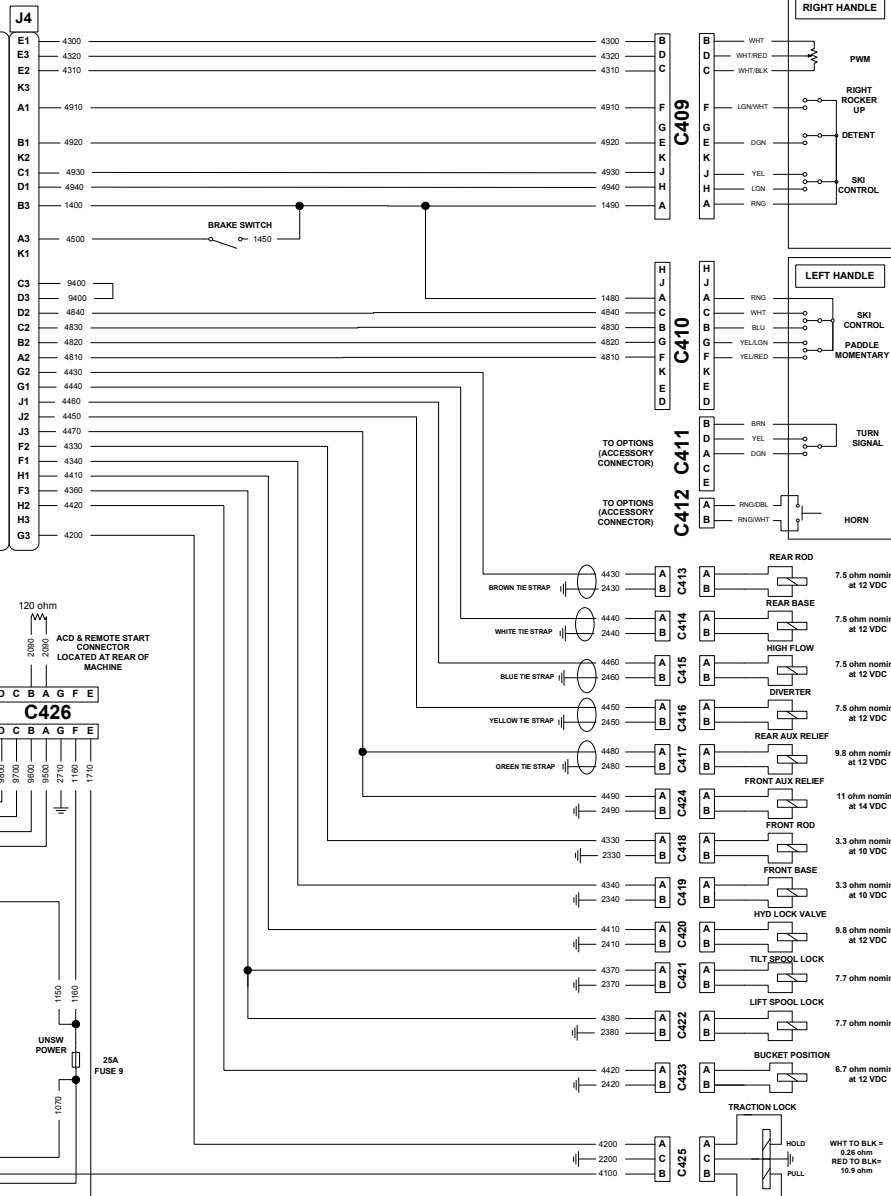
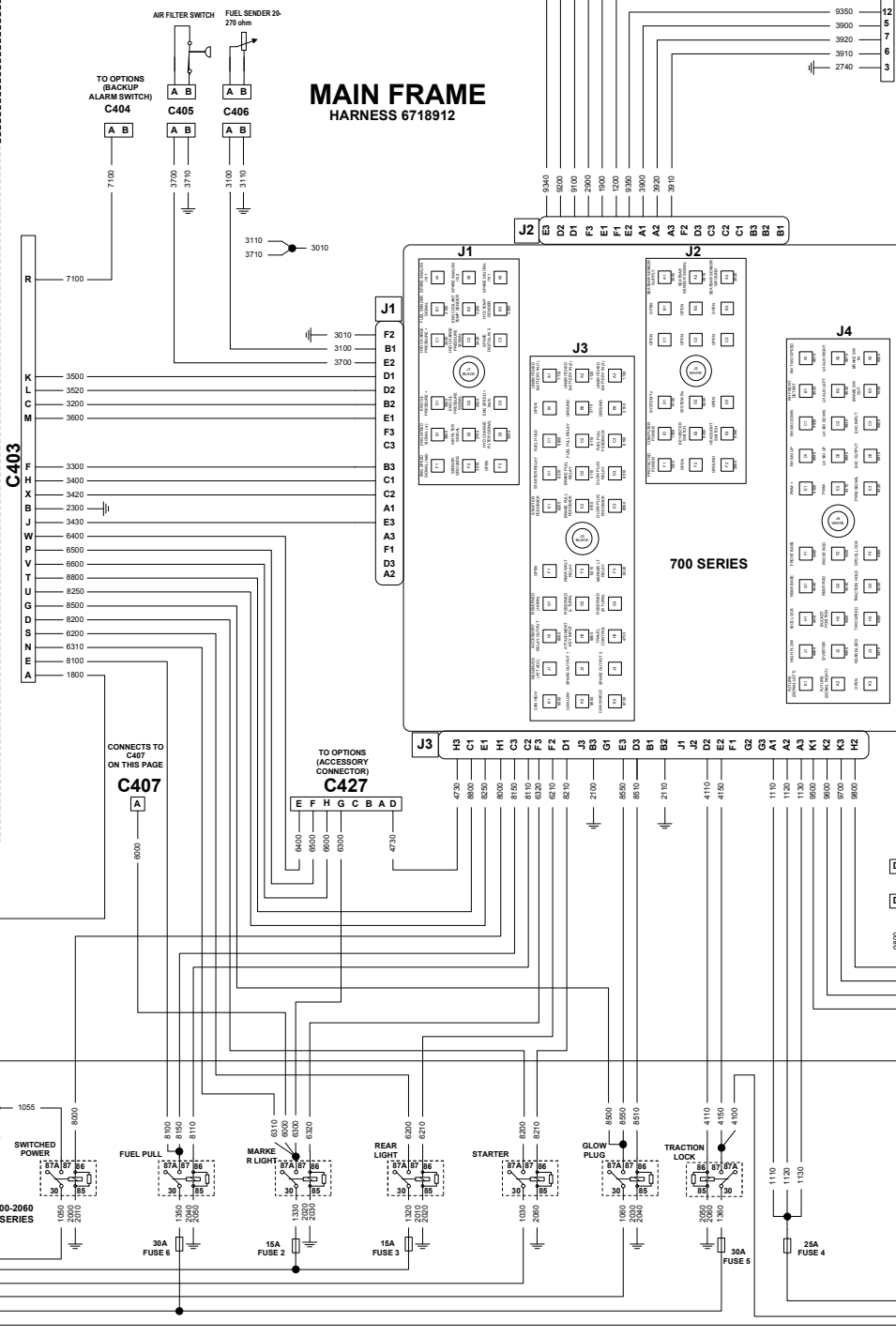
CAB
HARNESS 6718870



ENGINE
HARNESS 6718871



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V-0001 (3-3-04)

773 WIRING SCHEMATIC

WITH ADVANCED HAND CONTROL OPTION

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S/N 518011001-11504

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S/N 519211001-11117

(PRINTED MARCH 2004)

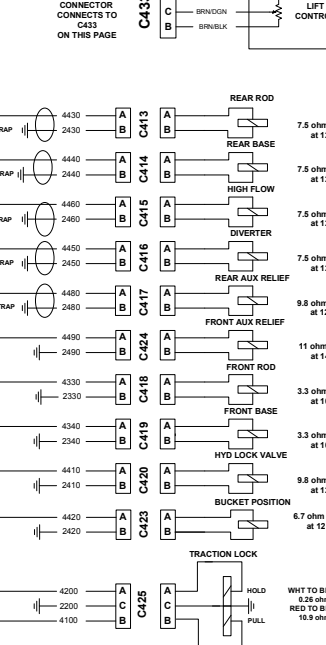
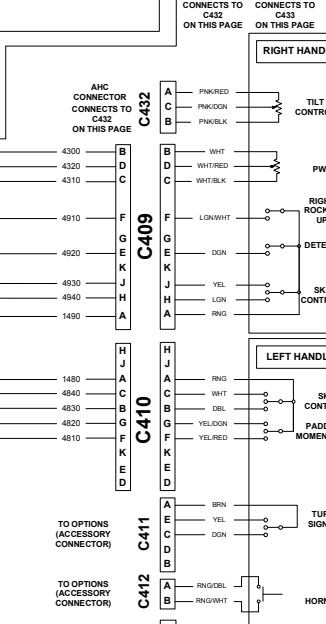
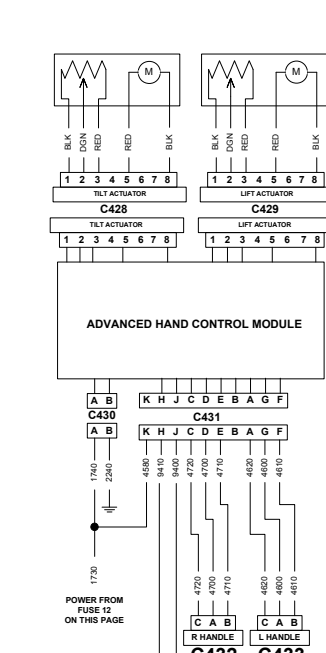
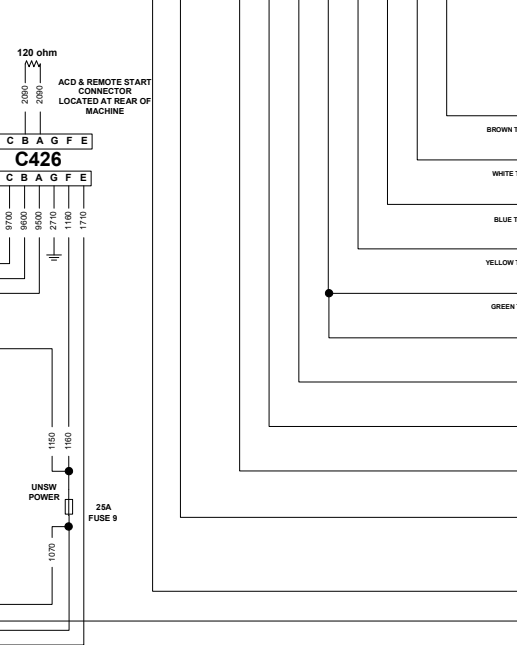
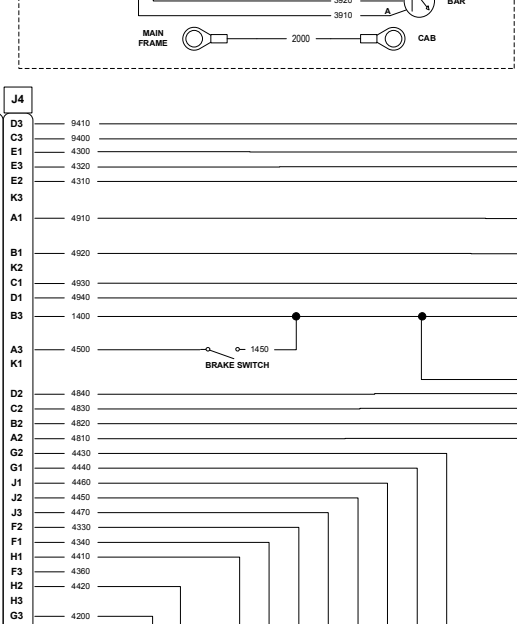
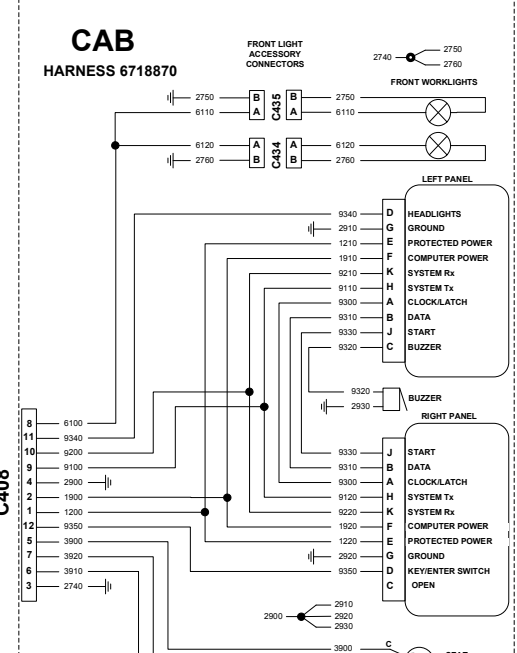
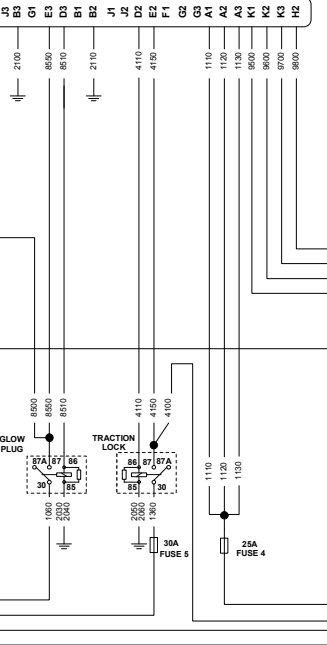
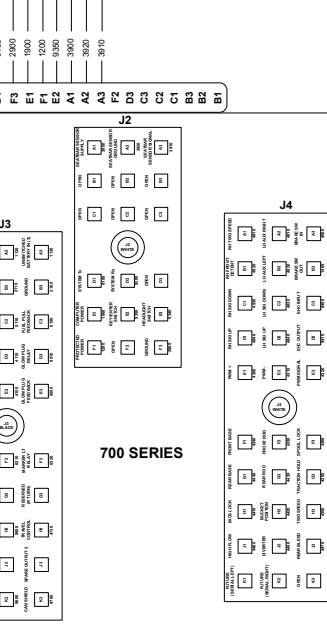
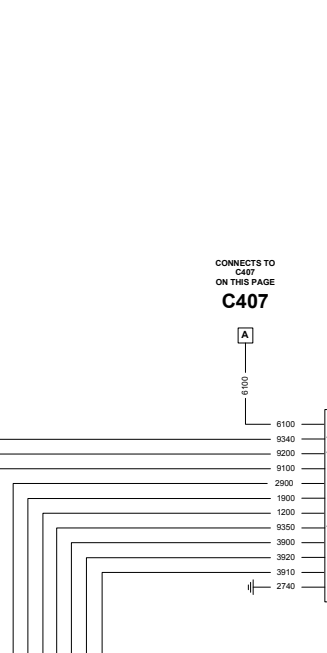
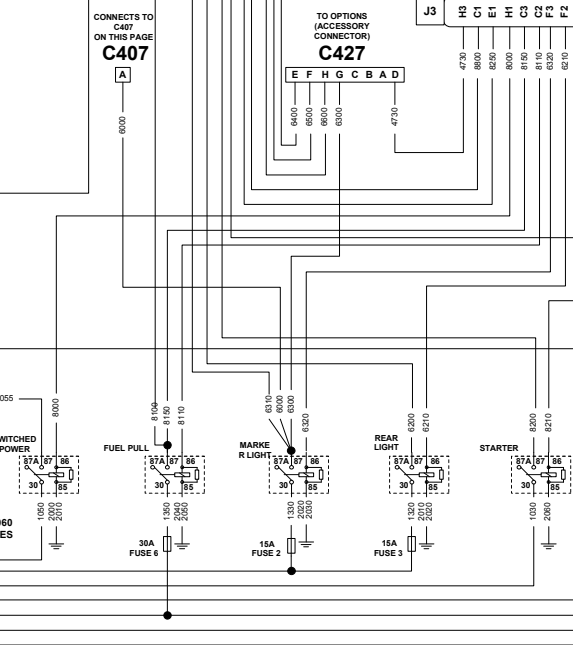
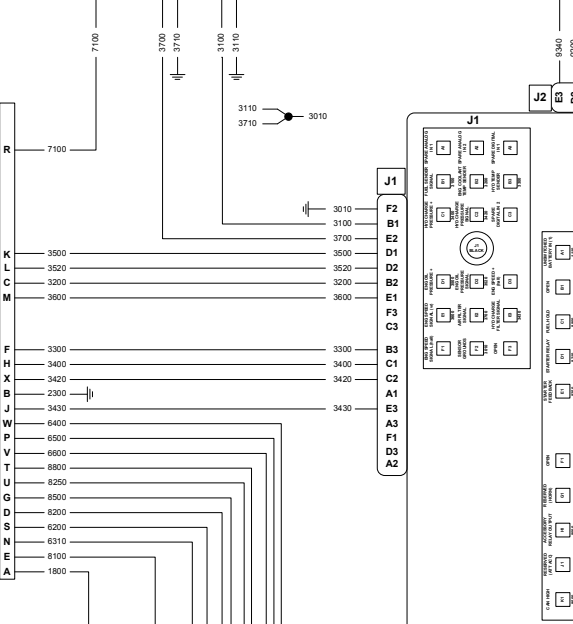
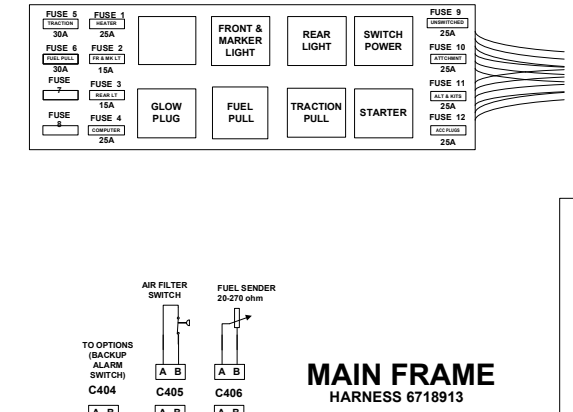
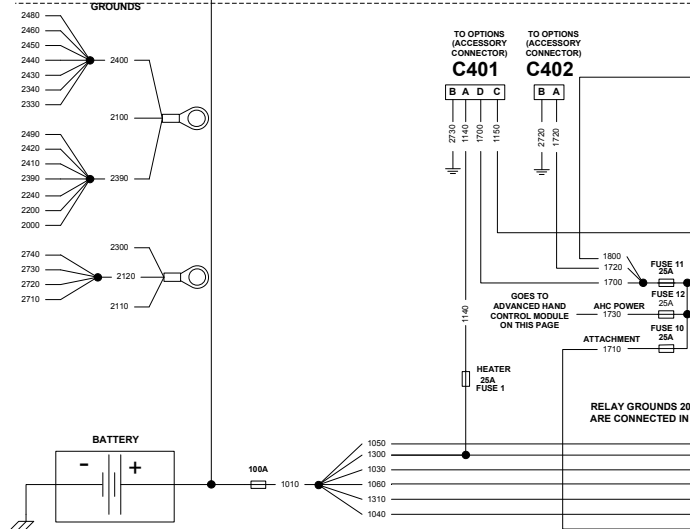
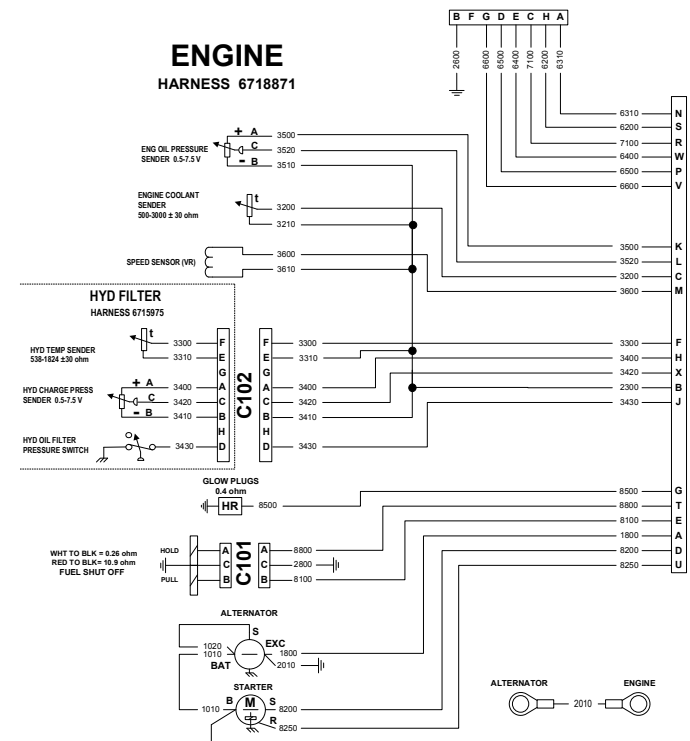
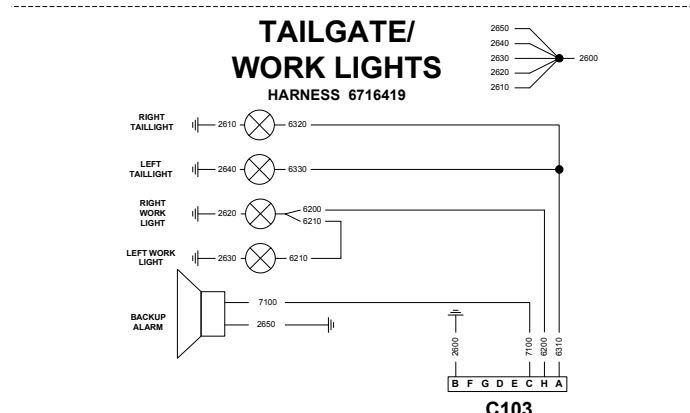
V-0002

WIRES CONNECT BY
LETTER ACROSS
CONNECTORS

SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARITY

BATTERY FEED 1000-1999 RED, RED/WHI, RING
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DON = DARK GREEN
YEL = YELLOW
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY

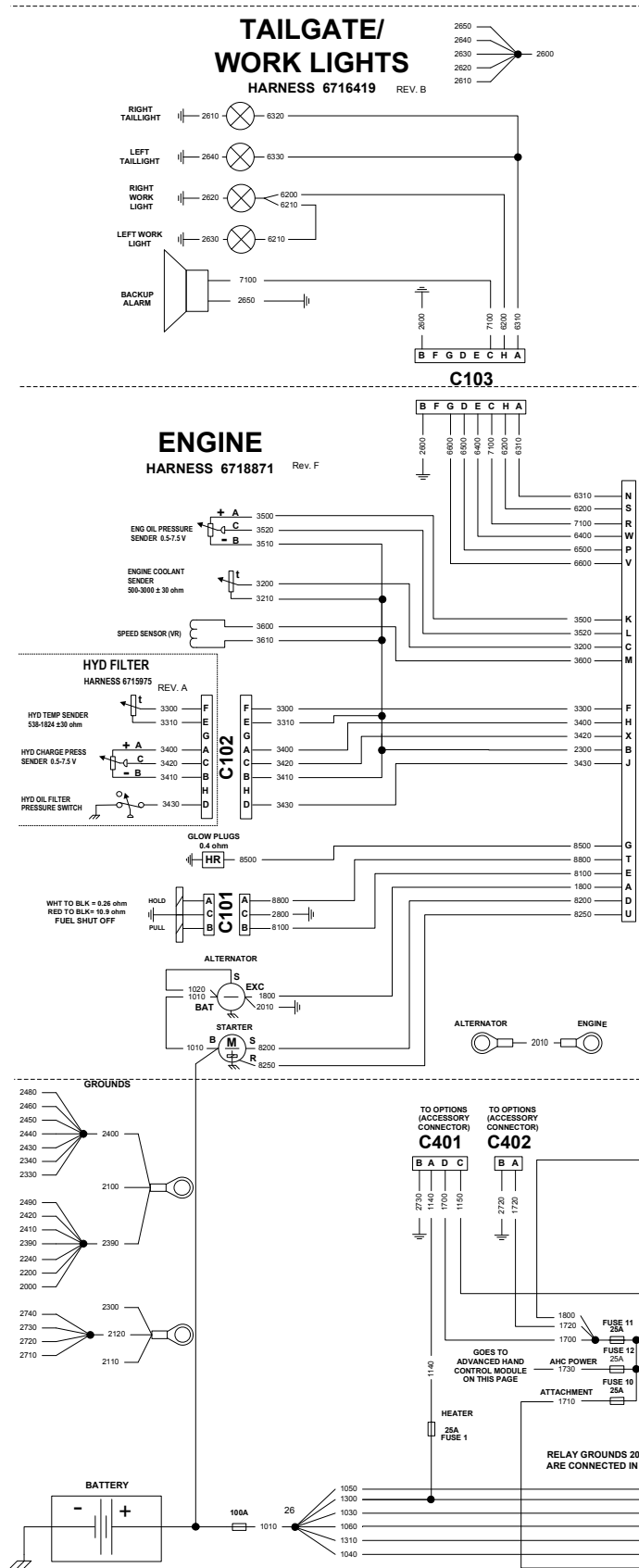


773 WIRING SCHEMATIC

WITH ADVANCED HAND CONTROL OPTION

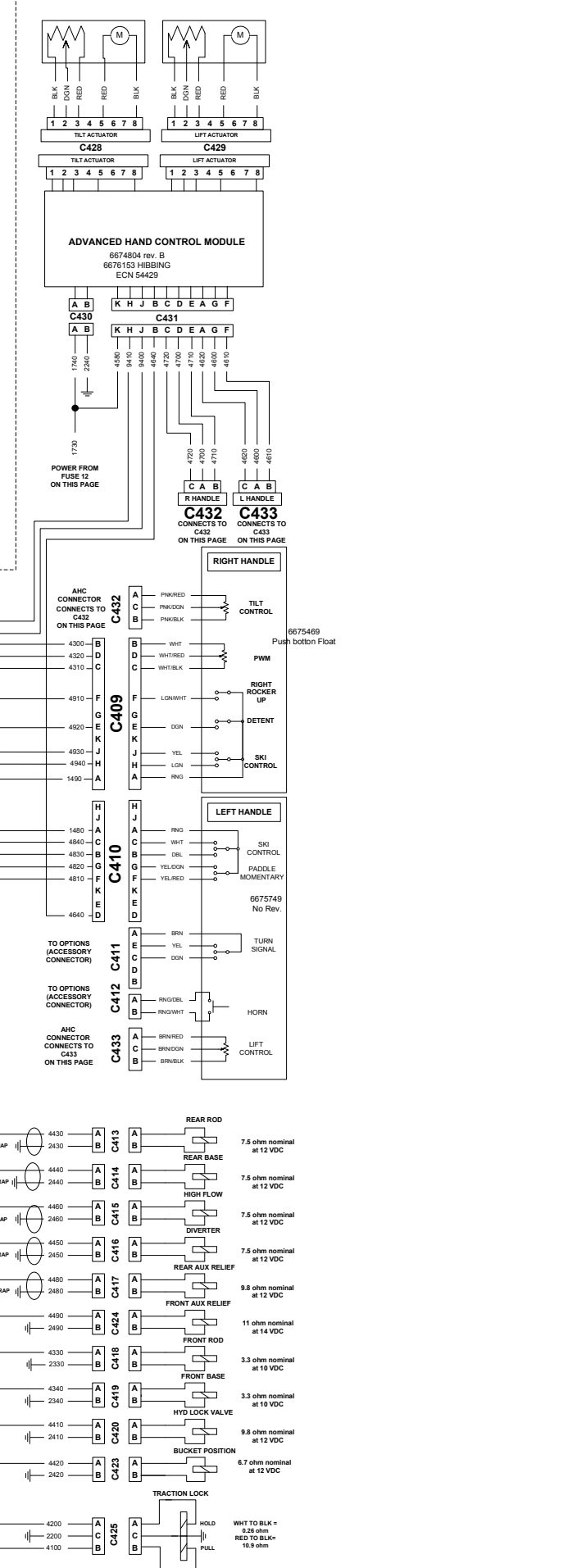
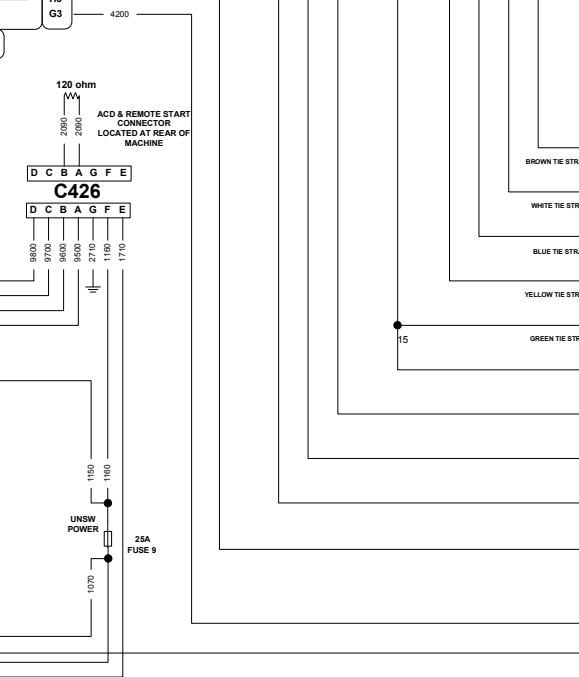
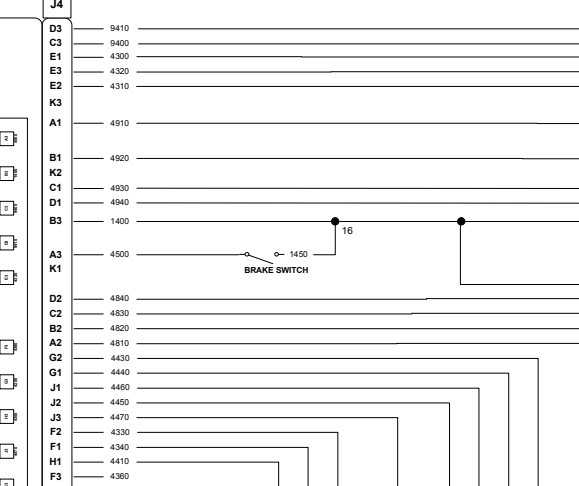
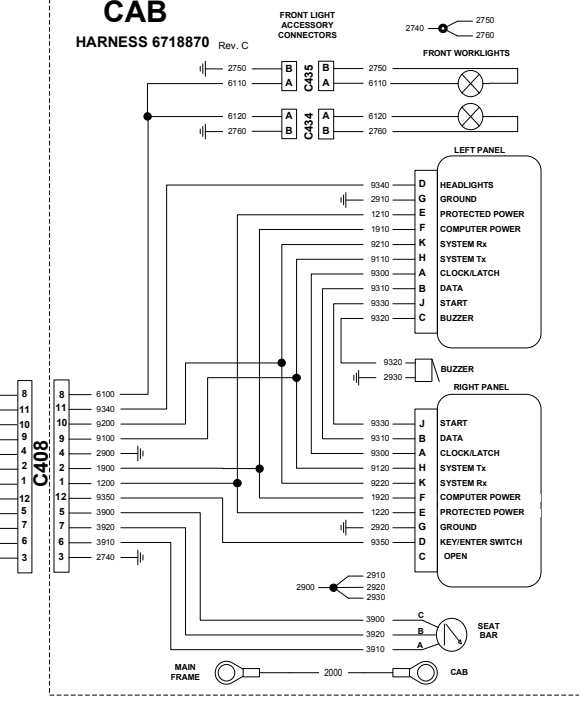
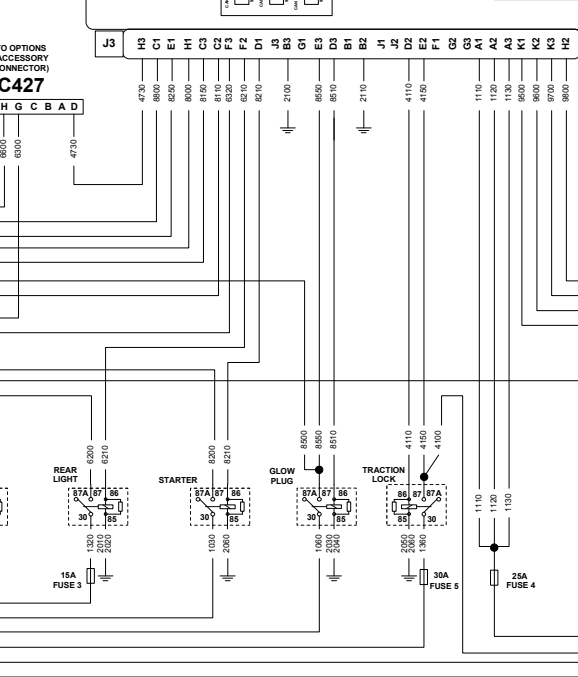
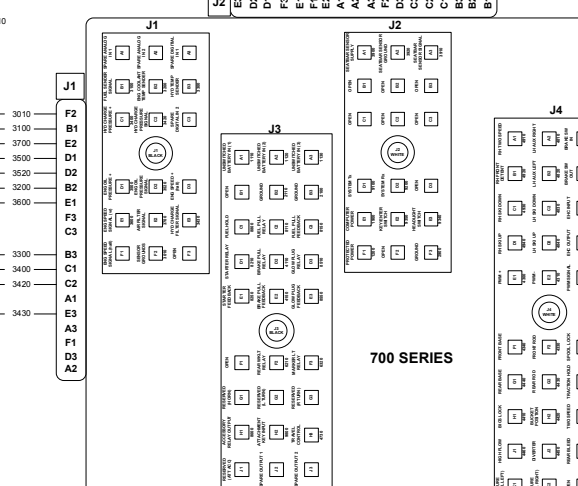
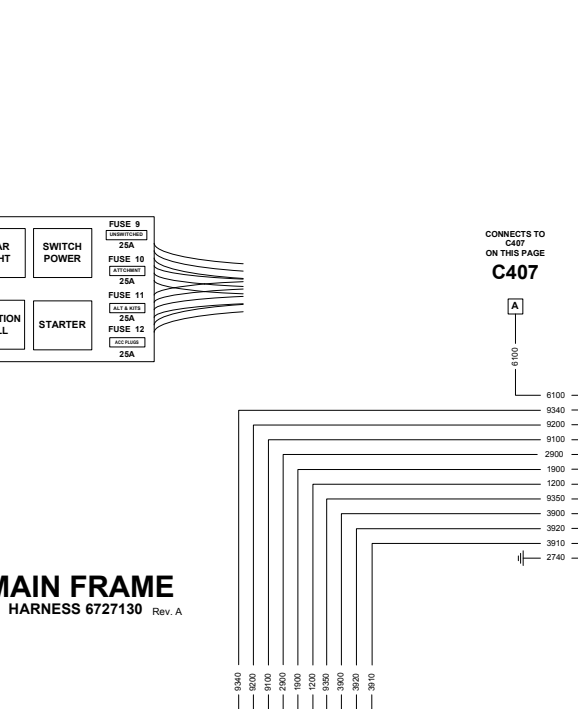
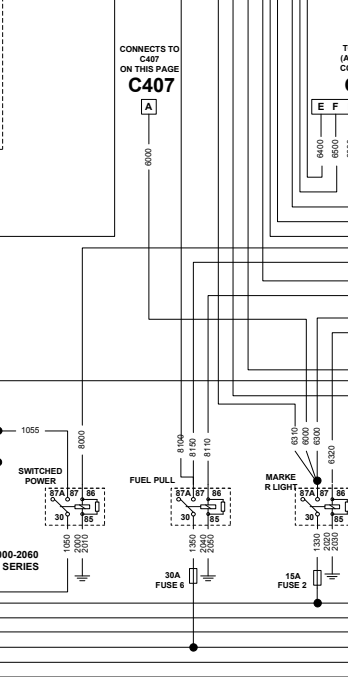
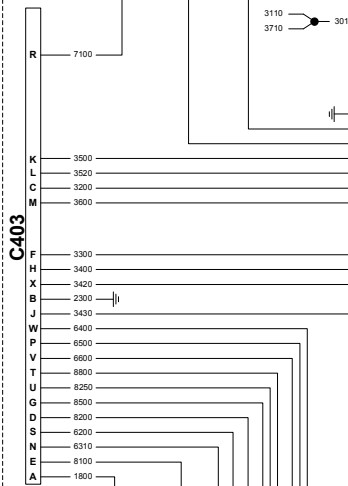
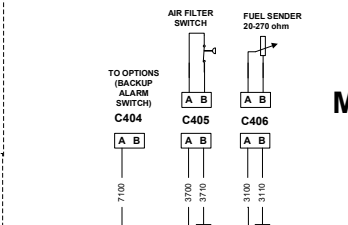
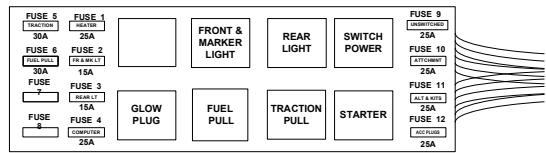
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S/N 519211118-11999
(PRINTED MARCH 2004)
V-0066

ECN
54429



BATTERY FEED 1000-1999 RED, RED/WHIT, RING
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DON = DARK GREEN
YEL = YELLOW
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY



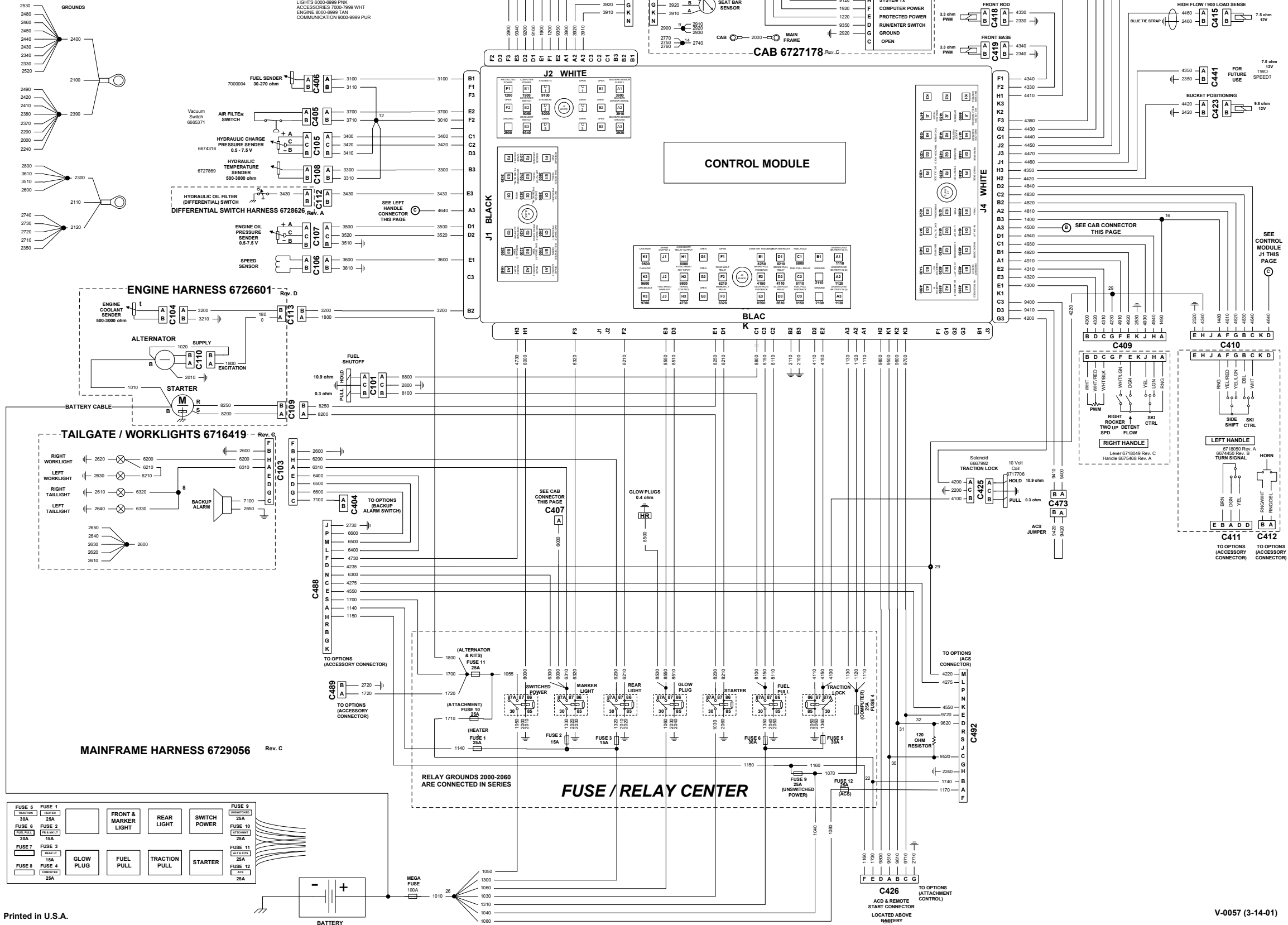
773 WIRING SCHEMATIC

S/N 517618001 AND ABOVE
S/N 518012001 AND ABOVE
S/N 51812001 AND ABOVE
S/N 519016001 AND ABOVE
S/N 519212001 AND ABOVE
S/N 500 K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0057

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DGN = DARK GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY

WIRES CONNECT BY
LETTER ACROSS
CONNECTORS
SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARITY

BATTERY FEED 1000-1999 RED, RED/WHI, RNG
GROUND 2000-2099 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR



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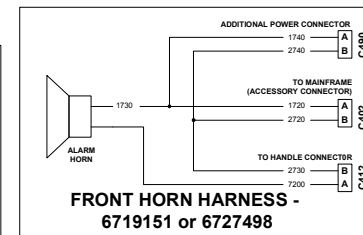
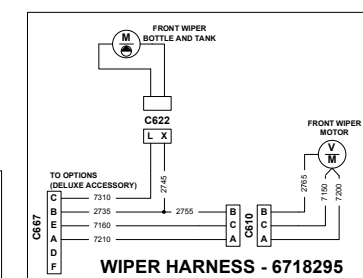
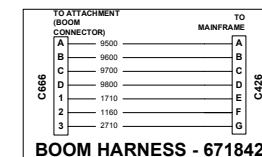
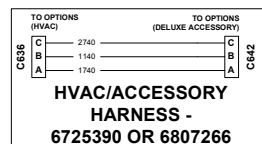
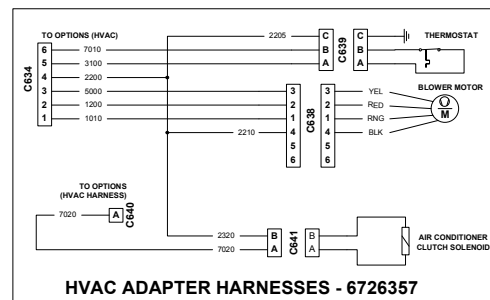
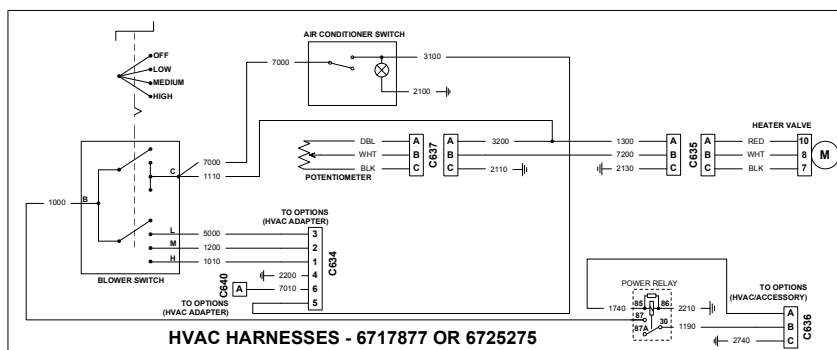
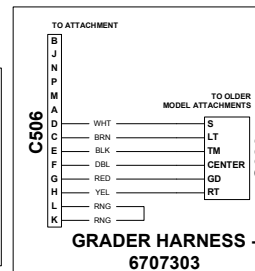
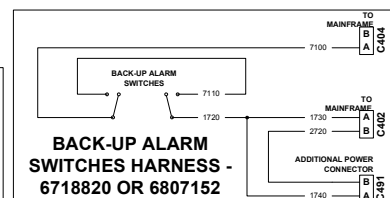
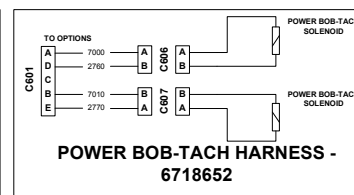
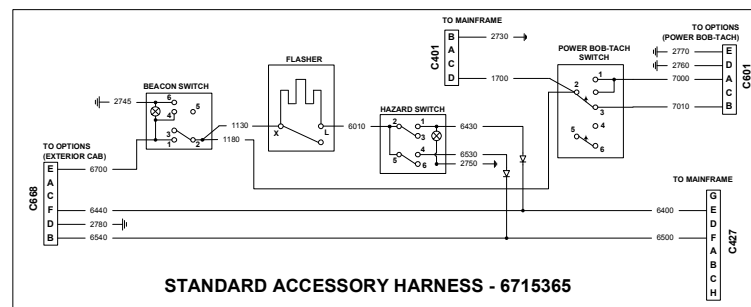
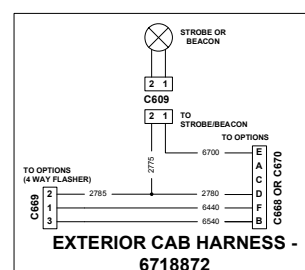
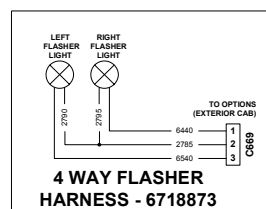
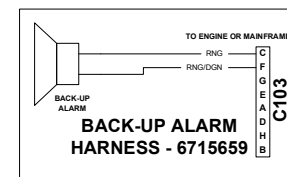
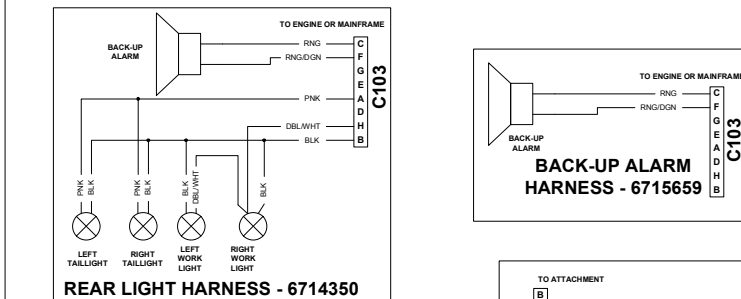
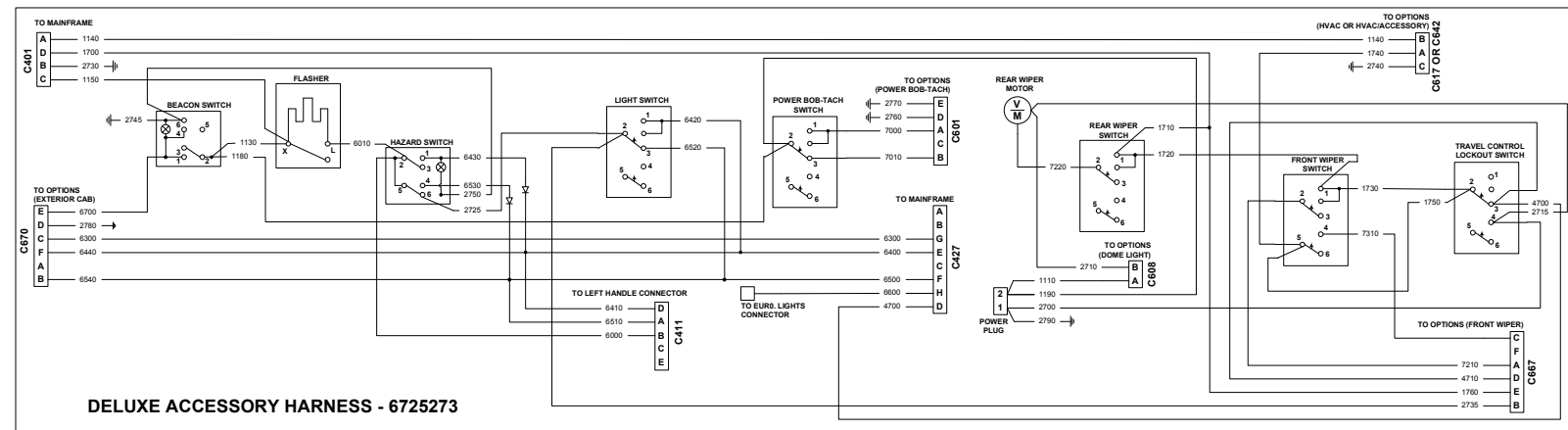
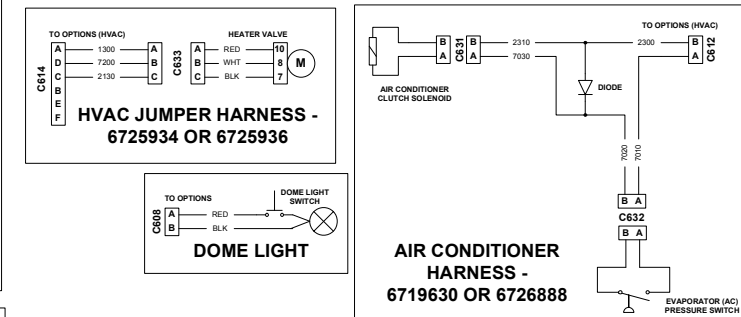
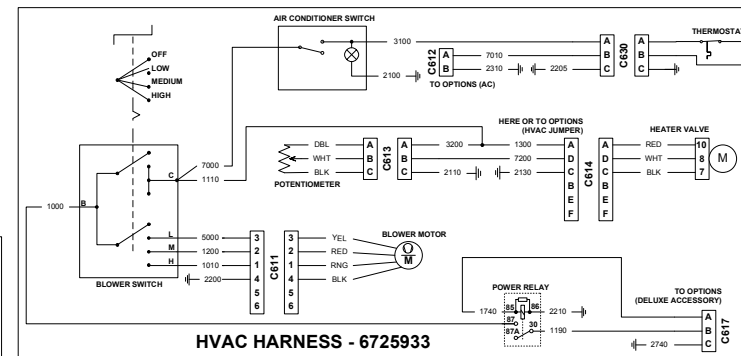
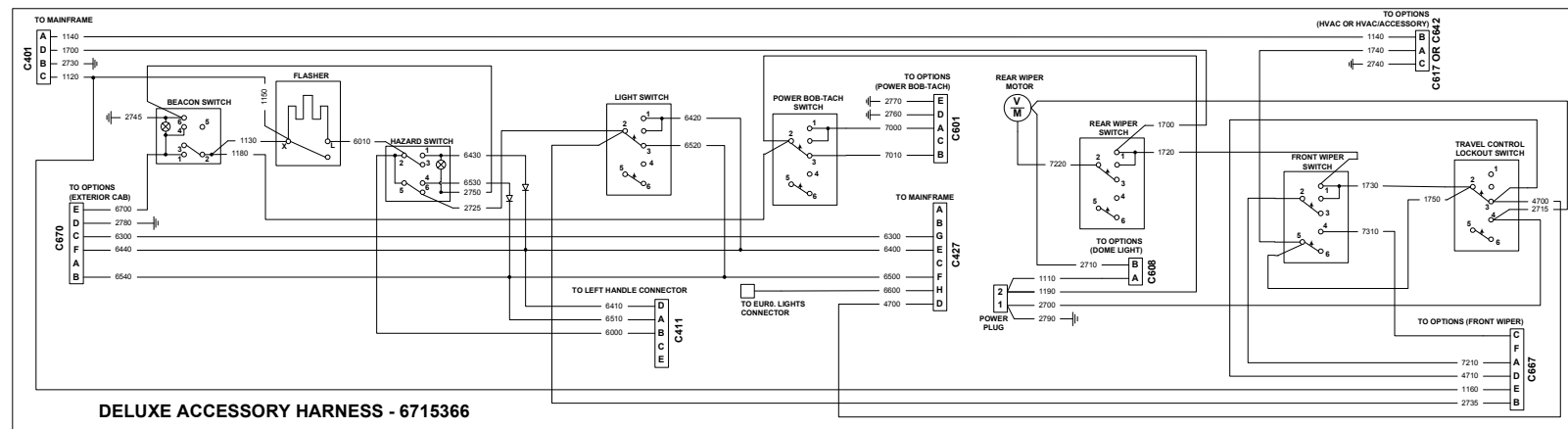
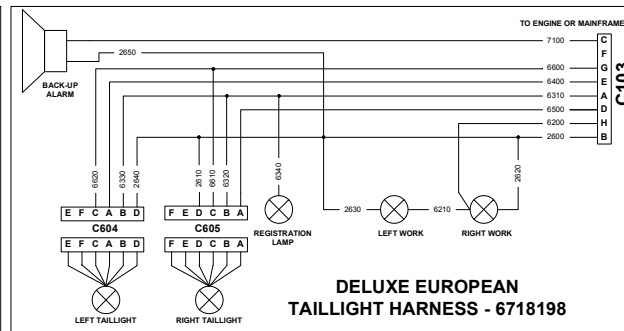
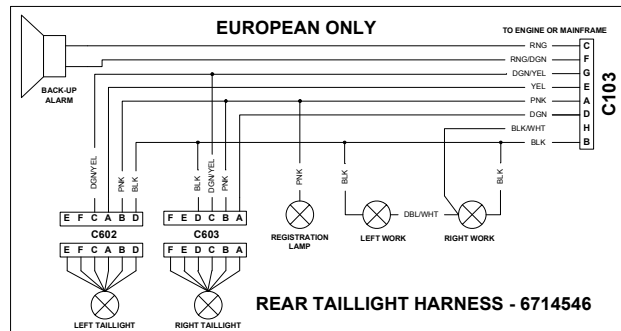
V-0057 (3-14-01)

3-15-01 CHGD. TWO SPEED TO RIGHT ROCKER UP ON 773 500K Right Handle
3-22-01 Chgd. Rev. to B on Mainframe Harness 6729056 - No Visible Chgs.
3-28-01 Flipped the Traction Lock Vertically
4-4-01 Added Text to Tilt Spool Lock and Lift Spool Lock (NOT Used With AHC or ACS)
5-22-01 - Tailgate Std. Harness - Chgd. Rev. from B to C - No Visible Chgs.

773 WIRING SCHEMATIC

OPTIONS

S/N 517611001 AND ABOVE
S/N 518011001 AND ABOVE
S/N 518111001 AND ABOVE
S/N 519011001 AND ABOVE
S/N 519211001 AND ABOVE
S/N 500 K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0049



RED = RED
 ORG = ORANGE
 BLK = BLACK
 LBL = LIGHT BLUE
 DBL = DARK BLUE
 LGN = LIGHT GREEN
 DGN = DARK GREEN
 YEL = YELLOW
 PNK = PINK
 WHT = WHITE
 BRN = BROWN
 TALL = TALL

WIRES CONNECT BY
LETTER ACROSS
CONNECTORS

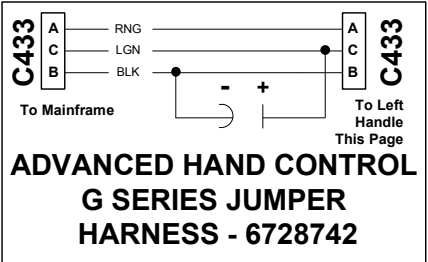
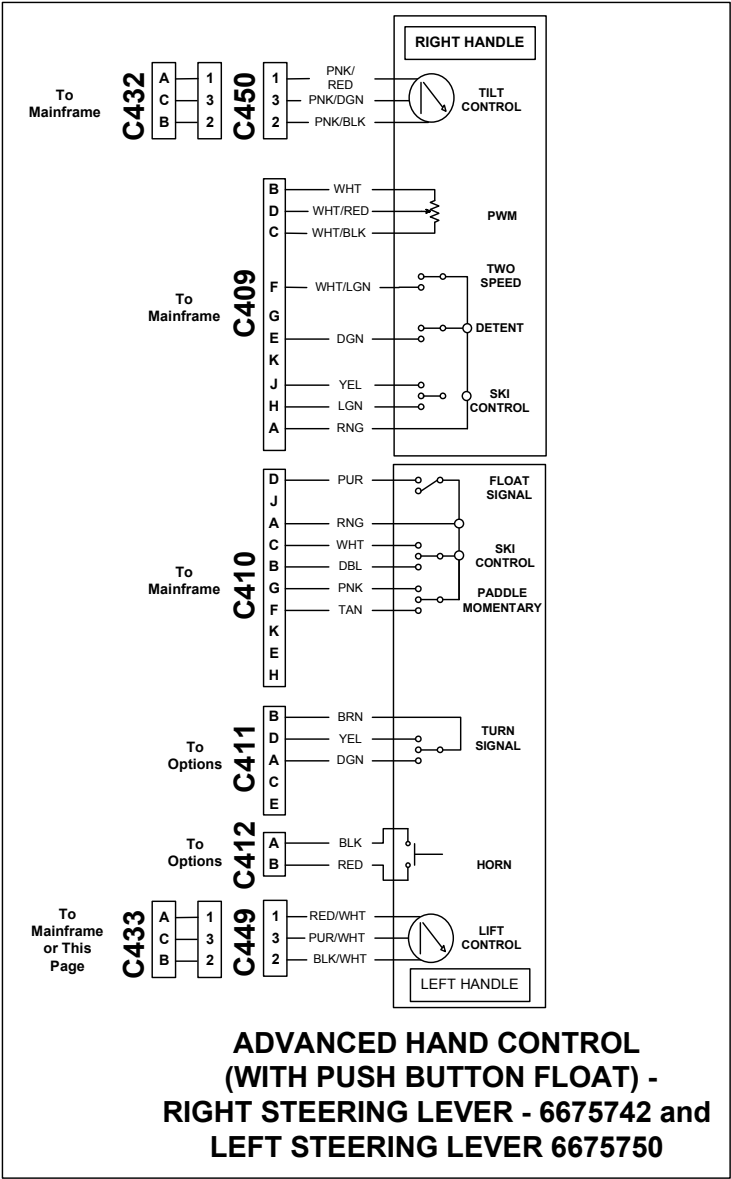


SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARITY

BATTERY FEED 1000-1999 RED, RED/WHT, RNO
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

773 WIRING SCHEMATIC
OPTIONS

S/N 517611001 AND ABOVE
S/N 518011001 AND ABOVE
S/N 518111001 AND ABOVE
S/N 519011001 AND ABOVE
S/N 519211001 AND ABOVE
S/N 500 K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0018

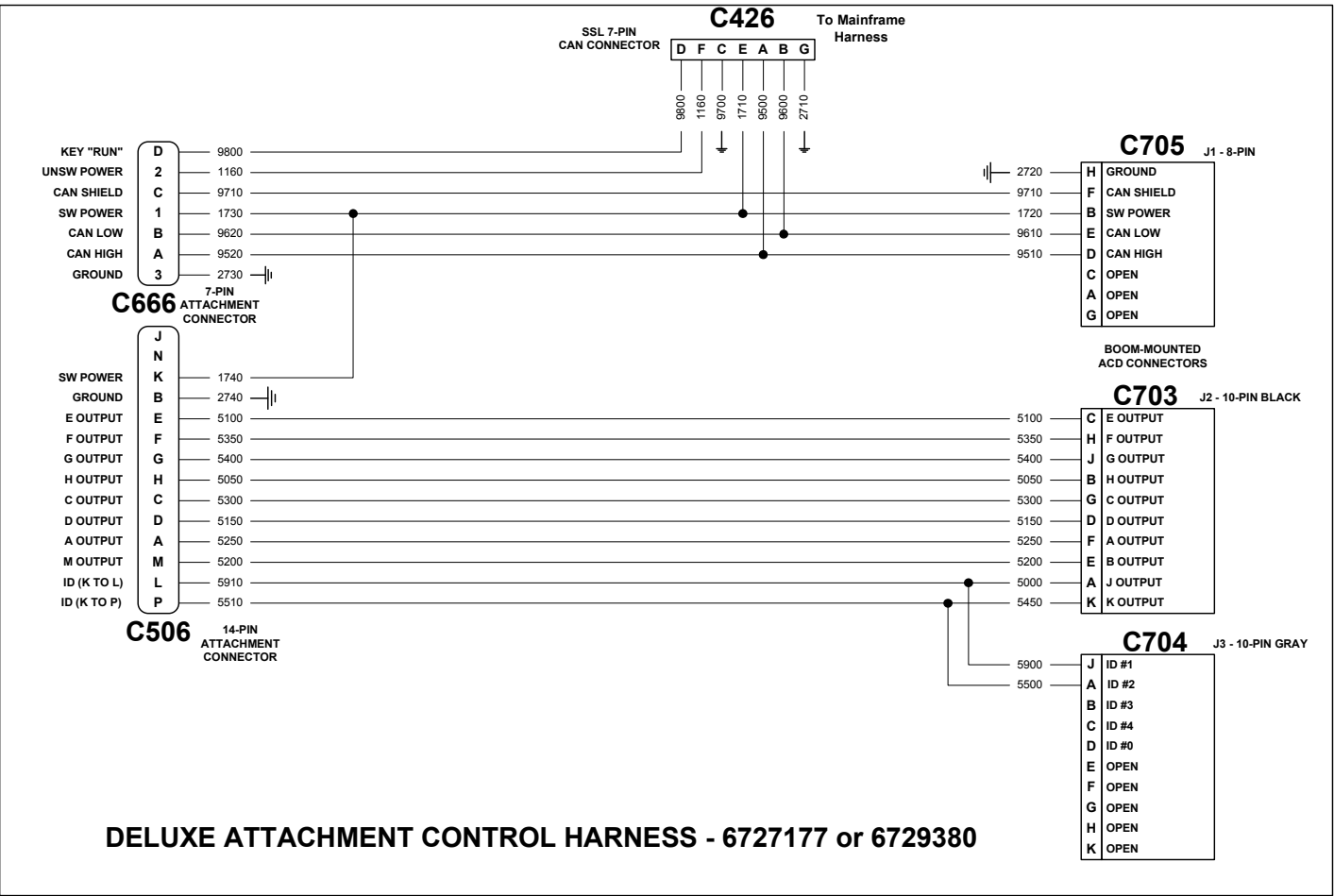
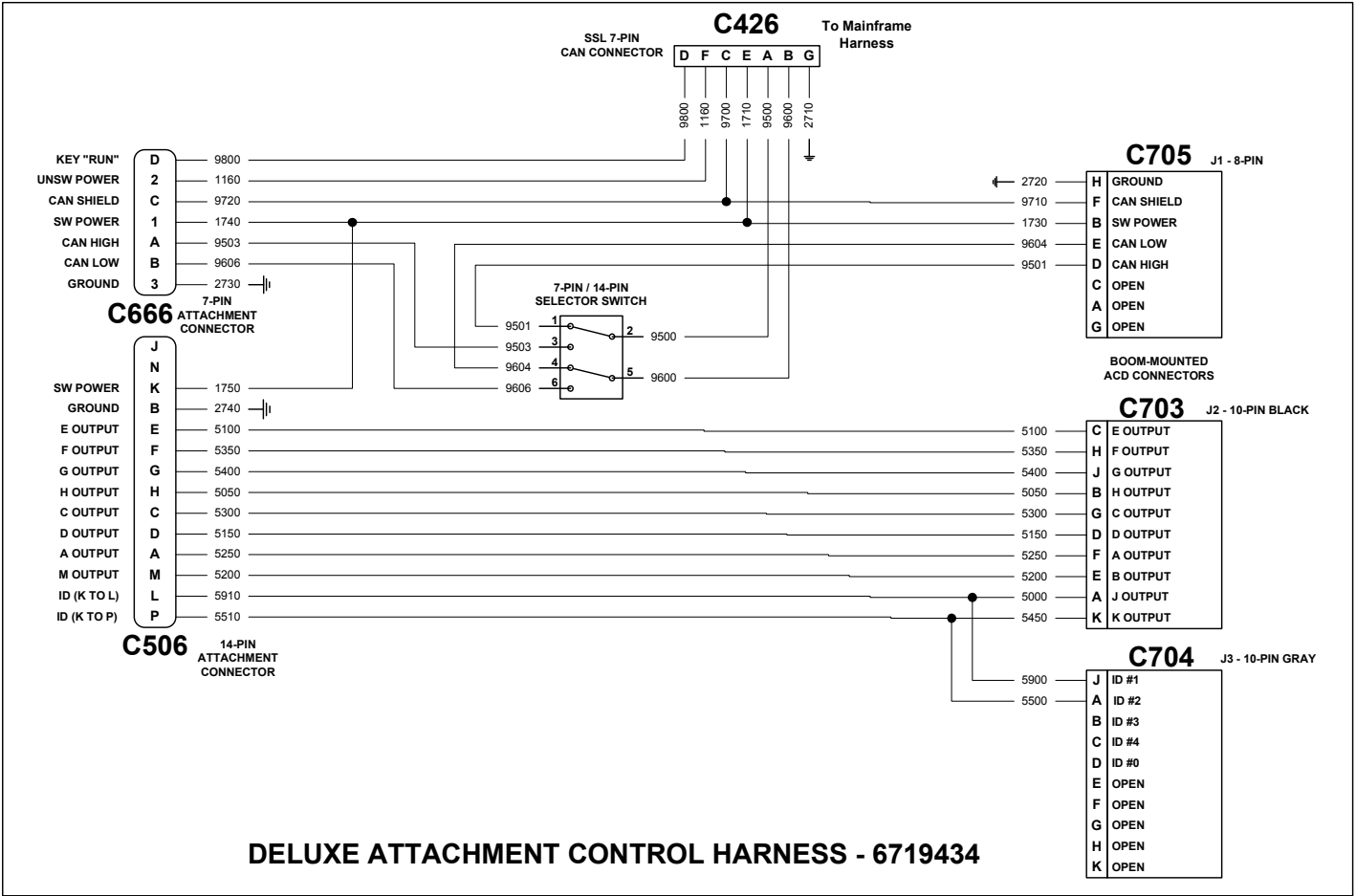


RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DGN = DARK GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY

WIRES CONNECT BY
LETTER ACROSS
CONNECTORS

SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARITY

BATTERY FEED 1000-1999 RED, RED/WHT, RNG
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR



773 WIRING SCHEMATIC

OPTIONS

S/N 517618001-18625

S/N 518012001-12099

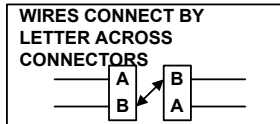
S/N 518112001-12059

S/N 519016001-17501

S/N 519212001-12068

(PRINTED MARCH 2004)

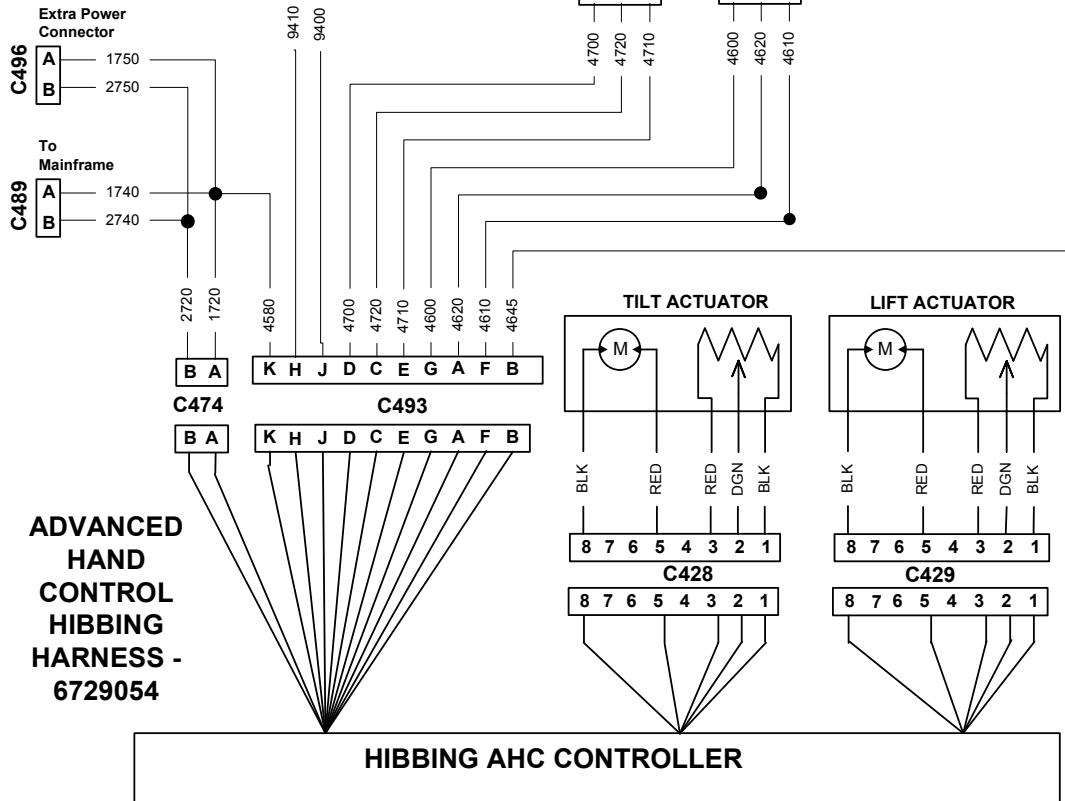
V-0064



SOME CONNECTOR BODIES NOT SHOWN FOR DRAWING CLARITY

BATTERY FEED 1000-1999 RED, RED/WHT, RNG
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DGN = DARK GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY



773 WIRING SCHEMATIC

OPTIONS

S/N 517618626 AND ABOVE

S/N 518012100 AND ABOVE

S/N 518112060 AND ABOVE

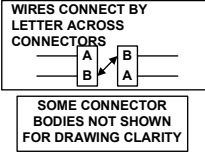
S/N 519017502 AND ABOVE

S/N 519212069 AND ABOVE

S/N 500 K 11001 AND ABOVE

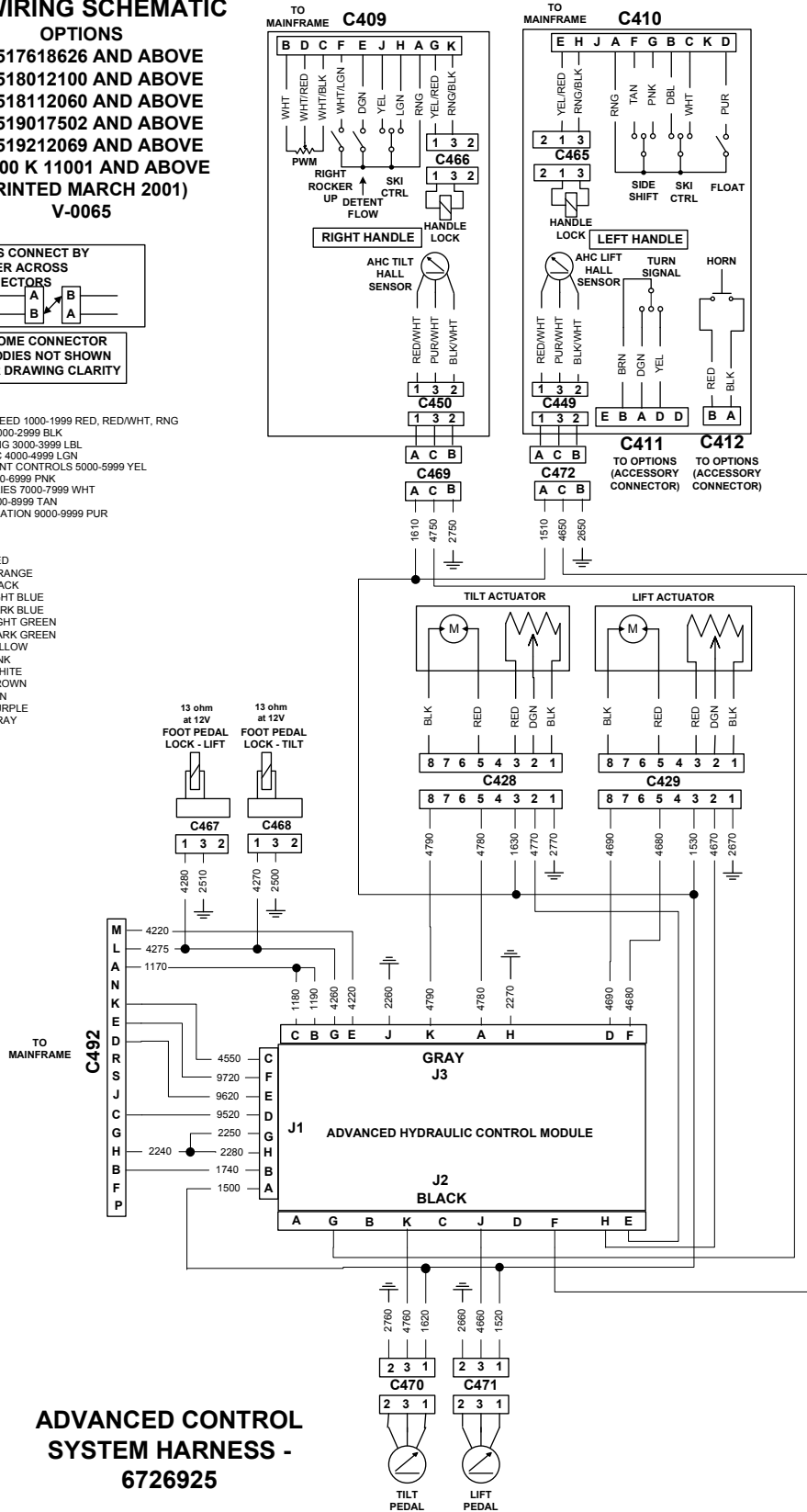
(PRINTED MARCH 2001)

V-0065



BATTERY FEED 1000-1999 RED, RED/WH, RNG
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DGN = DARK GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRAY = GRAY



**ADVANCED CONTROL
SYSTEM HARNESS -
6726925**

WIRING SCHEMATIC

OPTIONS

S/N 517618001 AND ABOVE
S/N 518012001 AND ABOVE
S/N 518112001 AND ABOVE
S/N 519016001 AND ABOVE
S/N 519212001 AND ABOVE
S/N 500 K 11001 AND ABOVE
(PRINTED MARCH 2004

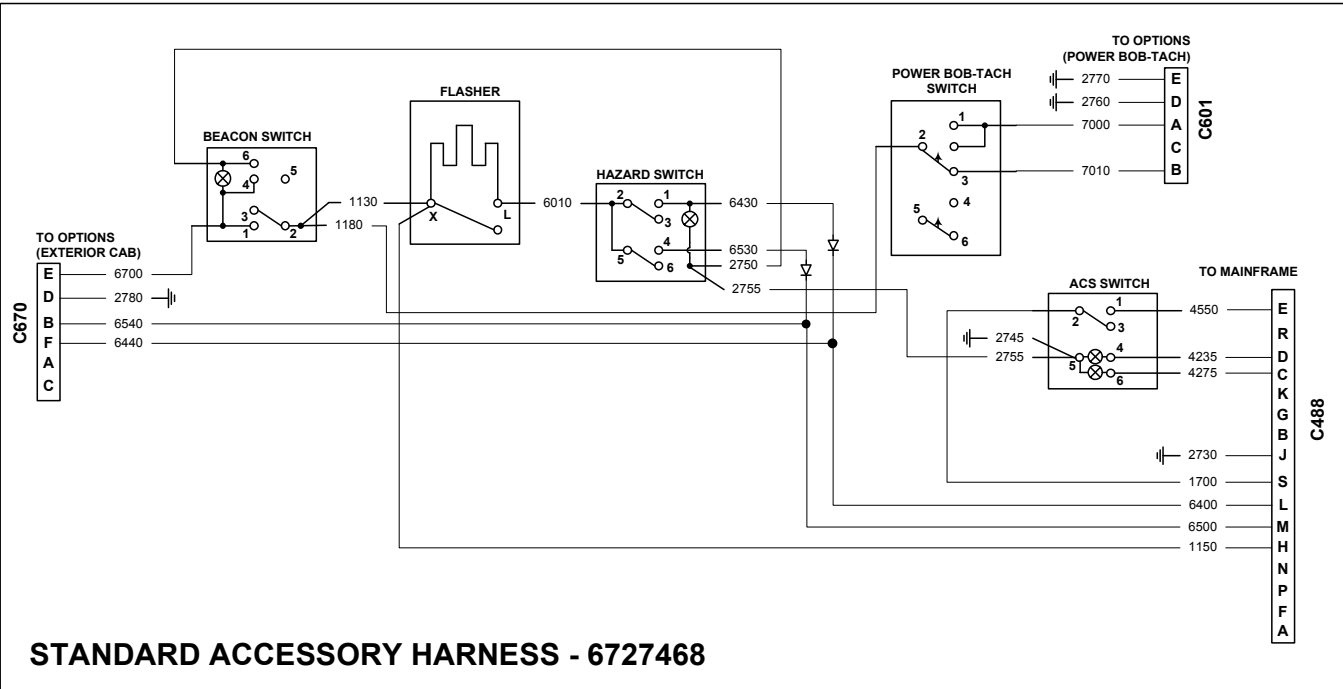
V-0067

RED = RED
RNG = ORANGE
BLK = BLACK
LBL = LIGHT BLUE
DBL = DARK BLUE
LGN = LIGHT GREEN
DGN = DARK GREEN
YEL = YELLOW
PNK = PINK
WHT = WHITE
BRN = BROWN
TAN = TAN
PUR = PURPLE
GRY = GRAY

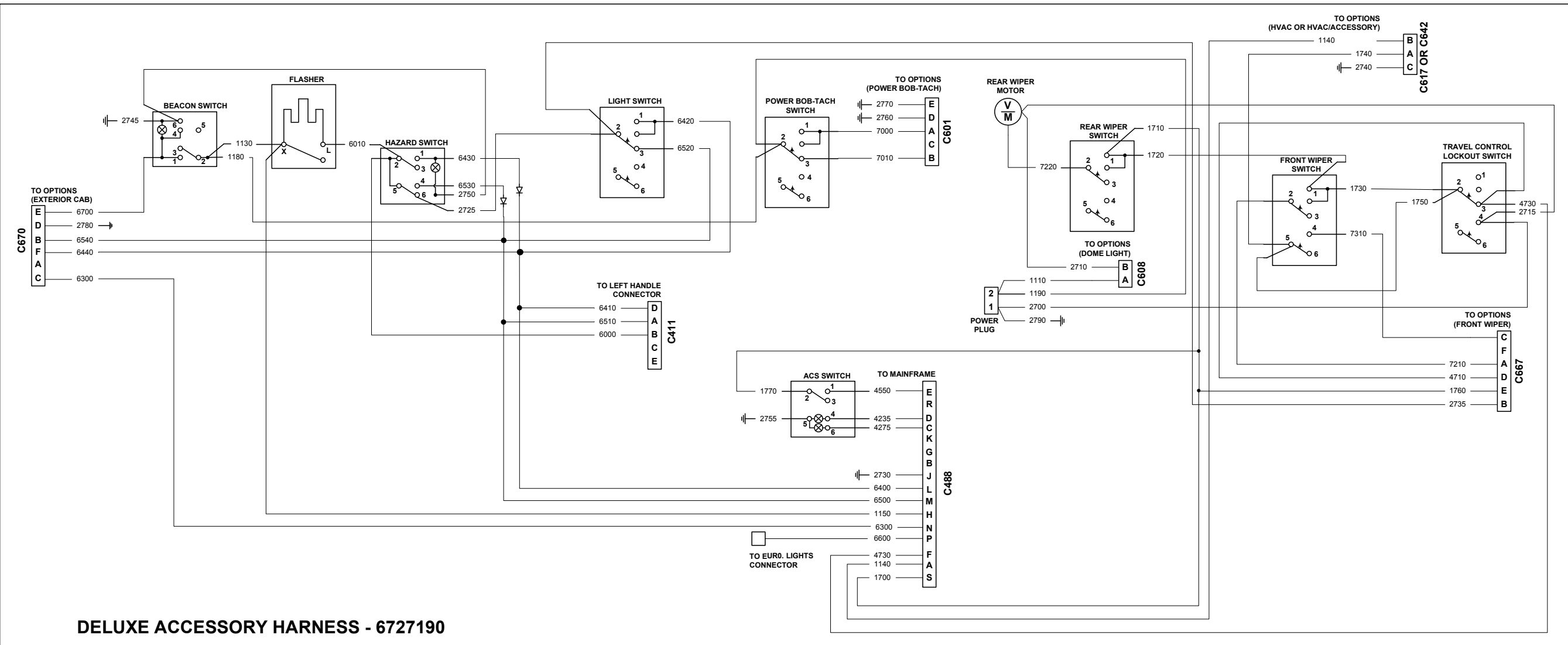
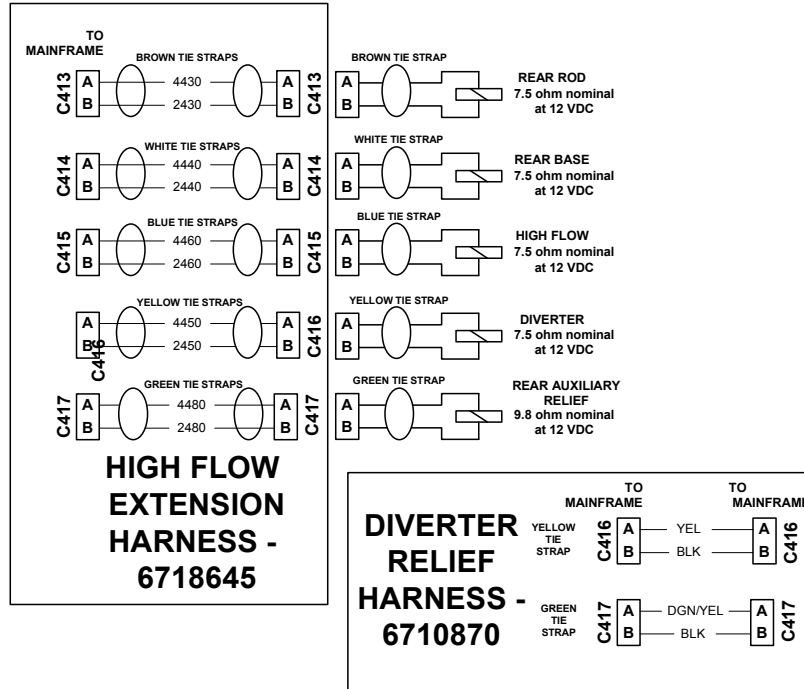
WIRES CONNECT
LETTER ACROSS
CONNECTORS

**SOME CONNECTOR
BODIES NOT SHOWN
FOR DRAWING CLARIT**

BATTERY FEED 1000-1999 RED, RED/WHT, RNC
GROUND 2000-2999 BLK
MONITORING 3000-3999 LBL
HYDRAULIC 4000-4999 LGN
ATTACHMENT CONTROLS 5000-5999 YEL
LIGHTS 6000-6999 PNK
ACCESSORIES 7000-7999 WHT
ENGINE 8000-8999 TAN
COMMUNICATION 9000-9999 PUR



STANDARD ACCESSORY HARNESS - 6727468



DELUXE ACCESSORY HARNESS - 6727190

ELECTRICAL SYSTEM INFORMATION

773 WIRING SCHEMATIC

S/N 517611001-17999
S/N 518011001-17999
S/N 518111001-11999
S/N 519011001-15999
S/N 519211001-11999
(PRINTED MARCH 2004)
V-0001

773 WIRING SCHEMATIC

WITH ADVANCED HAND CONTROL OPTION

S/N 517611001-15809
S/N 518011001-11504
S/N 519011001-13962
S/N 519211001-11117
(PRINTED MARCH 2004)
V-0002

773 WIRING SCHEMATIC

WITH ADVANCED HAND CONTROL OPTION

S/N 517615810-17999
S/N 518011505-11999
S/N 518111001-11999
S/N 519013963-15999
S/N 519211118-11999
(PRINTED MARCH 2004)
V-0066

773 WIRING SCHEMATIC

S/N 517618001 AND ABOVE
S/N 518012001 AND ABOVE
S/N 518112001 AND ABOVE
S/N 519016001 AND ABOVE
S/N 519212001 AND ABOVE
S/N 500K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0057

773 WIRING SCHEMATIC

OPTIONS

S/N 517611001 AND ABOVE
S/N 518011001 AND ABOVE
S/N 518111001 AND ABOVE
S/N 519011001 AND ABOVE
S/N 519211001 AND ABOVE
S/N 500K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0049

773 WIRING SCHEMATIC

OPTIONS

S/N 517611001 AND ABOVE
S/N 518011001 AND ABOVE
S/N 518111001 AND ABOVE
S/N 519011001 AND ABOVE
S/N 519211001 AND ABOVE
S/N 500K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0018

773 WIRING SCHEMATIC

OPTIONS

S/N 517618001-18625
S/N 518012001-12099
S/N 518112001-12059
S/N 519016001-17501
S/N 519212001-12068
(PRINTED MARCH 2004)
V-0064

773 WIRING SCHEMATIC

OPTIONS

S/N 517618626 AND ABOVE
S/N 518012100 AND ABOVE
S/N 518112060 AND ABOVE
S/N 519017502 AND ABOVE
S/N 519212069 AND ABOVE
S/N 500K 11001 AND ABOVE
(PRINTED MARCH 2004)
V-0065

ELECTRICAL SYSTEM INFORMATION (CONT'D)

773 WIRING SCHEMATIC

OPTIONS

S/N 517618001 AND ABOVE

S/N 518012001 AND ABOVE

S/N 518112001 AND ABOVE

S/N 519016001 AND ABOVE

S/N 519212001 AND ABOVE

S/N 500K 11001 AND ABOVE

(PRINTED MARCH 2004)

V-0067

ELECTRICAL SYSTEM INFORMATION (CONT'D)

Troubleshooting Chart

The following troubleshooting chart is provided for assistance in locating and correcting problems which are most common. Many of the recommended procedures must be done by authorized Bobcat Service Personnel only.



WARNING

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual, Handbook and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

W-2003-0199

PROBLEM	CAUSE
Battery will not take a charge.	1, 2, 3, 4, 5
Alternator will not charge.	1, 2, 5
Starter will not turn the engine.	2, 3, 4, 6, 7, 8, 9

KEY TO CORRECT THE CAUSE
1. Alternator belt is loose or damaged. 2. Battery connections are dirty or loose. 3. Battery is damaged. 4. The ground connection is not making a good contact. 5. The alternator is damaged. 6. The engine is locked. 7. The starter is damaged. 8. The wiring or solenoid is damaged. 9. Check the fuses.

ELECTRICAL SYSTEM INFORMATION (CONT'D)

Description

IMPORTANT

Do Not use silicone base sprays and/or sealants on harness connectors or components.

I-2123-0397

Figure 60-10-1

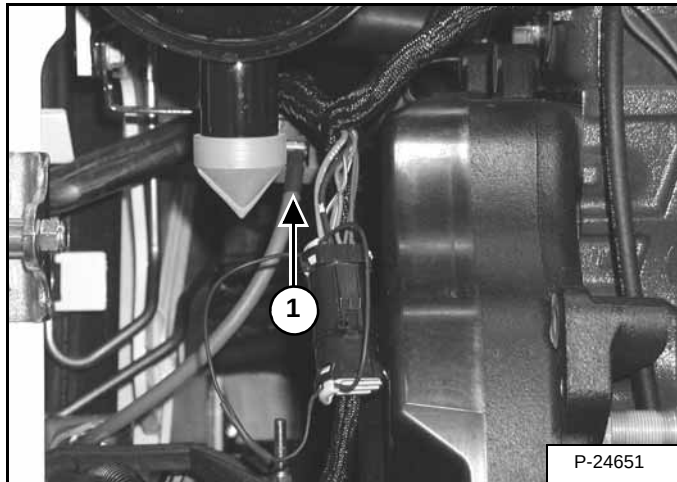
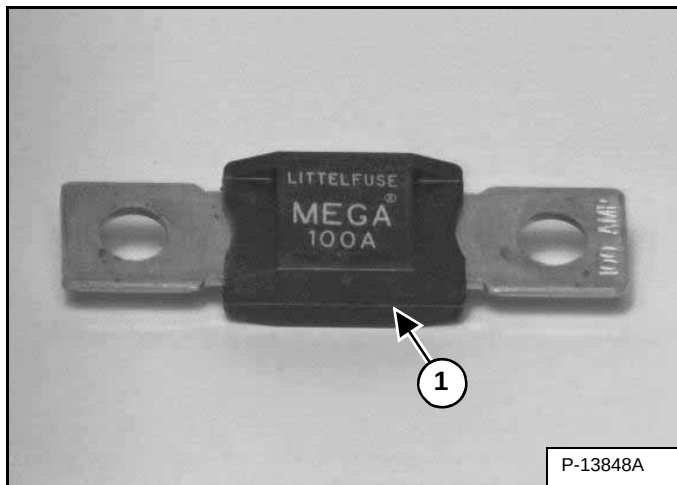


Figure 60-10-2



The loader has a 12 volt, negative ground alternator charging system. The electrical system is protected by a 100 amp master fuse (Item 1) [Figure 60-10-1] & [Figure 60-10-2] to protect against serious system overloads that could lead to burned up harness or loader damage. This fuse is located in the left-hand side engine compartment, just forward of the engine harness connector.

Figure 60-10-3

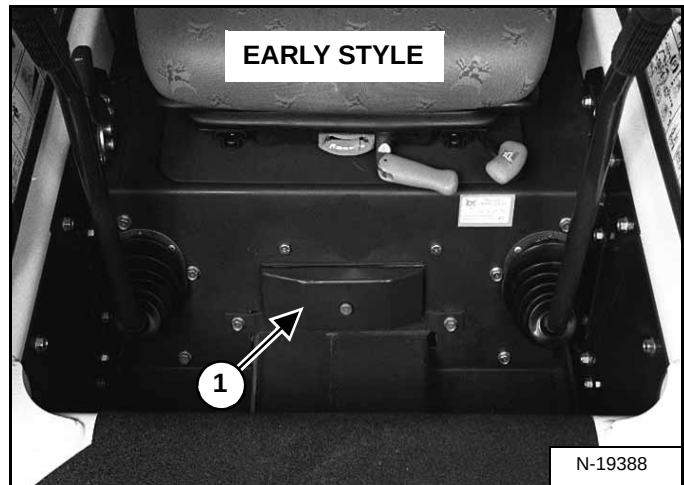
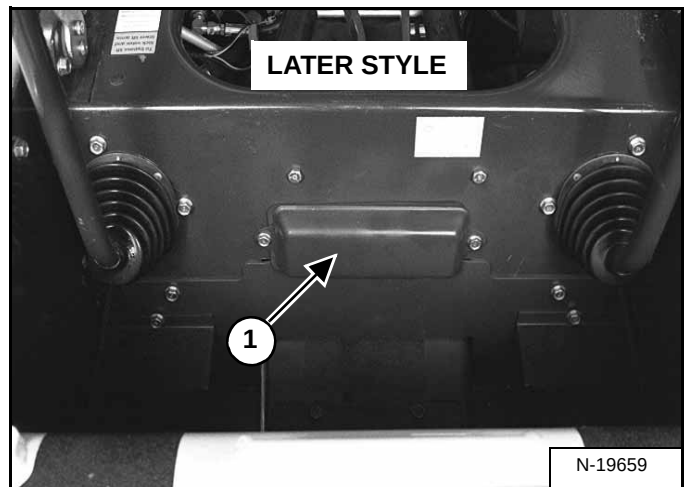


Figure 60-10-4



The electrical system is also protected by fuses and relays under the fuse panel cover (Item 1) [Figure 60-10-3] and [Figure 60-10-4] located in the cab on the control panel.

The fuse panel cover (Item 1) [Figure 60-10-3], [Figure 60-10-4] & [Figure 60-10-6] has a decal inside to show the location and amp ratings.

ELECTRICAL SYSTEM INFORMATION (CONT'D)

Fuse Location

Figure 60-10-5

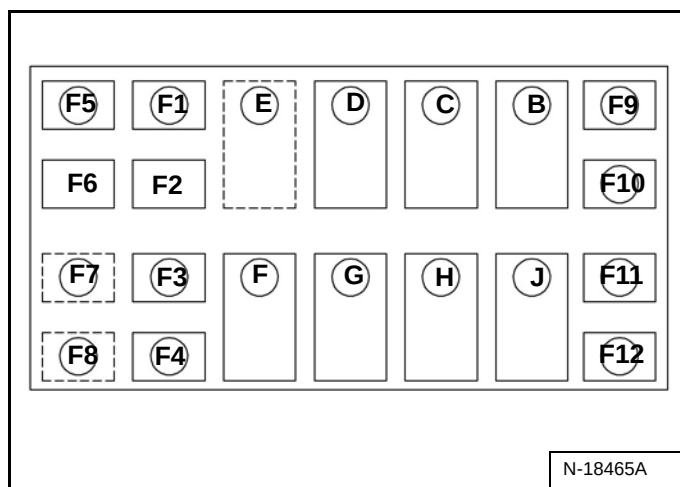
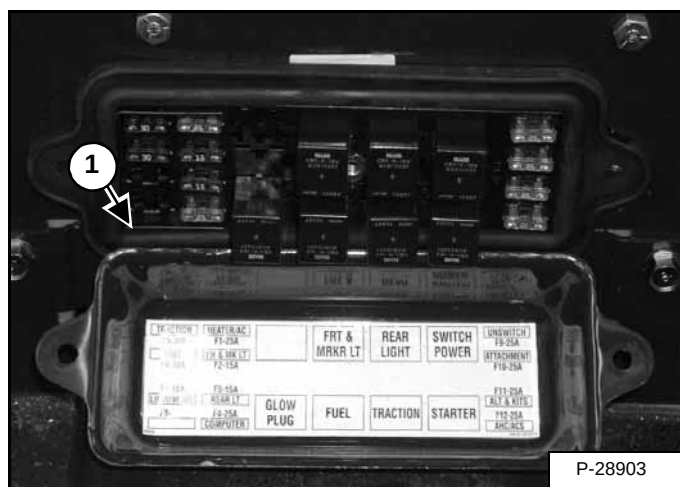


Figure 60-10-6



Remove the cover to check or replace the fuses.

The location and sizes are shown in [Figure 60-10-5] & [Figure 60-10-6].

Ref	Description	Amp.
F1	Heater / AC	25
F2	Front & Marker Lights	15
F3	Rear Lights	15
F4	Bobcat Controller	25
F5	Traction	30
F6	Fuel Shutoff	30
F7	Not Used	--
F8	Not Used	--
F9	Unswitched Attach.	25
F10	Switched Attach.	25
F11	Alternator & Kits	25
F12	AHC Power	25

Relay Switch Location

Remove the cover to check or replace the relays.

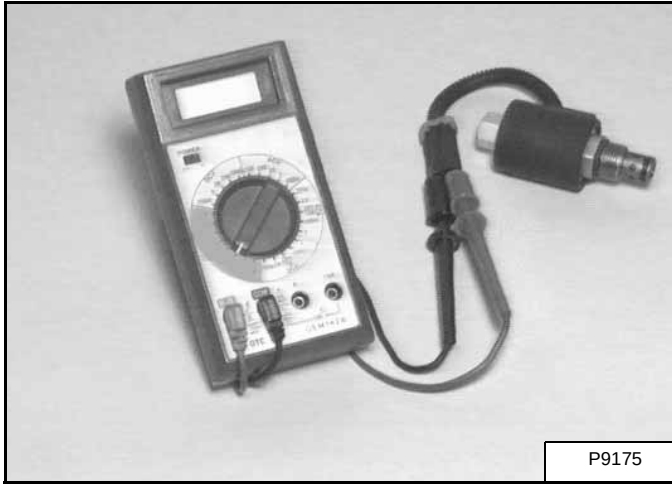
The location is shown in [Figure 60-10-5] & [Figure 60-10-6].

Ref	Description
B	Switch Power
C	Rear Lights
D	Front & Marker Lights
E	Not Used
F	Glow Plugs
G	Fuel Shutoff
H	Traction
J	Starter

ELECTRICAL SYSTEM INFORMATION (CONT'D)

Solenoid Test

Figure 60-10-7



Use a test meter to measure coil resistance **[Figure 60-10-7]**. Coil wires do not have polarity. Correct resistance for the pressure relief (small) coil is 7-10 ohm and the other coils 5-8 ohms.

Replace the test meter with 12 volt power. You can see and hear the spool shift.

BATTERY

Removal And Installation

WARNING

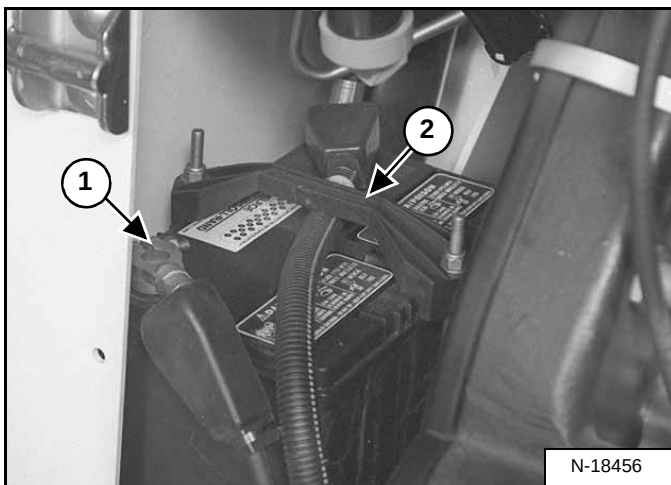
Batteries contain acid which burns eyes and skin on contact. Wear goggles, protective clothing and rubber gloves to keep acid off body.

In case of acid contact, wash immediately with water. In case of eye contact get prompt medical attention and wash eye with clean, cool water for at least 15 minutes.

If electrolyte is taken internally drink large quantities of water or milk! DO NOT induce vomiting. Get prompt medical attention.

W-2065-1296

Figure 60-20-1

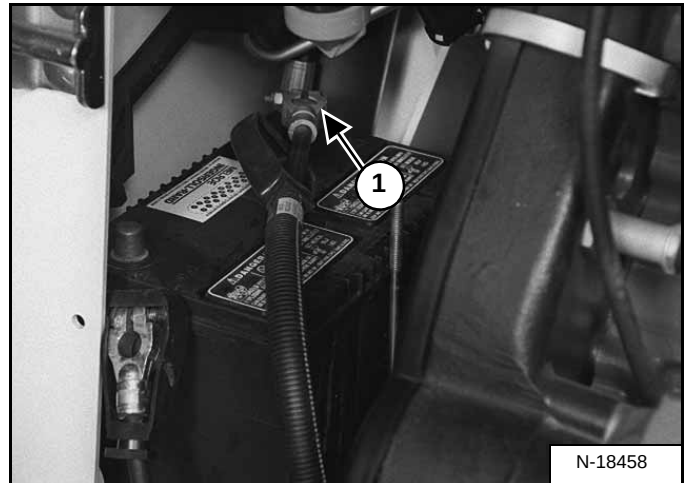


Open the rear door.

Disconnect the negative (-) battery cable (Item 1) [Figure 60-20-1].

Remove the battery hold down clamp (Item 2) [Figure 60-20-1].

Figure 60-20-2



Disconnect the positive (+) battery cable (Item 1) [Figure 60-20-2].

Figure 60-20-3



Remove the battery from the loader [Figure 60-20-3].

BATTERY (CONT'D)

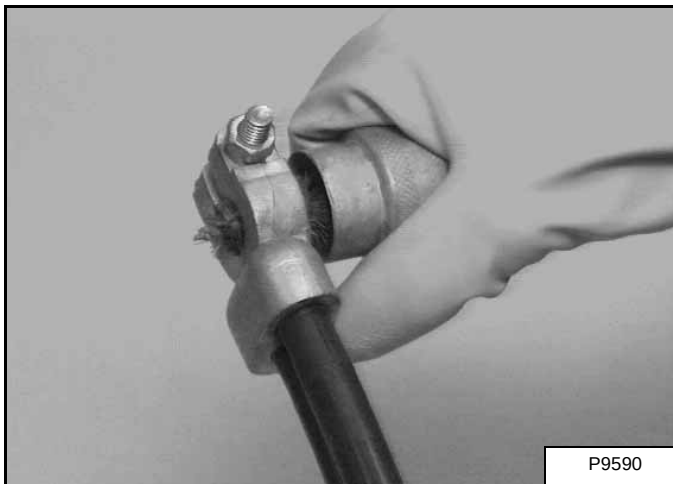
Removal And Installation (Cont'd)

Installation:

Figure 60-20-4



Figure 60-20-5



Always clean the terminals and cable ends when installing a new battery **[Figure 60-20-4]** & **[Figure 60-20-5]**.

When installing the battery in the loader, do not touch any metal parts with the battery terminal posts.

Connect and tighten the battery cables. Connect the negative (-) cable last to prevent sparks.

Install the battery holddown clamp.

Servicing

WARNING

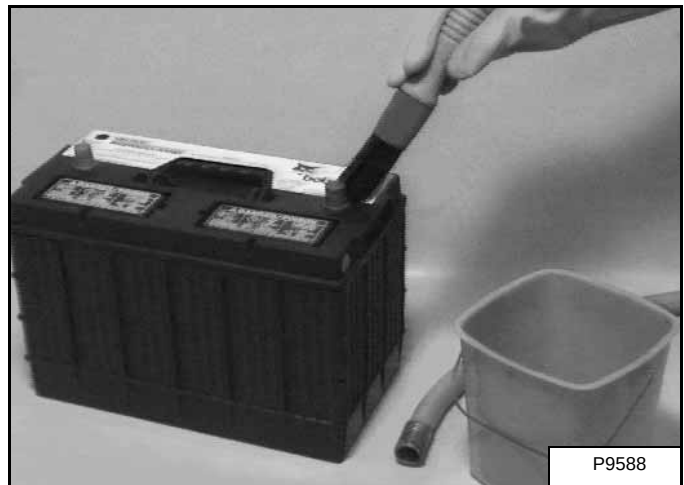
Batteries contain acid which burns eyes and skin on contact. Wear goggles, protective clothing and rubber gloves to keep acid off body.

In case of acid contact, wash immediately with water. In case of eye contact get prompt medical attention and wash eye with clean, cool water for at least 15 minutes.

If electrolyte is taken internally drink large quantities of water or milk! DO NOT induce vomiting. Get prompt medical attention.

W-2065-1296

Figure 60-20-6



The battery cables must be clean and the connections tight. Remove acid or corrosion from the battery and cables with a sodium bicarbonate (baking soda) and water solution **[Figure 60-20-6]**.

Clean the terminals and cable ends as shown in figure **[Figure 60-20-4]** and **[Figure 60-20-5]**.

Check the electrolyte level in the battery. Add distilled water as needed.

Put battery saver P/N (6664458) or grease on the battery terminals and cable ends to prevent corrosion.

BATTERY (CONT'D)

Using A Booster Battery (Jump Starting)

! WARNING

Batteries contain acid which burns eyes and skin on contact. Wear goggles, protective clothing and rubber gloves to keep acid off body.

In case of acid contact, wash immediately with water. In case of eye contact get prompt medical attention and wash eye with clean, cool water for at least 15 minutes.

If electrolyte is taken internally drink large quantities of water or milk! DO NOT induce vomiting. Get prompt medical attention.

W-2065-1296

! WARNING

Keep arcs, sparks flames and lighted tobacco away from batteries. When *jumping* from booster battery make final connection (negative) at engine frame.

Do not jump start or charge a frozen or damaged battery. Warm battery to 60°F (16°C) before connecting to a charger. Unplug charger before connecting or disconnecting cables to battery. Never lean over battery while boosting, testing or charging.

Battery gas can explode and cause serious injury.

W-2066-1296

IMPORTANT

Damage to the alternator can occur if:

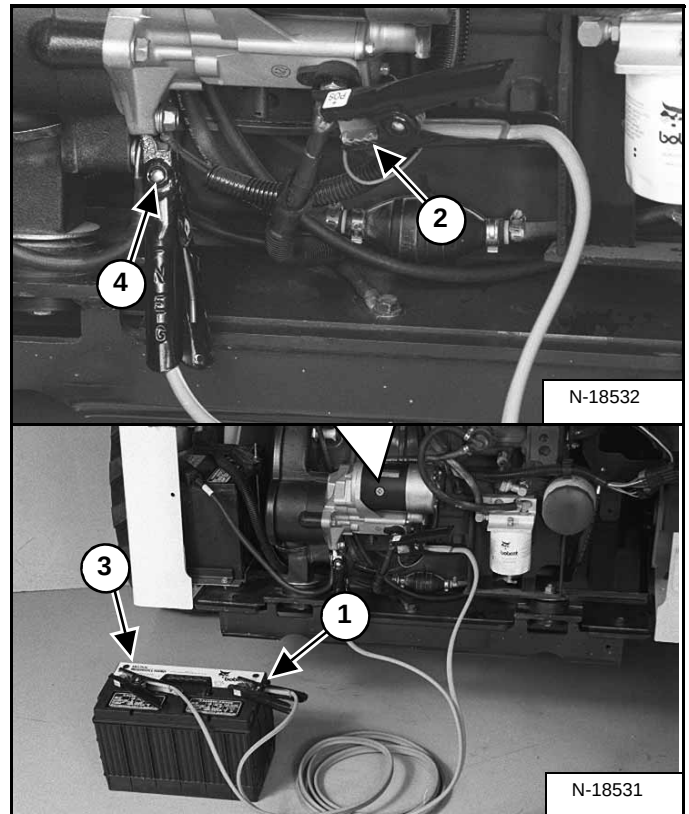
- Engine is operated with battery cables disconnected.
- Battery cables are connected when using a fast charger or when welding on the loader. (Remove both cables from the battery.)
- Extra battery cables (booster cables) are connected wrong.

I-2023-1285

If it is necessary to use a booster battery to start the engine, BE CAREFUL! There must be one person in the operator's seat and one person to connect and disconnect the battery cables.

The key switch must be OFF (*Standard Panel*) OR the STOP Button must be pressed (*Deluxe Panel*). The booster battery must be 12 volt.

Figure 60-20-7



Connect the end of the first cable (Item 1) to the positive (+) terminal of the booster battery. Connect the other end of the same cable (Item 2) [Figure 60-20-7] to the positive terminal on the loader starter.

Connect the end of the second cable (Item 3) to the negative (-) terminal of the booster battery. Connect the other end of the same cable (Item 4) [Figure 60-20-7] to the engine.

Keep cables away from moving parts. Start the engine. (See *STARTING THE ENGINE* Contents, Page 10-01.)

After the engine has started, remove the ground (-) cable (Item 4) [Figure 60-20-7] first.

Remove the cable from the positive terminal (Item 2) [Figure 60-20-7]

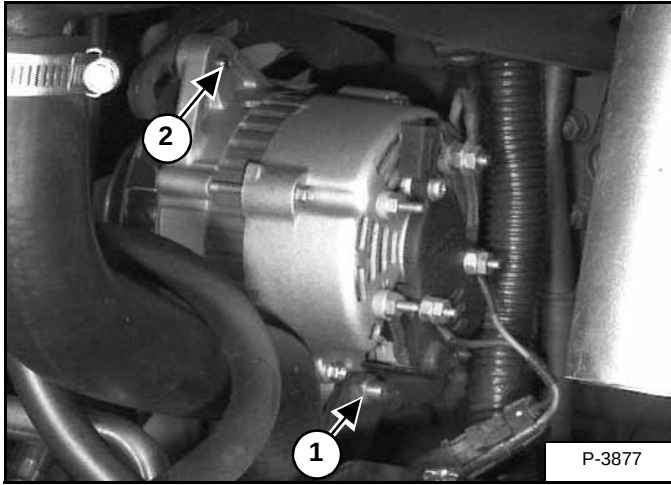


Bobcat®

ALTERNATOR (55 AMP)

Adjusting The Alternator Belt

Figure 60-30-1



Stop the engine.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Loosen the alternator mounting bolt (Item 1) [Figure 60-30-1].

Loosen the adjustment bolt (Item 2) [Figure 60-30-1].

Move the alternator until the belt has 5/16 inch (8,0 mm) movement at the middle of the belt span with 15 lbs. (66 Nm) of force.

Tighten the adjustment bolt and mounting bolt.

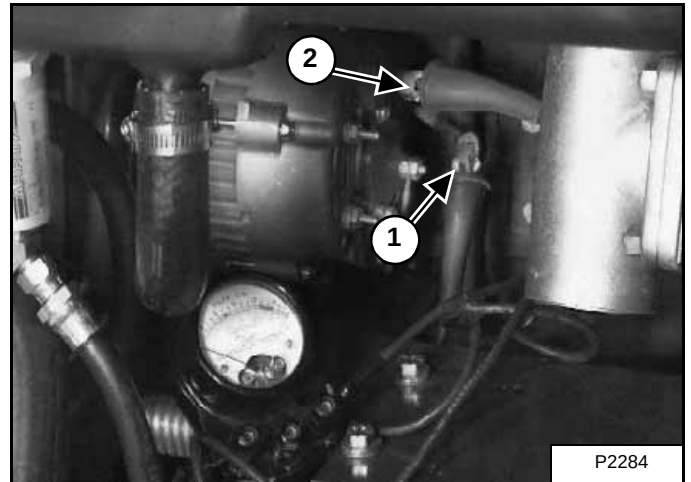
Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

Test the alternator as follows:

- a. Alternator Output Test
- b. Rectifier (Diode) Test
- c. Alternator Regulator Test

Alternator Output Test

Figure 60-30-2



! WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

W-2017-0286

Lift and block the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Disconnect the negative (-) cable from the battery.

Disconnect the red wire (Item 1) [Figure 60-30-2] from the alternator. Connect that wire to the negative (-) side of the ammeter.

Connect the positive (+) side of the ammeter to the output terminal on the alternator (Item 2) [Figure 60-30-2].

Disconnect the fuel stop solenoid connector.

Connect the negative (-) cable to the battery.

Turn on the lights and crank the engine for 30 seconds to discharge the battery.

Connect the fuel stop solenoid, start the engine and run at 2600 RPM.

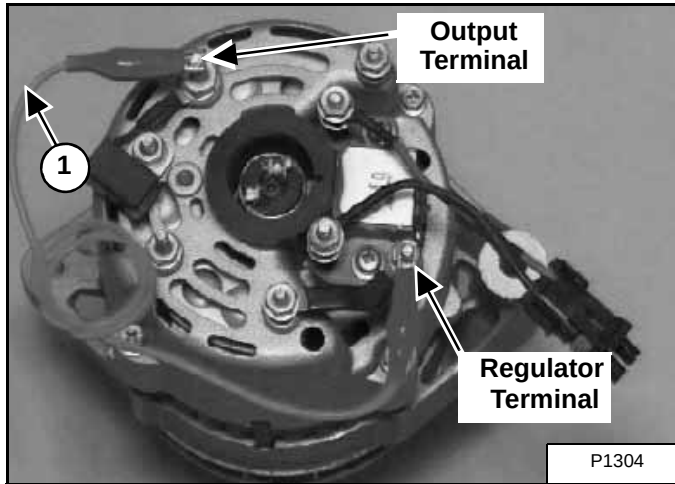
The ammeter reading should be between 45-55 amps. at 2600 RPM.

If the reading is low, remove the bolts and pull the regulator cover away from the alternator.

ALTERNATOR (55 AMP) (CONT'D)

Rectifier (Diode) Test

Figure 60-30-3



The alternator is removed from the loader for clarity purposes [Figure 60-30-3].

Disconnect the negative (-) cable from the battery.

Install the wires in their original location on the back of the alternator.

Connect a jumper wire (Item 1) [Figure 60-30-3] to the alternator output terminal and the regulator terminal.

Connect the battery negative (-) cable.

Start the engine and run at 2600 RPM.

If the reading is within 45-55 amps. at 2600 RPM replace the rectifier (diode) assembly or replace the alternator.

If the reading is low, do the Alternator Regulator Test.

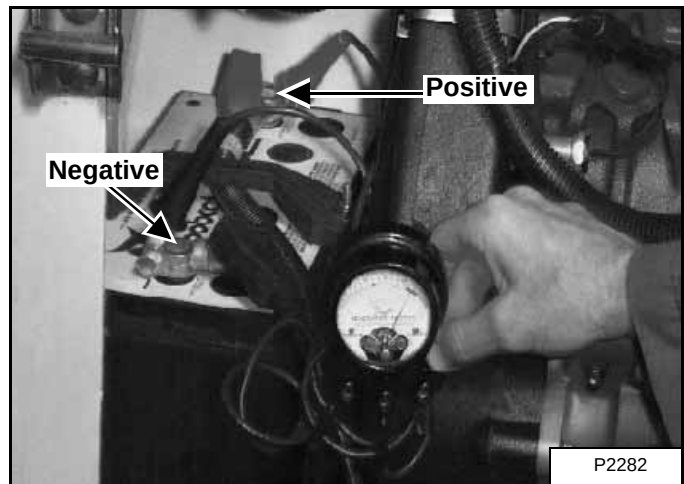
Alternator Regulator Test

WARNING

When an engine is running in an enclosed area, fresh air must be added to avoid concentration of exhaust fumes. If the engine is stationary, vent the exhaust outside. Exhaust fumes contain odorless, invisible gases which can kill without warning.

W-2050-1285

Figure 60-30-4



Connect the positive (+) voltmeter lead to the positive (+) battery terminal [Figure 60-30-4].

Connect the negative (-) voltmeter lead to the negative(-) battery terminal [Figure 60-30-4].

Start the engine and run at 1500-2000 RPM.

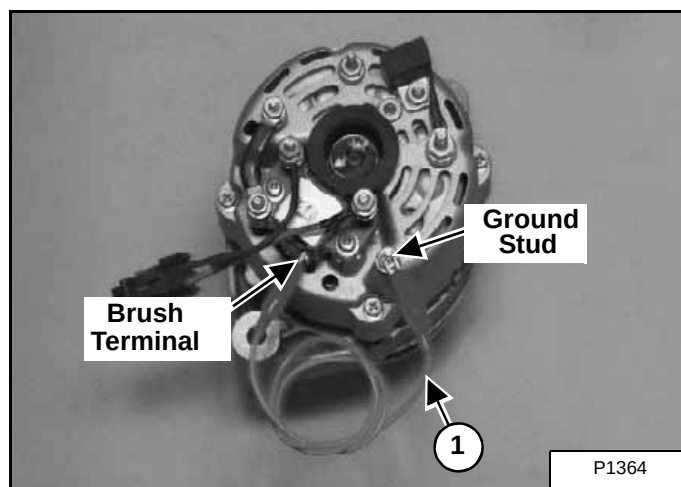
The voltmeter should read between 13.9-14.7 volts.

If the reading is low stop the engine and disconnect the battery negative (-) cable.

ALTERNATOR (55 AMP) (CONT'D)

Alternator Regulator Test (Cont'd)

Figure 60-30-5



The alternator is removed from the loader for clarity purposes [Figure 60-30-5].

Remove the wires from the back of the alternator.

Remove the regulator cover from the back of the alternator.

Install the wires on the back of the alternator.

Connect a jumper wire (Item 1) [Figure 60-30-5] from the brush terminal to the ground stud.

Connect the negative (-) battery cable and start the engine. Run at 1500 RPM.

If the voltmeter reading is 14.5 or above replace the regulator.

If the voltmeter reading is below 14.5, repair or replace the alternator.

ALTERNATOR (55 AMP) (CONT'D)

Removal And Installation

Place jackstands under the rear corners of the loader.



! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

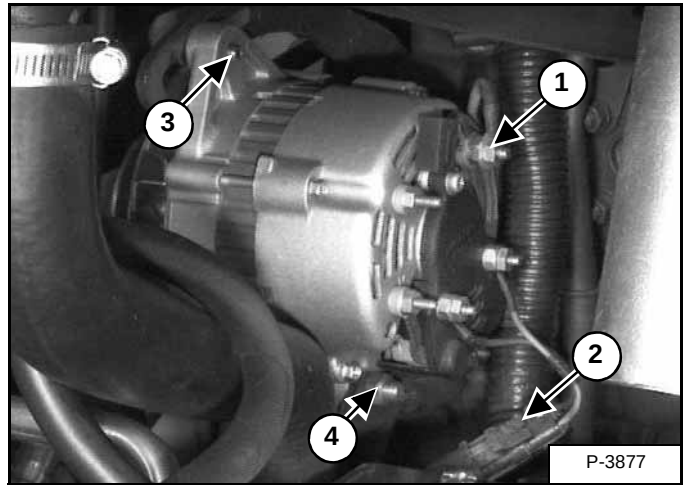
IMPORTANT

Damage to the alternator can occur if:

- Engine is operated with battery cables disconnected.
- Battery cables are connected when using a fast charger or when welding on the loader. (Remove both cables from the battery.)
- Extra battery cables (booster cables) are connected wrong.

I-2023-1285

Figure 60-30-6



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect the negative (-) cable from the battery.

Disconnect the red wire (Item 1) [Figure 60-30-6] from the alternator which comes from the battery.

Disconnect the wiring harness connector (Item 2) [Figure 60-30-6] from the alternator.

Remove the adjustment bolt (Item 3) [Figure 60-30-6] from the mounting bracket.

Remove the alternator belt from the alternator pulley.

Remove the mounting bolt (Item 4) [Figure 60-30-6] and spacer.

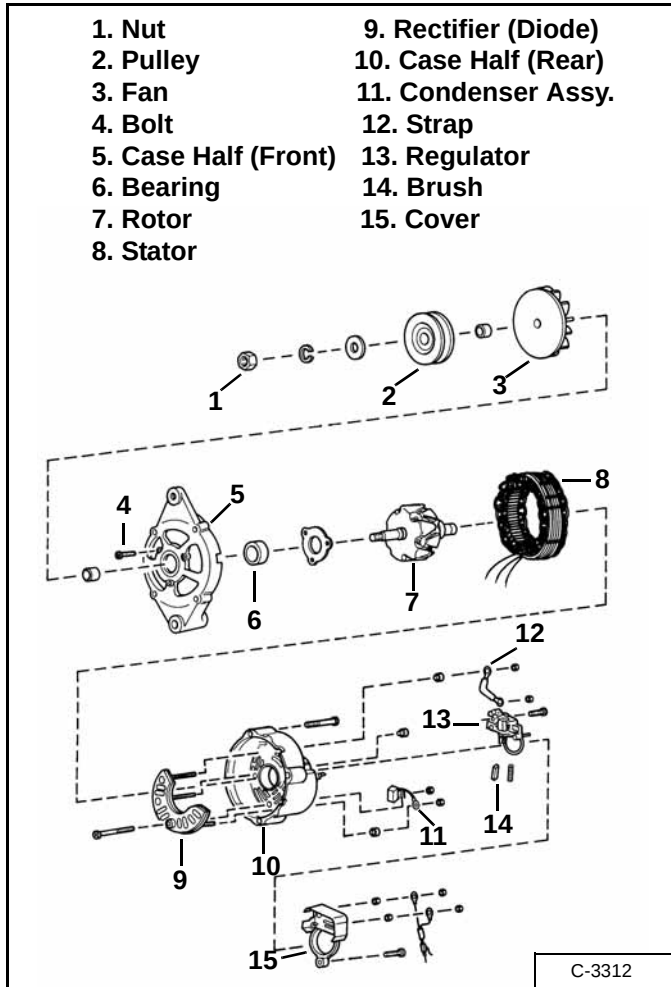
Reverse the removal procedure to install the alternator.

NOTE: For proper alternator belt adjustment procedure. (See Adjusting The Alternator Belt on Page 60-30-1.)

ALTERNATOR (55 AMP) (CONT'D)

Disassembly

Figure 60-30-7



Disassemble the alternator. (See Parts Identification Figure [Figure 60-30-7].)

Remove the regulator cover and regulator.

Remove the four bolts holding halves together.

Pry the halves apart (use a press if needed).

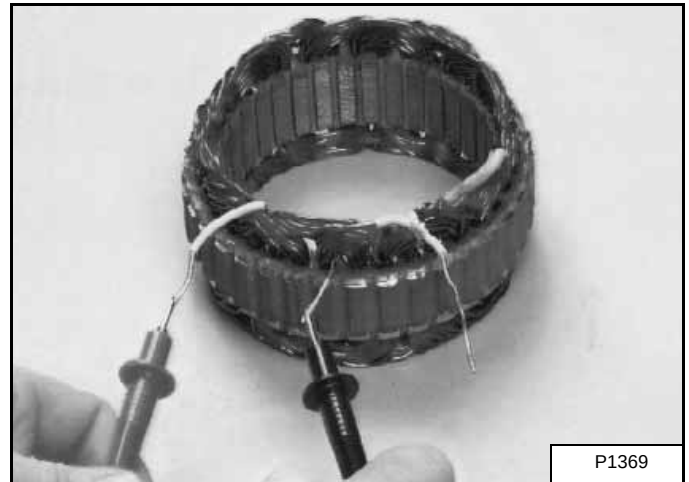
Use a soft jaw vise to hold rotor while removing pulley nut.

Remove front case half from the rotor using a plastic hammer or press.

Unsolder the stator leads from the rectifier. Remove the stator.

Stator Continuity Test

Figure 60-30-8



Use an ohmmeter to test the stator.

Touch the probes to two of the bare stator wires [Figure 60-30-8].

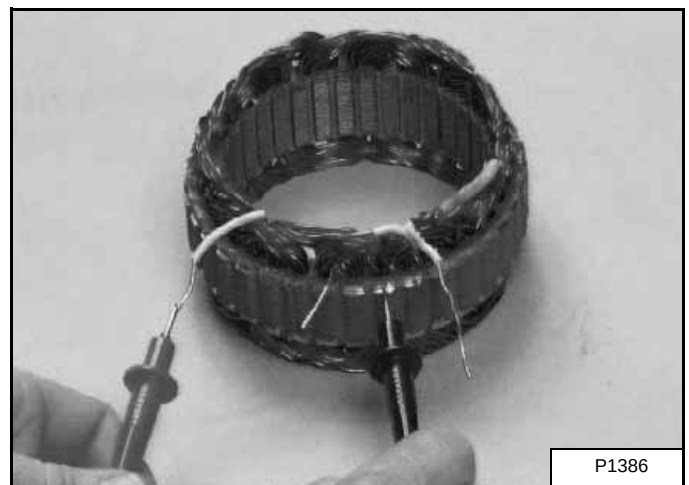
Move one of the probes to the third wire.

The readings should be the same.

If there is no continuity, replace the stator.

Stator Ground Test

Figure 60-30-9



Touch one probe to a bare stator lead and the other probe to the bare metal surface of the stator [Figure 60-30-9].

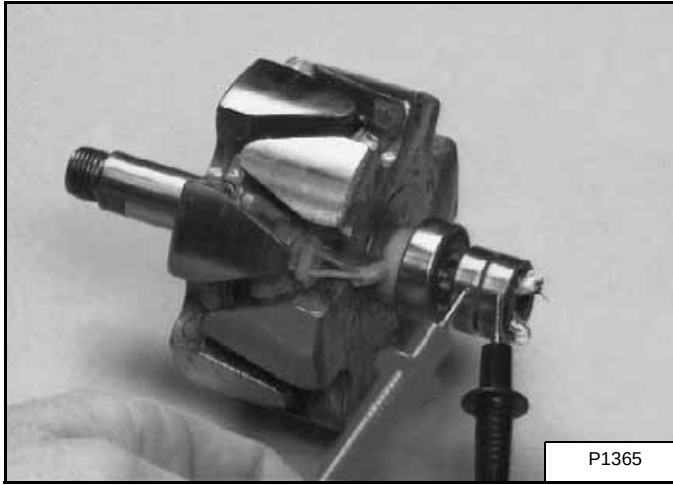
There should be no continuity.

Replace the stator if there is continuity.

ALTERNATOR (55 AMP) (CONT'D)

Rotor Continuity Test

Figure 60-30-10



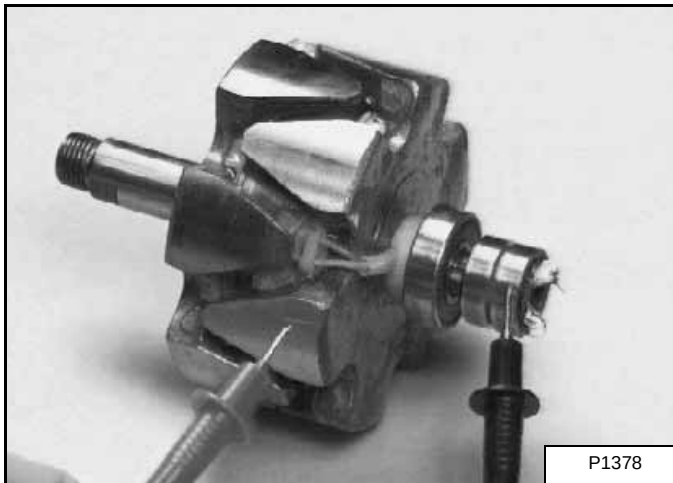
Touch the probes to the slip rings [Figure 60-30-10].

The ohmmeter should read between 3.065-33.85 ohms.

If there is no continuity replace the rotor.

Rotor Ground Test

Figure 60-30-11



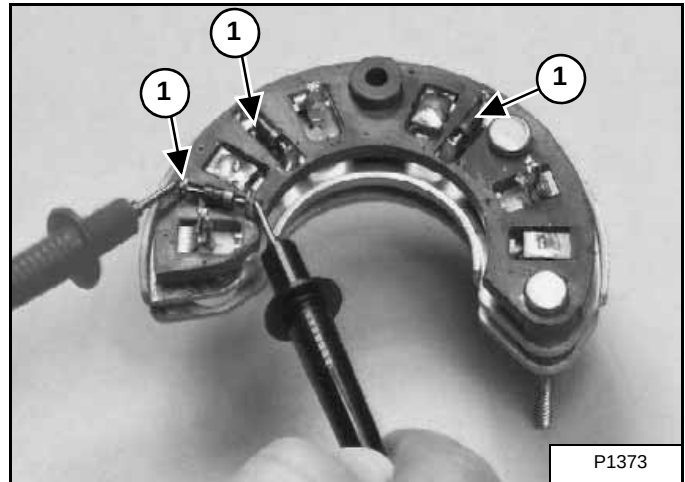
Touch one probe to one of the slip rings and the other probe to the rotor shaft [Figure 60-30-11].

There should be no continuity.

Replace the rotor if there is continuity.

Rectifier Continuity (Diode) Test

Figure 60-30-12



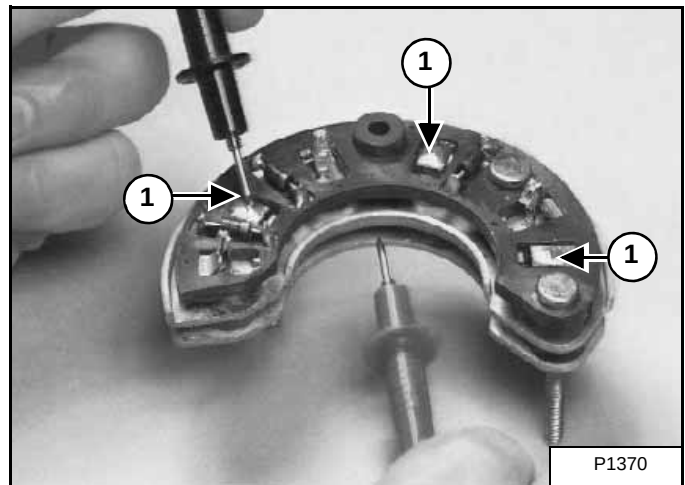
NOTE: In the diode tests there should be continuity in one direction only. If the diode being tested shows no continuity or continuity in both directions, replace the rectifier assembly.

Touch the probes to the terminals (Item 1) [Figure 60-30-12] of each diode and read the meter.

Reverse the probes to check the diode in the other direction.

There should be continuity in one direction only.

Figure 60-30-13



Touch one probe to the diode (Item 1) [Figure 60-30-13] and the other probe to the connected heatsink and read the meter.

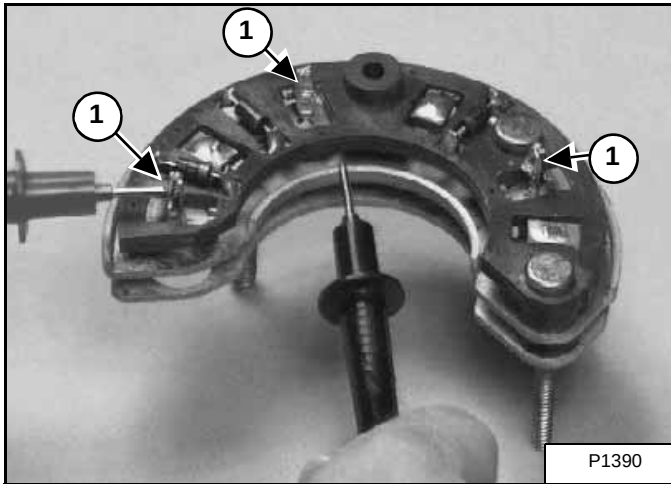
Reverse the probes to check the diode in the other direction.

There should be continuity in one direction only.

ALTERNATOR (55 AMP) (CONT'D)

Rectifier Continuity (Diode) Test (Cont'd)

Figure 60-30-14



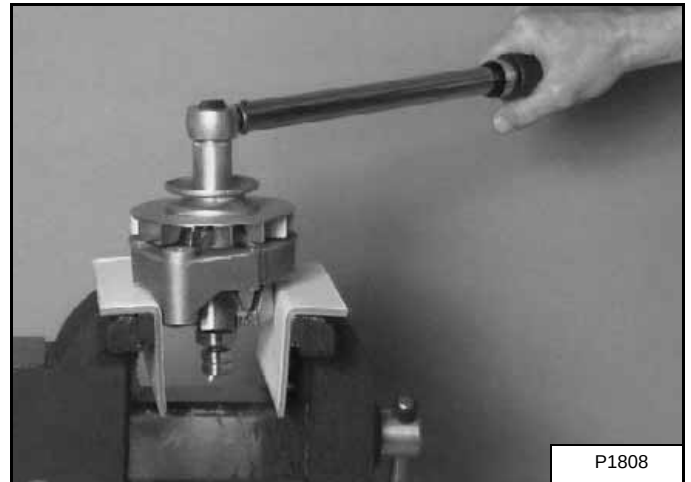
Touch one probe to the diode (Item 1) **[Figure 60-30-14]** and the other probe to the connected heatsink and read the meter.

Reverse the probes to check the diode in the other direction.

There should be continuity in one direction only.

Assembly

Figure 60-30-15



Reverse the order of disassembly.

Do not assemble the rear case half.

Place the rotor in soft jaws when tightening the shaft nut. Tighten to 50 ft.-lbs. (68 Nm) torque **[Figure 60-30-15]**.

Install the rear case half and the remaining parts.

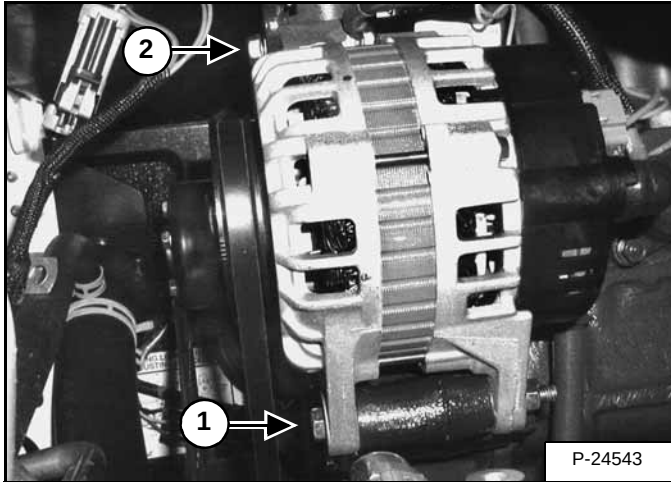


Bobcat®

ALTERNATOR (90 AMP)

Adjusting The Alternator Belt

Figure 60-31-1



Stop the engine.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Loosen the alternator mounting bolt (Item 1) [Figure 60-31-1].

Loosen the adjustment bolt (Item 2) [Figure 60-31-1]

Move the alternator until the belt has 5/16 inch (8,0 mm) movement at the middle of the belt span with 15 lbs. (66 Nm) of force.

Tighten the adjustment bolt and mounting bolt.

Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

Alternator Identification

Figure 60-31-2

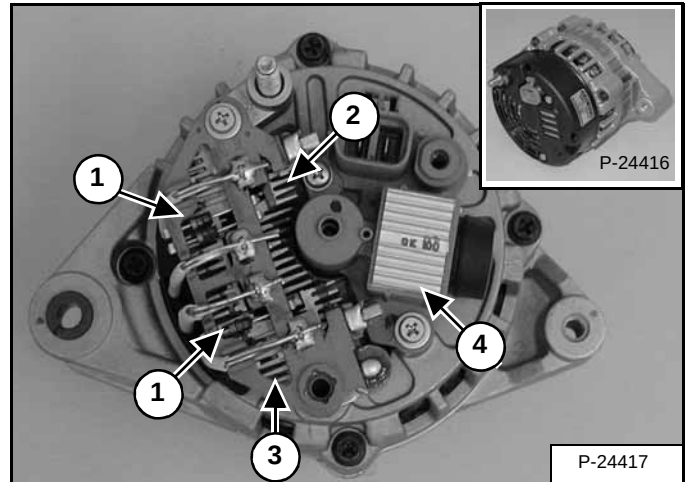
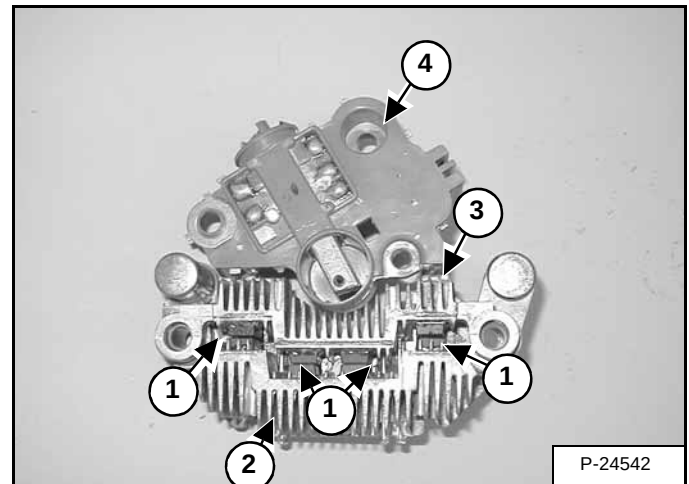


Figure 60-31-3



The black cover has been removed to show alternator rectifier/regulator assembly. The alternator contains field coil diodes (low current) (Item 1) [Figure 60-31-2], grounded heat sink (Item 2) [Figure 60-31-2] & [Figure 60-31-3], B+ power heat sink (Item 3) [Figure 60-31-2] & [Figure 60-31-3], regulator (Item 4) [Figure 60-31-2] & [Figure 60-31-3], and four pair of large power diodes (Item 1) [Figure 60-31-3] on the underside of the rectifier.

NOTE: The rectifier/regulator assembly has been removed from the alternator and flipped over for component identification [Figure 60-31-3].

ALTERNATOR (90 AMP) (CONT'D)

Charging System Check

! WARNING

Batteries contain acid which burns eyes and skin on contact. Wear goggles, protective clothing and rubber gloves to keep acid off body.

In case of acid contact, wash immediately with water. In case of eye contact get prompt medical attention and wash eye with clean, cool water for at least 15 minutes.

If electrolyte is taken internally drink large quantities of water or milk! DO NOT induce vomiting. Get prompt medical attention.

W-2065-1296

! WARNING

Keep arcs, sparks flames and lighted tobacco away from batteries. When *jumping* from booster battery make final connection (negative) at engine frame.

Do not jump start or charge a frozen or damaged battery. Warm battery to 60°F (16°C) before connecting to a charger. Unplug charger before connecting or disconnecting cables to battery. Never lean over battery while boosting, testing or charging.

Battery gas can explode and cause serious injury.

W-2066-1296

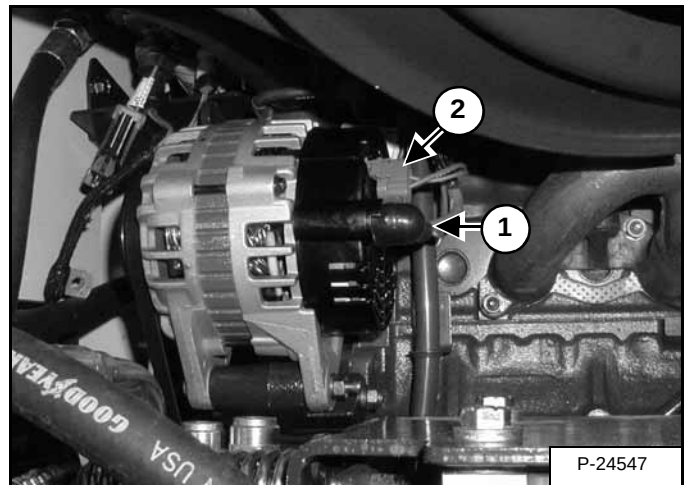
IMPORTANT

Damage to the alternator can occur if:

- Engine is operated with battery cables disconnected.
- Battery cables are connected when using a fast charger or when welding on the loader. (Remove both cables from the battery.)
- Extra battery cables (booster cables) are connected wrong.

I-2023-1285

Figure 60-31-4



If the charging system malfunctions check the following:

Check the condition and tension of the alternator belt. (See Adjusting The Alternator Belt on Page 60-31-1.) If belt is worn or deteriorated replace.

Inspect the alternator wiring harness and connectors at alternator. Harness and connectors must be clean and tight.

Check the fuse for the alternator in the fuse panel. If fuse is burned, find the cause and repair/replace. If fuse is in doubt, remove it and check for continuity.

Check the electrolyte level in the battery. Add distilled water as needed. (Does not apply to maintenance free batteries.)

Verify the charge of the battery. Make sure battery is fully charged.

Disconnect the battery cables (negative first, then positive). Inspect the cable clamps and battery posts for corrosion. Remove acid or corrosion from the battery and cables with a sodium bicarbonate and water solution. Put grease on the cable ends and battery terminals to prevent corrosion. Reconnect the cable to the positive terminal.

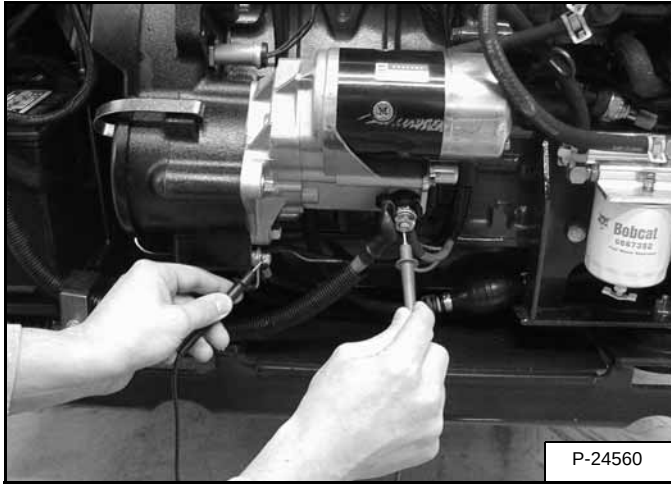
With the key off, connect a test light between the negative battery post and the disconnected negative cable clamp.

1. If the test light does not light up, reattach the clamp and proceed to alternator voltage test. (See Below.)
2. If the test light lights up, there is a short (drain) in the electrical system of the loader. The short must be repaired before the charging system can be checked.
3. Disconnect the alternator B+ terminal (Item 1) [Figure 60-31-4] and L & S terminal connector (Item 2) [Figure 60-31-4] and if the test light goes out, the alternator is faulty. If the test light stays on, find the short in the system and repair it.

ALTERNATOR (90 AMP) (CONT'D)

Alternator Voltage Test

Figure 60-31-5



Open tailgate.

Connect the remote start tool to the loader. (See REMOTE START on Page 10-60-1.)

Turn the engine on with the remote start tool and run at idle. With a voltmeter, check the voltage between the B+ terminal and ground at the starter [Figure 60-31-5].

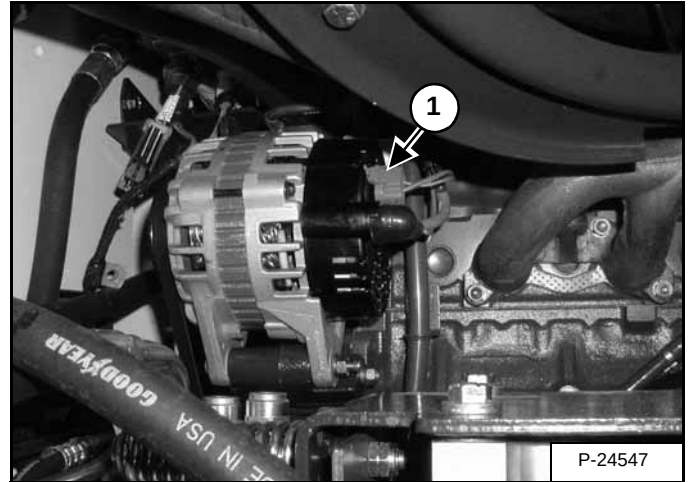
The voltage must be higher than 13.5 volts but lower than 14.7 volts at 70°F (Alternator Temperature).

If the voltage is higher than 14.7 volts, proceed to the following high voltage test.

If the voltage is lower than 13.5 volts, run the engine at high idle and recheck voltage. If voltage is still below 13.5 volts, proceed with the following low voltage test.

Low Voltage Test

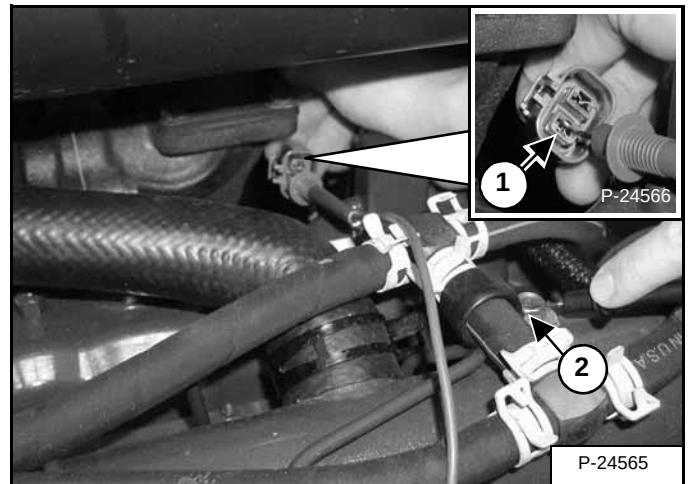
Figure 60-31-6



Turn engine OFF and remove the L & S terminal connector (Item 1) [Figure 60-31-6] off the alternator.

Turn the remote start tool key to the ON position.

Figure 60-31-7

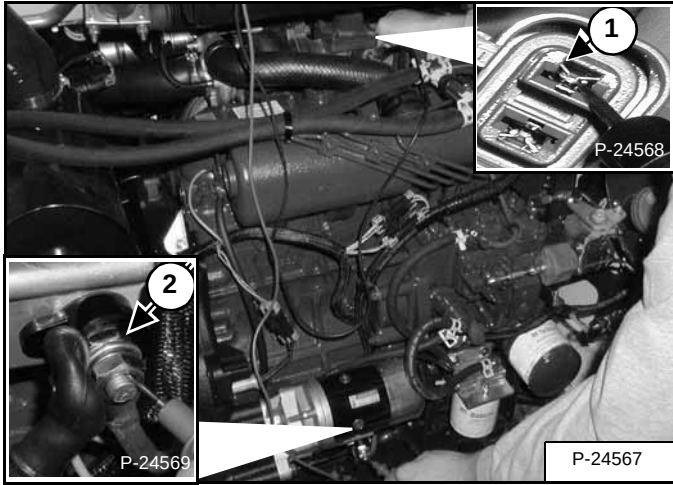


Check the voltage across the "L" terminal (Item 1) and ground (Item 2) [Figure 60-31-7]. The voltage should be what the battery voltage is. If not, check wire harness, relay and fuses. If the wire harness, relay and fuses are ok then remove alternator for replacement or repair. To repair, (See Rectifier Continuity (Diode) Test on Page 60-31-5.) for further component testing.

ALTERNATOR (90 AMP) (CONT'D)

High Voltage Test

Figure 60-31-8



Turn engine OFF and remove the L & S Terminal connector (Item 1) [Figure 60-31-6] off the alternator.

Check the continuity between the "S" terminal (Item 1) and the positive (+) terminal on the battery or starter terminal (Item 2) [Figure 60-31-8]. There should be continuity. If no continuity, replace wire harness.

If voltage is still above 14.7 volts at 70°F (Alternator Temperature), then remove alternator for replacement or repair. To repair, (See Rectifier Continuity (Diode) Test on Page 60-31-5.) for further component testing.

Removal And Installation

Place jackstands under the rear corners of the loader.

 DANGER	
AVOID DEATH • Disconnecting or loosening any hydraulic tubeline, hose, fitting, component or a part failure can cause lift arms to drop. • Keep out of this area when lift arms are raised unless supported by an approved lift arm support. Replace if damaged. 57051	
SW 02 6717343	

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

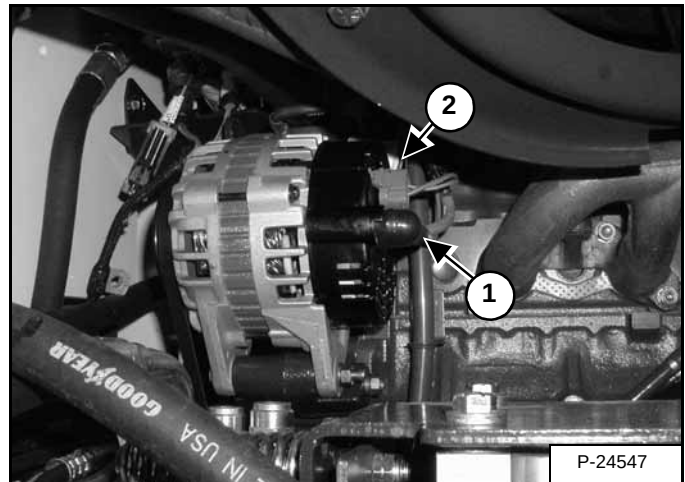
IMPORTANT

Damage to the alternator can occur if:

- Engine is operated with battery cables disconnected.
- Battery cables are connected when using a fast charger or when welding on the loader. (Remove both cables from the battery.)
- Extra battery cables (booster cables) are connected wrong.

I-2023-1285

Figure 60-31-9



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect the negative (-) cable from the battery.

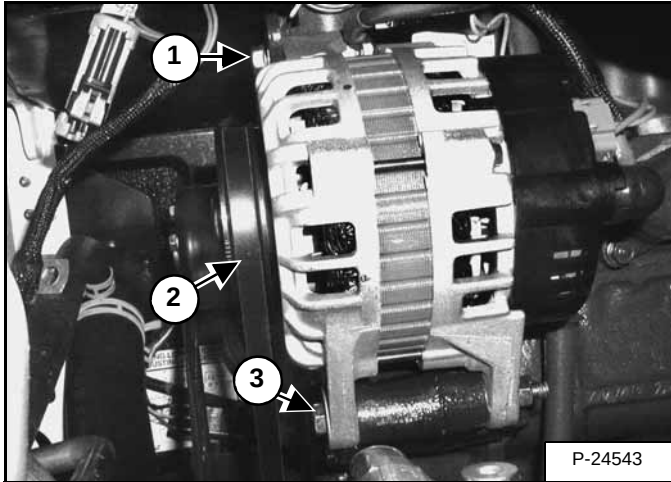
Disconnect the red wire (Item 1) [Figure 60-31-9] from the alternator which comes from the battery.

Disconnect the wiring harness connector (Item 2) [Figure 60-31-9] from the alternator.

ALTERNATOR (90 AMP) (CONT'D)

Removal And Installation (Cont'd)

Figure 60-31-10



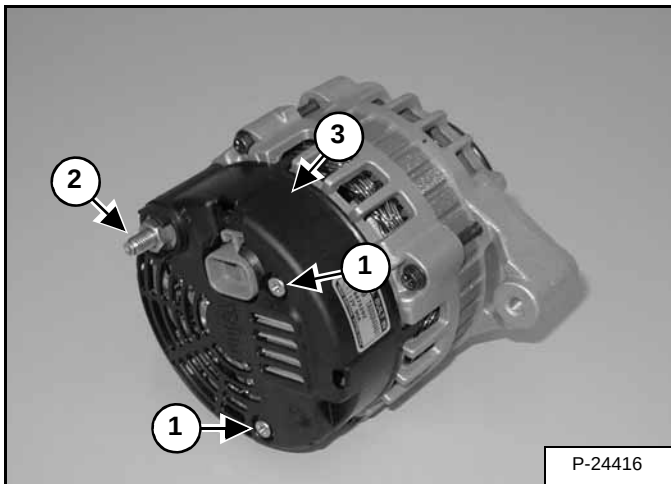
Remove the adjustment bolt (Item 1) [Figure 60-31-10] from the mounting bracket.

Remove the alternator belt (Item 2) [Figure 60-31-10] from the alternator pulley.

Remove the mounting bolt (Item 3) [Figure 60-31-10].

Rectifier Continuity (Diode) Test

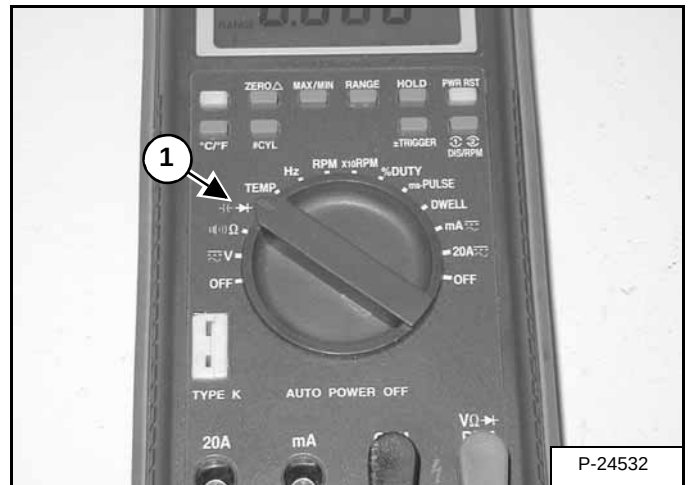
Figure 60-31-11



Remove the two screws (Item 1), nut/washer (Item 2) and the plastic cover (Item 3) [Figure 60-31-11] from the alternator.

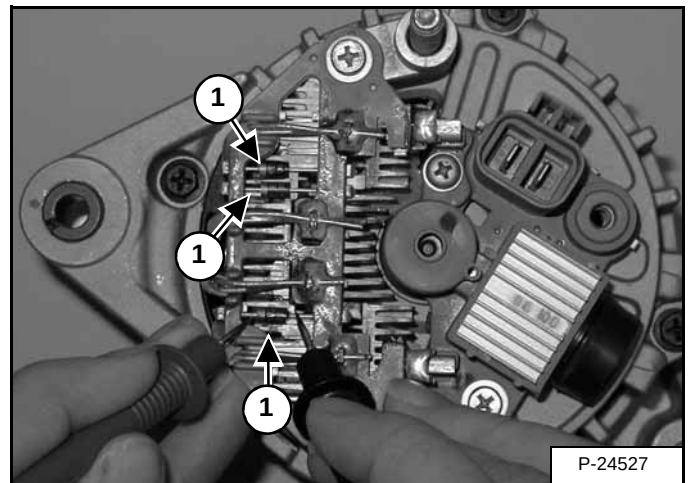
NOTE: In the diode tests there should be continuity in one direction only. Meter readings should be different when probes are reversed. If the diode being tested shows no continuity or continuity in both directions, replace the rectifier assembly.

Figure 60-31-12



NOTE: Use the diode function (Item 1) [Figure 60-31-12] on the multimeter.

Figure 60-31-13



Touch the probes to the terminals (Item 1) [Figure 60-31-13] of each diode and read the meter.

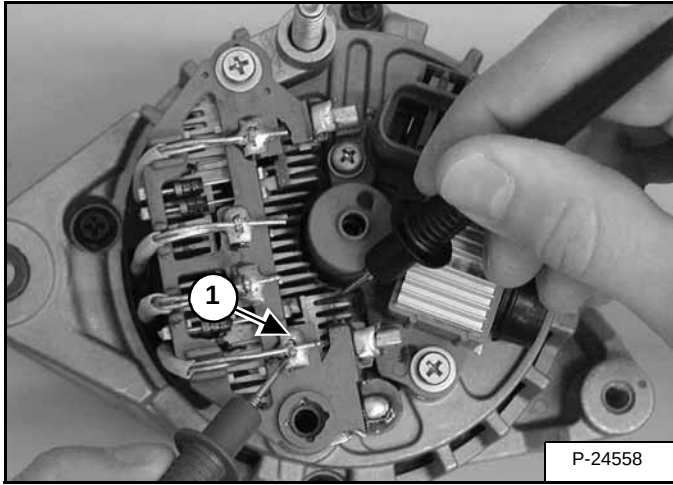
Reverse the probes to check the diode in the other direction.

Meter readings should be different when probes are reversed.

ALTERNATOR (90 AMP) (CONT'D)

Rectifier Continuity (Diode) Test (Cont'd)

Figure 60-31-14



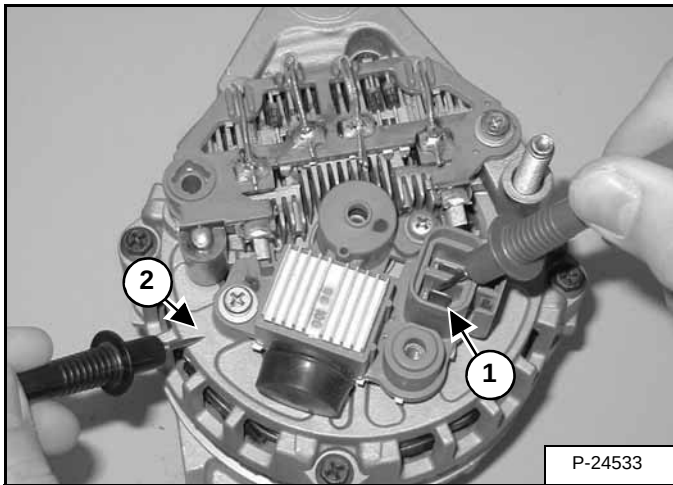
Touch one probe to the diode (Item 1) [Figure 60-31-14] and the other probe to each heat sink and read the meter.

Reverse the probes to check the diode in the other direction.

Meter readings should be different when probes are reversed.

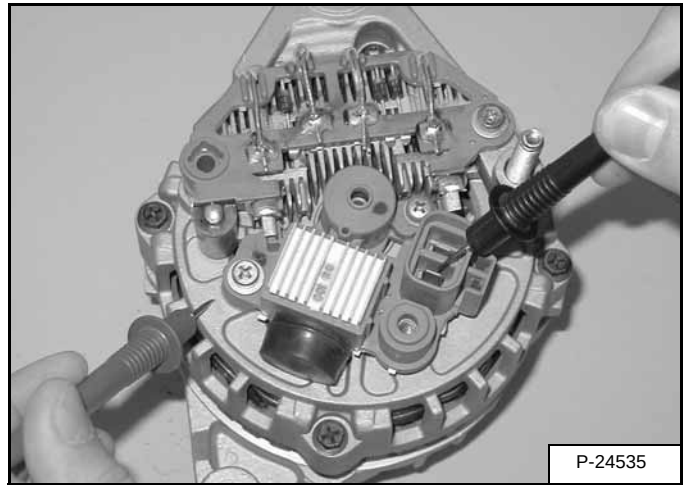
Alternator Regulator Test

Figure 60-31-15



Touch one probe to the "L" terminal (Item 1) and the other probe to the ground (Item 2) [Figure 60-31-15].

Figure 60-31-16



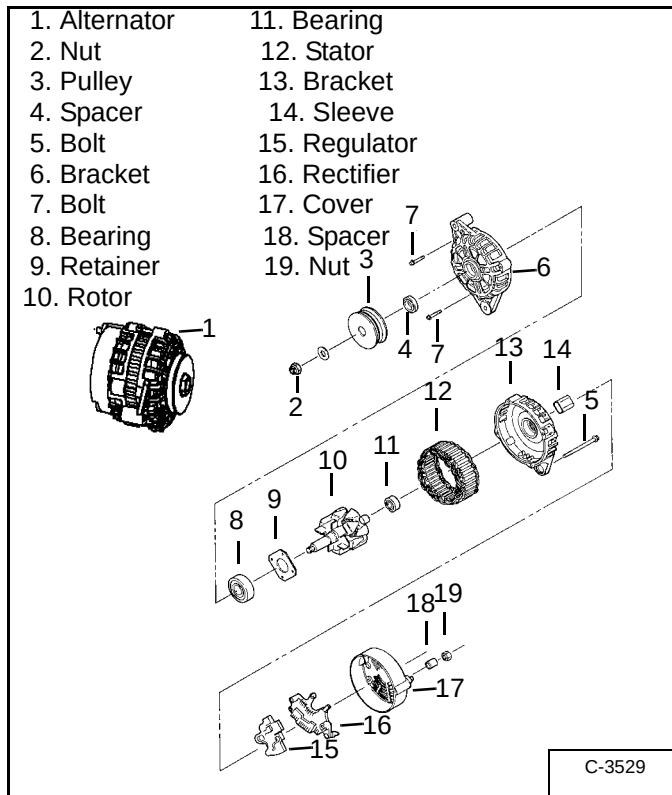
Reverse the probes to check in the other direction [Figure 60-31-16].

There should be continuity in one direction only. Meter readings should be different when probes are reversed. If there is no continuity or continuity in both directions, replace regulator.

ALTERNATOR (90 AMP) (CONT'D)

Disassembly

Figure 60-31-17



Disassemble the alternator. (See Parts Identification Figure [Figure 60-31-17].)

Remove the regulator cover.

Remove the four bolts holding halves together.

Pry the halves apart (use a press if needed).

Use a soft jaw vise to hold rotor while removing pulley nut.

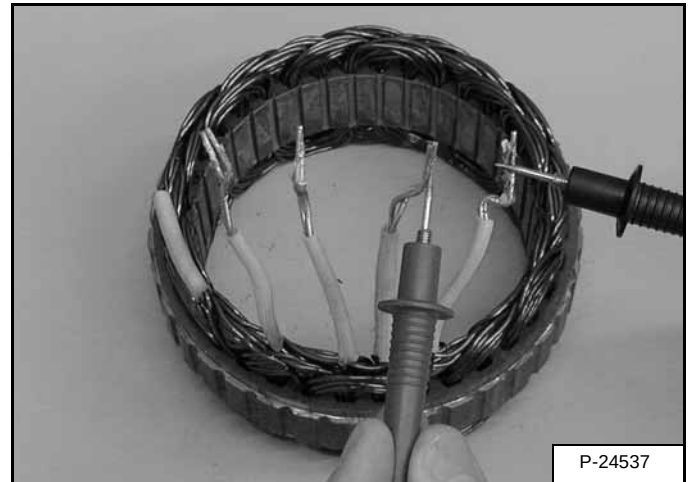
Remove front case half from the rotor using a plastic hammer or press.

Unsolder the stator leads from the rectifier. Remove the stator.

Unsolder the two leads between the rectifier and regulator. Remove the regulator from rectifier.

Stator Continuity Test

Figure 60-31-18



Use an ohmmeter to test the stator.

Touch the probes to two of the bare stator wires [Figure 60-31-18].

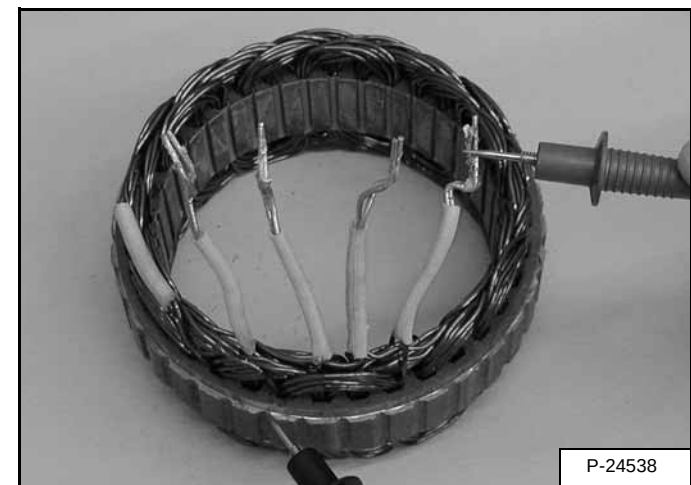
Move one of the probes to the third wire.

The readings should be the same.

If there is no continuity, replace the stator.

Stator Ground Test

Figure 60-31-19



Touch one probe to a bare stator lead and the other probe to the bare metal surface of the stator [Figure 60-31-19].

There should be no continuity.

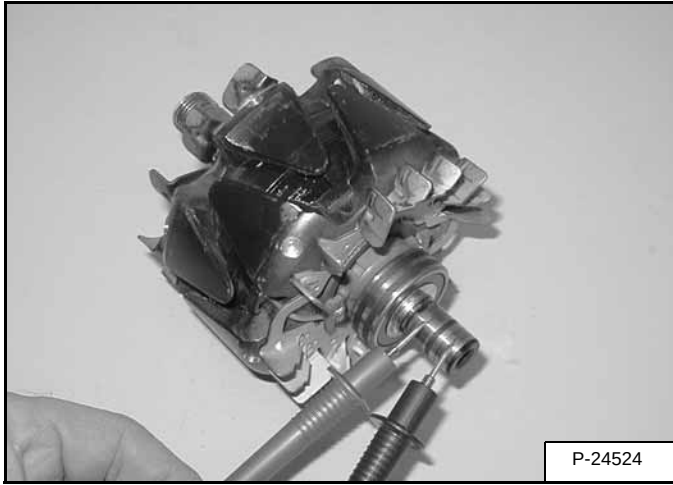
Replace the stator if there is continuity.

ALTERNATOR (90 AMP) (CONT'D)

Assembly

Rotor Continuity Test

Figure 60-31-20



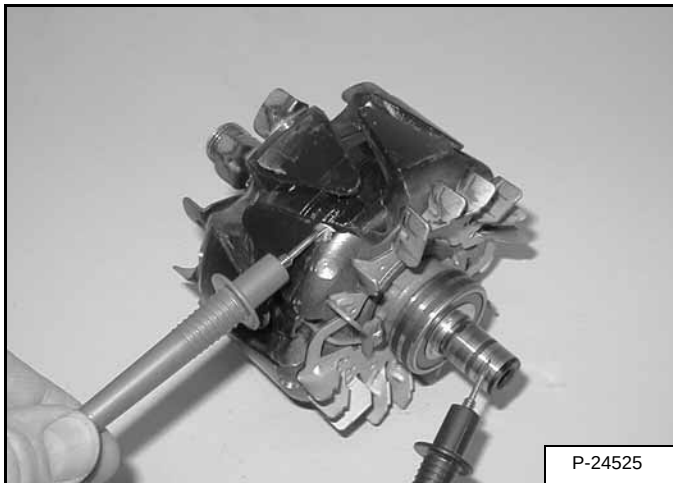
Touch the probes to the slip rings [Figure 60-31-20].

The ohmmeter should read between 3.0-4.0 ohms.

If there is no continuity replace the rotor.

Rotor Ground Test

Figure 60-31-21

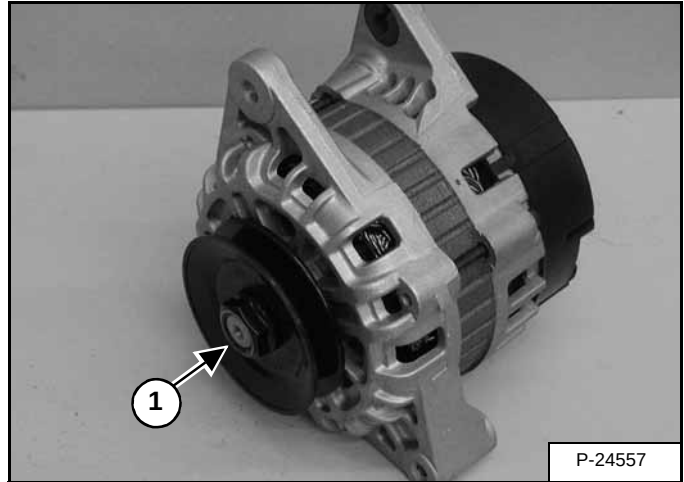


Touch one probe to one of the slip rings and the other probe to the rotor shaft [Figure 60-31-21].

There should be no continuity.

Replace the rotor if there is continuity.

Figure 60-31-22



Reverse the order of disassembly.

Do not assemble the rear case half.

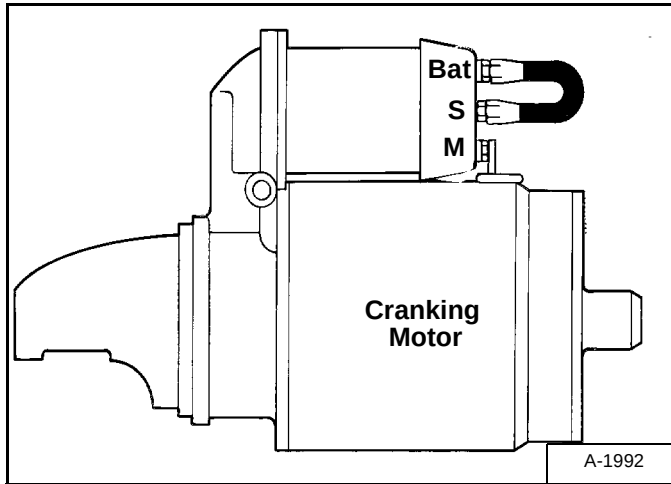
Place the rotor in soft jaws when tightening the shaft nut (Item 1) [Figure 60-31-22]. Tighten to 72 + 14.5 ft.-lbs. (98 + 20 Nm) torque.

Install the rear case half and the remaining parts.

STARTER (NIPPONDENSO)

Checking

Figure 60-40-1



The key switch must be in the OFF position.

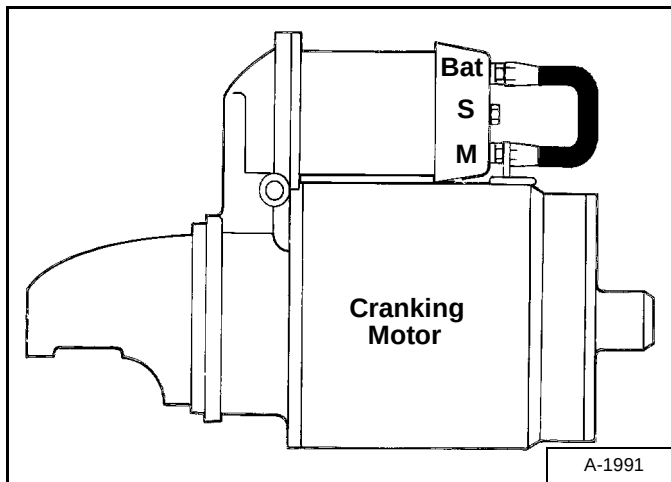
The battery must be at full charge.

The cable connections on the battery must be clean and tight.

Connect a jumper wire between S terminal and BAT terminal [Figure 60-40-1].

If the starter turns but does not turn the engine, the starter drive has a defect.

Figure 60-40-2



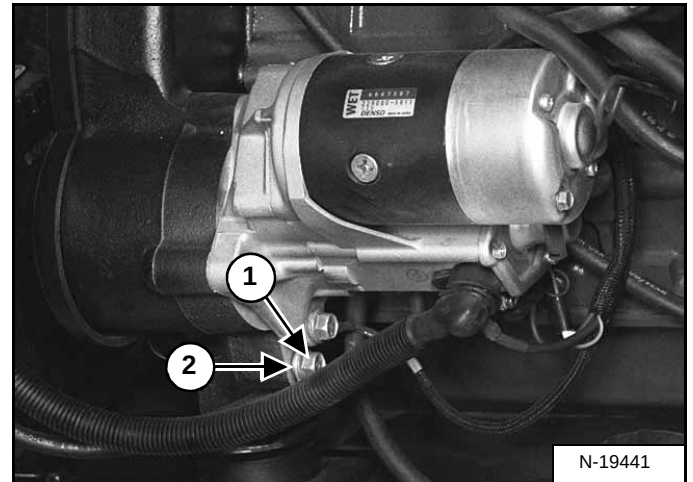
Connect a jumper wire between the M terminal and the BAT terminal [Figure 60-40-2].

If the starter turns, the defect is in the solenoid.

If the starter does not turn, the starter is defective.

Removal And Installation

Figure 60-40-3



Stop the engine and open the rear door.

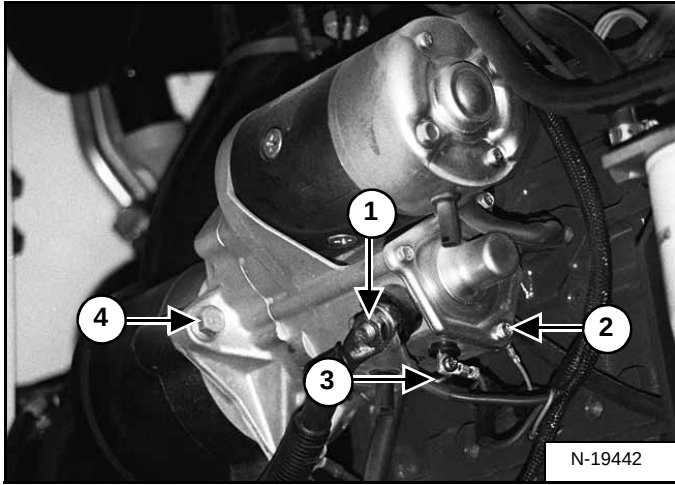
Remove the negative (-) and positive (+) cables from the battery.

Remove the starter mounting bolt (Item 1) and disconnect the ground wire (Item 2) [Figure 60-40-3] from the starter.

STARTER (NIPPONDENSO) (CONT'D)

Removal And Installation (Cont'd)

Figure 60-40-4



Disconnect the engine harness power wire and positive (+) battery cable starter solenoid terminal (Item 1) [Figure 60-40-4].

Installation: Tighten the nut to 10.8-12.3 ft.-lbs. (14,7-16,7 Nm) torque.

Disconnect the tan wire (Item 2) [Figure 60-40-4] from the R terminal on the starter solenoid.

Disconnect the brown wire (Item 3) [Figure 60-40-4] from the S terminal on the starter solenoid.

Remove the mounting bolts (Item 4) [Figure 60-40-4] from the starter.

Remove the starter from the engine.

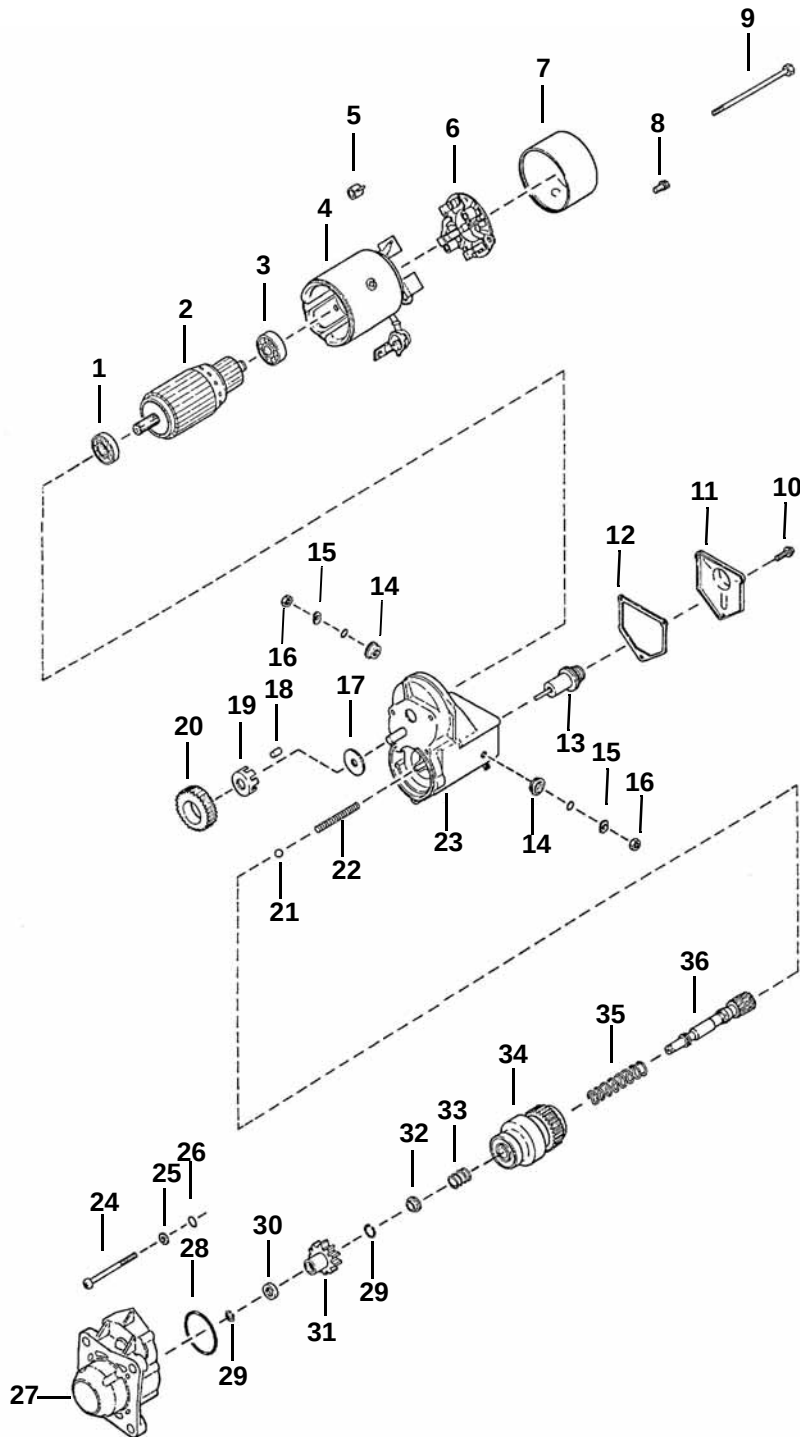
Installation: Tighten the three mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Reverse the removal procedure to install the starter.

STARTER (NIPPONDENSO) (CONT'D)

Parts Identification

1. Bearing
2. Armature
3. Bearing
4. Frame
5. Brush Spring
6. Brush Holder
7. Cover
8. Bolt
9. Bolt
10. Bolt
11. Cover



12. Gasket
13. Switch
14. Nut
15. Washer
16. Nut
17. Washer
18. Roller
19. Retainer
20. Idler Gear
21. Ball
22. Spring

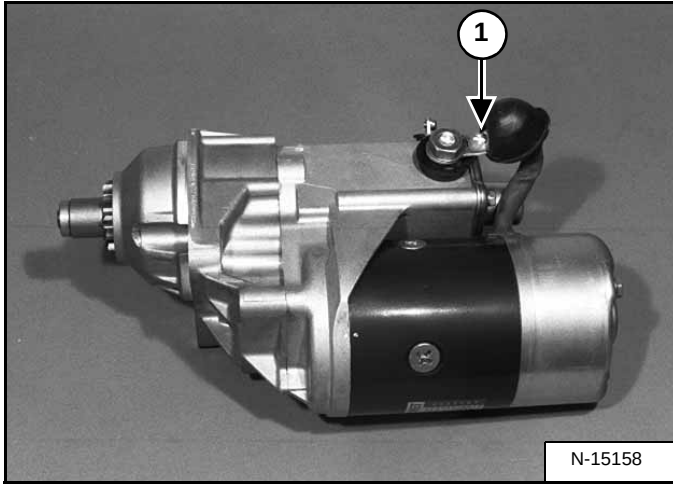
23. Housing
24. Screw
25. Washer
26. O-ring
27. Housing
28. O-ring
29. Snap Ring
30. Collar
31. Pinion Gear
32. Spring Seat
33. Spring
34. Clutch
35. Spring
36. Pinion Shaft

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STARTER (NIPPONDENSO) (CONT'D)

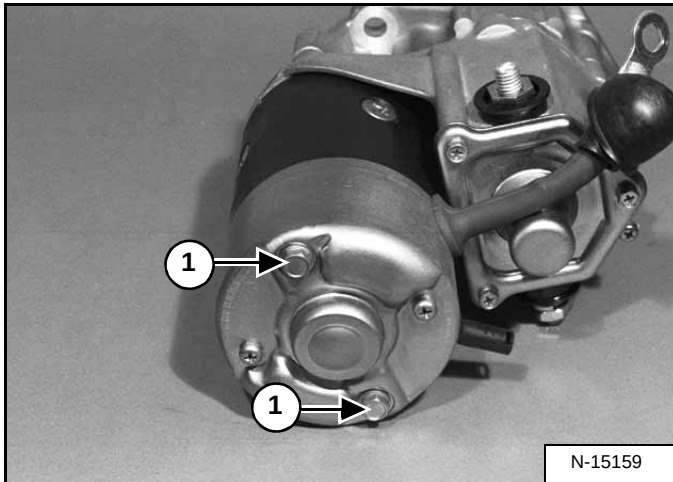
Disassembly

Figure 60-40-5



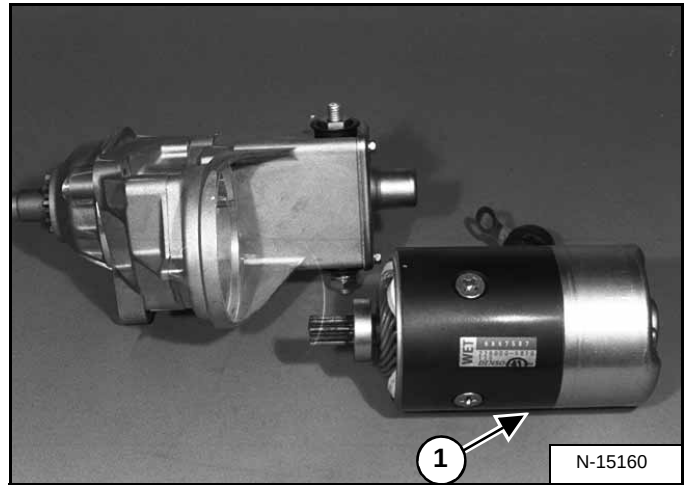
Remove the cable (Item 1) [Figure 60-40-5] from the magnetic switch.

Figure 60-40-6



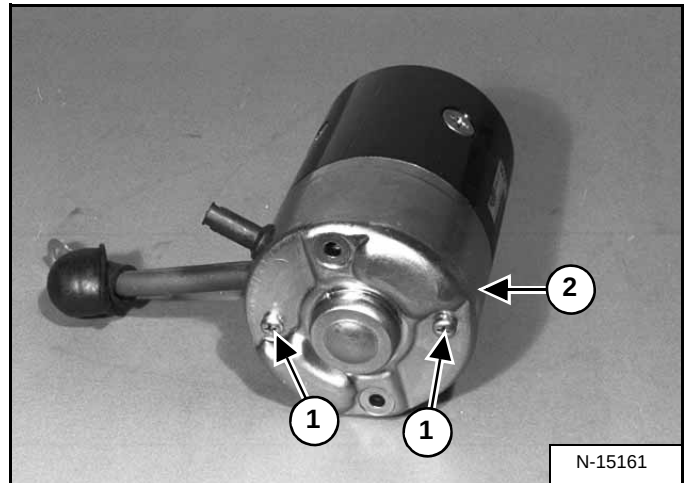
Remove the bolts (Item 1) [Figure 60-40-6].

Figure 60-40-7



Remove the frame (Item 1) [Figure 60-40-7] from the magnetic switch.

Figure 60-40-8



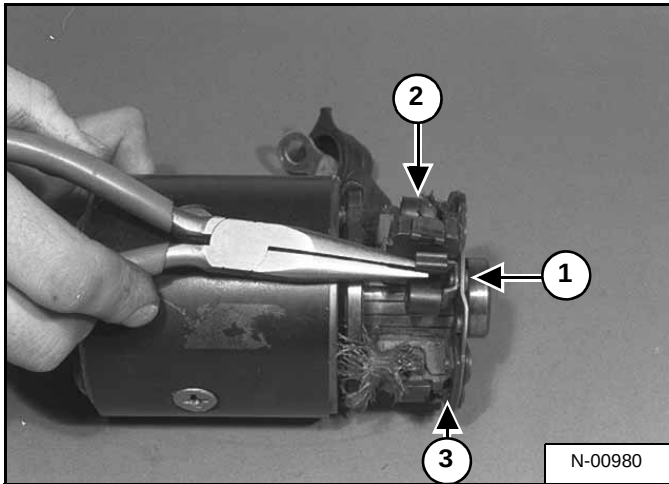
Remove the bolts (Item 1) from the brush cover (Item 2) [Figure 60-40-8].

Remove the cover (Item 2) [Figure 60-40-8].

STARTER (NIPPONDENSO) (CONT'D)

Disassembly (Cont'd)

Figure 60-40-9

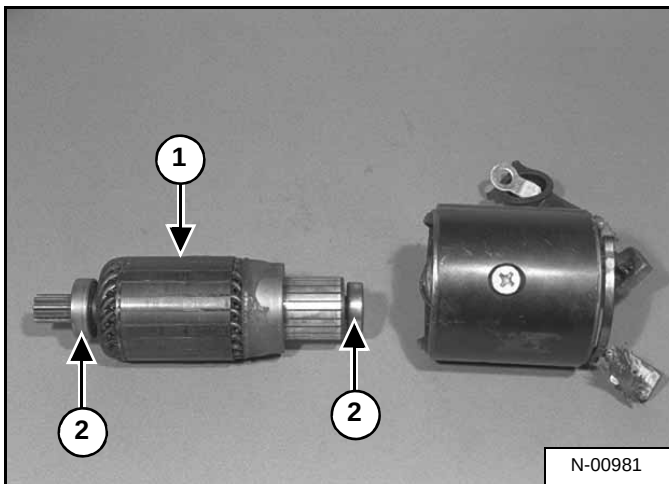


Using a needle nose pliers, pull the brush springs (Item 1) back and remove the brushes (Item 2) [Figure 60-40-9].

NOTE: The brushes are non-replaceable. If the brushes are worn order a new brush holder (for the negative brushes) and yoke (for the positive brushes).

Remove the brush holder (Item 3) [Figure 60-40-9] from the end of the armature.

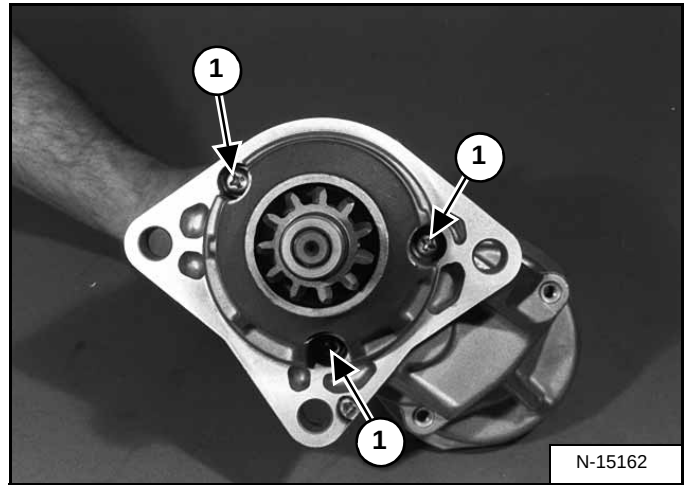
Figure 60-40-10



Remove the armature (Item 1) [Figure 60-40-10] from the frame.

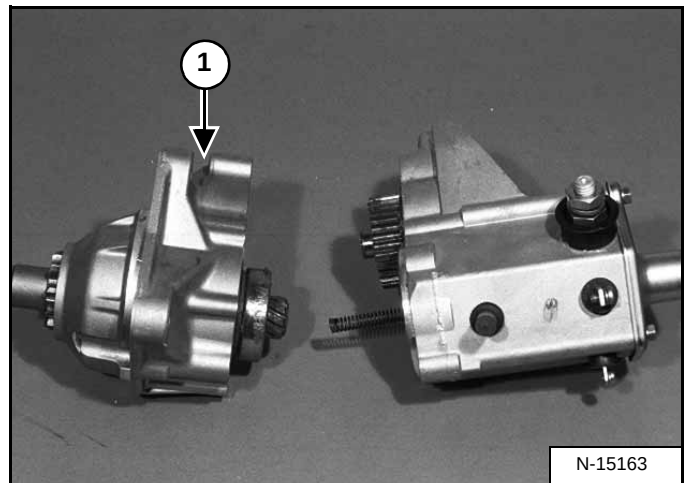
Remove the bearings (Item 2) [Figure 60-40-10] from both ends of the armature.

Figure 60-40-11



Remove the bolts (Item 1) [Figure 60-40-11] from the starter housing.

Figure 60-40-12

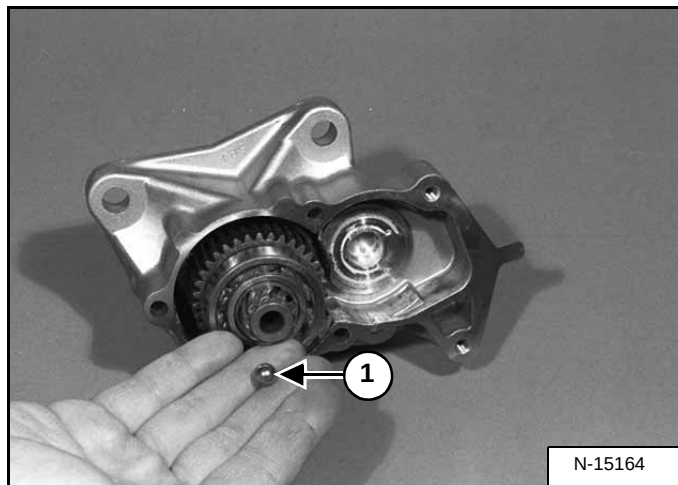


Remove the starter housing (Item 1) [Figure 60-40-12] from the magnetic switch.

STARTER (NIPPONDENSO) (CONT'D)

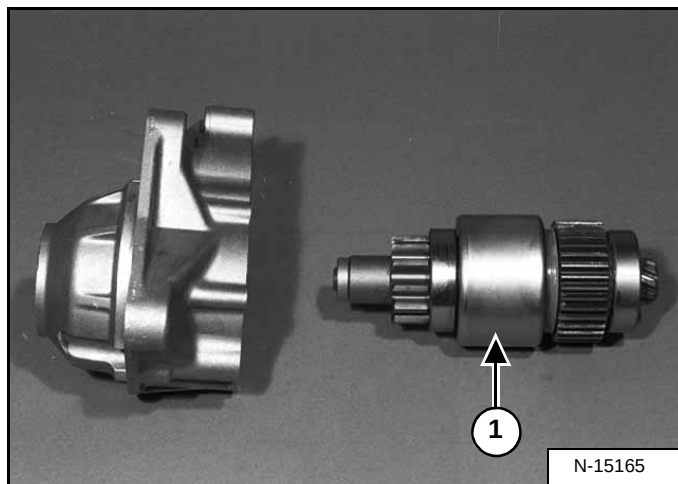
Disassembly (Cont'd)

Figure 60-40-13



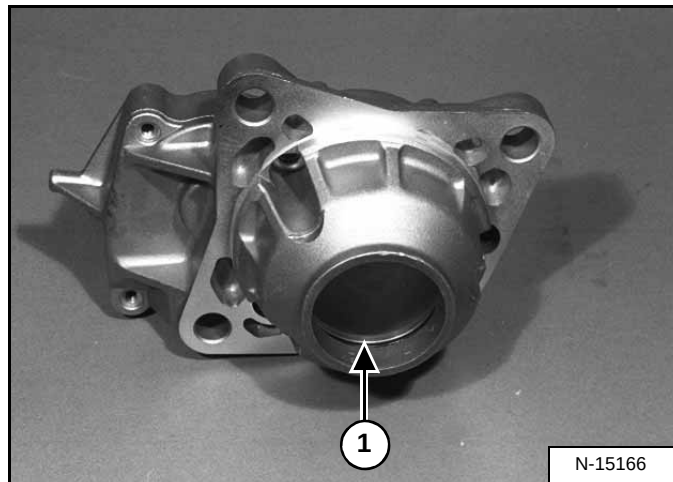
Remove the ball (Item 1) [Figure 60-40-13] from the pinion shaft.

Figure 60-40-14



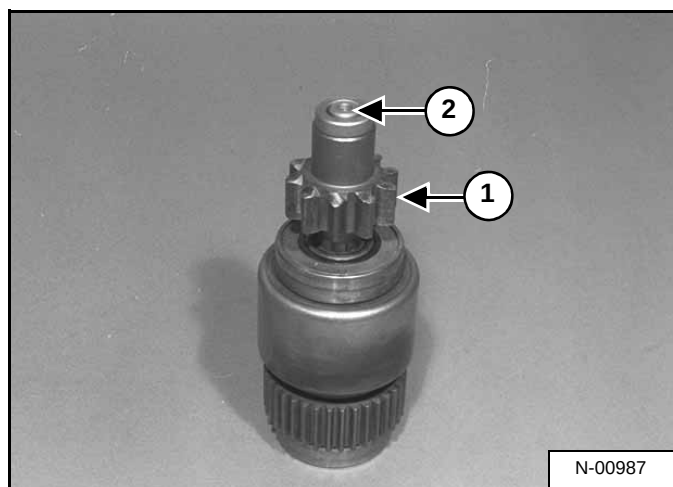
Tap the starter pinion/clutch assembly (Item 1) [Figure 60-40-14] out of the starter housing.

Figure 60-40-15



Remove the O-ring (Item 1) [Figure 60-40-15].

Figure 60-40-16

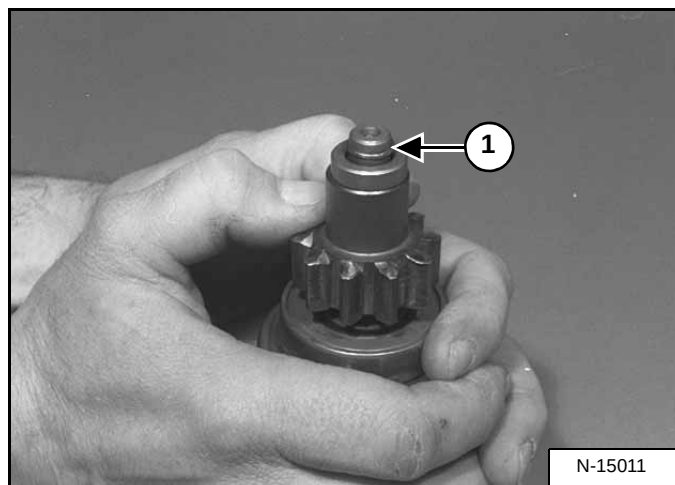


Press down on the pinion (Item 1) and retainer (Item 2) [Figure 60-40-16].

STARTER (NIPPONDENSO) (CONT'D)

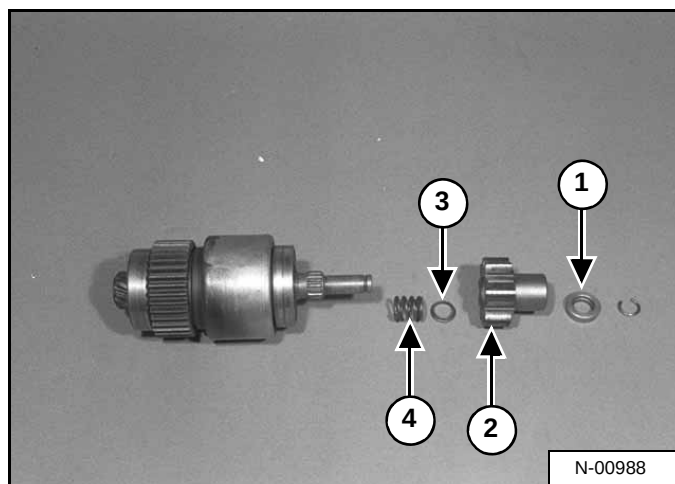
Disassembly (Cont'd)

Figure 60-40-17



Remove the snap ring (Item 1) [Figure 60-40-17].

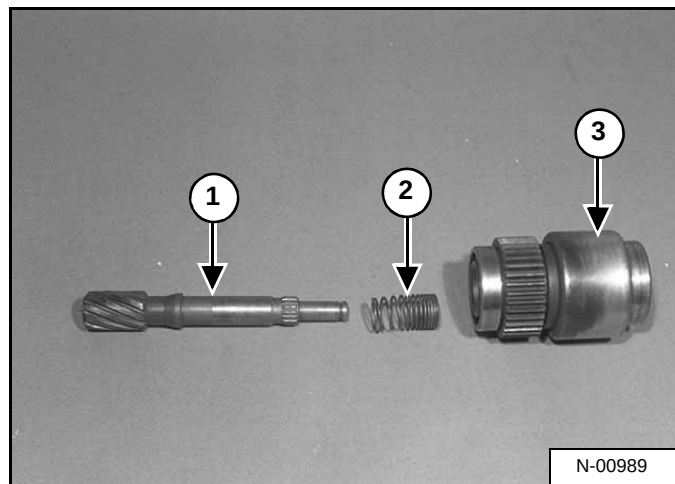
Figure 60-40-18



Remove the retainer (Item 1) and pinion (Item 2) [Figure 60-40-18].

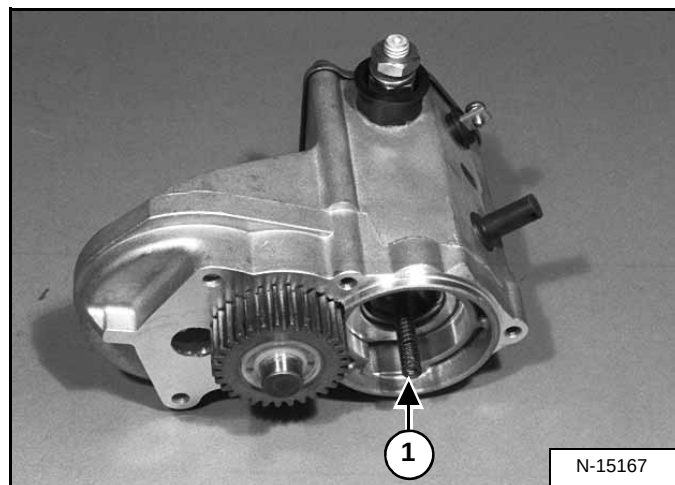
Remove the spring seat (Item 3) and spring (Item 4) [Figure 60-40-18].

Figure 60-40-19



Remove the pinion shaft (Item 1) and spring (Item 2) from the over running clutch (Item 3) [Figure 60-40-19].

Figure 60-40-20

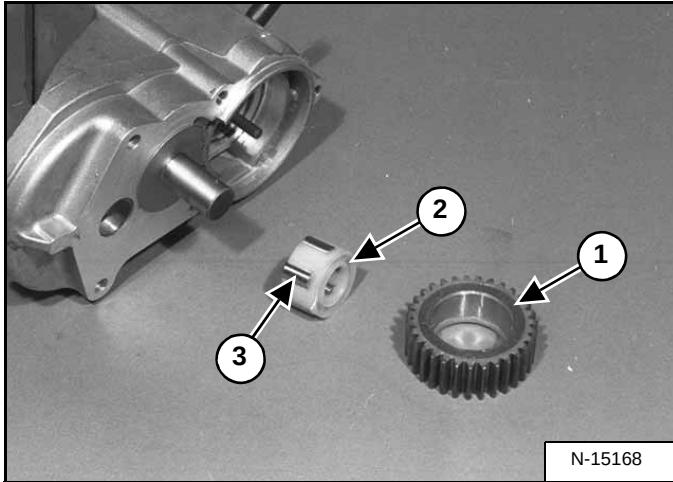


Remove the spring (Item 1) [Figure 60-40-20] from the magnetic switch housing.

STARTER (NIPPONDENSO) (CONT'D)

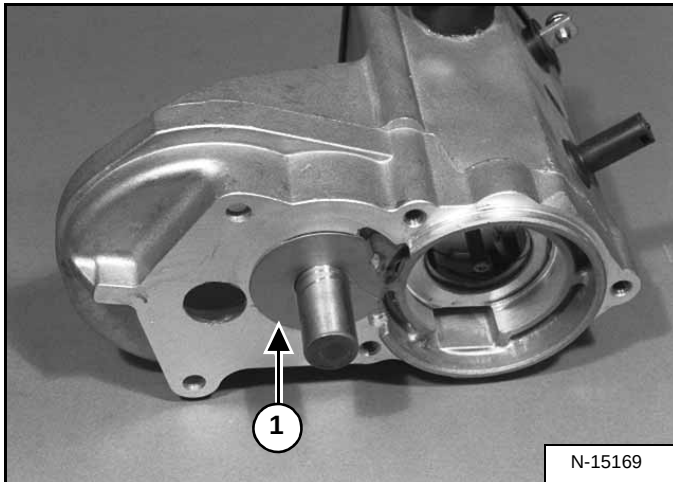
Disassembly (Cont'd)

Figure 60-40-21



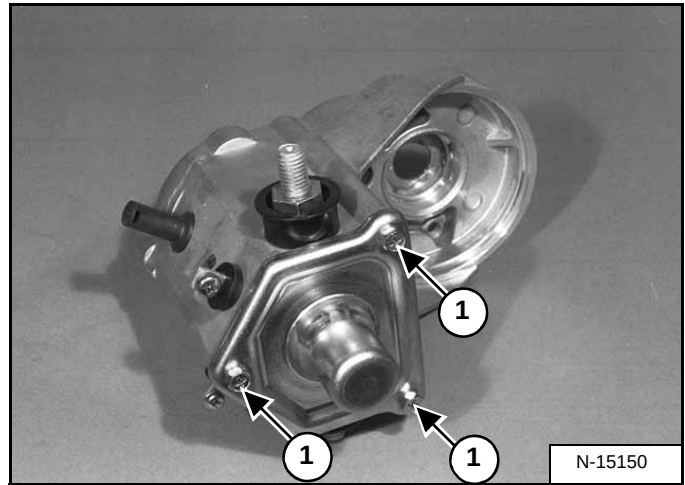
Remove the idler gear (Item 1), retainer (Item 2) and rollers (Item 3) [Figure 60-40-21] from the magnetic switch housing.

Figure 60-40-22



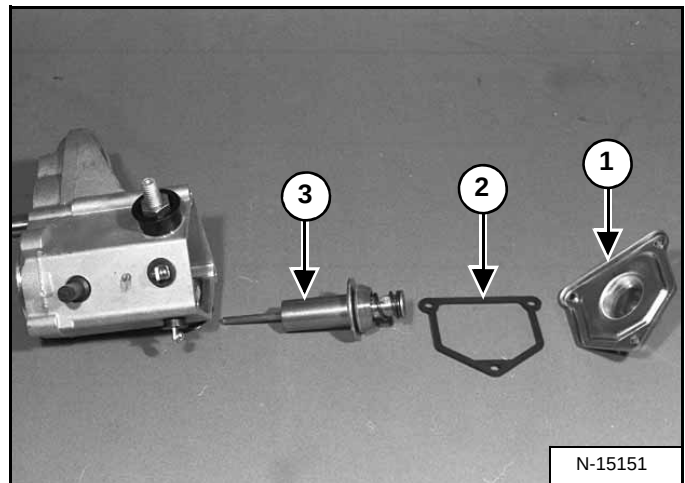
Remove the washer (Item 1) [Figure 60-40-22] from the idler gear shaft.

Figure 60-40-23



Remove the bolts (Item 1) [Figure 60-40-23] from the magnetic switch.

Figure 60-40-24



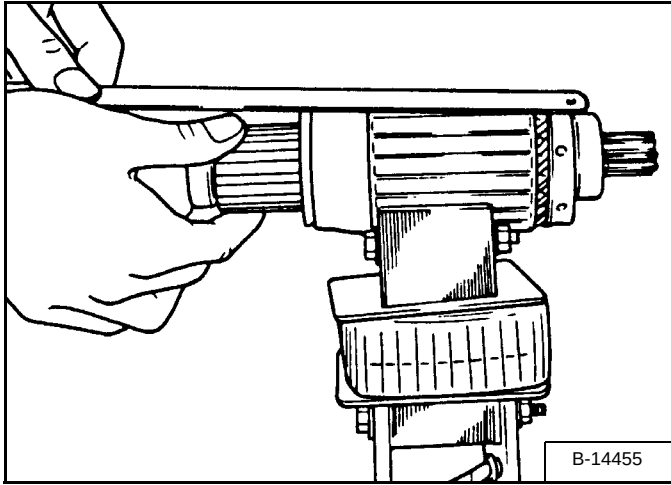
Remove the cover (Item 1), gasket (Item 2) and switch (Item 3) [Figure 60-40-24].

Installation: Inspect all parts for wear and replace as needed

STARTER (NIPPONDENSO) (CONT'D)

Inspection And Repair

Figure 60-40-25

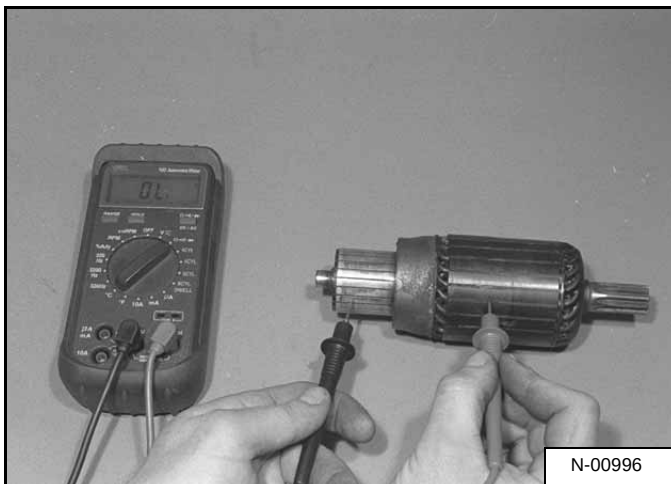


Inspect the brush cover for discoloration, indication the starter has been overheated.

Inspect the pinion teeth for wear and damage.

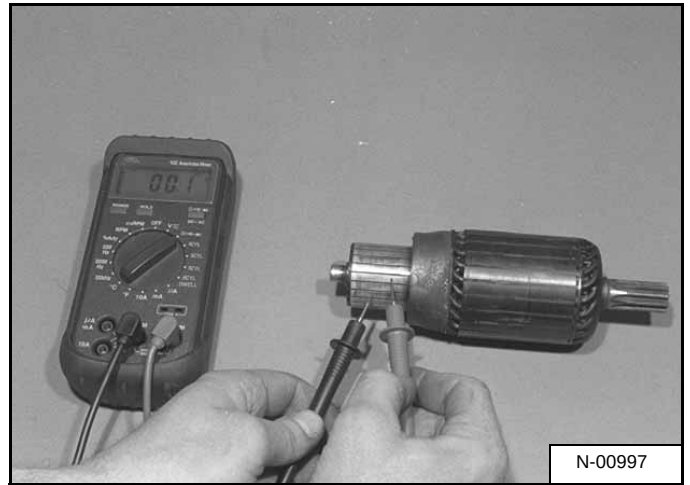
Armature Short-Circuit Test: Use a growler tester, put the armature on the growler and hold a hack saw blade against the armature core while slowly rotating the armature [Figure 60-40-25]. A short circuited armature causes the blade to vibrate and be attracted to the core. An armature which is short-circuited must be replaced.

Figure 60-40-26



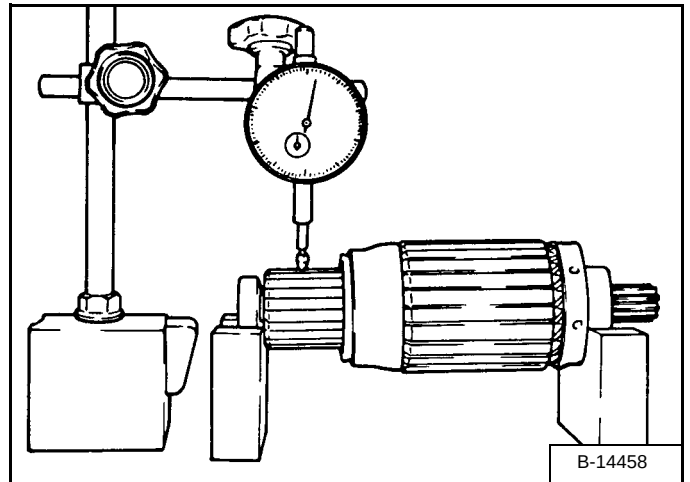
Armature Winding Ground Test: Use a circuit tester, touch one probe to a commutator segment and the other probe to the armature core [Figure 60-40-26]. There should be no continuity. If there is continuity, the armature is grounded and must be replaced.

Figure 60-40-27



Armature Winding Continuity Test: Use a circuit tester, touch the probes to two commutator segments [Figure 60-40-27]. There should be continuity at any point. If there is no continuity, the winding is open-circuited, replace the armature.

Figure 60-40-28



Commutator Run-Out Test: check the commutator run-out as shown in [Figure 60-40-28].

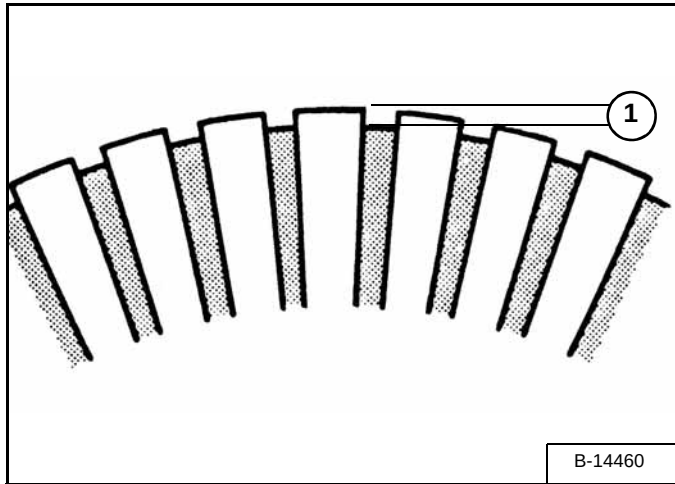
Service Limit - 0.020 inch (0,4 mm)

If the commutator exceeds the service limit, repair as needed.

STARTER (NIPPONDENSO) (CONT'D)

Inspection And Repair (Cont'd)

Figure 60-40-29



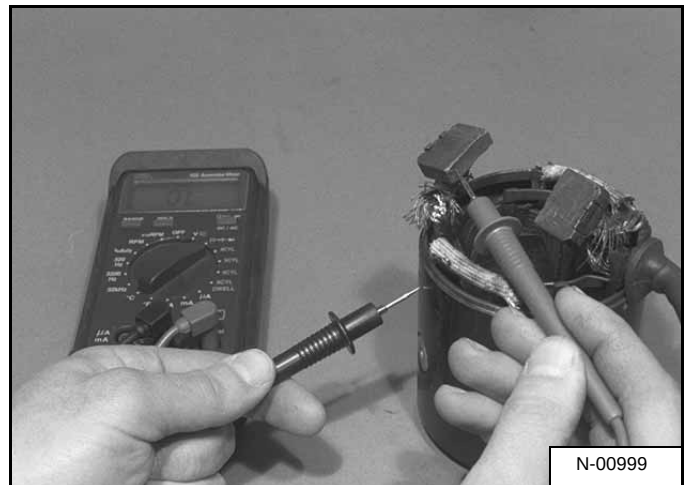
Measure the segment mica depth (Item 1) [Figure 60-40-29].

Service Limit - 0.008 inch (0,2 mm)

If it is worn, replace the armature.

Check the commutator surface for burned spots which usually indicates an open-circuit, and correct it using #400 sand paper.

Figure 60-40-30



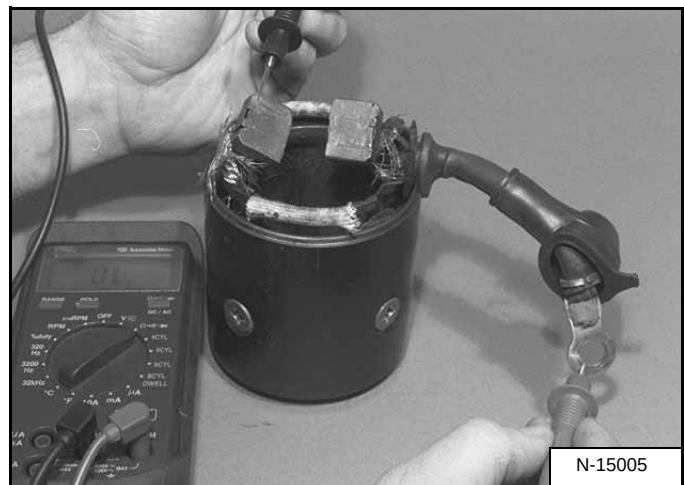
Check the field windings for wear and damage.

Check all the connections for clean and tight solder joints.

Field Winding Ground Test: Use a circuit tester, touch one probe to the field winding end of the brush and the other probe to the surface of the frame [Figure 60-40-30]. There should be no continuity. If there is continuity, the field windings are grounded.

Replace the frame.

Figure 60-40-31



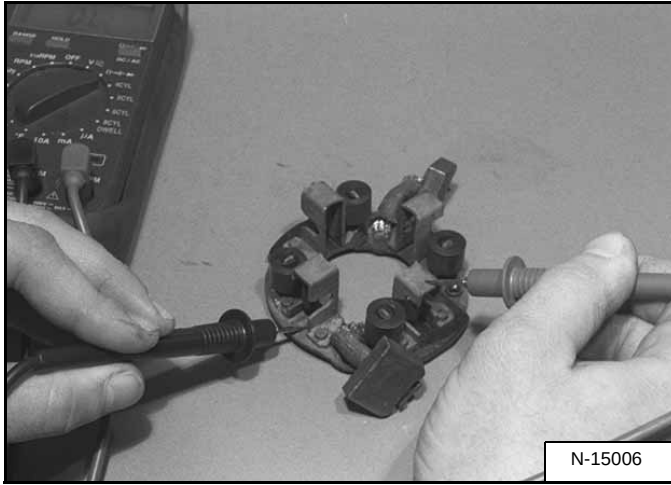
Field Windings Continuity Test: Use a circuit tester, touch one probe to the wire and the other probe to the brush [Figure 60-40-31]. There should be continuity. If there is no continuity, the field windings are open-circuited.

Replace the frame.

STARTER (NIPPONDENSO) (CONT'D)

Inspection And Repair (Cont'd)

Figure 60-40-32



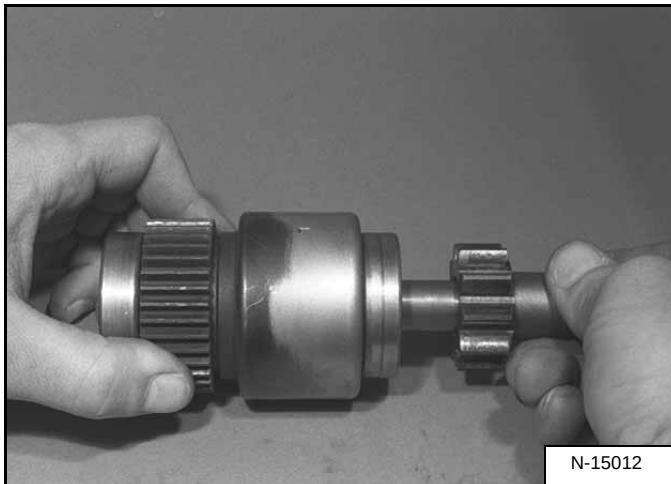
Inspect the brushes for wear and damage.

Replace the brush holder and yoke if the brushes need replacement.

Check brush spring, for damage or rust. Replace as needed.

Brush Holder Insulation Test: Use a circuit tester, touch one probe to the positive brush holder plate and the other probe to the holder plate [Figure 60-40-32]. There should be no continuity. If there is continuity, replace or repair.

Figure 60-40-33



NOTE: Assemble the over running clutch, pinion shaft, springs, and pinion for this test.

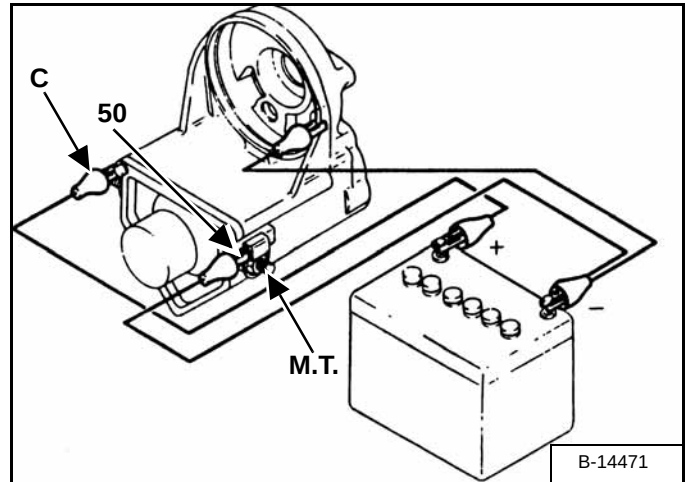
Inspect the pinion, it must rotate freely in the direction of the starter rotation and lock in the opposite rotation.

Pull the pinion out (to the engaged position) [Figure 60-40-33] and allow it to snap back to the retracted position. The pinion must fully return to the retracted position.

The following tests should be done without the armature assembly. Install the magnetic switch in the switch housing.

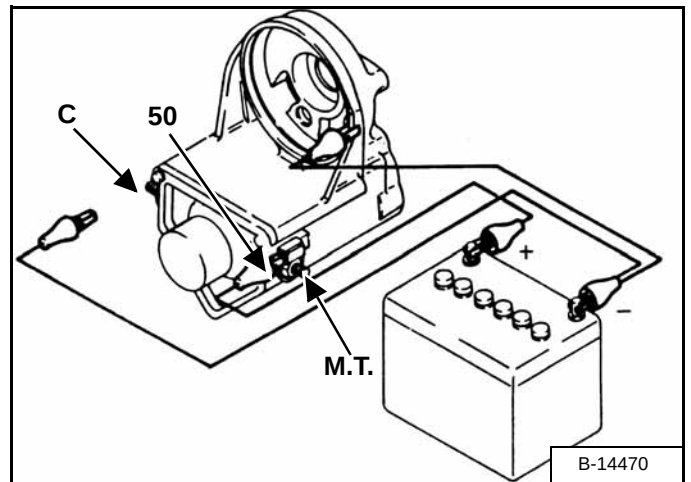
NOTE: Each test should be performed a short time (3 to 5 seconds) to prevent the magnetic switch winding from burning. Each test should be performed with 12 volts.

Figure 60-40-34



Pull-In Test: Connect the wires as shown in [Figure 60-40-34]. When connecting Terminal C and M.T. are closed, the pinion should engage.

Figure 60-40-35

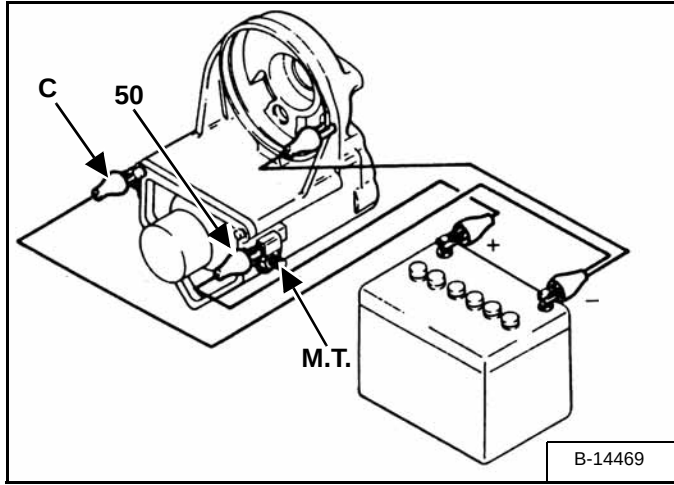


Hold-In Test: With the same conditions as in the pull-in test, open the connecting Terminal C [Figure 60-40-35]. The pinion should remain in the engaged position.

STARTER (NIPPONDENSO) (CONT'D)

Inspection And Repair (Cont'd)

Figure 60-40-36

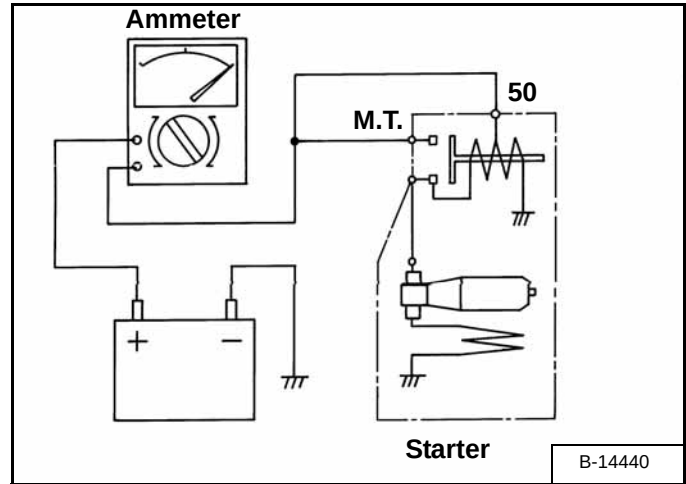


Return Test: With the same conditions as in the pull-in test, open the connecting Terminal 50 [Figure 60-40-36]. The pinion should return immediately.

M.T.	Main Terminal to which the main cable from the battery is connected.
C	C - Terminal to which the wire from the field windings is connected.
50	50 - Terminal to which the wire from the starting switch or stator relay is connected.

No Load Test

Figure 60-40-37



The following test should be done after reassembling the starter:

Clamp the starter in a vise. Using a 12 volt battery and ammeter, connect the positive wire of the battery, and the ammeter to the terminal [Figure 60-40-37]. Connect the negative wire to the starter body. Using a jumper wire, connect the 50 terminal to the main terminal.

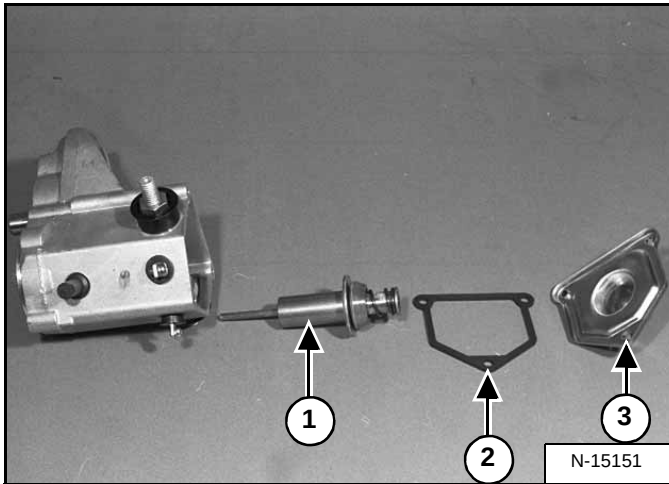
The starter should show smooth and steady rotation immediately after the pinion is engaged, it should draw less than the specified current.

Service Limit - 220 Amp. Maximum Draw

STARTER (NIPPONDENSO) (CONT'D)

Assembly

Figure 60-40-38

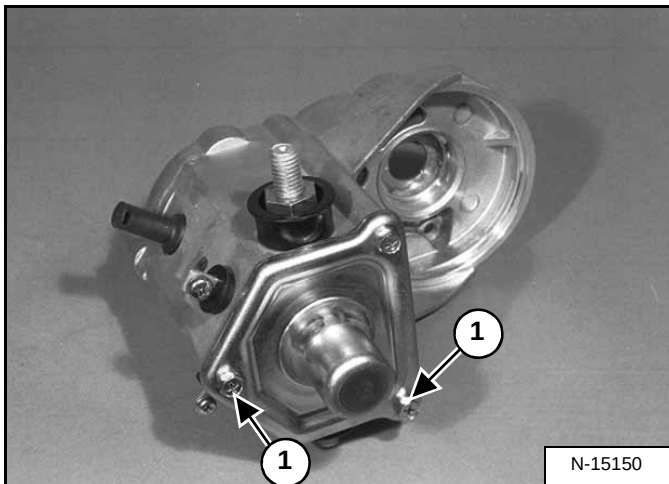


Clean all parts and apply high temperature grease to the armature bearing, return spring, steel ball, over running clutch, and idler gear rollers.

Install the switch plunger (Item 1), gasket (Item 2) and cover (Item 3) [Figure 60-40-38] on the switch housing.

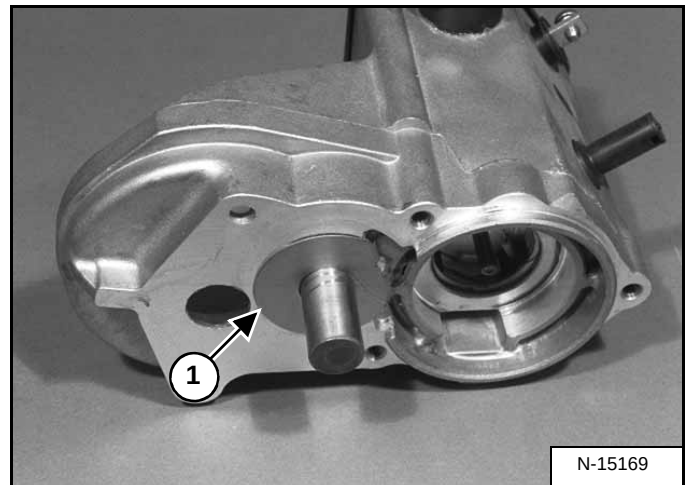
Installation: Inspect all parts for wear and replace as needed.

Figure 60-40-39



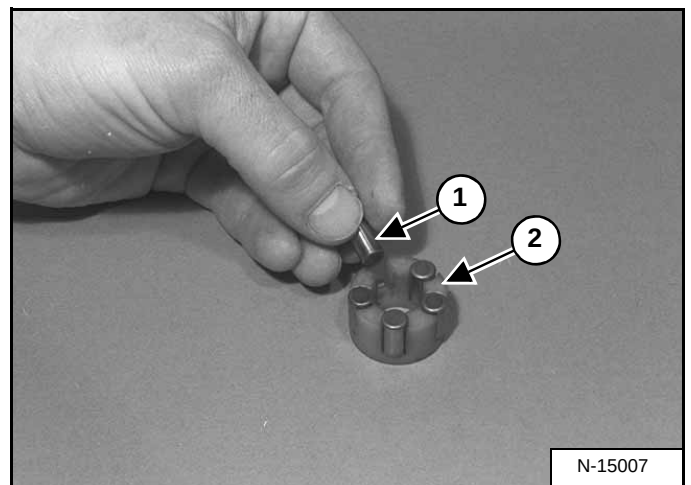
Install the bolts (Item 1) [Figure 60-40-39].

Figure 60-40-40



Install the washer (Item 1) [Figure 60-40-40] on the idler gear shaft.

Figure 60-40-41

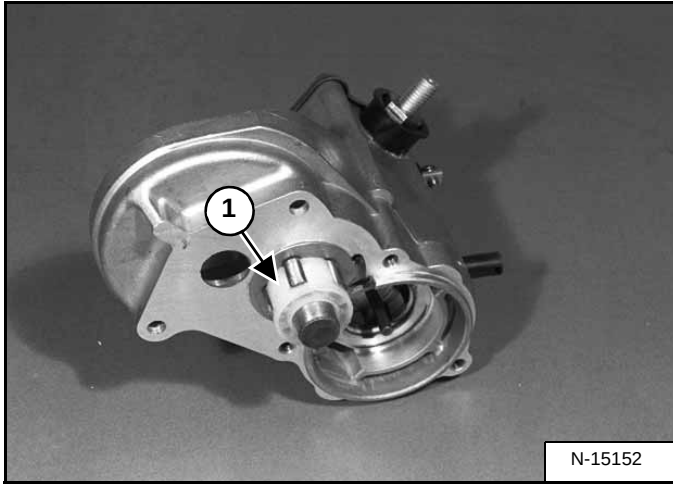


Install the rollers (Item 1) in the retainer (Item 2) [Figure 60-40-41].

STARTER (NIPPONDENSO) (CONT'D)

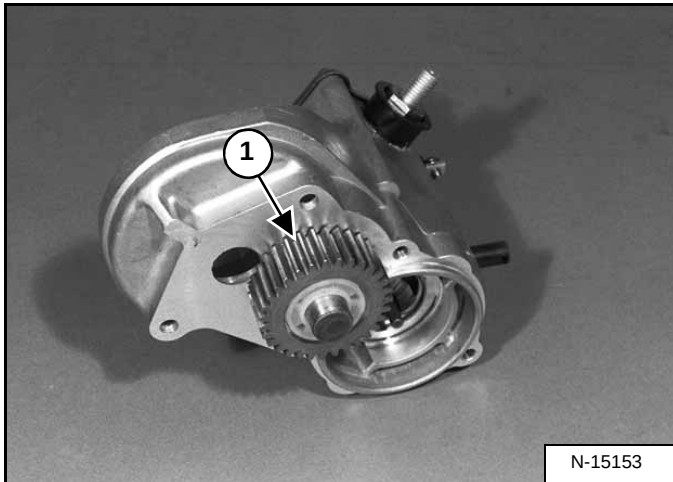
Assembly (Cont'd)

Figure 60-40-42



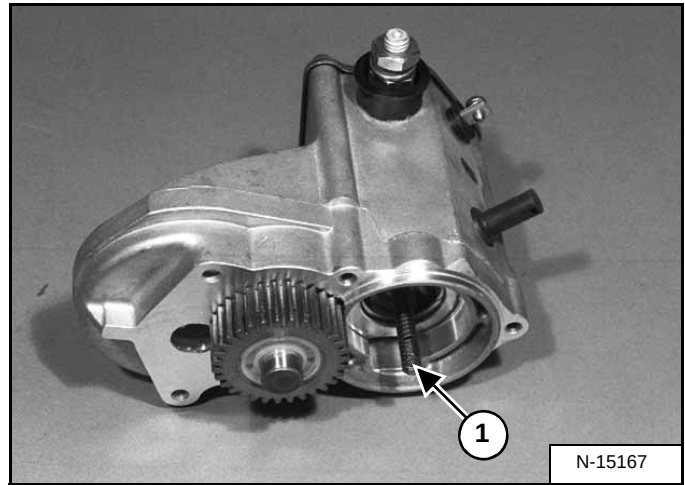
Install the roller/retainer assembly (Item 1) [Figure 60-40-42] on the idler gear shaft.

Figure 60-40-43



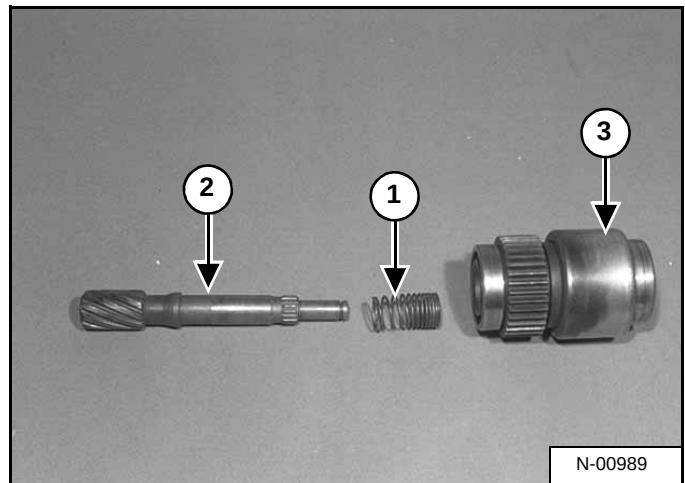
Install the idler gear (Item 1) [Figure 60-40-43] over the retainer.

Figure 60-40-44



Install the spring (Item 1) [Figure 60-40-44] in the magnetic switch housing.

Figure 60-40-45



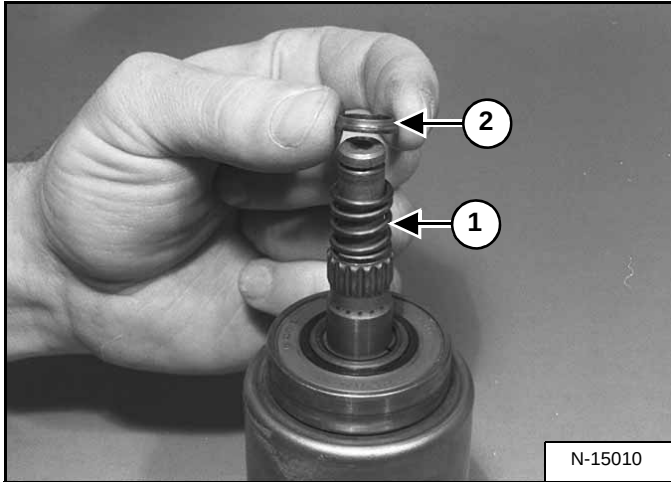
Install the spring (Item 1) over the pinion shaft (Item 2). Install the pinion shaft (Item 2) in the over running clutch (Item 3) [Figure 60-40-45].

Stand the clutch assembly on end.

STARTER (NIPPONDENSO) (CONT'D)

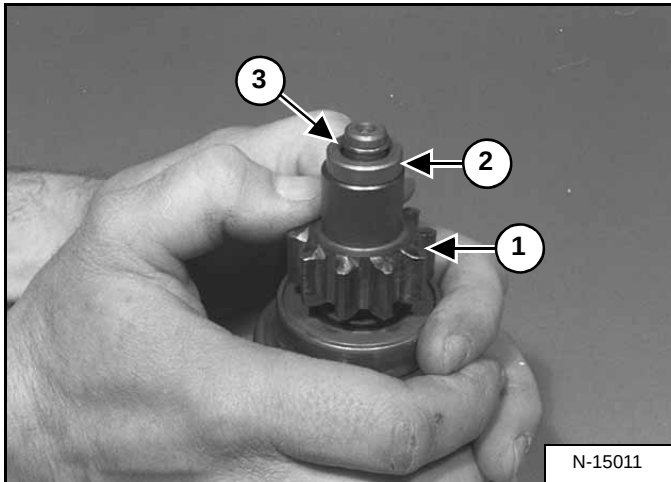
Assembly (Cont'd)

Figure 60-40-46



Install the spring (Item 1) and spring seat (Item 2) [Figure 60-40-46] on the pinion shaft.

Figure 60-40-47

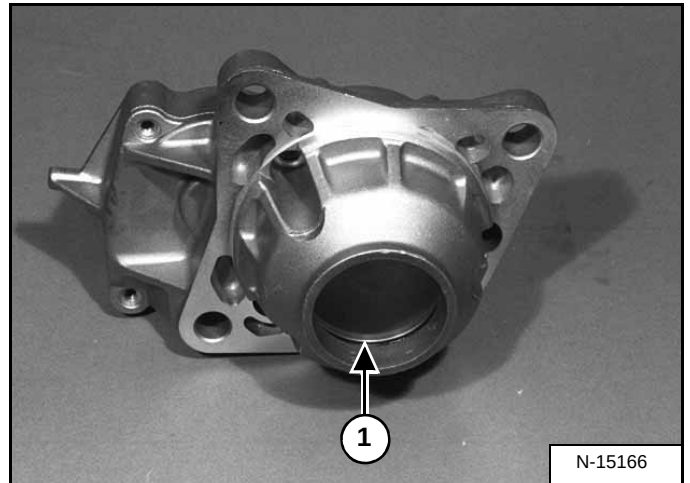


Install the pinion (Item 1) and retainer (Item 2) [Figure 60-40-47] on the pinion shaft.

Press down on the pinion (Item 1) and install the snap ring (Item 3) [Figure 60-40-47] on the pinion shaft.

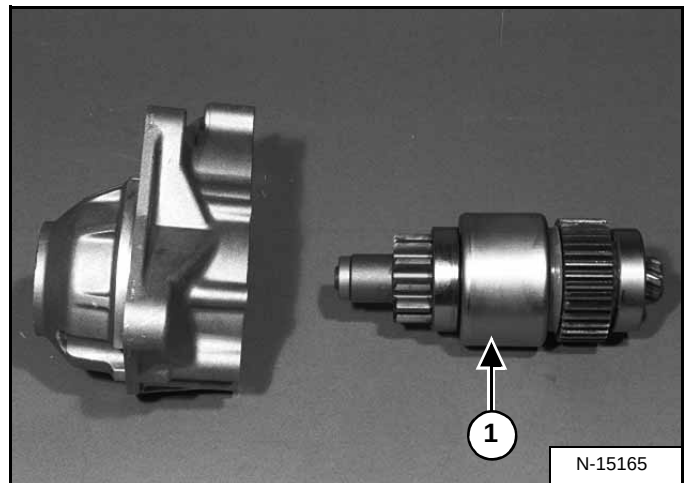
Pull the retainer (Item 2) over the snap ring (Item 3) [Figure 60-40-47].

Figure 60-40-48



Install the O-ring (Item 1) [Figure 60-40-48] in the starter housing.

Figure 60-40-49

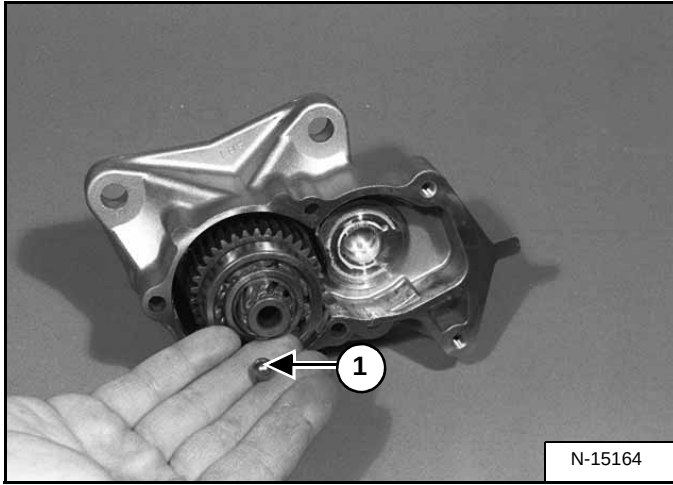


Install the pinion shaft/over running clutch assembly (Item 1) [Figure 60-40-49] in the starter housing.

STARTER (NIPPONDENSO) (CONT'D)

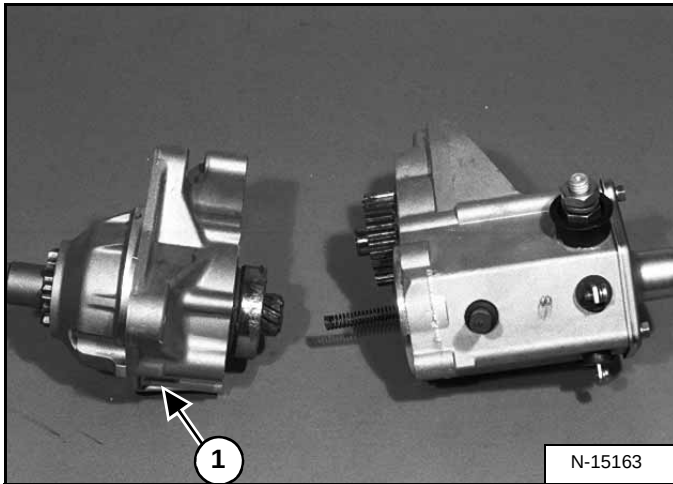
Assembly (Cont'd)

Figure 60-40-50



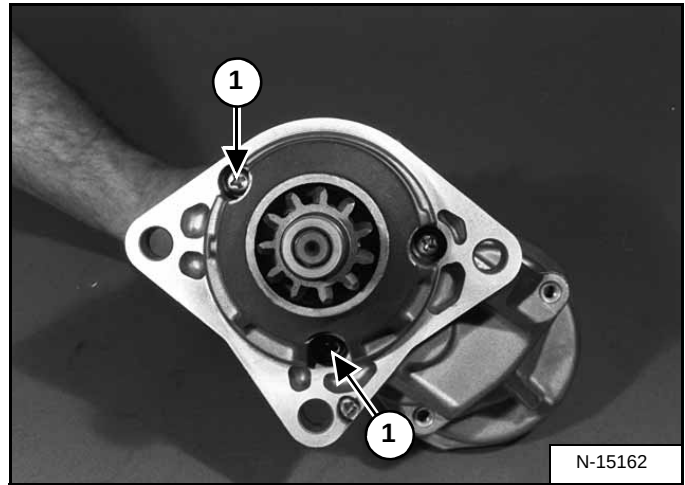
Install the ball (Item 1) [Figure 60-40-50] in the end of the pinion shaft.

Figure 60-40-51



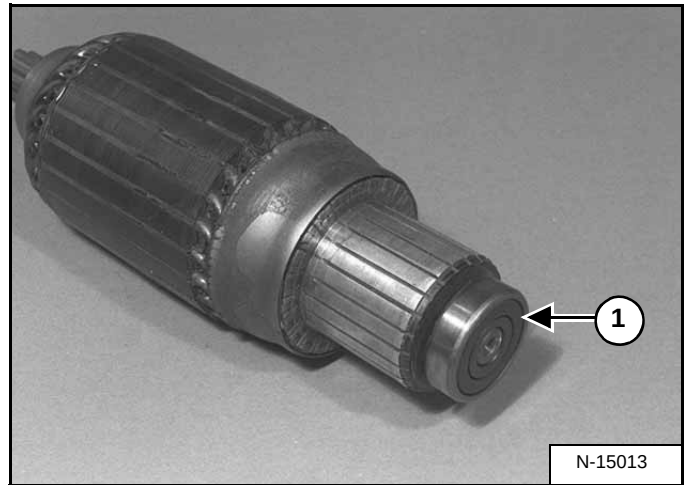
Install the starter housing (Item 1) [Figure 60-40-51] on the magnetic switch housing.

Figure 60-40-52



Install the bolts (Item 1) [Figure 60-40-52] in the starter housing. Tighten the bolts to 60-104 in.-lbs. (6,7-11,8 Nm) torque.

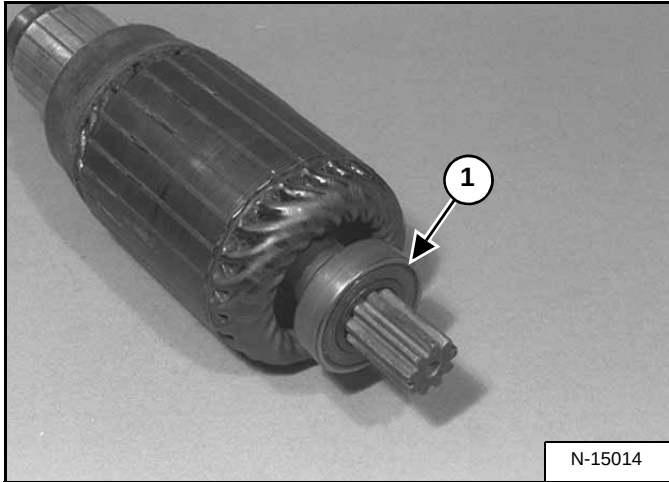
Figure 60-40-53



STARTER (NIPPONDENSO) (CONT'D)

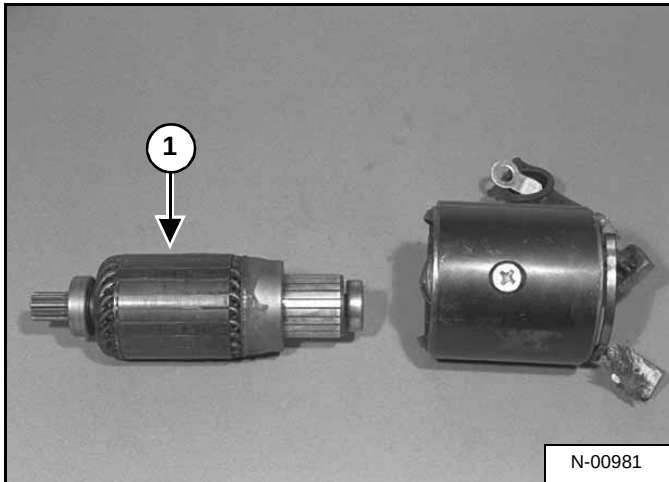
Assembly (Cont'd)

Figure 60-40-54



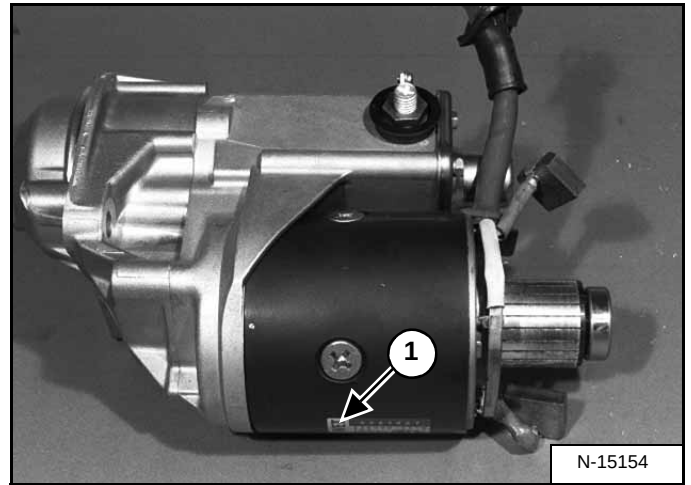
Install the bearings (Item 1) [Figure 60-40-53] & [Figure 60-40-54] on both ends of the armature.

Figure 60-40-55



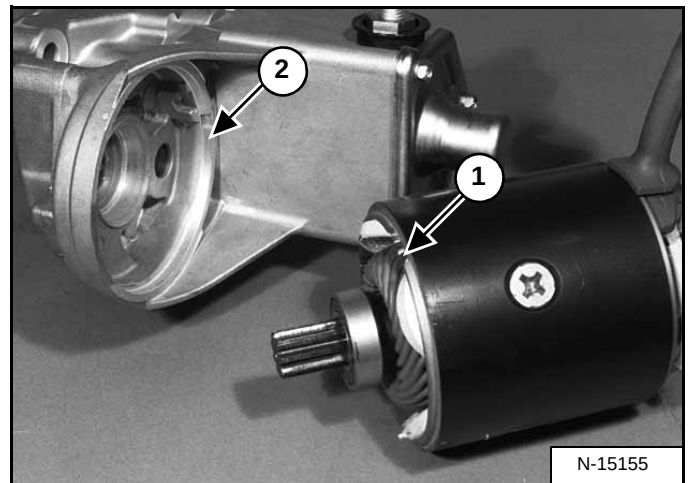
Install the armature (Item 1) [Figure 60-40-55] in the frame.

Figure 60-40-56



Install the frame/armature assembly (Item 1) [Figure 60-40-56] on the housing.

Figure 60-40-57

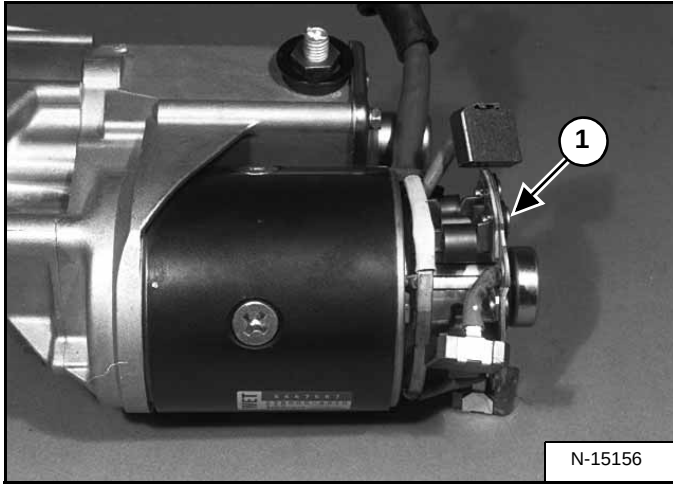


NOTE: Make sure the notch (Item 1) in the frame matches up with the notch (Item 2) [Figure 60-40-57] in the housing.

STARTER (NIPPONDENSO) (CONT'D)

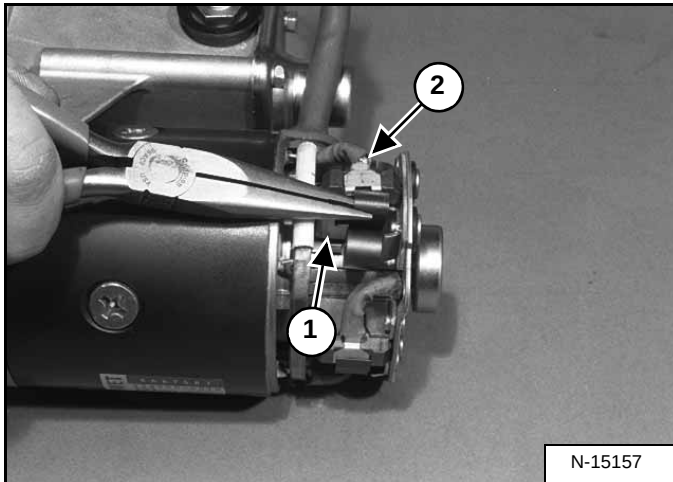
Assembly (Cont'd)

Figure 60-40-58



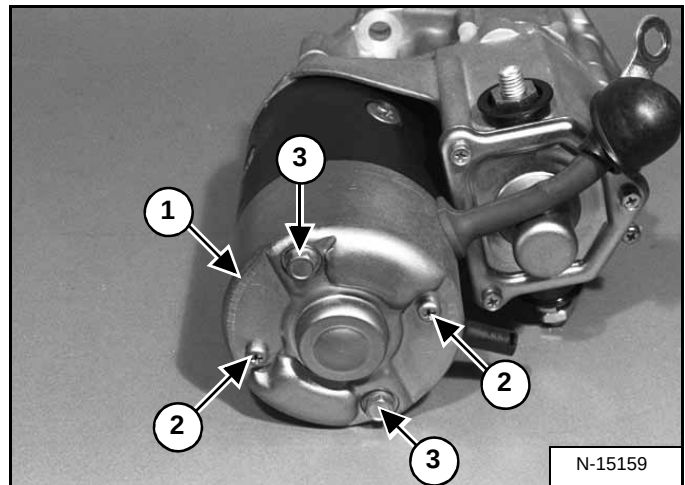
Install the brush holder (Item 1) [Figure 60-40-58] on the end of the armature.

Figure 60-40-59



Using the needle nose pliers, pull the brush springs (Item 1) back and install the brushes (Item 2) [Figure 60-40-59].

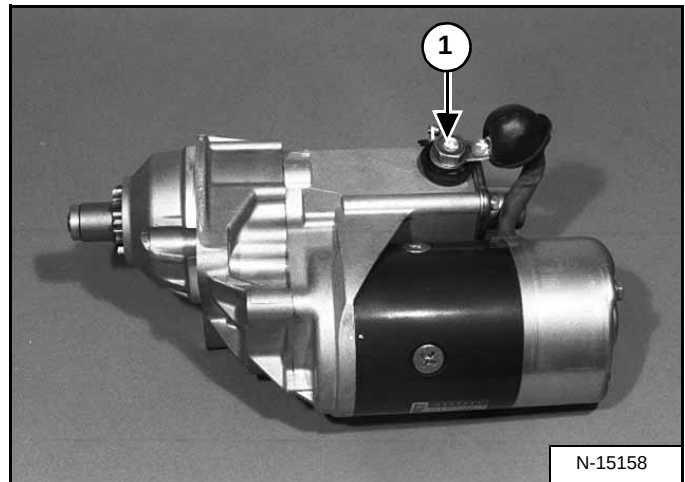
Figure 60-40-60



Install the brush cover (Item 1) and bolts (Item 2) [Figure 60-40-60]. Tighten the bolts to 23-40 in.-lbs. (3,0-5,0 Nm) torque.

Install the thru bolts (Item 3) [Figure 60-40-60]. Tighten the bolts to 60-104 in.-lbs. (7-12 Nm) torque.

Figure 60-40-61

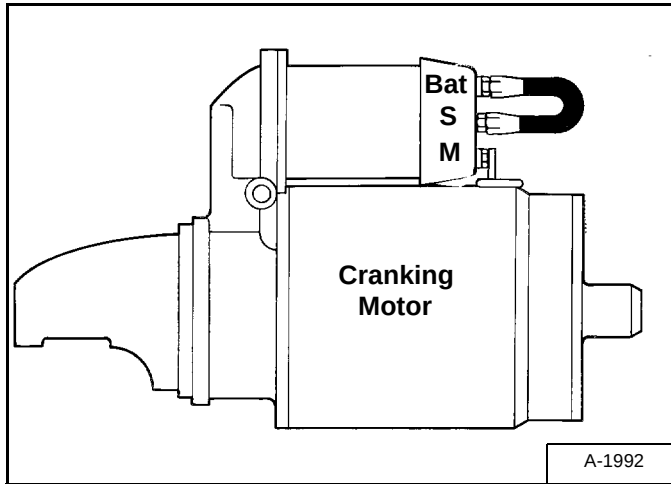


Install the cable (Item 1) [Figure 60-40-61] on the magnetic switch. Tighten the nut to 18-26 ft.-lbs. (24-35 Nm) torque.

STARTER (VALEO)

Checking

Figure 60-41-1



The key switch must be in the OFF position.

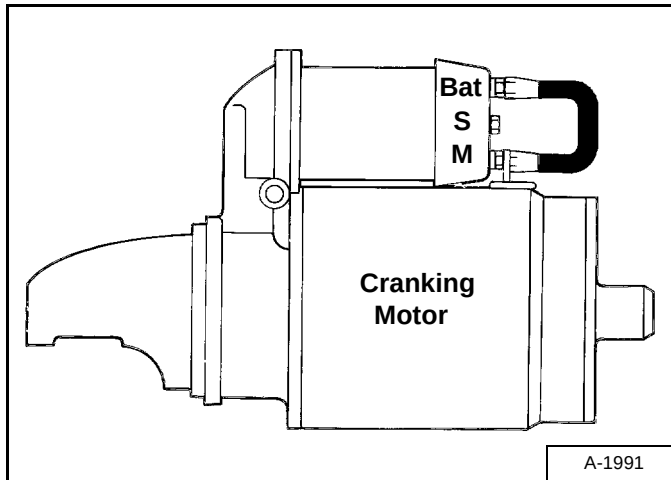
The battery must be at full charge.

The cable connections on the battery must be clean and tight.

Connect a jumper wire between S terminal and BAT terminal [Figure 60-41-1].

If the starter turns but does not turn the engine, the starter drive has a defect.

Figure 60-41-2

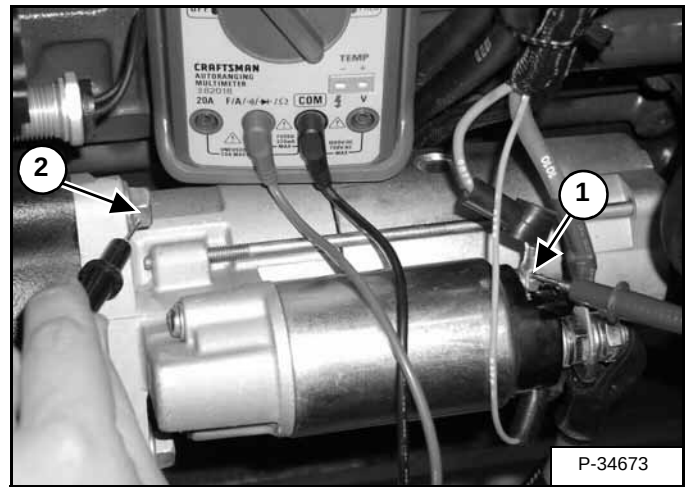


Connect a jumper wire between the M terminal and the BAT terminal [Figure 60-41-2].

If the starter turns, the defect is in the solenoid.

If the starter does not turn, the starter is defective.

Figure 60-41-3

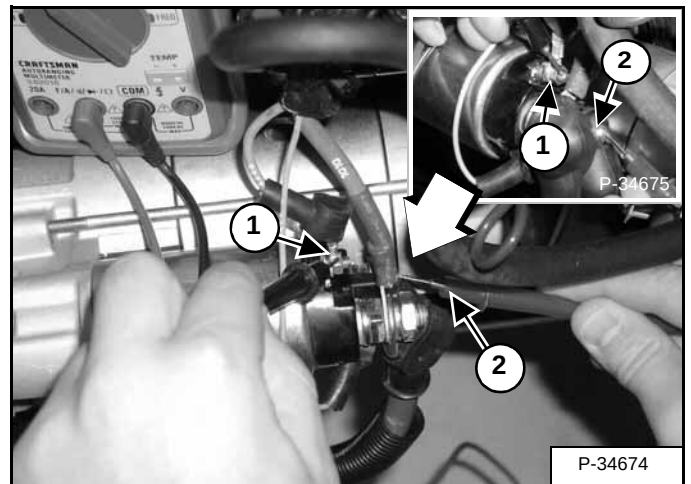


Disconnect the negative cable from the battery. (See Removal And Installation on Page 60-20-1.)

Disconnect the S terminal on the starter (Item 1) [Figure 60-41-3].

Hold-In Test: Use circuit tester, touch one probe to the S terminal (Item 1) and one probe to the mounting bolt (Item 2) [Figure 60-41-3] on the magnetic switch (solenoid). If there is no continuity replace the magnetic switch (solenoid).

Figure 60-41-4



Disconnect the negative cable from the battery. (See Removal And Installation on Page 60-20-1.)

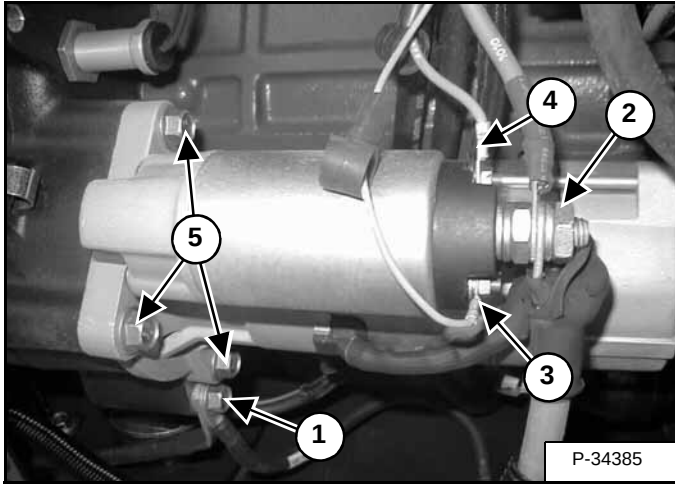
Disconnect the S terminal on the starter (Item 1) [Figure 60-41-4].

Pull-In Test: Use circuit tester, touch one probe to the S terminal (Item 1) and one probe to the starter motor terminal (Item 2) [Figure 60-41-4]. If there is no continuity replace the magnetic switch (solenoid).

STARTER (VALEO) (CONT'D)

Removal And Installation

Figure 60-41-5



Stop the engine and open the rear door.

Remove the negative (-) and positive (+) cables from the battery.

Disconnect the ground wire (Item 1) [Figure 60-41-5] from the starter.

Disconnect the engine harness power wire and positive (+) battery cable from the starter solenoid terminal (Item 2) [Figure 60-41-5].

Installation: Tighten the nut to 10.8-12.3 ft.-lbs. (14,7-16,7 Nm) torque.

Disconnect the tan wire (Item 3) [Figure 60-41-5] from the R terminal on the starter solenoid.

Disconnect the brown wire (Item 4) [Figure 60-41-5] from the S terminal on the starter solenoid.

Remove the mounting bolts (Item 5) [Figure 60-41-5] from the starter.

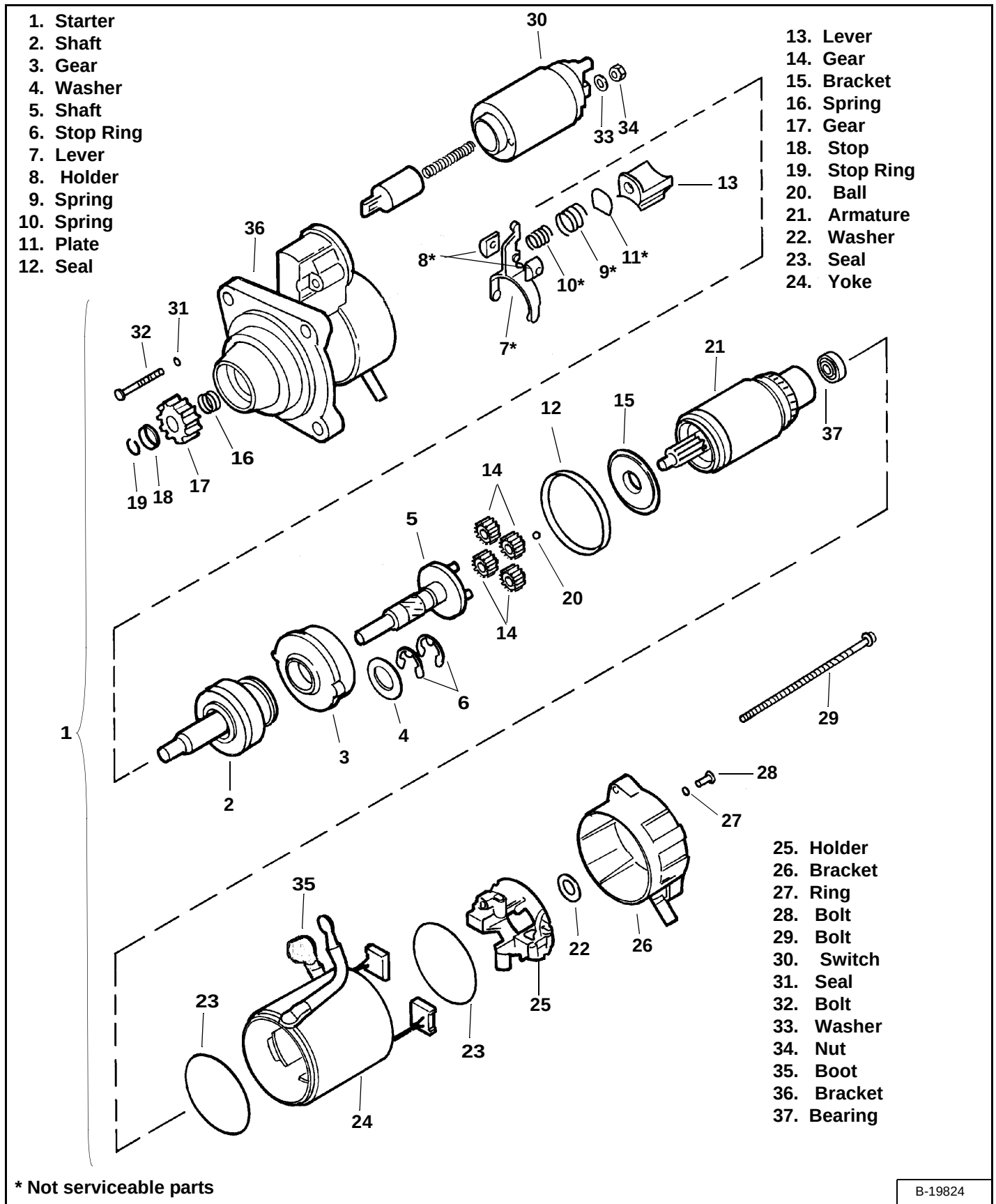
Remove the starter from the engine.

Installation: Tighten the three mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Reverse the removal procedure to install the starter.

STARTER (VALEO) (CONT'D)

Parts Identification

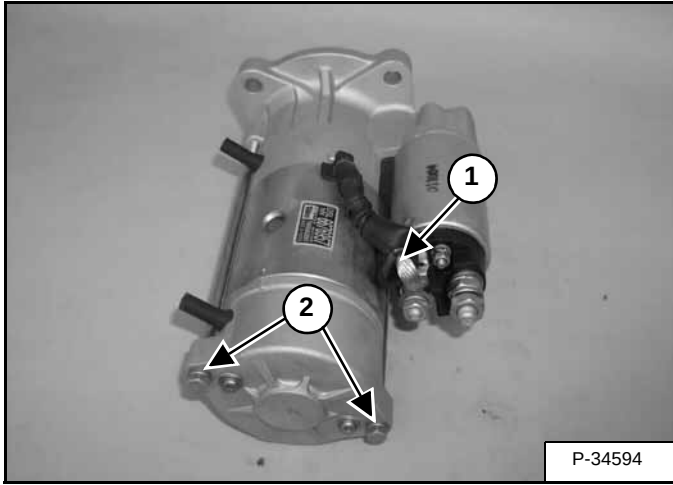


B-19824

STARTER (VALEO) (CONT'D)

Disassembly and Assembly

Figure 60-41-6

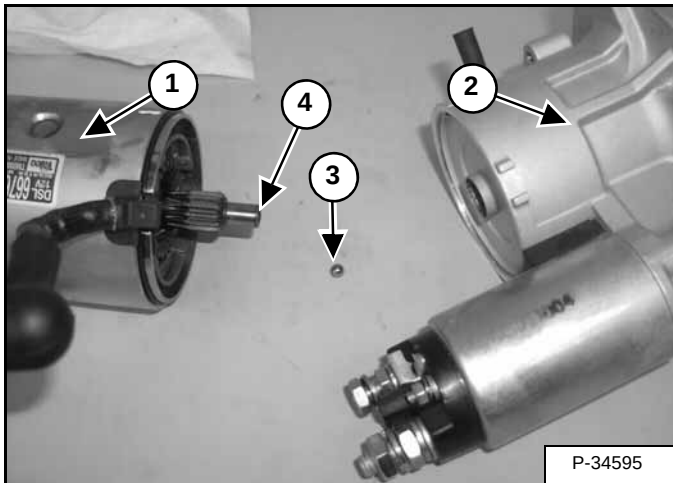


Remove the cable (Item 1) [Figure 60-41-6] from the magnetic switch.

Remove the bolts (Item 2) [Figure 60-41-6].

Installation: Tighten the bolts to 63-129 in.-lbs. (7,1-14,6 Nm) torque.

Figure 60-41-7

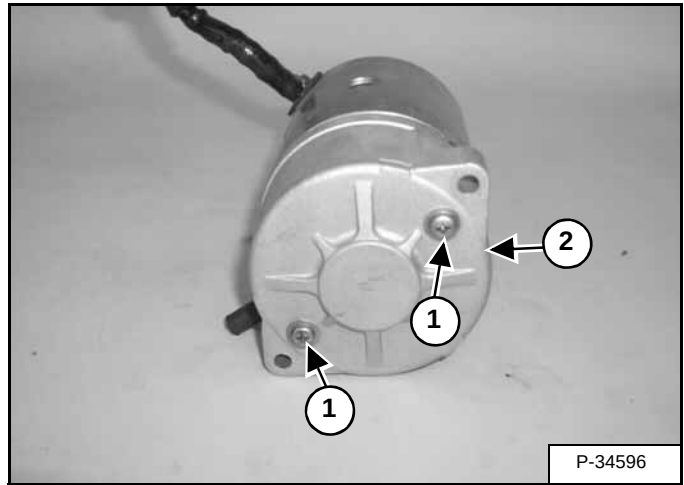


Remove the armature, yoke, brush holder and rear bracket assemblies (Item 1) from the front assembly (Item 2) [Figure 60-41-7].

NOTE: When separating the parts there will be a steel ball (Item 3) located at the end of the armature shaft (Item 4) [Figure 60-41-7].

Installation: Apply grease to the steel ball (Item 3) and install into the end of the armature shaft (Item 4) [Figure 60-41-7] .

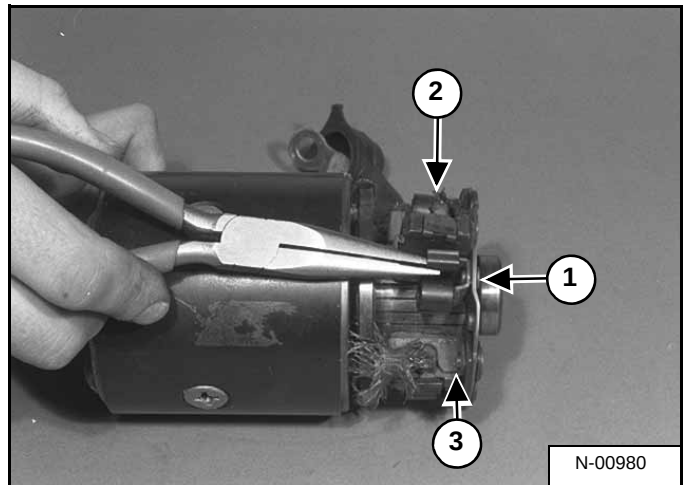
Figure 60-41-8



Remove the bolts (Item 1) from the brush cover (Item 2) [Figure 60-41-8].

Remove the cover (Item 2) [Figure 60-41-8].

Figure 60-41-9



Using a needle nose pliers, pull the brush springs (Item 1) back and remove the brushes (Item 2) [Figure 60-41-9].

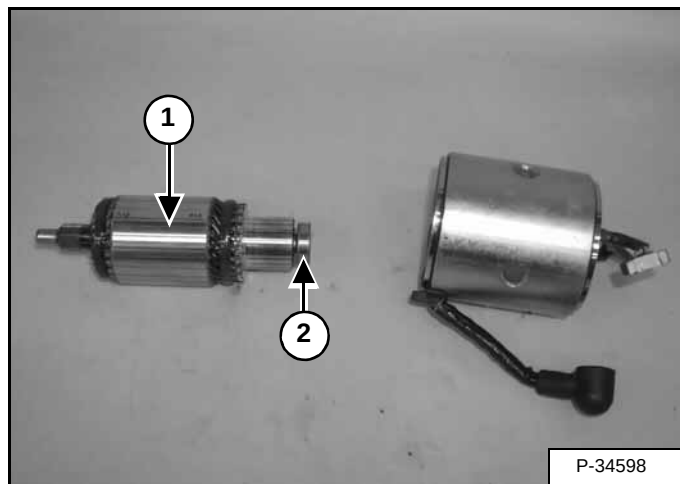
NOTE: The brushes are non-replaceable. If the brushes are worn order a new brush holder (for the negative brushes) and yolk (for the positive brushes).

Remove the brush holder (Item 3) [Figure 60-41-9] from the end of the armature.

STARTER (VALEO) (CONT'D)

Disassembly and Assembly (Cont'd)

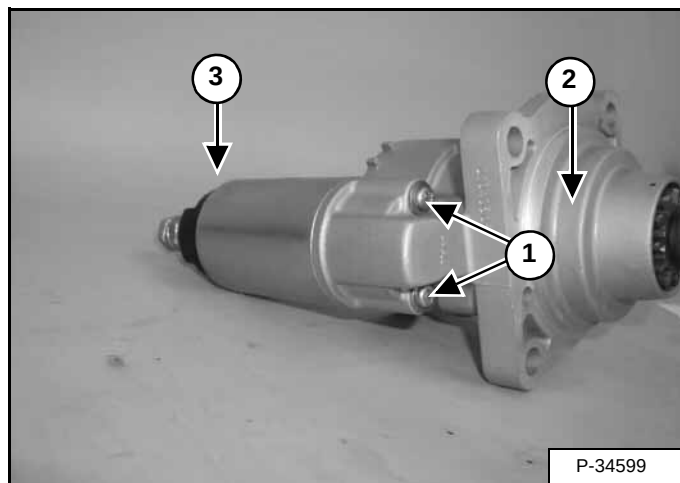
Figure 60-41-10



Remove the armature (Item 1) [Figure 60-41-10] from the frame.

Remove the bearing (Item 2) [Figure 60-41-10] from the end of the armature.

Figure 60-41-11

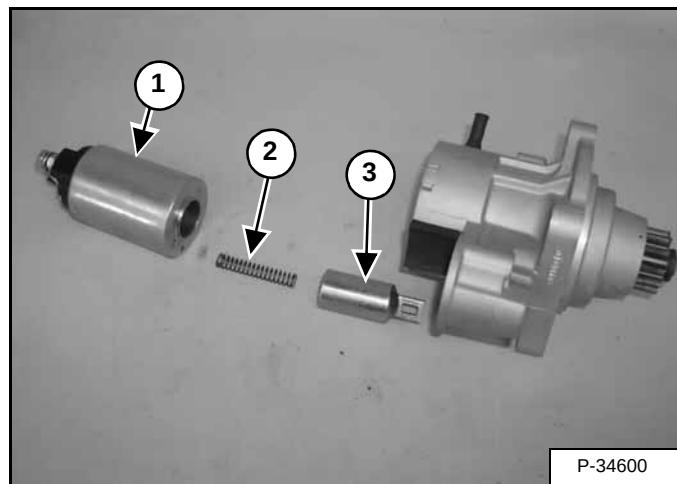


Remove the bolts (Item 1) [Figure 60-41-11] from the magnetic switch.

Installation: Tighten bolts to 34-69 in.-lbs. (3,8-7,8 Nm) torque.

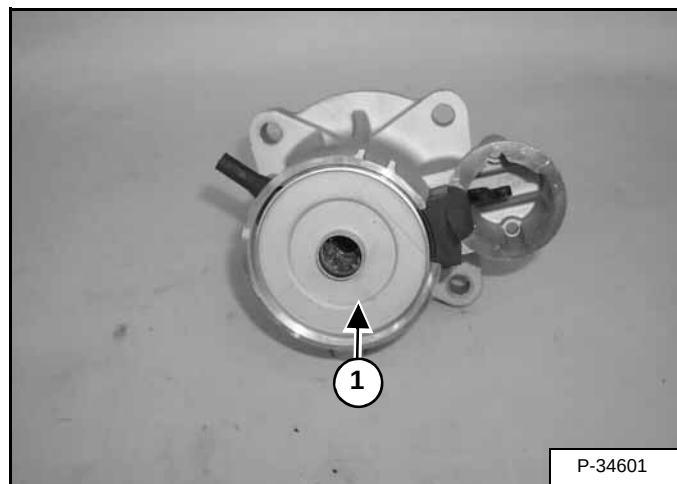
Remove the front assembly (Item 2) from the magnetic switch (Item 3) [Figure 60-41-11].

Figure 60-41-12



Inspect the magnetic switch (Item 1), the spring (Item 2), and the plunger (Item 3) [Figure 60-41-12] for wear and replace as needed.

Figure 60-41-13

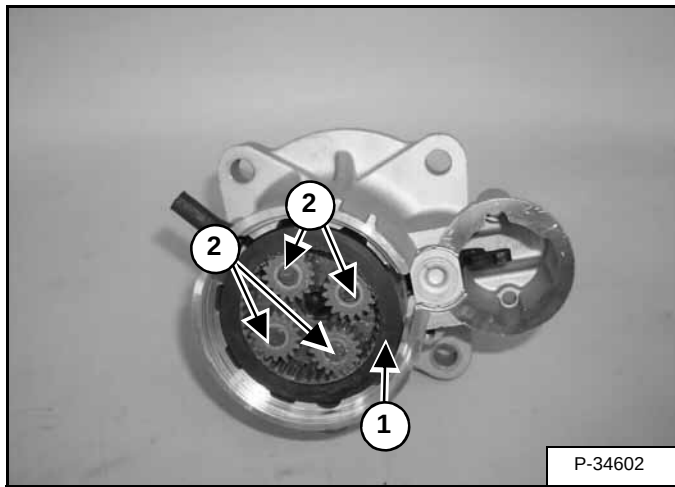


Remove the center bracket (Item 1) [Figure 60-41-13]

STARTER (VALEO) (CONT'D)

Disassembly and Assembly (Cont'd)

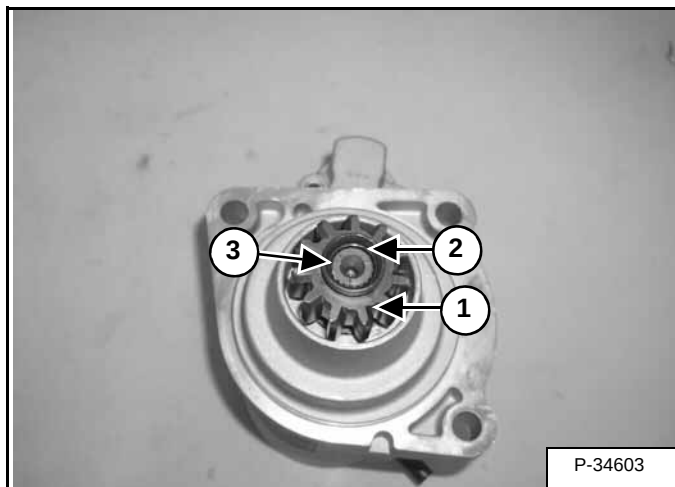
Figure 60-41-14



Remove the rubber retainer (Item 1) [Figure 60-41-14].

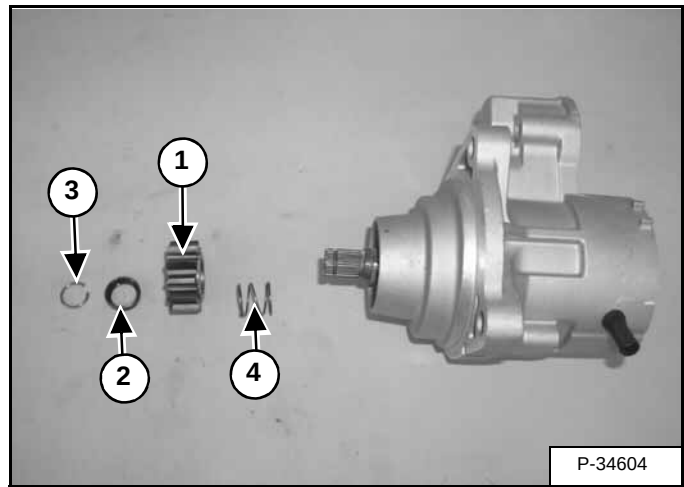
Remove the planetary gears (Item 2) [Figure 60-41-14] and inspect for damage.

Figure 60-41-15



Press down on the pinion (Item 1) [Figure 60-41-15] & [Figure 60-41-16] and retainer (Item 2) [Figure 60-41-15] & [Figure 60-41-16].

Figure 60-41-16



Remove the snap ring (Item 3) [Figure 60-41-15] & [Figure 60-41-16]

Remove the retainer (Item 2) [Figure 60-41-15] & [Figure 60-41-16] and pinion (Item 1) [Figure 60-41-15] & [Figure 60-41-16].

Remove the spring (Item 4) [Figure 60-41-16].

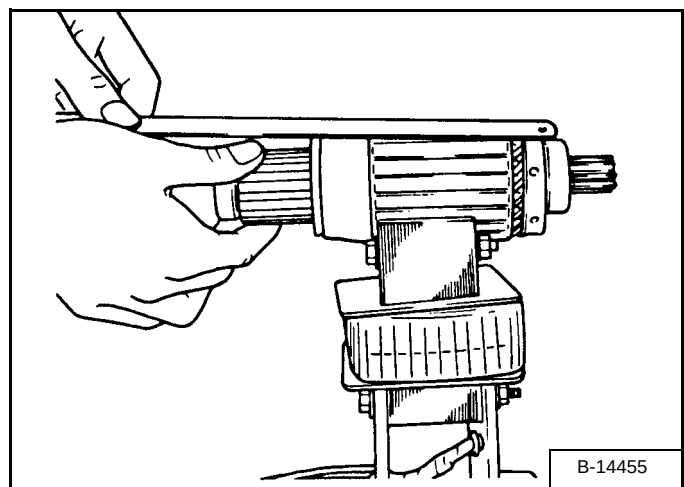
Installation: Inspect all parts for wear and replace as needed.

Reverse the disassembly procedure to assemble the starter.

STARTER (VALEO) (CONT'D)

Inspection And Repair

Figure 60-41-17

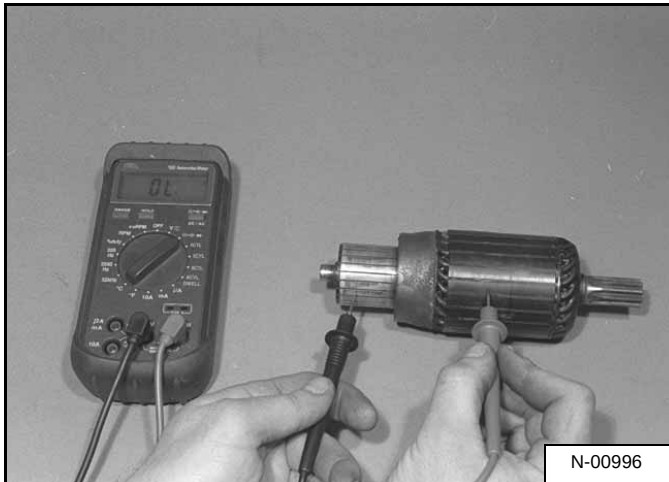


Inspect the brush cover for discoloration, indication the starter has been overheated.

Inspect the pinion teeth for wear and damage.

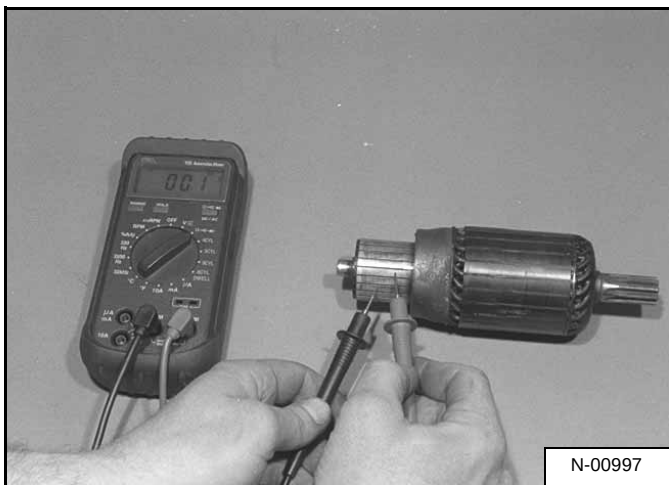
Armature Short-Circuit Test: Use a growler tester, put the armature on the growler and hold a hack saw blade against the armature core while slowly rotating the armature [Figure 60-41-17]. A short circuited armature causes the blade to vibrate and be attracted to the core. An armature which is short-circuited must be replaced.

Figure 60-41-18



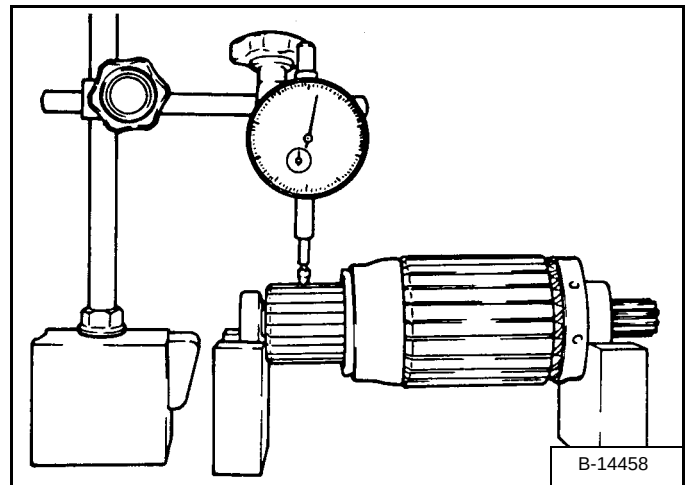
Armature Winding Ground Test: Use a circuit tester, touch one probe to a commutator segment and the other probe to the armature core [Figure 60-41-18]. There should be no continuity. If there is continuity, the armature is grounded and must be replaced.

Figure 60-41-19



Armature Winding Continuity Test: Use a circuit tester, touch the probes to two commutator segments [Figure 60-41-19]. There should be continuity at any point. If there is no continuity, the winding is open-circuited, replace the armature.

Figure 60-41-20



Commutator Run-Out Test: check the commutator run-out as shown in [Figure 60-41-20].

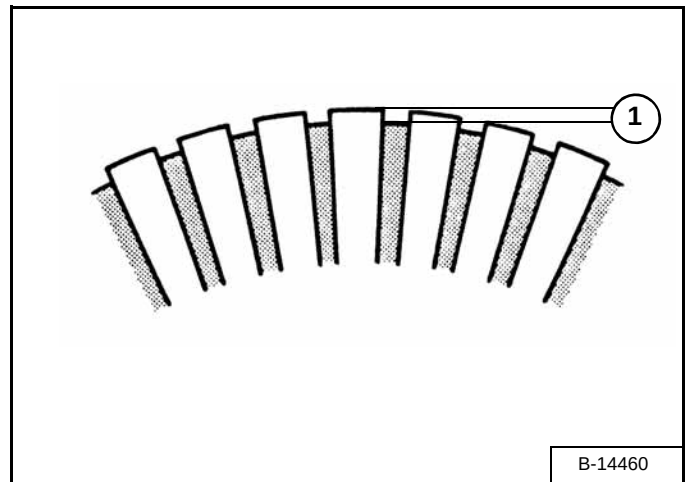
Service Limit - 0.003 inch (0,07 mm)

If the commutator exceeds the service limit, repair as needed.

STARTER (VALEO) (CONT'D)

Inspection And Repair (Cont'd)

Figure 60-41-21



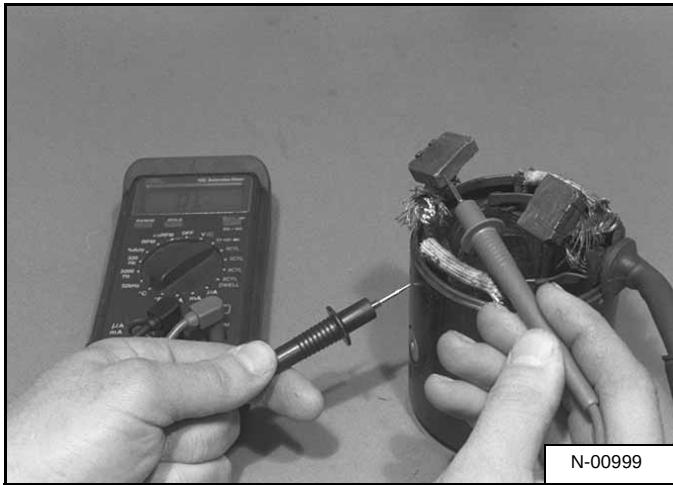
Measure the segment mica depth (Item 1) [Figure 60-41-21].

Service Limit - 0.012 inch (0,3 mm)

If it is worn, replace the armature.

Check the commutator surface for burned spots which usually indicates an open-circuit, and correct it using #400 sand paper.

Figure 60-41-22



Check the field windings for wear and damage.

Check all the connections for clean and tight solder joints.

Field Winding Ground Test: Use a circuit tester, touch one probe to the field winding end of the brush and the other probe to the surface of the frame **[Figure 60-41-22]**. There should be no continuity. If there is continuity, the field windings are grounded.

Replace the frame.

Figure 60-41-23



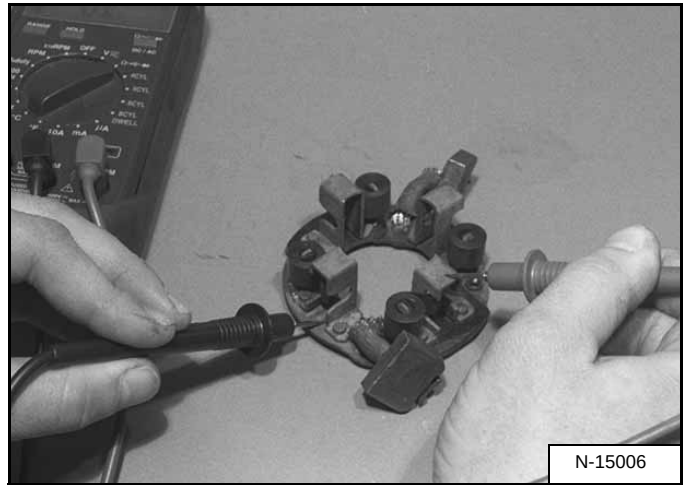
Field Windings Continuity Test: Use a circuit tester, touch one probe to the wire and the other probe to the brush **[Figure 60-41-23]**. There should be continuity. If there is no continuity, the field windings are open-circuited.

Replace the frame.

STARTER (VALEO) (CONT'D)

Inspection and Repair (Cont'd)

Figure 60-41-24



Inspect the brushes for wear and damage.

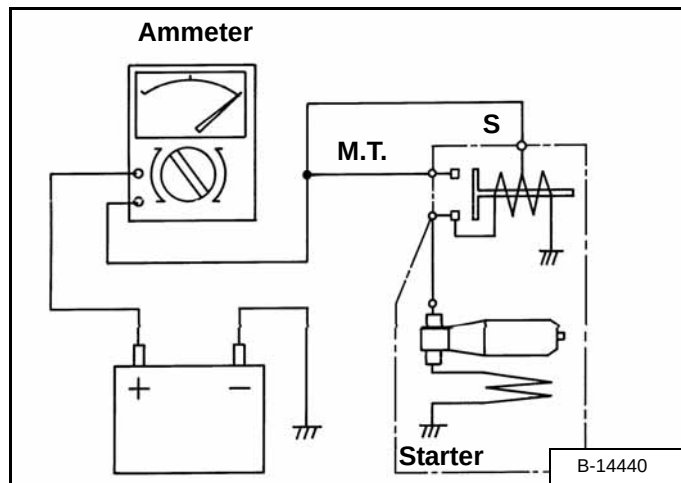
Replace the brush holder and yoke if the brushes need replacement.

Check brush spring, for damage or rust. Replace as needed.

Brush Holder Insulation Test: Use a circuit tester, touch one probe to the positive brush holder plate and the other probe to the holder plate **[Figure 60-41-24]**. There should be no continuity. If there is continuity, replace or repair.

No Load Test

Figure 60-41-25



The following test should be done after reassembling the starter:

Clamp the starter in a vise. Using a 12 volt battery and ammeter, connect the positive wire of the battery, and the ammeter to the terminal **[Figure 60-41-25]**. Connect the negative wire to the starter body. Using a jumper wire, connect the S terminal to the main terminal.

The starter should show smooth and steady rotation immediately after the pinion is engaged, it should draw less than the specified current.

Service Limit - 1150 Amp. Maximum @ Stall Condition

Clean all parts and apply high temperature grease to the armature bearing, return spring, steel ball, over running clutch, and idler gear rollers.



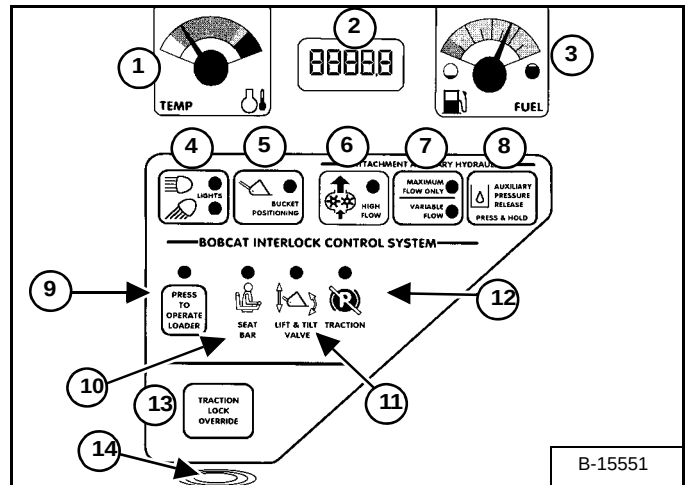
Bobcat®

INSTRUMENT PANEL**Figure 60-50-1****Left Panel**

The left instrument panel is the same for both Standard and the Deluxe Instrument Panels [Figure 60-50-1].

The table below shows the DESCRIPTION and FUNCTION / OPERATION for each of the components of the left panel.

Press and hold LIGHTS Button (Item 4) [Figure 60-50-1] for two seconds to view SERVICE CODES in the HOURMETER/CODE DISPLAY (Item 2) [Figure 60-50-1]. If more than one SERVICE CODE is present, the codes will scroll on the HOURMETER/CODE DISPLAY.



Ref. No	Description	Function / Operation
1	TEMPERATURE GAUGE	Shows the engine coolant temperature.
2	HOURMETER / CODE DISPLAY / GLOW PLUG COUNTDOWN	HOURMETER- Records operating hours of loader. CODE DISPLAY- Displays numeric SERVICE CODES* relating to the loader monitoring system. COUNTDOWN- Glow Plug time remaining.
3	FUEL GAUGE	Shows the amount of fuel in the tank.
4	LIGHTS / HOLD FOR CODES	LIGHTS- Press once for FRONT LIGHTS. Press a second time for FRONT AND REAR lights. Press a third time to turn all lights off. HOLD FOR CODES- Press and hold two seconds for display of SERVICE CODES*(Item 2). (CODES* show only when there is an error found by loader monitoring system).
5	BUCKET POSITIONING (Option)	Press to engage the BUCKET POSITIONING function. Press again to disengage. Press and hold 2 seconds to view BASE or SHTDN (◆ SHUTDOWN) feature in HOURMETER/CODE DISPLAY.
ATTACHMENT AUXILIARY HYDRAULICS		
6	HIGH FLOW (Option)	Press to engage the HIGH FLOW auxiliary hydraulics.Press again to disengage.
7	MAXIMUM FLOW / VARIABLE FLOW	Press once to engage the VARIABLE FLOW auxiliary hydraulics. Press a second time to engage MAXIMUM FLOW. Press a third time to disengage all auxiliary hydraulics.[VARIABLE FLOW allows for slow-to-fast movement of auxiliary functions (The farther you move the switch, the faster the movement of the auxiliary functions.) MAXIMUM FLOW allows for only fast movement.
8	AUXILIARY PRESSURE RELEASE	Press and hold for two seconds.The engine will stop. Hydraulic pressure will be released in the auxiliary circuit.
BOBCAT INTERLOCK CONTROL SYSTEM (BICS™) For BICS™ SYSTEM, See Troubleshooting Guide. on Page 60-90-4		
9	PRESS TO OPERATE LOADER	Press to activate BICS™ System when the Seat Bar is down and operator is seated in the operating position.
10	SEAT BAR	The light comes ON when the seat bar is down.
11	LIFT & TILT VALVEf	The light comes ON when the seat bar is down and the PRESS TO OPERATE Button is pressed. The lift and tilt functions <u>can</u> be operated when the light is ON.
12	TRACTION	The light comes ON when the seat bar is down, engine is running, and parking brake is released. The loader <u>can</u> be moved forward or backward when the light is ON.
13	TRACTION LOCK OVERRIDE	(Functions Only When Seat Bar Is Raised And The Engine Is Running) Press to unlock the brakes. Allows you to use the control levers to move the loader forward or backward when using the backhoe attachment or for the loader service. (See TRACTION LOCK on Page 60-110-1.) . Press a second time to lock the brakes.
14	ALARM	The ALARM beeps when there is an Error, WARNING or ◆SHUTDOWN condition.

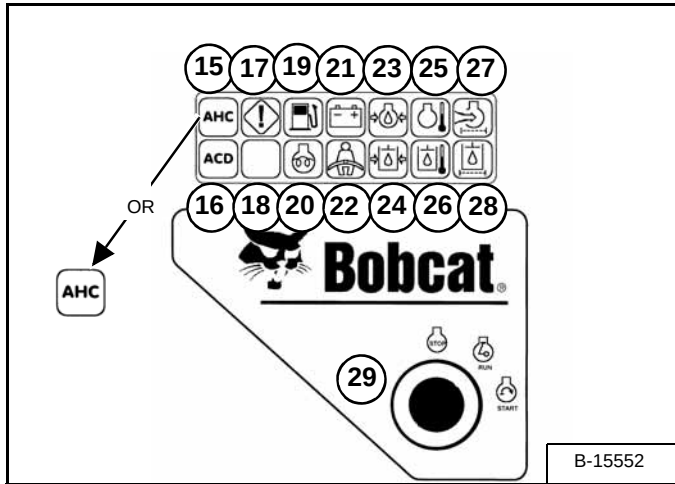
* See ELECTRICAL SYSTEM SUPPLEMENT for further description of SERVICE CODES.

◆ SHUTDOWN feature only in *Deluxe Right Panel* or Factory Option with *Standard Panel*.

INSTRUMENT PANEL (CONT'D)

Right Panel - (Standard) (With Key Switch)

Figure 60-50-2



The right instrument panel shown [Figure 60-50-2] is the *Standard Panel*.

The table below shows the Icons and other components of the Right *Standard Panel*.

◆ SHUTDOWN feature only in *Deluxe Right Panel* or Factory Option with *Standard Panel*. (Engine can be restarted to move or relocate loader.)

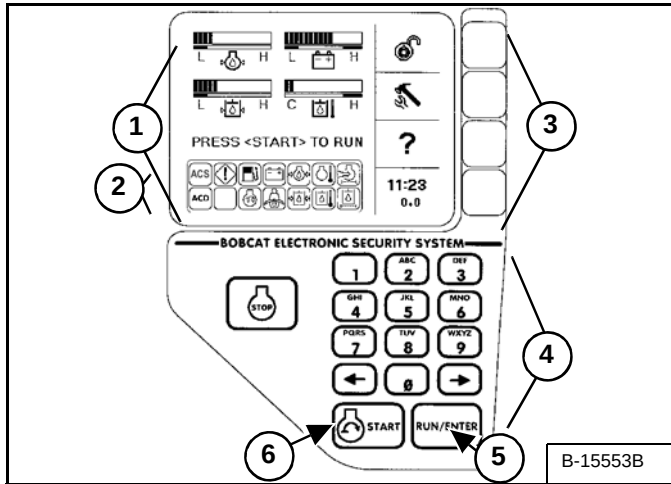
* These functions are monitored and have SERVICE CODES associated with them. See DIAGNOSTICS on Page 60-80-1, for descriptions of SERVICE CODES.

REF.	FUNCTION	OPT. OR STD.	ICON/ LIGHT	ALARM	CODE	CONDITION	DESCRIPTION
 15	Advanced Hand Controls (AHC) or Advanced Control System (ACS)	Opt.	ON	3 Beeps	*	Error	Error with Advanced Hand Controls (AHC) or Error with Advanced Control System (ACS)
ACD 16	Attachment Control Device (ACD)	Std. Std.	ON FLASHING	--- 3 Beeps	- *	--- Error	Error with Attachment Control Device (ACD)
 17	General Warning	Std. Std. ^Opt.	ON ON FLASHING	3 Beeps 3 Beeps Continuous	* * *	Error WARNING SHUTDOWN	Error with one or more engine or hydraulic functions. Engine speed high or in shutdown. Engine speed very high. Engine will stop in 10 seconds.
18	NOT USED						
 19	Fuel Level	Std. Std.	ON FLASHING	3 Beeps 3 Beeps	* *	Error WARNING	Fuel level sender system fault. Fuel level low.
 20	Glow Plugs	Std. Std.	ON FLASHING	--- 3 Beeps	- *	--- Error	Glow plugs are energized. Error with glow plugs
 21	System Voltage	Std.	ON	3 Beeps	*	WARNING	Voltage low, high or very high.
 22	Seat Belt	Std.	ON	---	-	---	Light stays on for 45 seconds to remind operator to fasten seat belt.
 23	Engine Oil Pressure	Std. Std. ◆Opt.	ON ON FLASHING	3 Beeps 3 Beeps Continuous	* * *	Error WARNING SHUTDOWN	Engine Oil Pressure sender out of range. Engine oil level low. Engine oil pressure very low. Engine will shutdown in 10 seconds.
 24	Hydrostatic Charge Pressure	Std. Std. ◆Opt.	ON ON FLASHING	3 Beeps 3 Beeps Continuous	* * *	Error WARNING SHUTDOWN	Hydraulic oil pressure sender out of range. Hydraulic oil pressure low. Hydraulic charge pressure very low. Engine will stop in 10 seconds.
 25	Engine Coolant Temperature	Std. Std. ◆Opt.	ON ON FLASHING	3 Beeps 3 Beeps Continuous	* * *	Error WARNING SHUTDOWN	Engine coolant sender out of range. Engine coolant temperature high. Engine coolant temperature very high. Engine will stop in 10 seconds.
 26	Hydraulic Oil Temperature	Std. Std. ◆Opt.	ON ON FLASHING	3 Beeps 3 Beeps Continuous	* * *	Error WARNING SHUTDOWN	Hydraulic oil temperature out of range. Hydraulic oil temperature high. Hydraulic oil temperature very high. Engine will stop in 10 seconds.
 27	Engine Air Filter	Std. Std.	ON FLASHING	3 Beeps 3 Beeps	* *	Error WARNING	Air filter with high restriction. Air filter switch not connected.
 28	Hydraulic Filter	Std. Std.	ON FLASHING	3 Beeps 3 Beeps	* *	Error WARNING	Hydraulic filter with high restriction. Hydraulic filter switch not connected.
29	Key Switch	-	-	-	-	-	Used to start and stop the engine.

INSTRUMENTATION PANEL (CONT'D)

Right Panel - (Deluxe) (With Keyless Start)

Figure 60-50-3

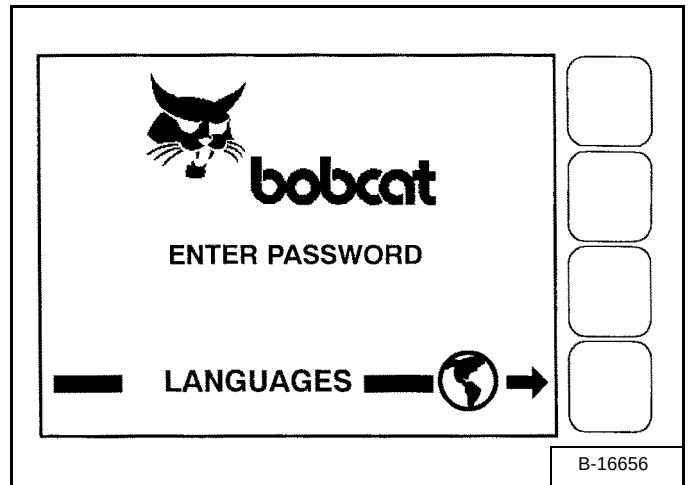


1. **Display Panel:** The Display Panel is where all system setup, monitoring, troubleshooting, and error conditions are displayed.
2. **Function Icons:** The lower left area of the *Deluxe Panel* has the same Icons as the *Standard Panel* (See Right Panel - (Standard) (With Key Switch) on Page 60-50- 2.). These Icons are only visible when the monitoring system has detected an error.
3. **Selection Buttons:** The four Selection Buttons allow you to select items from the Display Panel and scroll through screens.
4. **Keypad:** The numeric keypad (Item 4) [Figure 60-50-3] has two functions:

To enter a number code (password) to allow starting the engine (Keyless Start).

To enter a number as directed for further use of the Display Panel.

Figure 60-50-4



The first screen you will see on your new loader will be as shown in [Figure 60-50-4].

When this screen is on the display you can enter the password and start the engine or change the Display Panel setup features.

NOTE: Your new loader (with *Deluxe Instrument Panel*) will have a *Owner Password*. Your dealer will provide you with this password. Change the password to one that you will easily remember to prevent unauthorized use of your loader. (See *ELECTRICAL SYSTEM SUPPLEMENT*.) Keep your password in a safe place for future needs.

Start Engine: Use the Keypad to enter the numbers (letters) of your password and press the RUN / ENTER key (Item 5) [Figure 60-50-3].

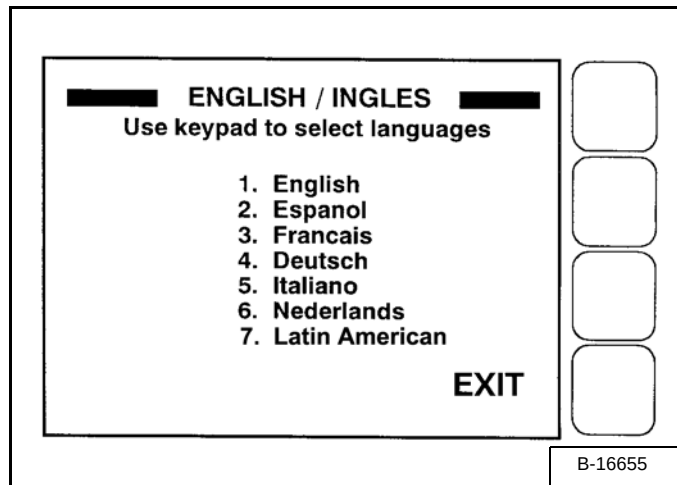
Press and hold the START Button (Item 6) [Figure 60-50-3] until the engine starts.

Change Language: Press the Selection Button at the end of the arrow [Figure 60-50-4] to go to the next screen.

INSTRUMENTATION PANEL (CONT'D)

Right Panel- (Deluxe) (With Keyless Start) (Cont'd)

Figure 60-50-5



Use the Keypad to select the number of the language [Figure 60-50-5].

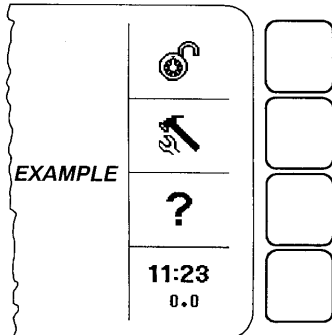
Press EXIT. The screen will return to [Figure 60-50-4]. You can then enter the password and start the engine.

INSTRUMENTATION PANEL (CONT'D)

Right Panel Setup Display Options (Deluxe)

Icon Identification

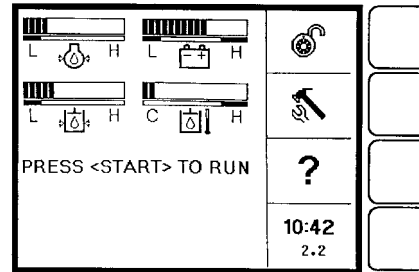
Make selection by pressing SELECTION BUTTON opposite the Icon.



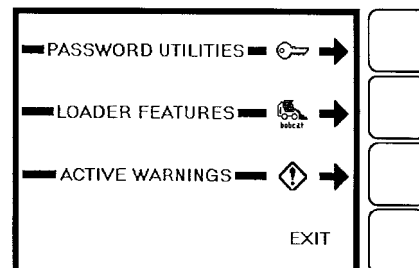
Icon	Description
	LOCK / UNLOCK: Allows machine to be locked/ unlocked. You must lock machine to activate security system. When system is unlocked, the user can press RUN / ENTER then press START to begin operation. A valid password will need to be entered at startup to run a locked machine.
	TOOL / SETUP: ACCESS SYSTEM OPTIONS. Use to set clock, check system warnings, select language, set passwords, etc.
	HELP: Access help on current menu item.
EXIT	EXIT returns you to previous level menu.
11:23 0.0	CLOCK / JOB CLOCK: Press to clear or lock job clock; TOOL /SETUP to set time.
 	UP ARROW: Goes backward one screen. DOWN ARROW: Goes forward one screen.
	OUTLINE ARROWS: NO SCREEN AVAILABLE (BACKWARD / FORWARD).
	SELECTION ARROW: Use to select menu item.
NEXT	Goes to the NEXT screen series. EXAMPLE: The next Active Warning screen.
INFO	Goes to more information about an attachment.

Icon	Description
YES/NO	Answer yes/no to current setup question.
CLEAR	Removes previously installed password.
SET	Set accepts current installed password.

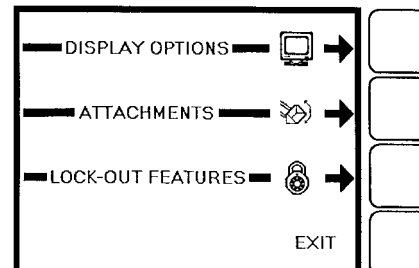
Deluxe Panel Setup Display Options



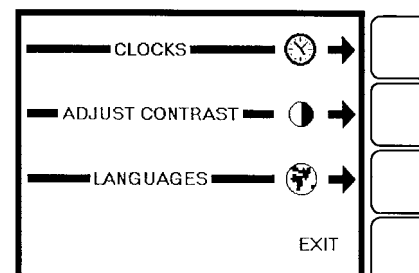
Press
TOOL/SETUP



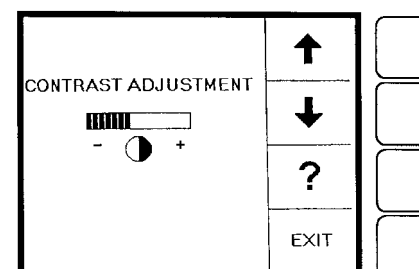
Press
LOADER FEATURES



Press
DISPLAY OPTIONS



Press
ADJUST CONTRAST



Press
UP or Down
Arrow to
change contrast.

Press **EXIT** to
return to
previous level
menu.

INSTRUMENT PANEL (CONT'D)

Right Panel Setup Display Options (Deluxe) (Cont'd)

All new machines with Deluxe Instrumentation arrive at Bobcat Dealerships with the panel in locked mode. This means that a password must be used to start the engine.

Passwords

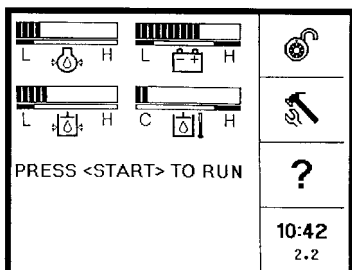
For security purposes, your dealer may change the password and also set it in the locked mode. Your dealer will provide you with the password.

Owner Password: Allows for the full use of the loader and to setup the Deluxe Panel. Owner can select a password to allow starting & operating the loader and modify the setup if the Deluxe Panel. Owner should change the password as soon as possible for security of the loader.

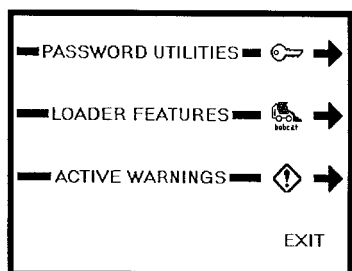
User Password: Allows starting and operating the loader; cannot change password or any of the other setup features.

Changing the Password

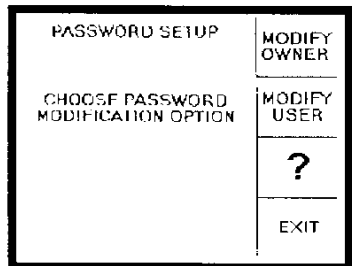
Right Instrument Panel Display Screen



Press **TOOL / SETUP**

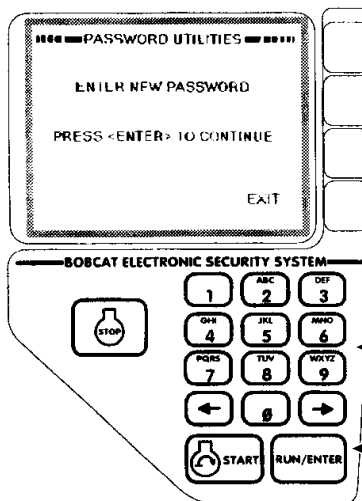


Press **PASSWORD UTILITIES**



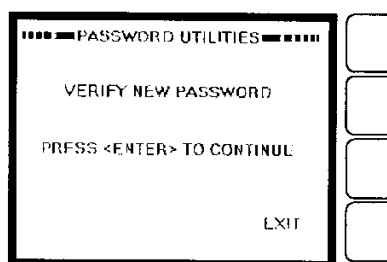
Press **MODIFY OWNER**
or
MODIFY USER

Changing the Password (Cont'd)

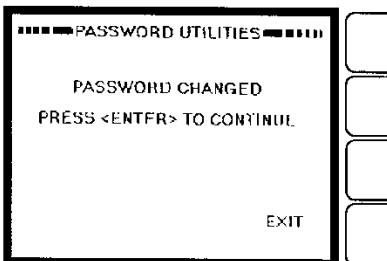


Enter **Password** on Keypad

Press **Enter** to Continue



Re-enter new password. Press **Enter** to Continue (See left)



Press **Enter** to Continue (See left)

More EXAMPLES:

Clocks

TOOL / SETUP
LOADER FEATURES
DISPLAY OPTIONS
CLOCKS
SET CLOCK

Use the keypad to set time.
Press **RUN / ENTER** to set clock.
Press **EXIT** to return to previous level menu.
RESET JOB CLOCK (Password required).
Press **CLEAR** to reset job clock to zero.
Press **LOCK / UNLOCK** to unlock.
Enter Password and press **RUN / ENTER**.

Languages

TOOL / SETUP
LOADER FEATURES
DISPLAY OPTIONS
LANGUAGES

Select the language, press **RUN / ENTER**
Press **EXIT** to return to previous level menu

INSTRUMENT PANEL (CONT'D)

Changing the Password (Cont'd)

Vitals (Monitor engine, hydraulic / hydrostatic, electrical functions when engine is running.)



TOOL / SETUP

LOADER FEATURES

VITALS

Press **SELECTION ARROW** to select METRIC or ENGLISH (**M/E**) readouts

You can monitor real-time readouts of:

Engine Oil Pressure

Engine Coolant Temperature

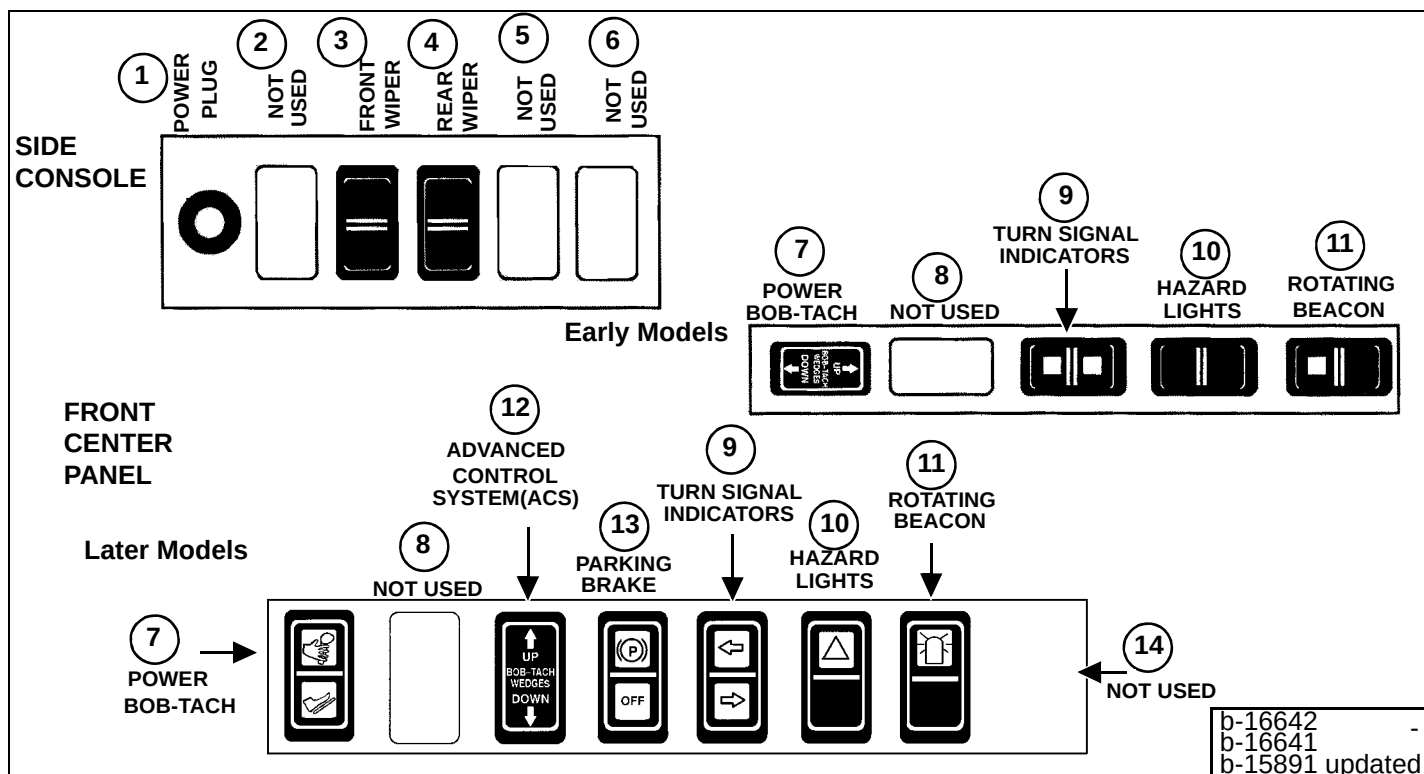
Hydraulic Charge Pressure

Hydraulic Oil Temperature

System Voltage

Engine Speed

The Display Panel is easy to use. Continue to set your own preferences for running / monitoring your Bobcat Loader.

INSTRUMENT PANEL (CONT'D)**Option and Field Accessory Panels****Side Console**

Ref. No.	Description	Function / Operation
1	POWER PLUG	Provides a 12V receptacle for accessories.
2	NOT USED	---
3	FRONT WIPER	Press the top of the switch to start the front wiper (press and hold for wiper fluid). Press the bottom of the switch to stop the wiper.
4	REAR WIPER	Press the bottom of the switch to start the rear wiper. Press the top of the switch to provide washer fluid to clean the rear window.
5	NOT USED	---
6	NOT USED	---

Front Center Panel

7	ADVANCED CONTROL SYSTEM (ACS)	Press the top to select Hand Controls; bottom to select Foot Controls.
8	NOT USED	---
9	TURN SIGNAL INDICATORS	Indicates left or right TURN SIGNALS are ON.
10	HAZARD LIGHTS	Press the left side to turn the HAZARD LIGHTS ON; right side to turn OFF.
11	ROTATING BEACON	Press the left side to turn the ROTATING BEACON ON; right side to turn OFF.
12	POWER BOB-TACH	Press and <u>hold</u> the left side to disengage the Bob-Tach wedges. Press and <u>hold</u> the right side to engage the wedges into the mounting frame holes.
13	PARKING BRAKE	Press the top to engage the PARKING BRAKE; bottom to disengage.
14	NOT USED	---

INSTRUMENT PANEL (CONT'D)

Removal And Installation

Figure 60-50-6

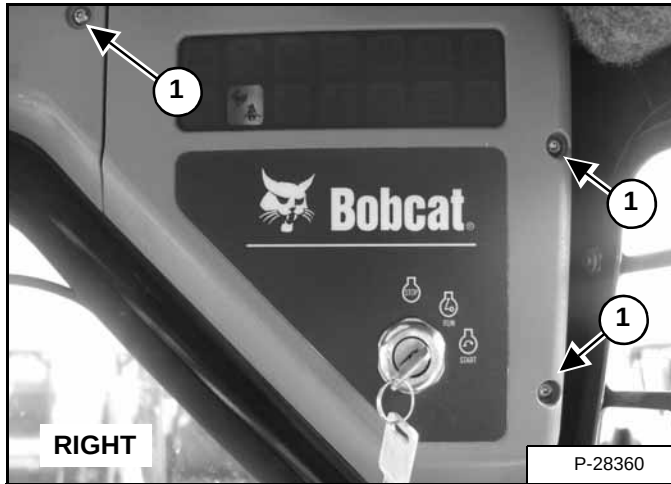
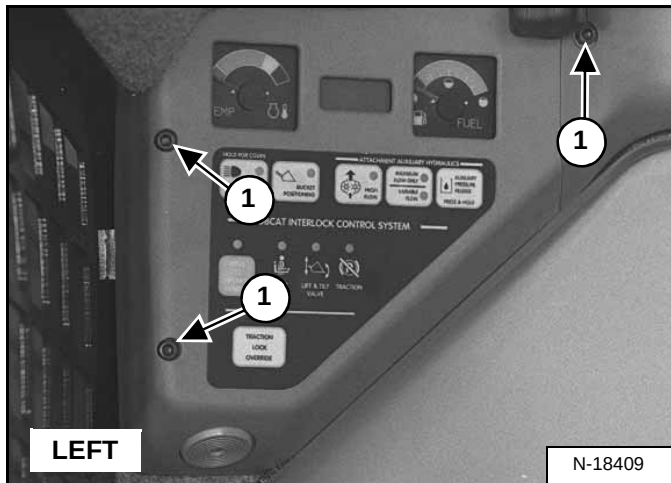


Figure 60-50-7



Remove the front light. (See Front Removal And Installation on Page 60-60-1.)

Remove the three mounting bolts (Item 1) [Figure 60-50-6] or [Figure 60-50-7].

Installation: Be careful to not overtighten the instrument panel mounting bolts to prevent stripping of the threaded holes in the panels.

Figure 60-50-8

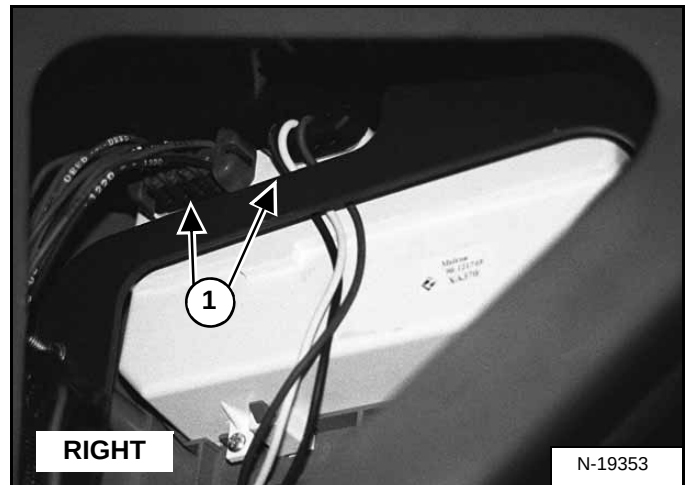
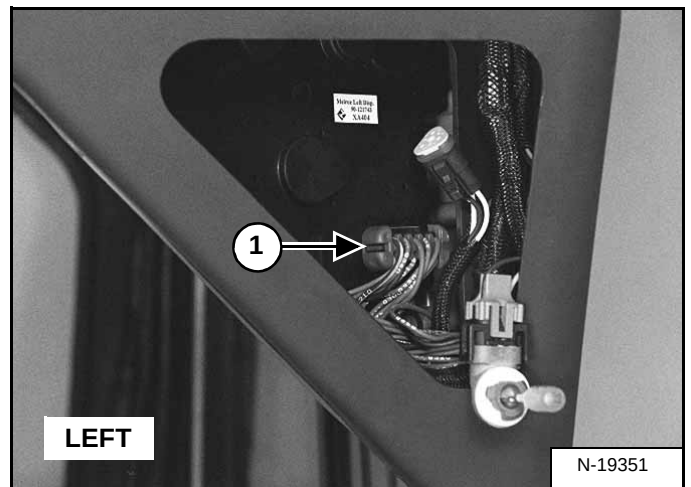


Figure 60-50-9



Pull the left instrument panel down and disconnect the wire harness connectors (Item 1) [Figure 60-50-8] or [Figure 60-50-9] from the panel.

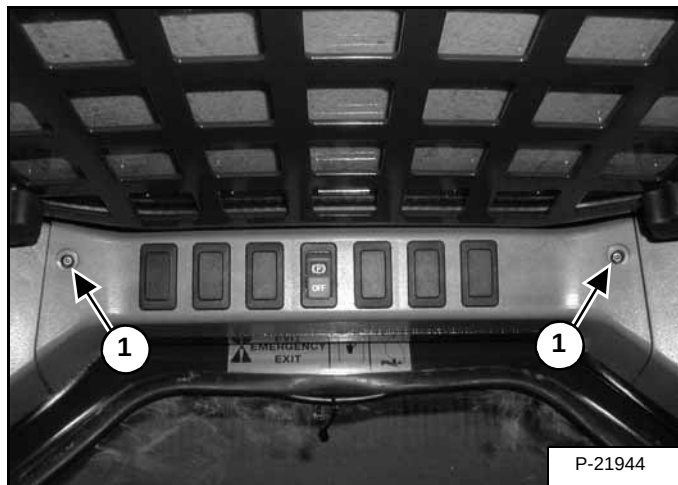
Remove the panel.

Reverse the removal procedure to install the instrument panel.

INSTRUMENT PANEL (CONT'D)

Front Accessory Panel Removal And Installation

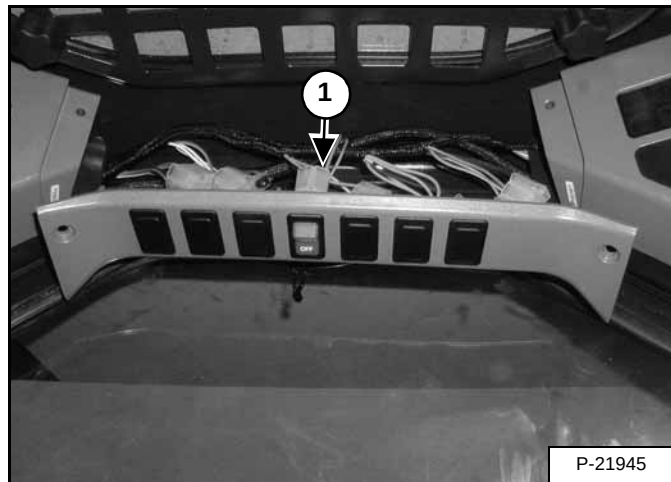
Figure 60-50-10



Remove the two mounting bolts (Item 1) [Figure 60-50-10].

Installation: Be careful to not overtighten the front accessory panel mounting bolts to prevent damage to the plastic panel.

Figure 60-50-11



Pull the front accessory panel down and disconnect the wire harness connector(s) (Item 1) [Figure 60-50-11] from the switches.

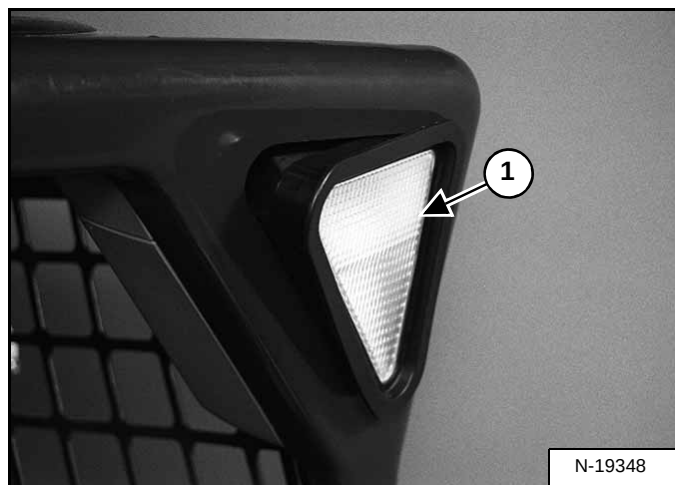
Remove the panel.

Reverse the removal procedure to install the front accessory panel.

LIGHTS

Front Removal And Installation

Figure 60-60-1

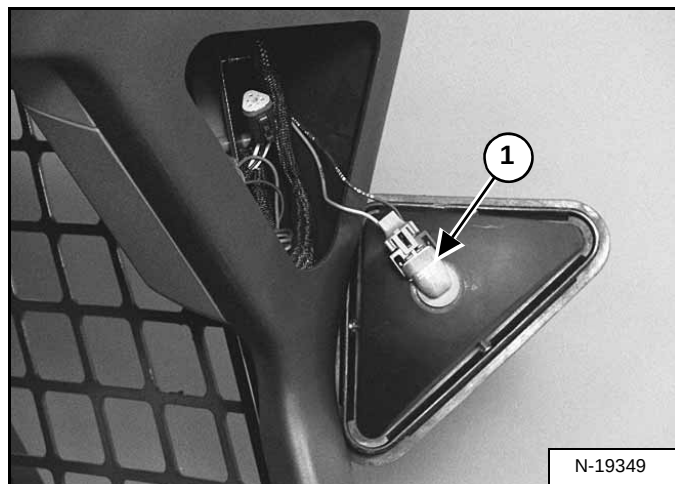


Open the rear door.

Disconnect the negative(-) cable from the battery. (See Removal And Installation on Page 60-20-1.).

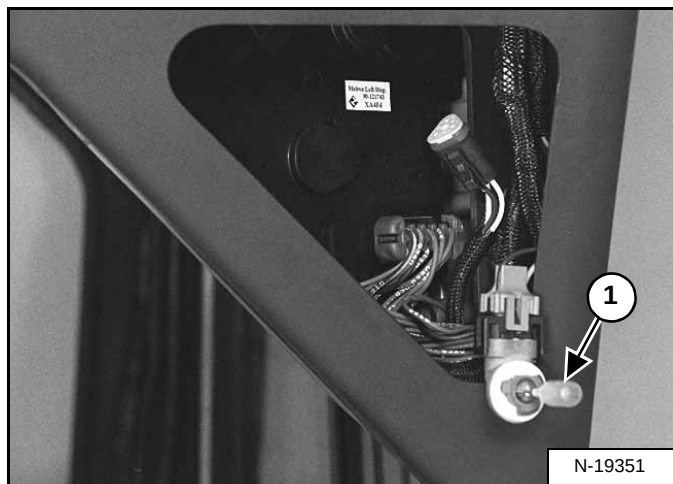
Remove the light housing (Item 1) [Figure 60-60-1] from the operator cab.

Figure 60-60-2



Remove the bulb assembly (Item 1) [Figure 60-60-2] from the light housing by turning bulb assembly a 1/4 turn.

Figure 60-60-3



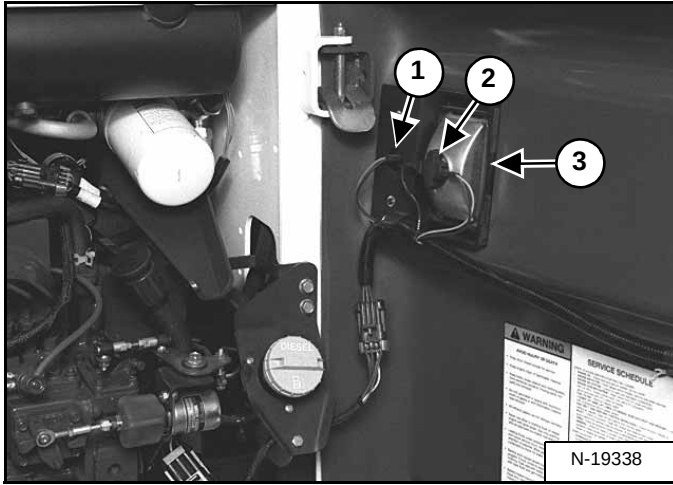
Remove the bulb (Item 1) [Figure 60-60-3] from the socket.

Reverse the above procedure to install the bulb.

LIGHTS (CONT'D)

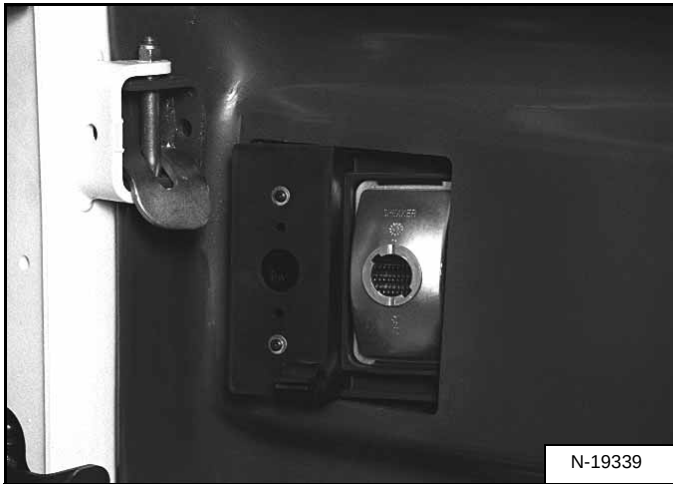
Rear Removal And Installation

Figure 60-60-4



Remove the bulb assembly (Items 1 & 2) from the light housing (Item 3) [Figure 60-60-4] by turning bulb assembly a 1/4 turn.

Figure 60-60-5

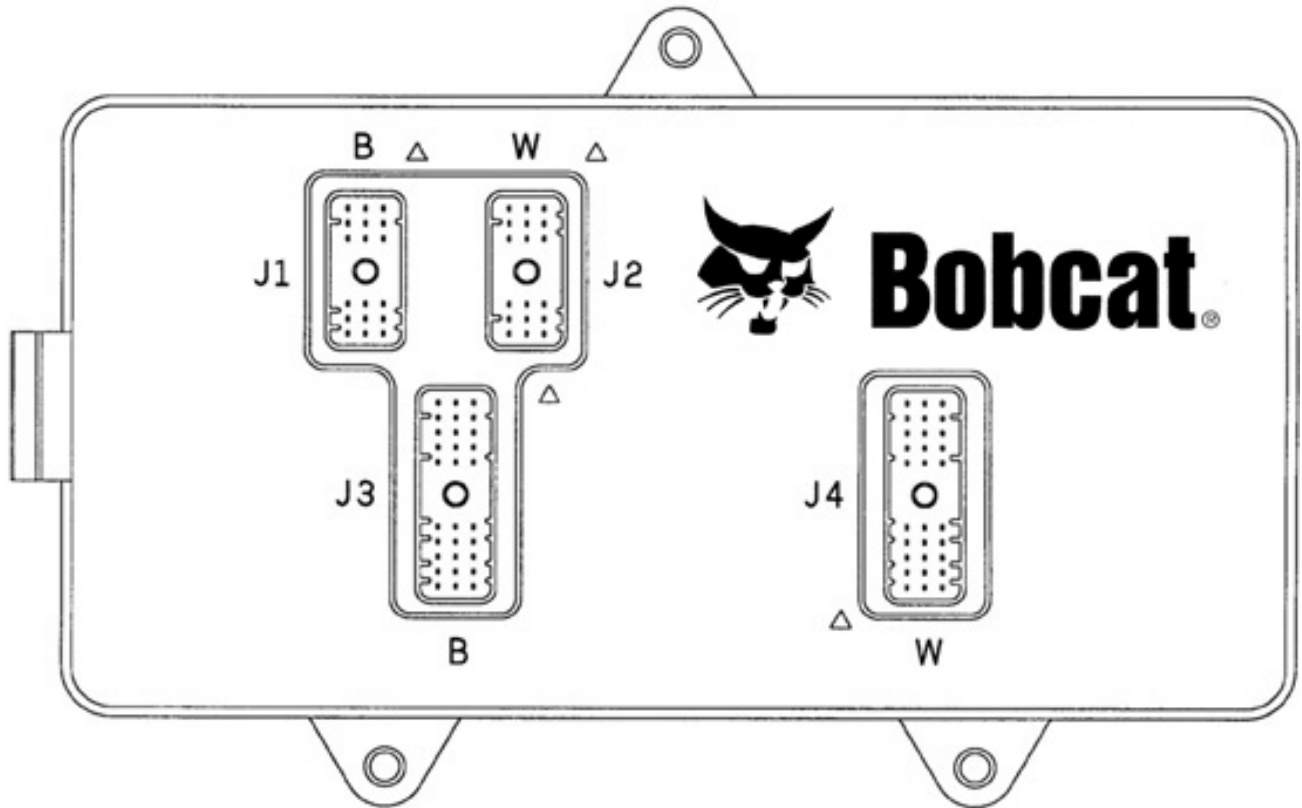


Using care press the rear light and housing from the door [Figure 60-60-5].

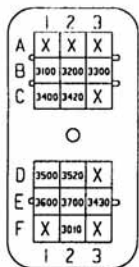
Reverse this procedure for installation.

BOBCAT CONTROLLER

Identification Chart

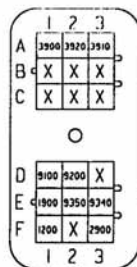


J1
BLACK 18 PIN CONNECTOR
(ALL BLUE WIRES)



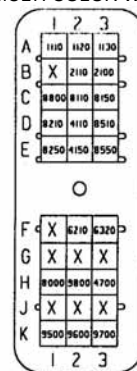
VIEWS FROM MATING END
X = NO CONNECTION

J2
WHITE 18 PIN CONNECTOR
(MOSTLY BLUE AND PURPLE WIRES)



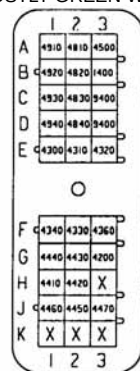
VIEWS FROM MATING END
X = NO CONNECTION

J3
BLACK 30 PIN CONNECTOR
(MULTI COLOR WIRES)



VIEWS FROM MATING END
X = NO CONNECTION

J4
WHITE 30 PIN CONNECTOR
(MOSTLY GREEN WIRES)



VIEWS FROM MATING END
X = NO CONNECTION

TS-01941
MC-2577

BOBCAT CONTROLLER (CONT'D)

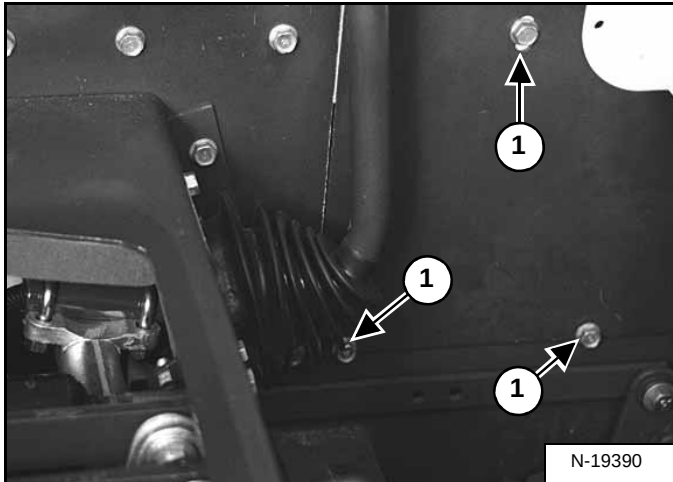
Removal And Installation

WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 60-70-1



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

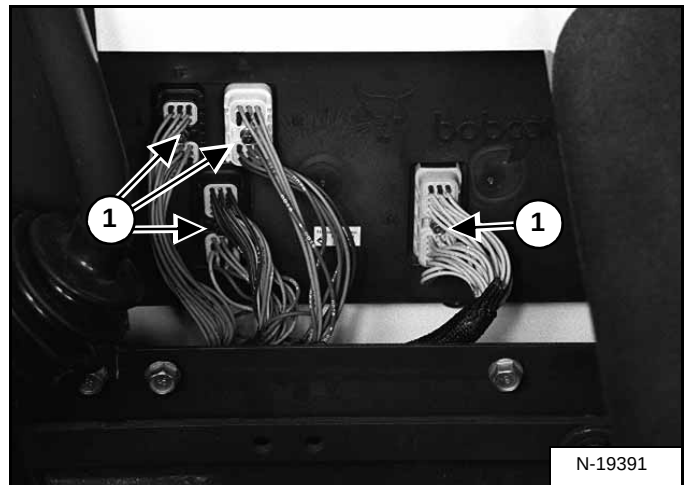
Stop the engine. Raise the seat bar.

Lift and block the rear of the loader. (See LIFTING AND BLOCKING THE LOADER on Page 10-10-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the left front side panel (Item 1) [Figure 60-70-1].

Figure 60-70-2

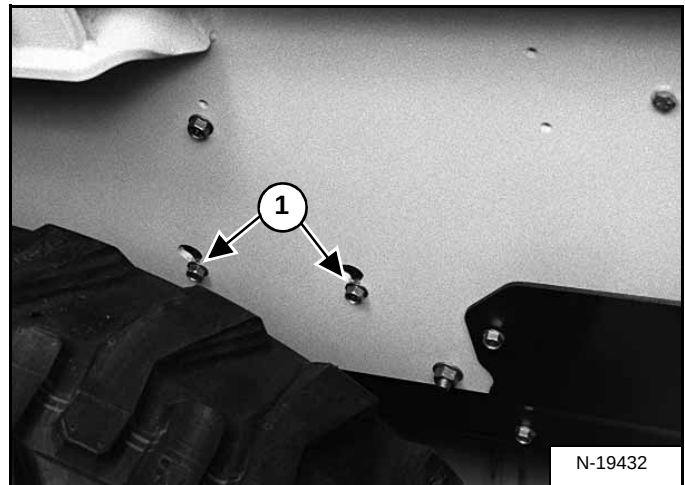


Loosen the harness connectors mounting bolts (Item 1) [Figure 60-70-2] from the Bobcat controller.

Remove the connectors.

NOTE: The connectors are keyed and will only plug in one way.

Figure 60-70-3



Loosen the two mounting bolts (Item 1) [Figure 60-70-3] of the system controller.

Installation: Tighten the nuts to 40-50 ft.-lbs. (54-68 Nm) torque.

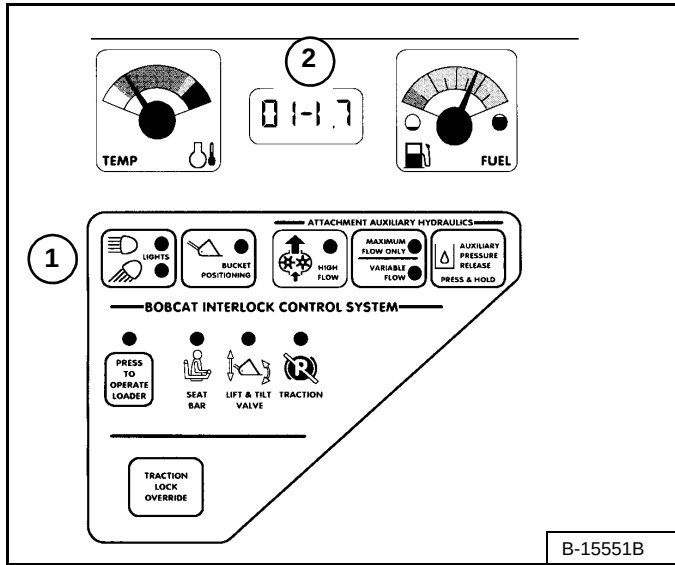
Remove the system controller.

Reverse the above procedure to install the system controller.

DIAGNOSTICS

Service Codes

Figure 60-80-1



The left instrument panel is the same for both the Standard and Deluxe Instrumentation [Figure 60-80-1].

NOTE: Corroded or loose grounds can cause multiple service codes and/or abnormal symptoms. All dash lights flashing, buzzer going off, headlights and taillights flashing, could indicate a bad ground. The same symptoms could apply if the voltage is low, such as loose or corroded battery cables. If you observe these symptoms, check grounds and positive leads first.

Press and hold LIGTHS Button (Item 1) for two seconds to view SERVICE CODES in the HOURMETER/CODE DISPLAY (Item 2) [Figure 60-80-1]. If more than one SERVICE CODE is present, the codes will scroll on the HOURMETER/CODE DISPLAY.

The following word errors may be displayed.

REPLY One or both instrument panel(s) not communicating with the controller.

INPUT The controller not communicating with the left instrument panel.

CODE The controller is asking for a password. (Deluxe instrument panel only.)

ERROR The wrong password was entered. (Deluxe instrument panel only.)

DIAGNOSTICS (CONT'D)

Service Codes (Cont'd)

DIAGNOSTICS (CONT'D)

CODE		CODE	
01-16	Air filter not connected	11-05	Seat bar sensor short to battery
01-17	Air filter plugged	11-06	Seat bar sensor short to ground
02-16	Hydraulic charge filter not connected	12-21	Front auxiliary PWM switch out of range high
02-17	Hydraulic charge filter plugged	12-22	Front auxiliary PWM switch out of range low
		12-23	Front auxiliary PWM switch not in neutral
03-09	Battery voltage low		
03-10	Battery voltage high	13-05	Fuel shut-off hold solenoid short to battery
03-11	Battery voltage extremely high	13-06	Fuel shut-off hold solenoid short to ground
03-14	Battery voltage extremely low	13-07	Fuel shut-off solenoid open circuit
03-22	Battery voltage out of range low		
		14-02	Fuel shut-off pull solenoid error ON
04-09	Engine oil pressure low	14-03	Fuel shut-off pull solenoid error OFF
04-14	Engine oil pressure extremely low		
04-15	Engine oil pressure shutdown level	15-02	Traction lock pull solenoid error ON
04-21	Engine oil pressure out of range high	15-03	Traction lock pull solenoid error OFF
04-22	Engine oil pressure out of range low		
		16-05	Traction lock hold solenoid short to battery
05-09	Hydraulic charge pressure low	16-06	Traction lock hold solenoid short to ground
05-14	Hydraulic charge pressure extremely low	16-07	Traction lock hold solenoid open circuit
05-15	Hydraulic charge pressure shutdown level		
05-21	Hydraulic charge pressure out of range high	17-05	Hydraulic lock valve solenoid short to battery
05-22	Hydraulic charge pressure out of range low	17-06	Hydraulic lock valve solenoid short to ground
		17-07	Hydraulic lock valve solenoid open circuit
06-10	Engine speed high		
06-11	Engine speed extremely high	18-05	Spool Lock Solenoid short to battery
06-13	Engine speed no signal	18-06	Spool Lock Solenoid short to ground
06-15	Engine speed shutdown level	18-07	Spool Lock Solenoid open circuit
06-18	Engine speed out of range		
		19-02	Bucket position solenoid error ON
07-10	Hydraulic oil temperature high	19-03	Bucket position solenoid error OFF
07-11	Hydraulic oil temperature extremely high		
07-15	Hydraulic oil temperature shutdown level	20-02	Two-speed solenoid error ON
07-21	Hydraulic oil temperature out of range high	20-03	Two-speed solenoid error OFF
07-22	Hydraulic oil temperature out of range low		
		21-02	Glow plug error ON
08-10	Engine coolant temperature high	21-03	Glow plug error OFF
08-11	Engine coolant temperature extremely high		
08-15	Engine coolant temperature shutdown level	22-02	Starter error ON
08-21	Engine coolant temperature out of range high	22-03	Starter error OFF
08-22	Engine coolant temperature out of range low		
		23-02	Rear base solenoid error ON
09-09	Fuel level low	23-03	Rear base solenoid error OFF
09-21	Fuel level out of range high		
09-22	Fuel level out of range low	24-02	Rear rod solenoid error ON
		24-03	Rear rod solenoid error OFF

Service Codes (Cont'd)DIAGNOSTICS (CONT'D)

CODE		CODE	
25-02	Rear auxiliary relief solenoid error ON	32-61	Handle lock short to ground
25-03	Rear auxiliary relief solenoid error Off	32-62	Handle lock short to battery
		32-63	Pedal lock short to ground
26-02	Front base solenoid error ON	32-64	Pedal lock short to battery
26-03	Front base solenoid error OFF	32-65	Sensor supply voltage out of range
		32-66	Battery voltage out of range
27-02	Front rod solenoid error ON	32-67	Switch flipped while operating
27-03	Front rod solenoid error OFF	32-68	Lift handle information error
		32-69	Control pattern switch flipped while operating
28-02	Diverter solenoid error ON	32-70	Right drive handle short to ground
28-03	Diverter solenoid error OFF	32-71	Right drive handle short to battery
29-02	High flow solenoid error ON	33-23	Main Controller (Bobcat Controller) not programmed
29-03	High flow solenoid error OFF		
		34-04	Deluxe panel no communication to Bobcat controller
30-28	Controller Memory failure		
		35-02	Two-speed fan error ON
31-28	Interrupted power failure	35-03	Two-speed fan error OFF
32-04	ACS not communicating with Bobcat Controller	36-48	ACD multiple controllers present
32-23	ACS Not calibrated		
32-31	Tilt actuator fault	37-02	Two-speed secondary error ON
32-32	Tilt actuator wiring fault	37-03	Two-speed secondary error OFF
32-33	Tilt handle wiring fault		
32-34	Tilt actuator not in neutral		
32-35	Tilt handle/pedal not in neutral		
32-36	Lift actuator fault		
32-37	Lift actuator wiring fault		
32-38	Lift handle wiring fault		
32-39	Lift actuator not in neutral		
32-40	Lift handle/pedal not in neutral		
32-41	No communication		
32-49	Lift actuator short to ground		
32-50	Tilt actuator short to ground		
32-51	Lift actuator short to battery		
32-52	Tilt actuator short to battery		
32-53	Lift handle/pedal short to ground		
32-54	Tilt handle/pedal short to ground		
32-55	Lift handle/pedal short to battery		
32-56	Tilt handle/pedal short to battery		
32-57	Lift actuator reduced performance		
32-58	Tilt actuator reduced performance		
32-59	Lift actuator wrong direction		
32-60	Tilt actuator wrong direction		

Service Codes (Cont'd)DIAGNOSTICS (CONT'D)

CODE		CODE	
38-04	No communication from joystick controller	38-53	Left forward drive solenoid error OFF
38-05	Left joystick X axis not in neutral	38-54	Left reverse drive solenoid error OFF

CODE		CODE	
38-06	Right joystick X axis not in neutral	38-55	Right forward drive solenoid error OFF
38-07	Left joystick Y axis not in neutral	38-56	Right reverse drive solenoid error OFF
38-08	Right joystick Y axis not in neutral	38-57	Front right extend steering solenoid error OFF
38-09	Control pattern switch - Short to Battery or Ground	38-58	Front right retract steering solenoid error OFF
38-11	Lift actuator not in neutral	38-59	Front left extend steering solenoid error OFF
38-12	Tilt actuator not in neutral	38-60	Front left retract steering solenoid error OFF
38-13	Lift actuator fault	38-61	Rear right extend steering solenoid error OFF
38-14	Tilt actuator fault	38-62	Rear right retract steering solenoid error OFF
38-15	Right wheel speed fault	38-63	Rear left extend steering solenoid error OFF
38-16	Left wheel speed fault	38-64	Rear left retract steering solenoid error OFF
38-17	Tilt actuator reduced performance	38-65	Steering pressure solenoid error OFF
38-18	Lift actuator reduced performance	38-66	Back-up alarm error OFF
38-19	Left joystick X axis out of range high	38-67	No communication from Bobcat controller
38-20	Right joystick X axis out of range low	38-68	Wheel angles (alignment) not calibrated
38-21	Left joystick Y axis out of range high	38-69	Lift & tilt actuators not calibrated
38-22	Right joystick Y axis out of range high	38-70	Interrupted power
38-23	Front right steering sensor out of range high	38-71	Battery out of range
38-24	Front left steering sensor out of range high	38-72	Drive pump not calibrated
38-25	Rear right steering sensor out of range high	38-73	Steering mode / drive mode switch flipped while operating
38-26	Rear left steering sensor out of range high	38-74	Uncommanded right wheel speed error ON
38-27	Lift actuator out of range high	38-75	Uncommanded left wheel speed error ON
38-28	Tilt actuator out of range high	38-76	Undercurrent steer pressure solenoid
38-29	Left joystick X axis out of range low	38-77	Undercurrent front right extend steer solenoid
38-30	Right joystick X axis out of range low	38-78	Undercurrent front right retract steer solenoid
38-31	Left joystick Y axis out of range low	38-79	Undercurrent front left extend steer solenoid
38-32	Right joystick Y axis out of range low	38-80	Undercurrent front left retract steer solenoid
38-33	Front right steering sensor out of range low	38-81	Undercurrent rear right extend steer solenoid
38-34	Front left steering sensor out of range low	38-82	Undercurrent rear right retract steer solenoid
38-35	Rear right steering sensor out of range low	38-83	Undercurrent rear left extend steer solenoid
38-36	Rear left steering sensor out of range low	38-84	Undercurrent rear left retract steer solenoid
38-37	5 volt sensor supply 1 out of range low	38-85	5 Volt sensor supply 1 out of range high
38-38	5 volt sensor supply 2 out of range low	38-86	5 Volt sensor supply 2 out of range high
38-39	Lift actuator short to ground / out of range low	38-87	Front right wheel blocked (steering mechanical failure)
38-40	Tilt actuator short to ground / out of range low	38-88	Front left wheel blocked (steering mechanical failure)
38-41	Tilt actuator wrong direction	38-89	Rear right wheel blocked (steering mechanical failure)
38-42	Lift actuator wrong direction	38-90	Rear left steering error
38-43	Left forward drive solenoid error ON	38-91	Right speed sensor missing pulses
38-44	Left reverse drive solenoid error ON	38-92	Left speed sensor missing pulses
38-45	Right forward drive solenoid error ON	38-93	Unresponsive right speed sensor
38-46	Right reverse drive solenoid error ON	38-94	Unresponsive left speed sensor
38-47	Front right steering solenoid error ON	38-98	Controller in drive calibration mode
38-48	Front left steering solenoid error ON	38-99	Controller in wheel position calibration mode.
38-49	Rear right steering solenoid error ON		
38-50	Rear left steering solenoid error ON		
38-51	Steering pressure solenoid error ON		
38-52	Back-up alarm error ON		

Service Codes (Cont'd)

CODE		CODE	
39-04	Left joystick no communication to Bobcat controller	85-02	ACD output 'F' error ON
		85-03	ACD output 'F' error OFF

CODE		CODE	
40-04	Right joystick no communication to Bobcat controller		
		86-02	ACD output 'G' error ON
44-02	Horn error ON	86-03	ACD output 'G' error OFF
44-03	Horn error OFF		
		87-02	ACD output 'H' error ON
45-02	Right blinker error ON	87-03	ACD output 'H' error OFF
45-03	Right blinker error OFF		
		90-02	Service tool output 'C' error ON
46-02	Left blinker error ON	90-03	Service tool output 'C' error OFF
46-03	Left blinker error OFF		
		91-02	Service tool output 'D' error ON
47-21	8 volt sensor supply out of range high	91-03	Service tool output 'D' error OFF
47-22	8 volt sensor supply out of range low		
		92-02	Service tool output 'E' error ON
48-02	Front light relay error ON	92-03	Service tool output 'E' error OFF
48-03	Front light relay error OFF		
		93-02	Service tool output 'F' error ON
49-02	Rear light relay error ON	93-03	Service tool output 'F' error OFF
49-03	Rear light relay error OFF		
60-21	Rear auxiliary control out of range high		
60-22	Rear auxiliary control out of range low		
60-23	Rear auxiliary control not returning to neutral		
64-02	Switched power relay error ON		
64-03	Switched power relay error OFF		
74-72	Bobcat controller in boot code		
74-73	Left hand panel system RX error		
80-02	ACD output 'A' error ON		
80-03	ACD output 'A' error OFF		
81-02	ACD output 'B' error ON		
81-03	ACD output 'B' error OFF		
82-02	ACD output 'C' error ON		
82-03	ACD output 'C' error OFF		
83-02	ACD output 'D' error ON		
83-03	ACD output 'D' error OFF		
84-02	ACD output 'E' error ON		
84-03	ACD output 'E' error OFF		



Bobcat®

BICS™ SYSTEM

Inspecting The BICS™ Controller (Engine STOPPED - Key ON)



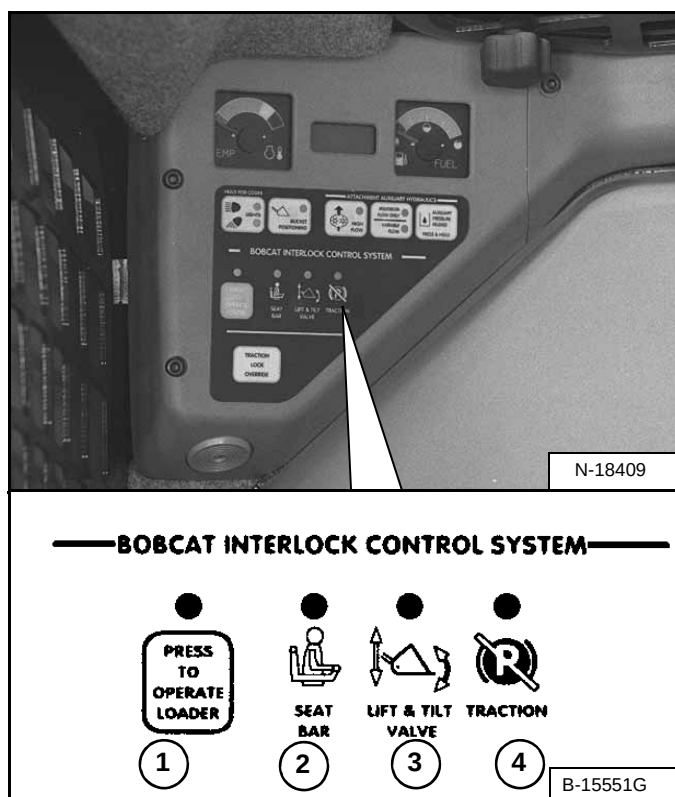
WARNING

AVOID INJURY OR DEATH

The Bobcat Interlock Control System (BICS™) must deactivate the lift, tilt and traction drive functions. If it does not, contact your dealer for service. **DO NOT** modify the system.

W-2151-0394

Figure 60-90-1



1. Sit in the operator's seat. Turn key ON (*Standard Panel*), press RUN / ENTER Button (*Deluxe Panel*), lower the Seat Bar and disengage the parking brake pedal. Press the PRESS TO OPERATE LOADER Button. Three BICS™ lights (Items 1, 2, & 3) [PRESS TO OPERATE LOADER, SEAT BAR, and LIFT & TILT VALVE] on left instrument panel should be ON [Figure 60-90-1].
2. Raise the Seat Bar fully. All four BICS™ lights (Items 1, 2, 3, & 4) [PRESS TO OPERATE LOADER, SEAT BAR, LIFT & TILT VALVE and TRACTION*] on left instrument panel should be OFF [Figure 60-90-1]

NOTE: Record what lights are blinking (if any) and number of light flashes. See Troubleshooting Guide. on Page 60-90-4.

Inspecting Deactivation Of The Auxiliary Hydraulics System (Engine STOPPED - Key ON)

3. Sit in the operator's seat, lower the Seat Bar, and press the PRESS TO OPERATE LOADER Button. Press the auxiliary hydraulics FLOW Button. The auxiliary FLOW Button light will come ON. Raise the Seat Bar. The light should be OFF.

Inspecting The Seat Bar Sensor (Engine RUNNING)

4. Sit in the operator's seat, lower the seat bar, engage the parking brake pedal and fasten the seat belt.
5. Start the engine and operate at low idle. Press the PRESS TO OPERATE LOADER Button. While raising the lift arms, raise the Seat Bar fully. The lift arms should stop. Repeat using the tilt function.

Inspecting The Traction Lock (Engine RUNNING)

6. Fasten the seat belt, disengage the parking brake pedal, press the PRESS TO OPERATE LOADER Button and raise the Seat Bar fully. Move the steering levers slowly forward and backward. The TRACTION lock should be engaged. Lower the Seat Bar. Press the PRESS TO OPERATE LOADER Button.
7. Engage the parking brake pedal and move the control levers slowly forward and backward. The TRACTION lock should be engaged.

NOTE: * The TRACTION light on the left instrument panel will remain OFF until the engine is started, the PRESS TO OPERATE LOADER Button is pressed and the parking brake is disengaged.

BICS™ (CONT'D)

Inspecting The Lift Arm By-Pass Control

8. Raise the lift arms 6 feet (2 meters) off the ground.
Stop the engine.

Turn the lift arm by-pass control knob clockwise 1/4 turn.
Pull up and hold the lift arm by-pass control knob until the lift arms slowly lower.

Additional Inspection For Loaders With Advanced Hand Controls (AHC)

9. Sit in the operator's seat and fasten the Seat Belt.
Lower the Seat Bar, start the engine and press the PRESS TO OPERATE LOADER Button.
10. Raise the lift arms about 6 feet (2 meters) off the ground.
11. Turn key OFF (*Standard Panel*), press the STOP Button (*Deluxe Panel*), and wait for the engine to come to a complete stop.
12. Turn key ON (*Standard Panel*), press RUN /ENTER Button (*Deluxe Panel*). Press the PRESS TO OPERATE LOADER Button, move the left hand control toward the operator. The lift arms should not lower.
13. Move the right hand control away from the operator.
The bucket (or attachment) should not tilt forward.

BICS™ SYSTEM (CONT'D)

Troubleshooting Chart

The following troubleshooting guide is provided for assistance in locating and correcting BICS™ system problems. It is recommended that these procedures be done by authorized Bobcat Service Personnel only.



WARNING

Check for correct function after adjustments, repairs or service. Failure to make correct repairs or adjustments can cause injury or death.

W-2004-1285

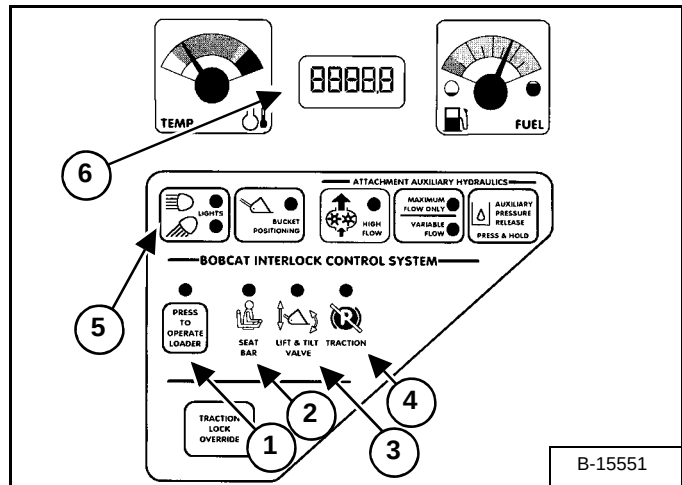
PROBLEM	SOLUTION#
All indicator lights flashing.	5
One of the indicator lights flashing.	1
Intermittent indicator lights.	2, 3, 4

SOLUTION SUGGESTIONS
1. Refer to BICS™ troubleshooting guide. (See Troubleshooting Guide. on Page 60-90-4.)
2. Check wire connections on Bobcat controller to make sure connectors are locked into place.
3. Check pins in connectors for pins pushed back or bent.
4. Use seatbar sensor tester MEL1428 to isolate problem between sensor and controller and wiring.
5. Possible low or high voltage.

BICS™ SYSTEM (CONT'D)**Figure 60-90-2****Troubleshooting Guide.**

The following chart shows the effects which can happen to the loader, and the probable causes when the BICS Instrument Panel lights are off. See **[Figure 60-90-2]** for location of BICS lights and Icons. Have service procedures performed **ONLY BY QUALIFIED BOBCAT SERVICE PERSONNEL**.

Press and hold LIGHTS Button (Item 5) for two seconds to view SERVICE CODES in the HOURMETER / CODE DISPLAY (Item 6) **[Figure 60-90-2]**. If more than one SERVICE CODE is present, the codes will scroll on the HOURMETER / CODE DISPLAY.



Indicator Light	Light ON	Light OFF	Effect on Operation of Loader When Light is OFF	SERVICE CODES Means System Error (See Your Bobcat Dealer for Service)		
				No. of Flashes	Service Code	Causes
	PRESS TO OPERATE LOADER Button is pressed.	PRESS TO OPERATE LOADER Button is not pressed.	Lift, tilt and traction functions will not operate.	----	----	----
	Seat Bar is down.	Seat Bar is up.	Lift and tilt functions will not operate.	2	11-05	Seat Bar sensor circuit shorted to battery voltage*.
				3	11-06	Seat Bar sensor circuit shorted to ground.
	Control valve can be used.	Control valve cannot be used.	Lift, tilt and traction functions will not operate.	1	17-07	Valve output circuit is open.
				2	17-05	Valve output circuit shorted to battery voltage*.
				3	17-06	Valve output circuit shorted to ground.
				3	17-06	Controller not grounded or intermittent ground.
	Loader can be moved forward & backward	Loader cannot be moved forward and backward.	Loader cannot be moved forward and backward.	1	16-07	Traction lock hold solenoid circuit is open.
				2	16-05	Traction lock hold solenoid circuit shorted to battery voltage*.
				3	16-06	Traction lock hold solenoid circuit shorted to ground.
				5	15-02	Traction lock pull solenoid circuit is shorted to battery voltage* - ERROR ON (Should be OFF).
				6	15-03	Traction lock pull solenoid circuit ERROR OFF (Should be ON).
SEAT BAR LIFT & TILT VALV TRACTIO				Continuous Flashing	03-09 03-10	System voltage low System voltage high

NOTES:

Multiple SERVICE CODES and/or Abnormal Symptoms can be caused by corroded or loose ground. Check grounds and both battery connections.

ERROR OFF = shorted to ground or bad fuse, faulty wiring, faulty open relay, no voltage from relay to controller.

ERROR ON = shorted to battery voltage, faulty wiring, faulty closed relay.

*Normal BICS operating voltage is less than the electrical system voltage.

SEAT BAR SENSOR

Troubleshooting Chart

The following troubleshooting chart is provided for assistance in locating and correcting BICS system problems. It is recommended that these procedures be done by authorized Bobcat Service Personnel only.



WARNING

Check for correct function after adjustments, repairs or service. Failure to make correct repairs or adjustments can cause injury or death.

W-2004-1285

PROBLEM	SOLUTION #
Indicator light does not come ON when seat bar is lowered.	1, 2, 3, 4, 5

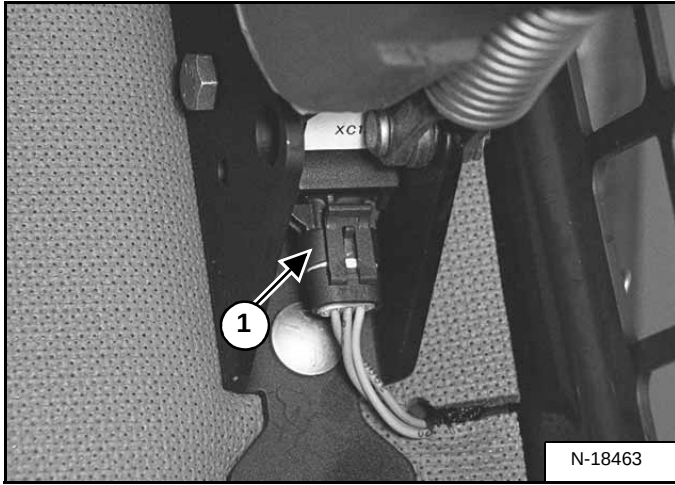
SOLUTION SUGGESTIONS

1. Check sensor wire connection.
2. Use the BICS™ sensor tester MEL 1428 with seat bar adapter MEL1567 to check sensor and controller.
3. Check for loose hardware.
4. Check keyed bushing to make sure magnet collar rotates with seat bar.
5. Check magnet collar magnets for contamination such as metal particles.

SEAT BAR SENSOR (CONT'D)

Test

Figure 60-100-1

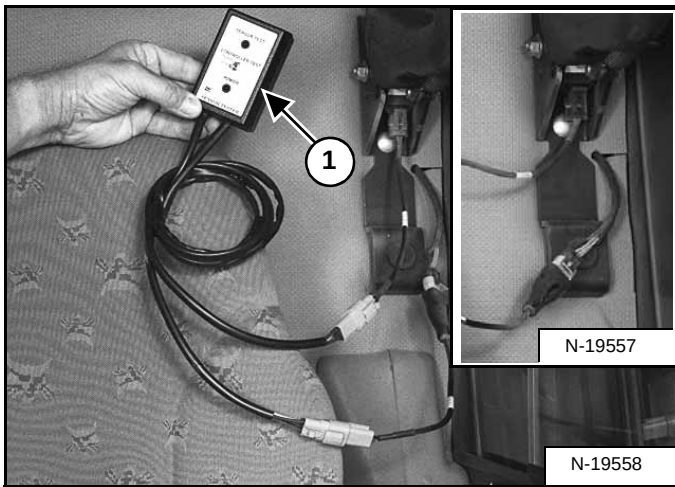


Use Sensor Tester (MEL1428) and seat bar sensor tester adapter (MEL1567) for the following procedure:

Connect the seat bar adapter sensor leads (MEL1567) to the sensor tester.

Disconnect the seat bar sensor connector (Item 1) [Figure 60-100-1].

Figure 60-100-2

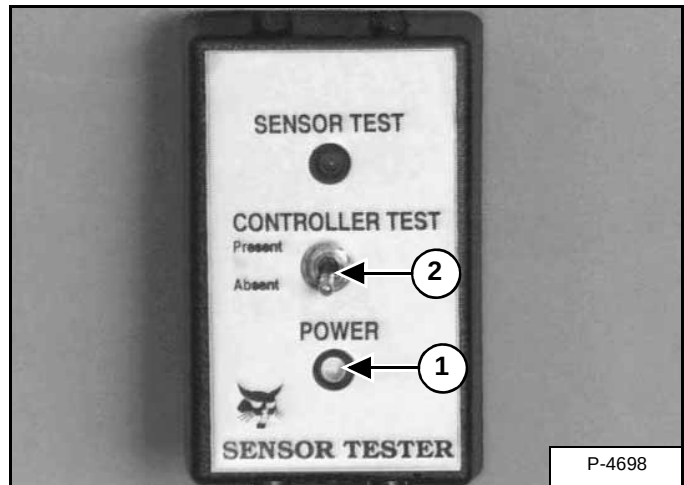


Connect the Sensor Tester (Item 1) inline, to the seat bar sensor connectors. See inset [Figure 60-100-2].

Turn the key to the ON position. **DO NOT START THE ENGINE.**

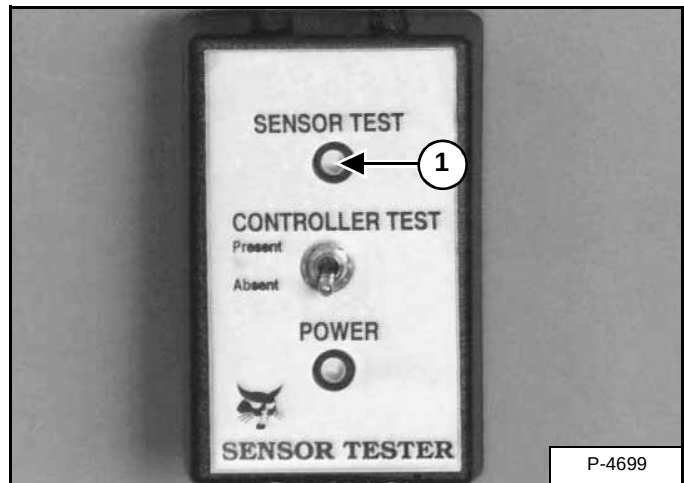
The toggle switch (Item 2) [Figure 60-100-3] can be in either the **Absent** or **Present** position.

Figure 60-100-3



If there is no power light (Item 1) [Figure 60-100-3] on the sensor tester, check the tester or wiring harness.

Figure 60-100-4



Lower the seat bar. The Sensor Test light (Item 1) [Figure 60-100-4] should illuminate.

Raise the seat bar. The Sensor Test light (Item 1) [Figure 60-100-4] should go off.

If the above test fails, there is a problem with the seat bar sensor.

Disconnect the Sensor Tester.

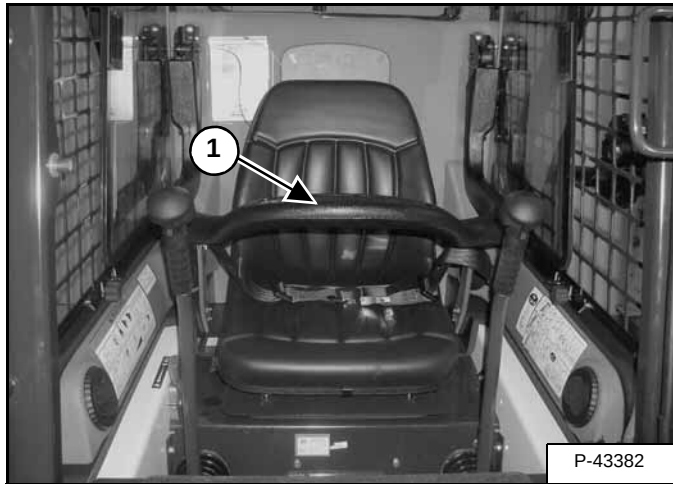
Replace the Seat Bar Sensor. (See Removal And Installation on Page 60-100-3.)

If the above test passes, run the seat bar sensor BICS circuit test. (See BICS™ Circuit Test on Page 60-100-4.)

SEAT BAR SENSOR (CONT'D)

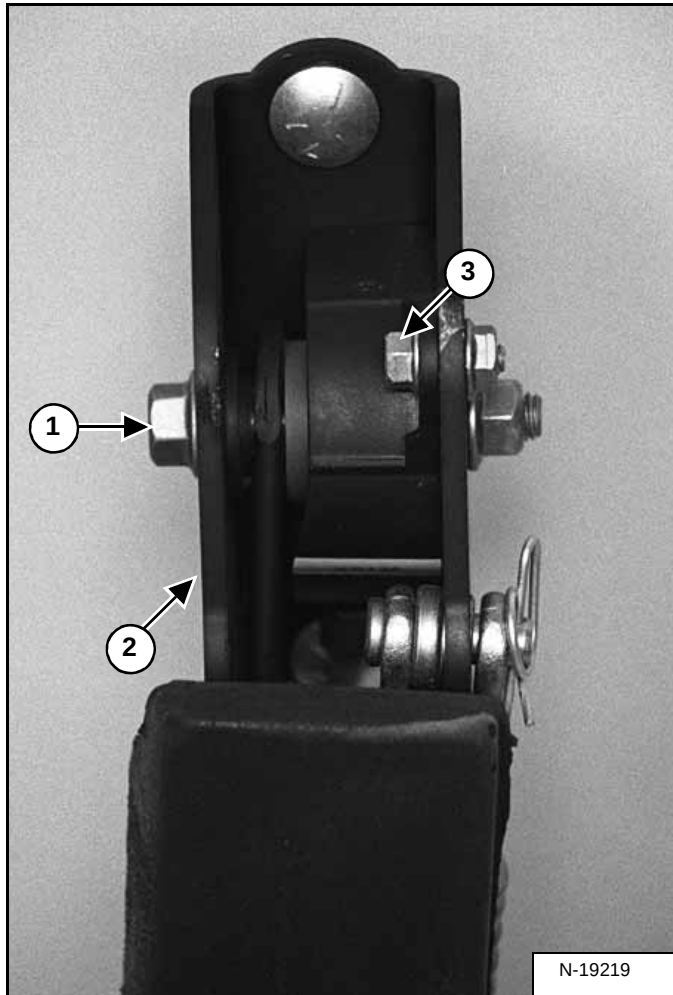
Removal And Installation

Figure 60-100-5



Remove the seat bar (Item 1) [Figure 60-100-5] from the loader. (See Removal And Installation on Page 50-10-1.)

Figure 60-100-6



Remove the mounting bolt (Item 1) from the seat bar mount (Item 2) [Figure 60-100-6].

Installation: Tighten the mounting bolt to 50-70 in.-lbs. (5,6-7,9 Nm) torque.

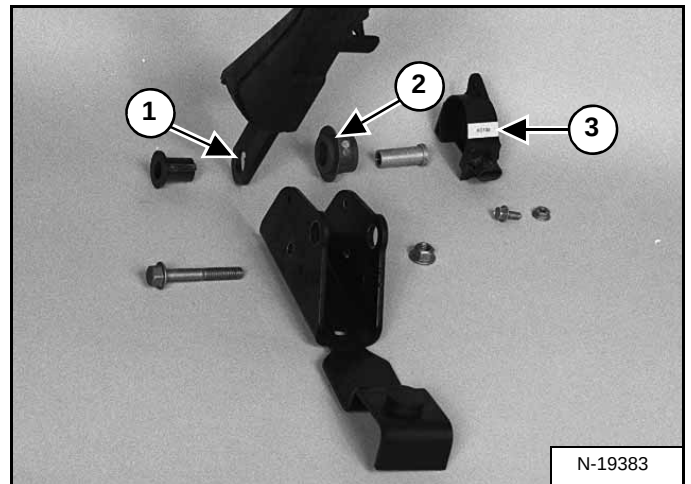
Remove the sensor mounting bolt (Item 3) [Figure 60-100-6] and nut.

IMPORTANT

Be careful to not overtighten the sensor mounting bolt and nut to prevent breakage of the sensor.

I-2088-1095

Figure 60-100-7



Remove the keyed plastic bushing (Item 1), magnetic bushing assembly (Item 2) and sensor bracket (Item 3) [Figure 60-100-7].

Installation: Be sure the tabs on the pivot bushing are positioned in the slotted hole (Item 1) [Figure 60-100-7] of the seat bar.

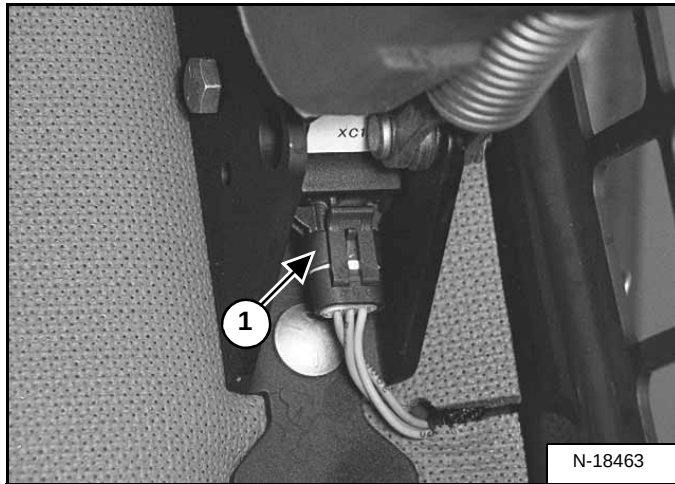
Inspect all parts for damage and wear and replace if necessary.

Reverse the removal procedure to install the seat bar sensor.

SEAT BAR SENSOR (CONT'D)

BICS™ Circuit Test

Figure 60-100-8



Use Sensor Testers (MEL1428) and seat bar sensor tester adapter (MEL1567) for the following procedure:

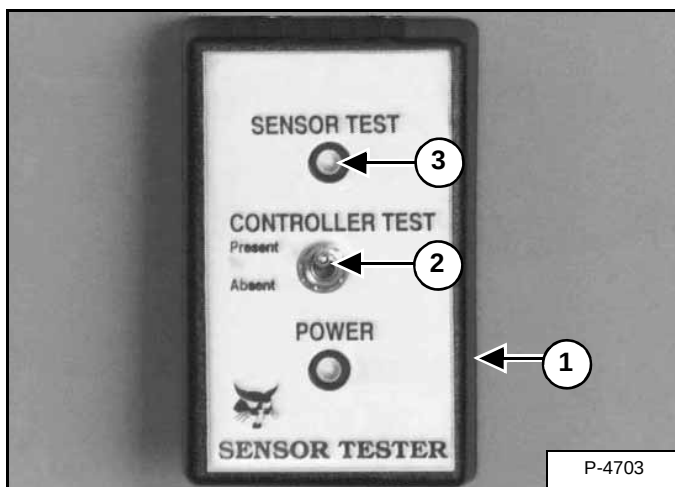
Connect the seat bar sensor tester adapter MEL1567 to the sensor tester.

Disconnect the seat bar sensor connector (Item 1) [Figure 60-100-8].

Connect Sensor Tester (Item 1) [Figure 60-100-9] inline to the seat bar sensor connectors.

Turn the key to the ON position. **DO NOT START THE ENGINE.**

Figure 60-100-9

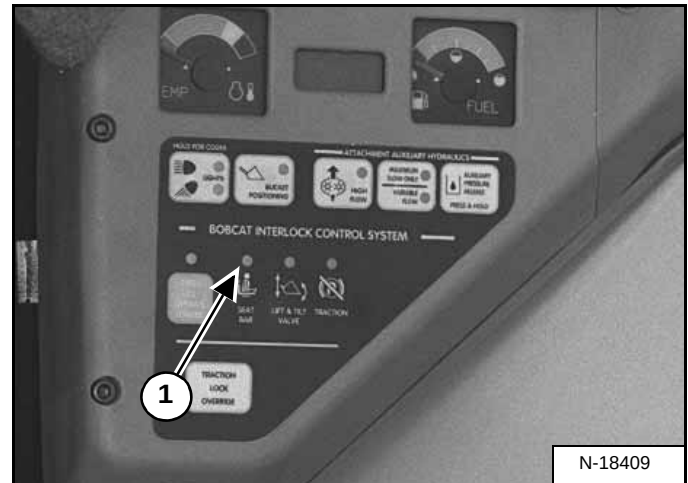


If there is no power light on the sensor tester, check the tester or wiring harness.

When the power light is illuminated, move the toggle switch (Item 2) [Figure 60-100-9] on the sensor tester to the **Present** position.

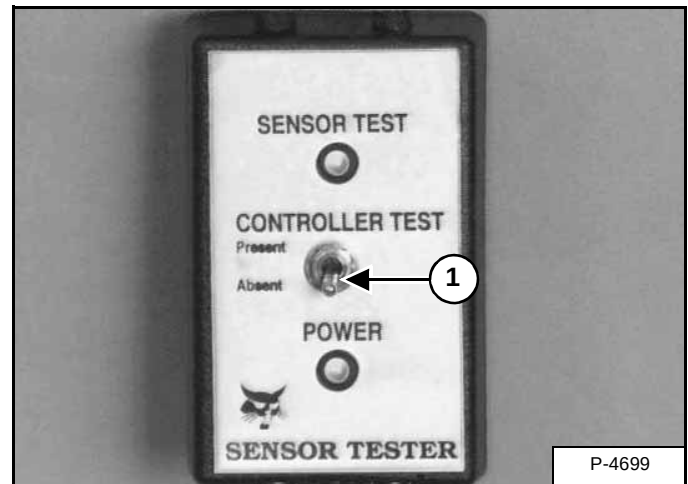
NOTE: The sensor test light (Item 3) [Figure 60-100-9] is only activated by the seat bar. It will be off with the seat bar up or on with the seat bar down.

Figure 60-100-10



The BICS seat bar indicator light (Item 1) [Figure 60-100-10] should illuminate.

Figure 60-100-11



Move the toggle switch (Item 1) [Figure 60-100-11] on the sensor tester to the **Absent** position.

The Seat Bar light (Item 1) [Figure 60-100-10] should go off.

If the above test fails, there is a problem with the Bobcat controller or the wiring harness.

TRACTION LOCK

Troubleshooting Chart

The following troubleshooting chart is provided for assistance in locating and correcting BICS system problems. It is recommended that these procedures be done by authorized Bobcat Service Personnel only.



WARNING

Check for correct function after adjustments, repairs or service. Failure to make correct repairs or adjustments can cause injury or death.

W-2004-1285

PROBLEM	SOLUTION #
Traction lock stays engaged.	1, 2, 3, 4, 5, 6, 7
Intermittent activation of traction lock.	8, 9, 10

SOLUTION SUGGESTIONS

1. Make sure brake pedal is not engaged.
2. Maneuver loader to allow brake discs to move and remove pressure on the brake wedge so it can retract.
3. If all lights indicate the brake should be released, but it doesn't, check the brake 25 amp fuse.
4. When checking fuse, also check other fuses. Check the fuse block for correct orientation and location of fuses. (See Fuse Location on Page 60-10-5.)
5. To test the solenoid, the pull coil should be 4 to 5 ohms and the hold coil 10.5 to 11.0 ohms.
6. Check brake solenoid and cover mounting hardware for the correct torque.
7. Remove brake cover and check wedges for binding in the wedge guides.
8. Check wire connections for loose connector body.
9. Check for loose or bent pins in connectors.
10. Check for loose spade connectors in fuse holder.

TRACTION LOCK (CONT'D)

Inspecting

Fasten the seat belt, disengage the parking brake pedal, press the green *PRESS TO OPERATE* Button and raise the Seat Bar fully. Move the steering levers slowly forward and backward. The Traction lock should be engaged. Lower the Seat Bar. Press the green *PRESS TO OPERATE* Button.

Engage the parking brake pedal and move the steering levers slowly forward and backward. The Traction lock should be engaged.

Solenoid Removal And Installation



WARNING

AVOID INJURY OR DEATH

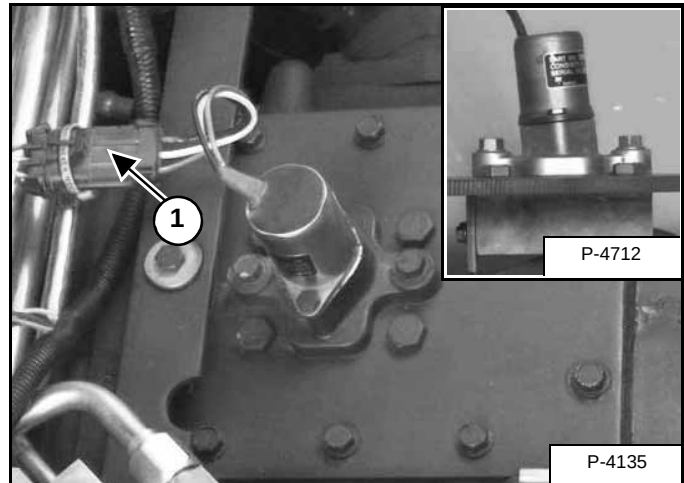
Do not modify the electrical wiring connected to the traction lock solenoid or any part of the traction lock system. The traction lock provides the locking function of the parking brake. Service work on the traction lock system should only be performed by a qualified technician. Use only genuine Bobcat Company parts if repair is necessary.

W-2165-0100

Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

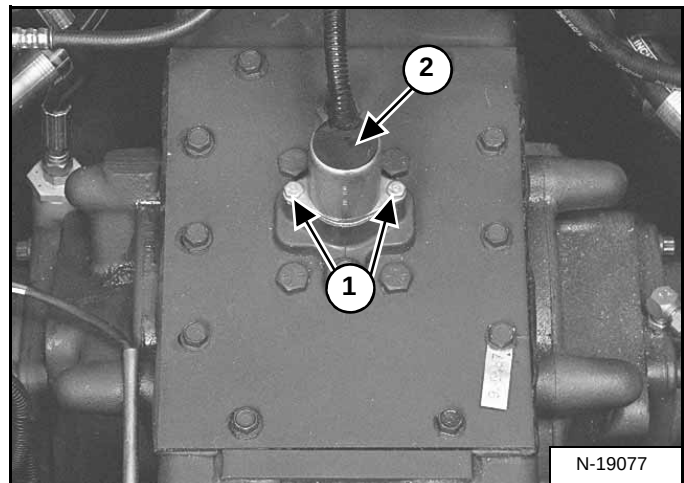
NOTE: The loader control panel is removed for clarity purpose only. The traction lock can be removed without removing the control panel.

Figure 60-110-1



Disconnect the electric solenoid connector (Item 1) [Figure 60-110-1] from the main harness.

Figure 60-110-2



Remove the two mounting bolts (Item 1) [Figure 60-110-2] from the electric solenoid mounting bracket.

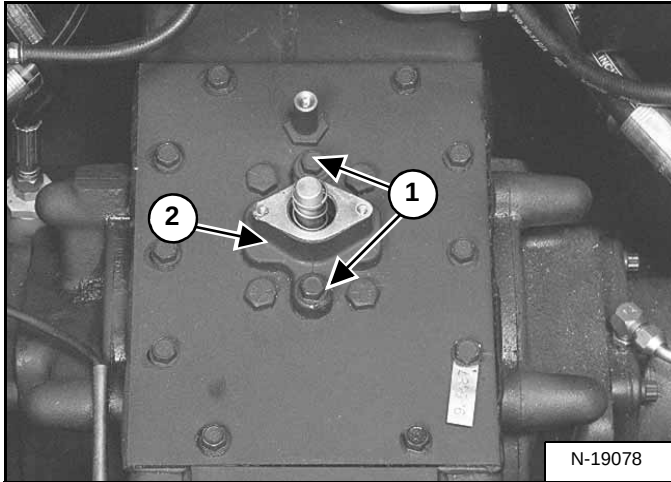
Installation: Tighten the mounting bolts to 80-90 in.-lbs. (9-10 Nm) torque.

Remove the electric solenoid (Item 2) [Figure 60-110-2] from the chaincase cover.

TRACTION LOCK (CONT'D)

Solenoid Removal And Installation (Cont'd)

Figure 60-110-3



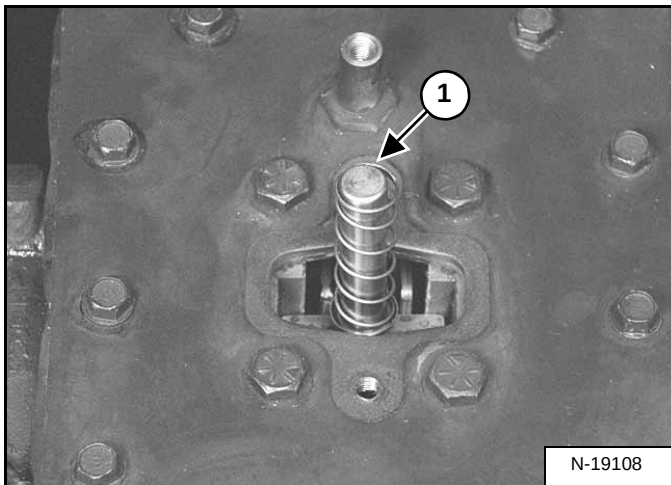
Remove the two mounting bolts (Item 1) and remove the bracket (Item 2) [Figure 60-110-3] from the chaincase cover.

Installation: Tighten the mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Installation: Inspect all gaskets and replace as needed.

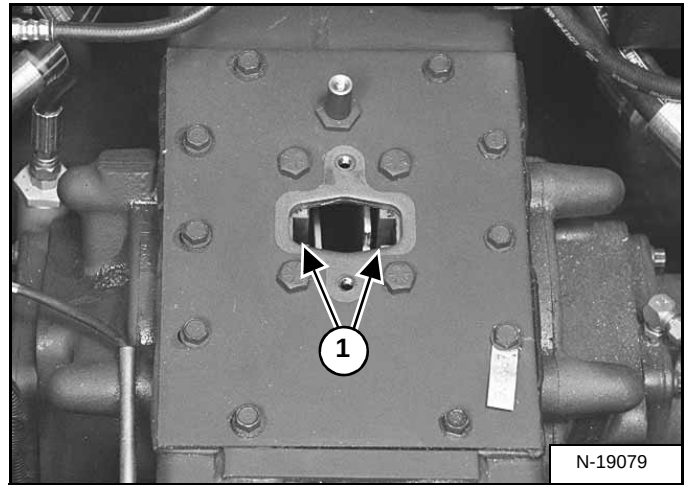
Be sure the solenoid mounting bracket is installed in the same position. The solenoid mounting surface has a slight angle which tips the top of the solenoid toward the rear of the loader when installed correctly. See inset photo [Figure 60-110-1].

Figure 60-110-4



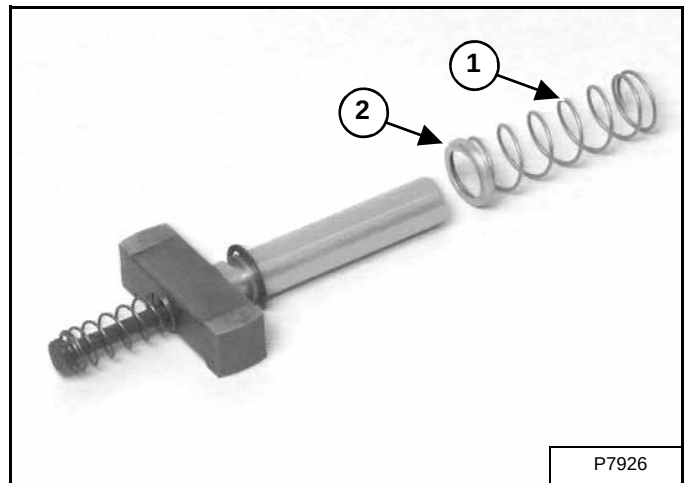
Remove the traction lock assembly (Item 1) [Figure 60-110-4] from the chaincase.

Figure 60-110-5



Inspect the guides (Item 1) [Figure 60-110-5] for wear or damage. Replace if necessary.

Figure 60-110-6



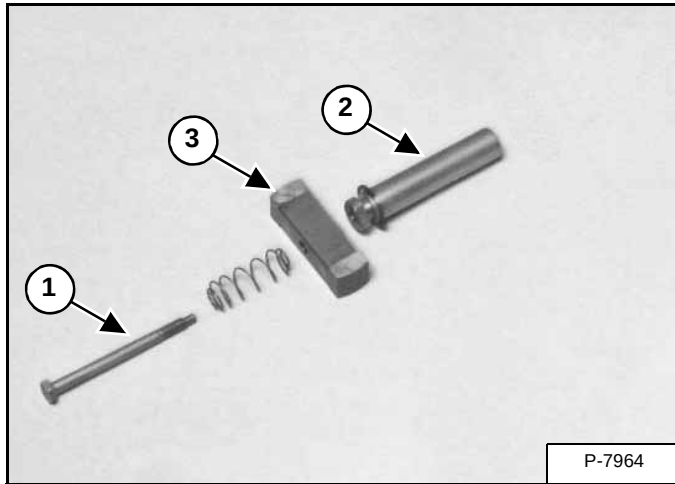
Remove and inspect the compression spring (Item 1) and spring cap washer (Item 2) [Figure 60-110-6] for wear or damage. Replace if necessary. The spring may also stay with the shaft when the electric solenoid and bracket are removed from the chaincase.

Installation: Install the compression spring (Item 1) [Figure 60-110-6] on the collar located on the electric solenoid.

TRACTION LOCK (CONT'D)

Solenoid Removal And Installation (Cont'd)

Figure 60-110-7



Remove the shaft mounting bolt (Item 1), spring from the assembly shaft (Item 2). Remove the wedge (Item 3) [Figure 60-110-7] and inspect all parts for damage or wear. Replace if necessary.

Installation: Thoroughly clean and dry the shaft mounting bolt (Item 1), the shaft (Item 2) and wedge (Item 3) [Figure 60-110-7]. Use LOCTITE #242 when assembling these parts to the traction lock assembly.

IMPORTANT

Failure to use LOCTITE may allow the traction lock assembly to loosen up which can cause damage to the traction lock system.

I-2090-1095

Reverse the removal procedure to install the solenoid.

Guide Removal

The part number listed will be needed to do the following procedure:

P/N 6633583 - Polyurethane

! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the loader operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect and remove the engine speed control. (See Removal And Installation on Page 70-20-1.)

Remove the control panel from the loader. (See Removal and Installation on Page 50-100-1.)

Remove the crossbar linkage if equipped. (See Crossbar Linkage Removal and Installation on Page 50-90-2.)

Remove the traction lock solenoid assembly. (See Solenoid Removal And Installation on Page 60-110-2.)

! WARNING

AVOID INJURY OR DEATH

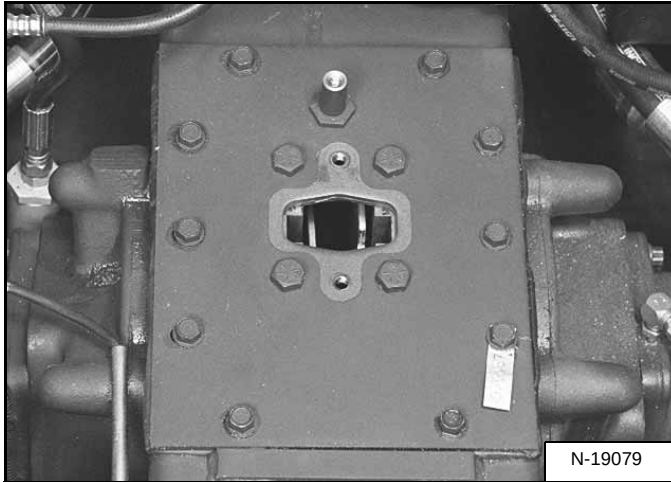
Do not modify the electrical wiring connected to the traction lock solenoid or any part of the traction lock system. The traction lock provides the locking function of the parking brake. Service work on the traction lock system should only be performed by a qualified technician. Use only genuine Bobcat Company parts if repair is necessary.

W-2165-0100

TRACTION LOCK (CONT'D)

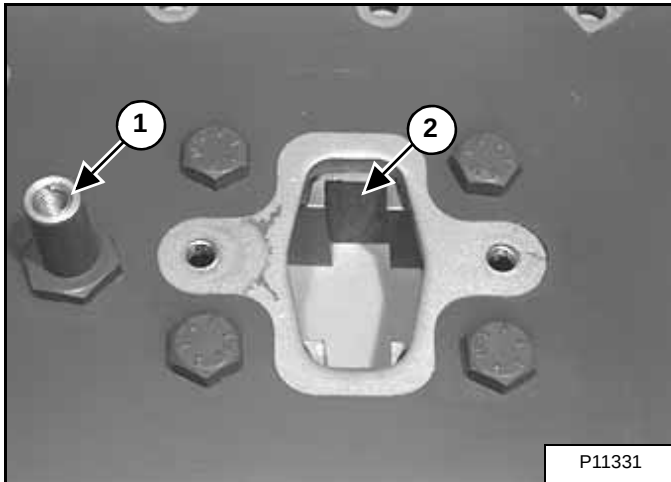
Guide Removal (Cont'd)

Figure 60-110-8



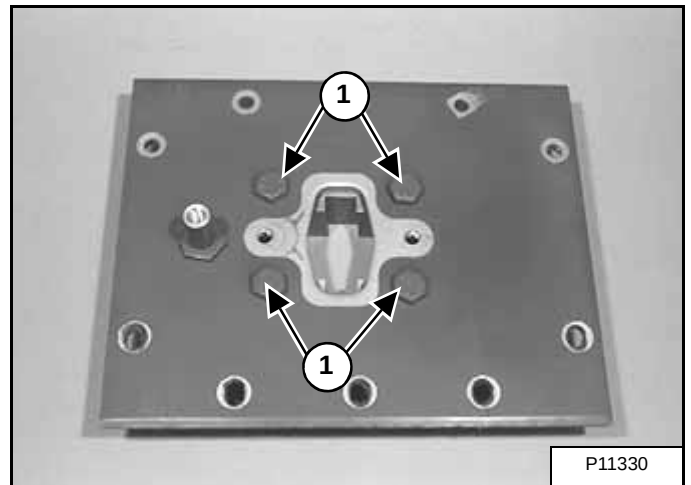
Remove the center chaincase cover [Figure 60-110-8]. (See Center Cover Removal And Installation on Page 40-30-3.)

Figure 60-110-9



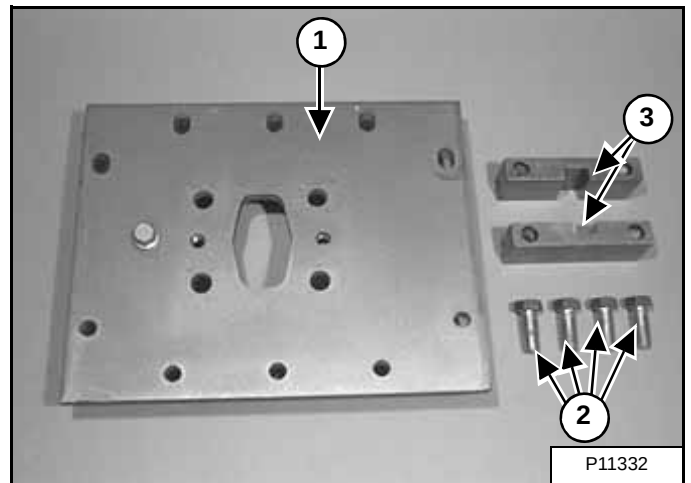
NOTE: Bolt (Item 1) is on the rear of the chaincase cover, notice the direction of the groove (Item 2) [Figure 60-110-9] in the traction lock guides.

Figure 60-110-10



To remove the traction lock guides remove the four bolts (Item 1) [Figure 60-110-10].

Figure 60-110-11



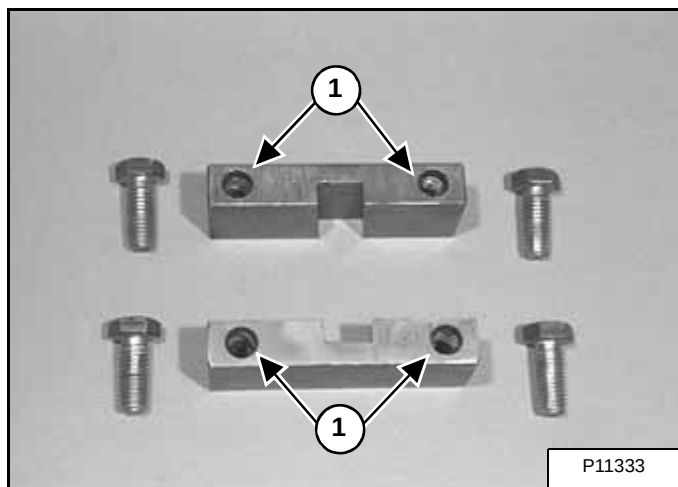
Thoroughly clean the polyurethane from the chaincase cover (Item 1), bolts (Item 2) and traction lock guides (Item 3) [Figure 60-110-11] and dry.

Installation: Inspect all parts for wear or damage and replace as needed.

TRACTION LOCK (CONT'D)

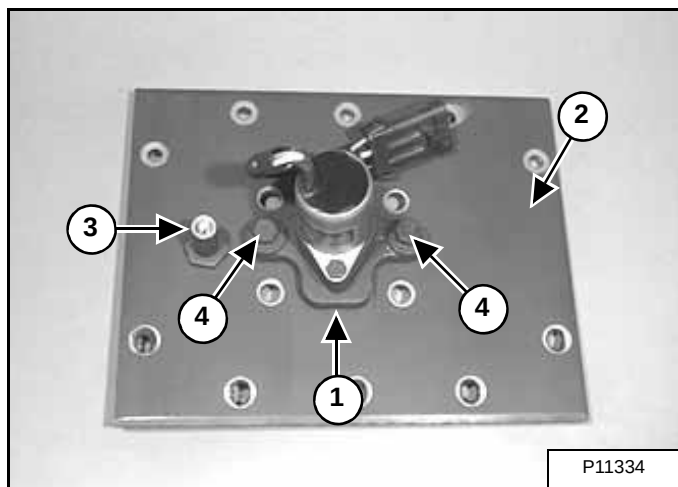
Guide Installation

Figure 60-110-12



Apply a bead of polyurethane sealer (P/N 6633583) (Item 1) [Figure 60-110-12] around the bolt holes on the blocks.

Figure 60-110-13

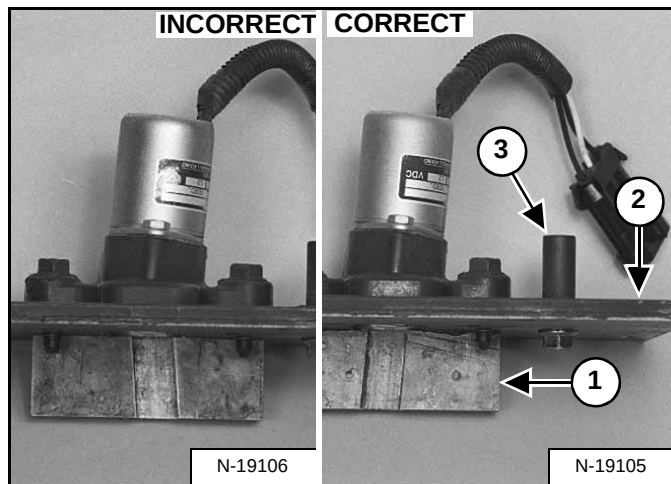


Install the electric solenoid/bracket assembly (Item 1) to the center chaincase cover (Item 2) [Figure 60-110-13].

NOTE: Bolt (Item 3) [Figure 60-110-13] & [Figure 60-110-14] represents the rear of the chaincase cover.

Install and tighten the two bolts (Item 4) [Figure 60-110-13].

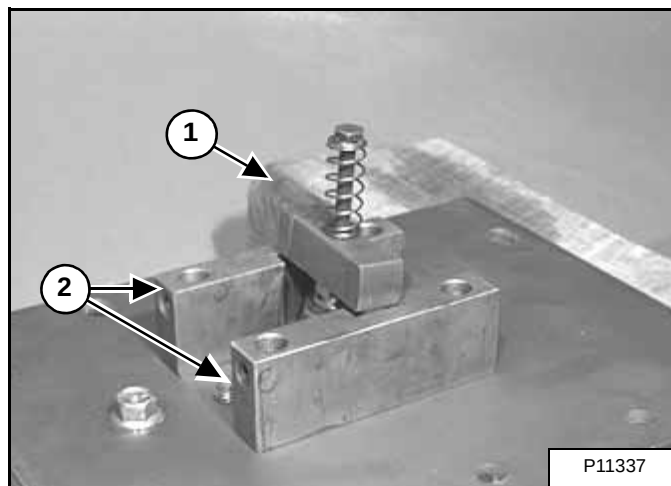
Figure 60-110-14



Install the traction lock guides (Item 1) to the chaincase cover (Item 2) [Figure 60-110-14] using the four bolts (removed earlier).

Do not tighten at this time.

Figure 60-110-15



Install the traction wedge assembly (Item 1) into the solenoid and traction lock guides (Item 2) [Figure 60-110-15].

After the bolts have been tightened recheck to make sure the shaft assembly is moving freely in the guides.

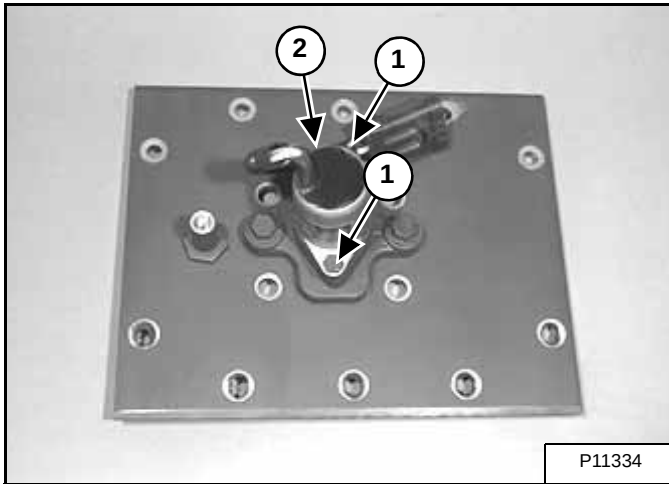
Remove the wedge assembly (Item 1) [Figure 60-110-15].

NOTE: The wedge assembly must slide freely in the grooves of the guides. Tighten the four guide bolts to 90-100 ft.-lbs. (123-135 Nm) torque.

TRACTION LOCK (CONT'D)

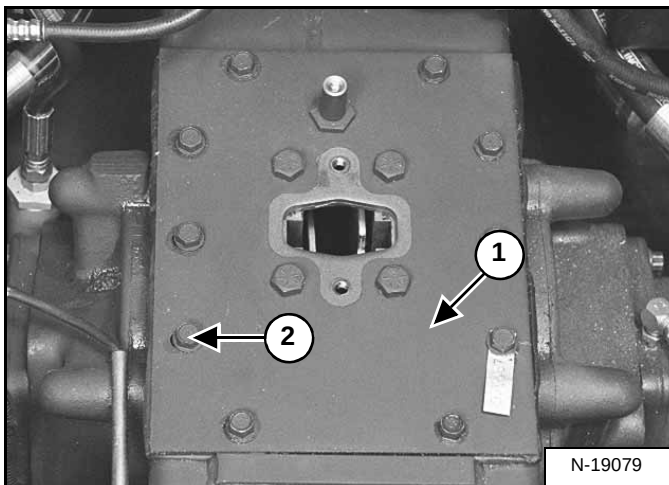
Guide Installation (Cont'd)

Figure 60-110-16



Remove the two bolts (Item 1) and remove the electric solenoid (Item 2) [Figure 60-110-16] from the center chaincase cover.

Figure 60-110-17

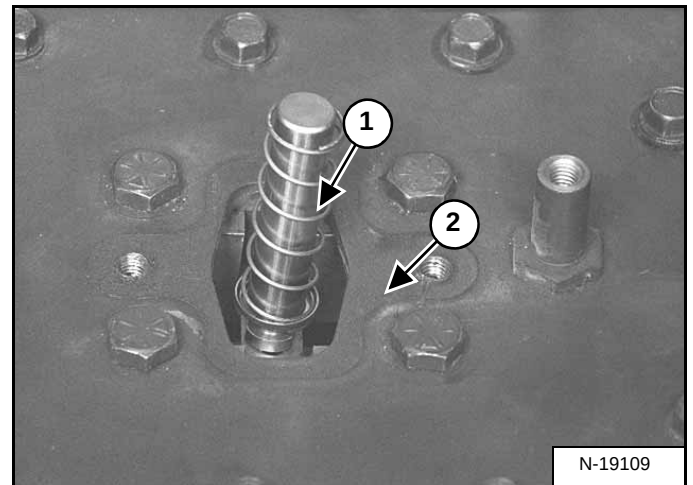


Install the chaincase cover (Item 1) using the ten mounting bolts (Item 2) [Figure 60-110-17].

Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

NOTE: Thoroughly clean and dry the bolts and apply LOCTITE #242.

Figure 60-110-18



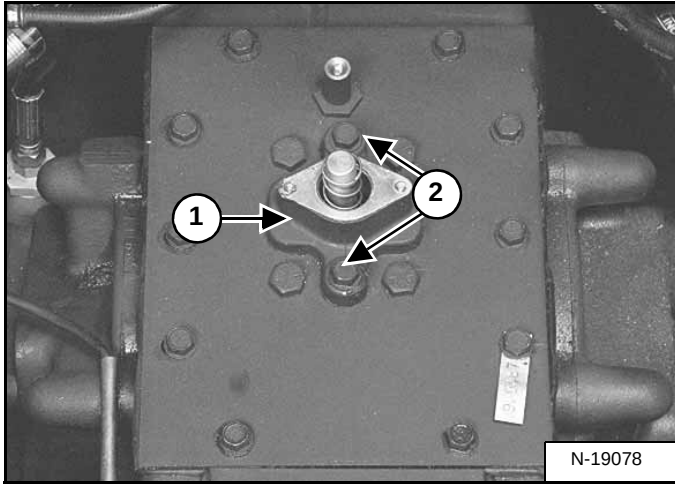
Install the wedge assembly (Item 1) [Figure 60-110-18] into the grooves in the traction lock guides making sure that there is no binding.

Install the gasket (Item 2) [Figure 60-110-18].

TRACTION LOCK (CONT'D)

Guide Installation (Cont'd)

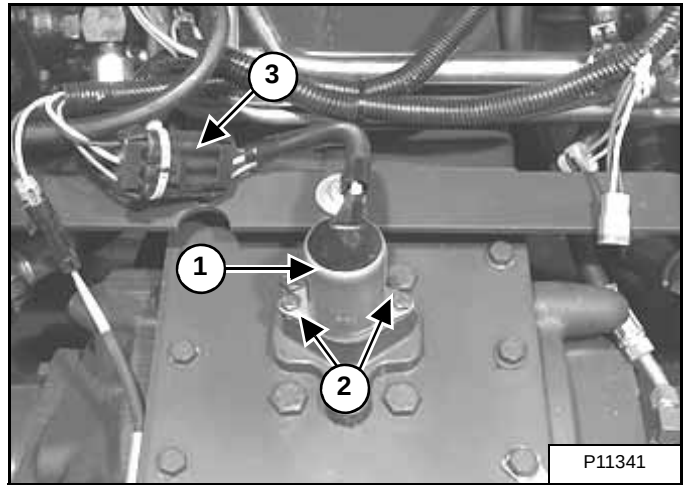
Figure 60-110-19



Install the solenoid mounting bracket assembly (Item 1) on the chaincase cover using the two bolts (Item 2) [Figure 60-110-19].

Installation: Tighten to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 60-110-20



Install the electric solenoid (Item 1), install the two mounting bolts (Item 2) [Figure 60-110-20].

Connect the electric solenoid connector (Item 3) [Figure 60-110-20] to the main harness..

Installation: Tighten the mounting bolts to 80-90 in.-lbs. (9-10 Nm) torque.

NOTE: Be sure the solenoid mounting bracket is installed in the same position. The solenoid mounting surface has a slight angle which tips the top of the solenoid toward the rear of the loader when installed correctly.

Install the cross bar if equipped. (See Crossbar Linkage Removal and Installation on Page 50-90-2.)

Install the control panel. (See Removal and Installation on Page 50-100-1.)

Install the engine speed control. (See Removal And Installation on Page 70-20-1.)

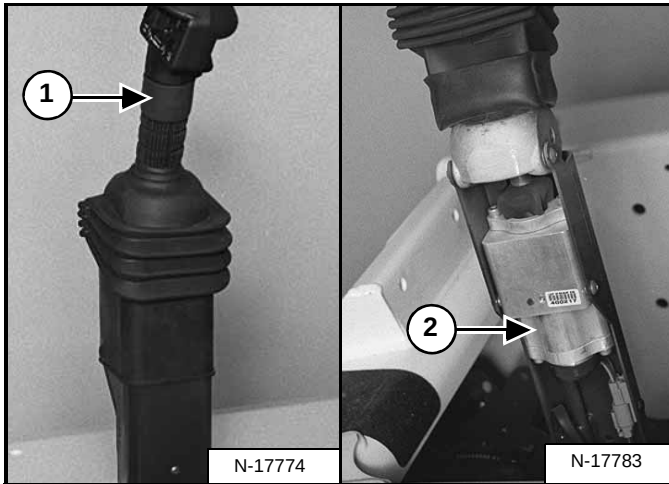
Lower operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

Perform the BICS™ inspection procedure. (See Inspecting The BICS™ Controller (Engine STOPPED - Key ON) on Page 60-90-1.)

ADVANCE HAND CONTROL (AHC) SYSTEM

Components Identification

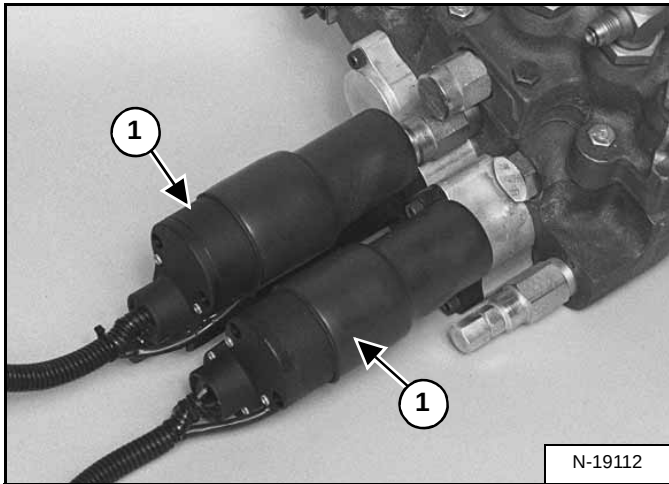
Figure 60-120-1



Control Handle (Item 1) [Figure 60-120-1].

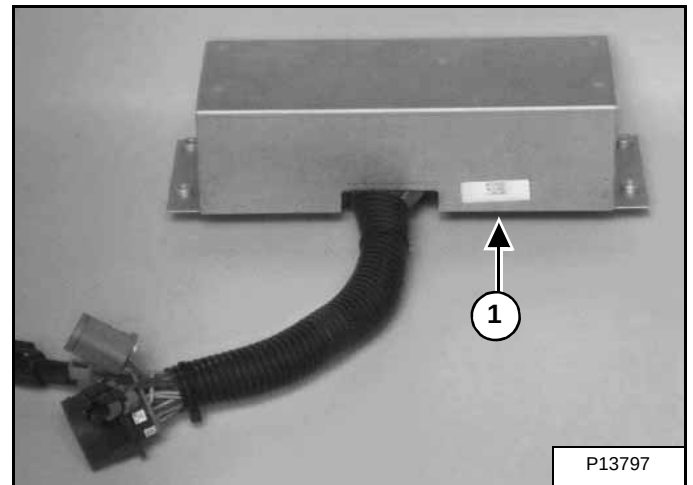
Handle Control Unit (Item 2) [Figure 60-120-1].

Figure 60-120-2



Control Valve Actuators (Item 1) [Figure 60-120-2].

Figure 60-120-3



AHC Controller (Item 1) [Figure 60-120-3].

Figure 60-120-4



AHC error indicator (Item 1) [Figure 60-120-4].

NOTE: The AHC icon will illuminate when an error occurs. The error is stored as a service code. (See **DIAGNOSTICS** on Page 60-80-1.)

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

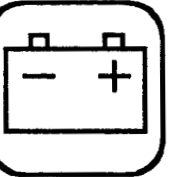
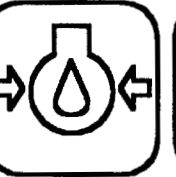
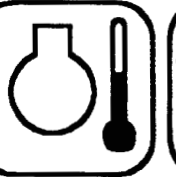
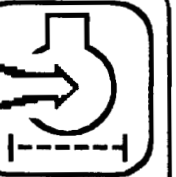
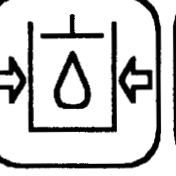
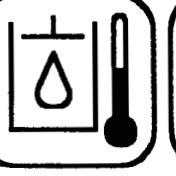
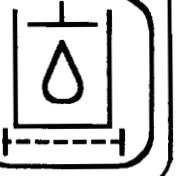
Troubleshooting Guide

The Advance Hand Control System (AHC) has a built-in diagnostic function which uses an icon on the right instrument panel to indicate the condition of the AHC System. The system also records the alarm condition as a service code.

The control module continually checks the system in the order listed. The checks start with the lift handle controller and then the lift actuator. If no problems are present, it will then check the tilt handle controller and the tilt actuator. The system will stop its check at the first problem and then luminate the icon.

The system starts its diagnostics and calibration when the ignition key is turned ON.

The following list shows the probable causes when the icon is luminated.

Advanced Hand Controls	General Warning	Fuel Level	System Voltage	Engine Oil Pressure	Engine Coolant Temperature	Air Filter
						
						
Attachment Control Device	Two Speed	Glow Plugs	Seatbelt	Hydraulic Charge Pressure	Hydraulic Oil Temperature	Hydraulic Filter

Advanced Hand Controls



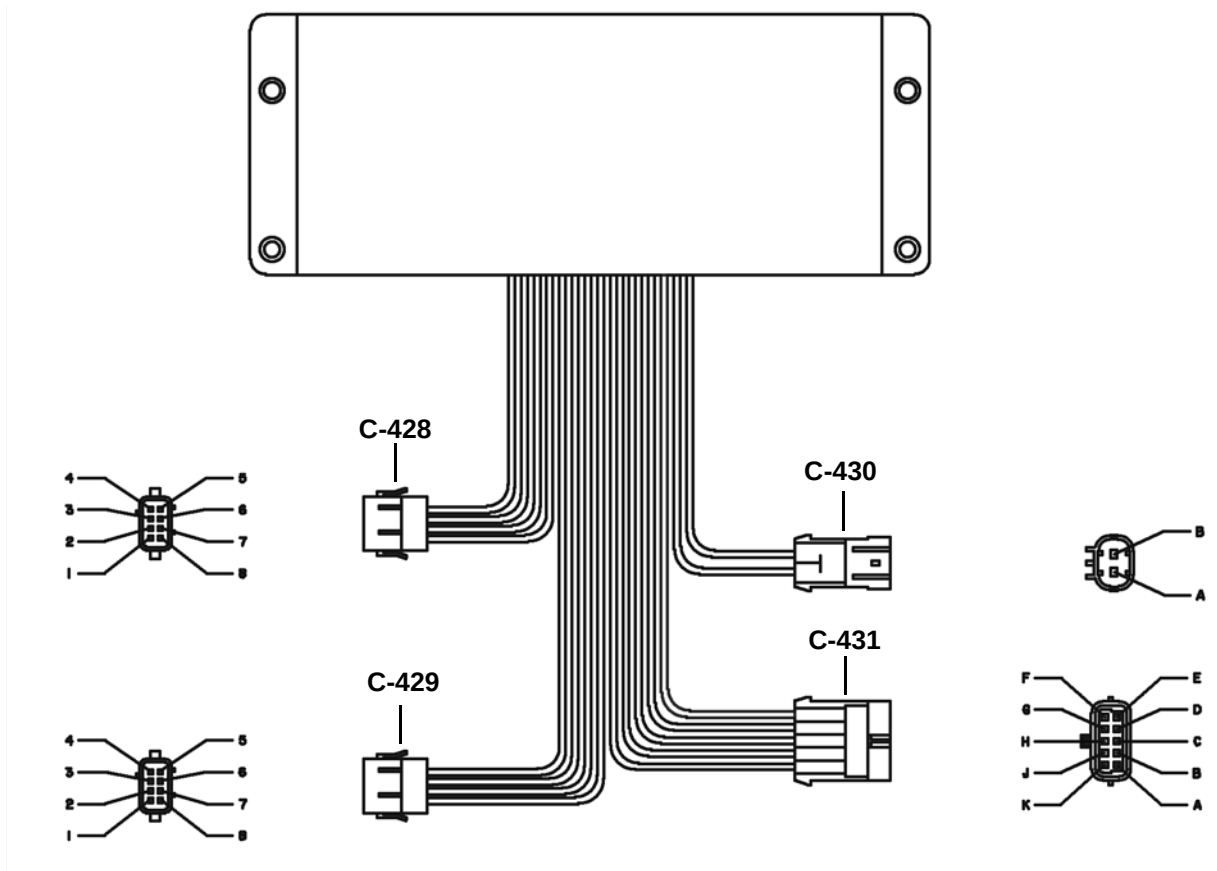
Errors - **lights** solid with 3 beeps

- 32-31 - **Tilt** actuator fault
- 32-32 - **Tilt** actuator wiring fault
- 32-33 - **Tilt** handle wiring fault
- 32-34 - **Tilt** actuator not in neutral
- 32-35 - **Tilt** handle/pedal not in neutral
- 32-36 - **Lift** actuator fault
- 32-37 - **Lift** actuator wiring fault
- 32-38 - **Lift** handle wiring fault
- 32-39 - **Lift** actuator not in neutral
- 32-40 - **Lift** handle/pedal not in neutral
- 32-41 - **No** communication

To see what error occurred. Check the service code on the left instrument panel. (See Diagnostics Page 60-80-1.)

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

Parts Identification



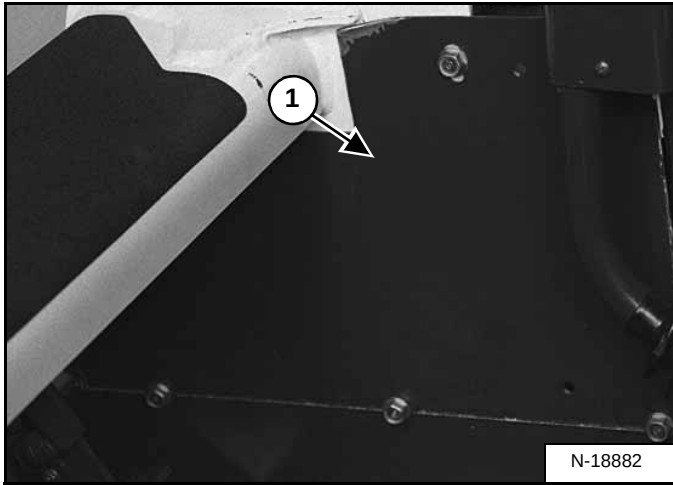
P/N	PIN	DESCRIPTION
C-430		CONNECTOR, METRI-PACK
Orange/White	A	SWITCHED BATTERY POWER
Black	B	GROUND
C-431		MALE, 10 WAY
Brown/Dk Green	A	SIGNAL FROM LIFT CONTROL HANDLE INPUT
Purple/Yellow	B	FLOAT SWITCH ON/OFF
Pink/Dk Green	C	SIGNAL FROM TILT CONTROL HANDLE INPUT
Dk Blue	D	TILT HIGH REFERENCE TO RESISTIVE INPUTS
Dk Blue/White	E	TILT LOE REFERENCE TO RESISTIVE INPUTS
Dk Blue/White	F	LIFT LOW REFERENCE TO RESISTIVE INPUTS
Dk Blue	G	LIFT HIGH REFERENCE TO RESISTIVE INPUTS
Purple/White	H	BICS™ INPUT STATUS
Purple/Red	J	AHC STATUS OUTPUT
	K	OPEN

P/N	PIN	DESCRIPTION
C-428		CONNECTOR, 8 WAY PLUG (LIFT) (TOP ACTUATOR)
Dk Blue/White	1	LOW REFERENCE TO RESISTIVE INPUTS
Lt Green/White	2	SIGNAL FROM LIFT ACTUATOR
Dark Blue	3	HIGH REFERENCE TO RESISTIVE INPUTS
	4	OPEN
Brown/White	5	LIFT SPOOL ACTUATOR MOTOR (-)
	6	OPEN
	7	OPEN
Brown/Yellow	8	LIFT SPOOL ACTUATOR MOTOR (+)
C-429		CONNECTOR, 8 WAY PLUG (TILT) (BOTTOM ACTUATOR)
Dk Blue/White	1	LOW REFERENCE TO RESISTIVE INPUTS
Lt Blue/White	2	SIGNAL FROM TILT ACTUATOR
Dk Blue	3	HIGH REFERENCE TO RESISTIVE INPUTS
	4	OPEN
Pink/White	5	TILT SPOOL ACTUATOR MOTOR (-)
	6	OPEN
	7	OPEN
Pink/Yellow	8	TILT SPOOL ACTUATOR MOTOR (+)

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

AHC Controller Removal And Installation

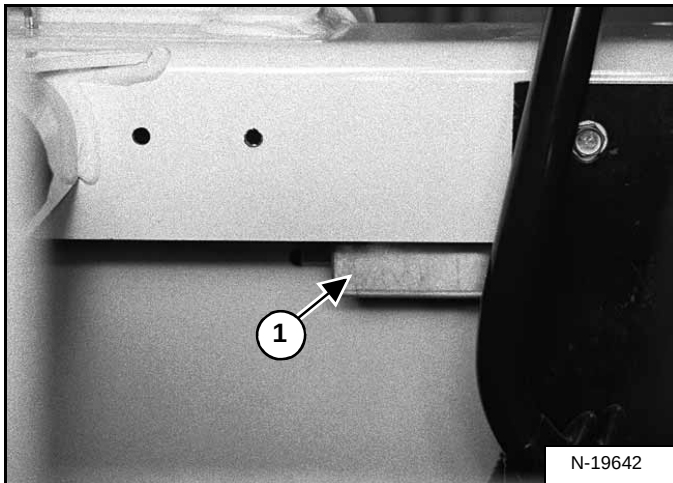
Figure 60-120-5



Loosen the bottom bolts and remove the top bolt.

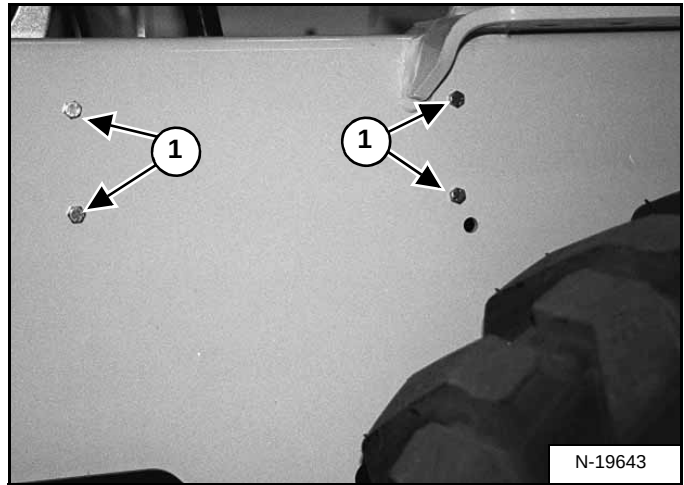
Remove the right front panel (Item 1) [Figure 60-120-5] from the loader.

Figure 60-120-6



Disconnect the wiring harness connectors from the controller (Item 1) [Figure 60-120-6].

Figure 60-120-7



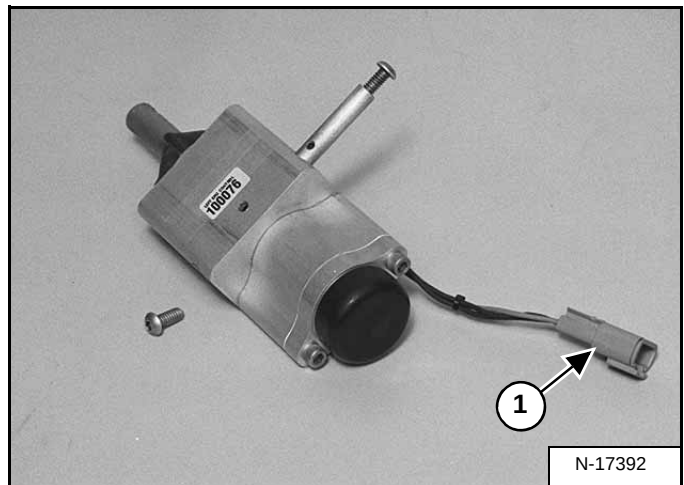
Remove the four mounting bolts (Item 1) [Figure 60-120-7] from the controller.

Remove the controller from the loader.

Reverse the removal procedure to install the AHC controller.

Handle Control Unit Connector

Figure 60-120-8

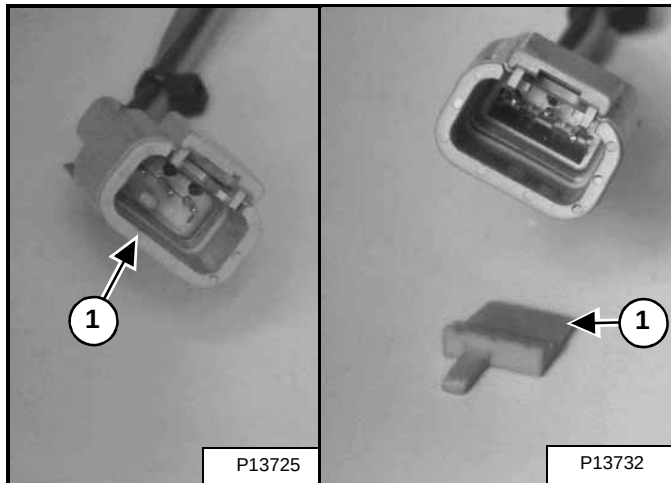


The wire connector (Item 1) [Figure 60-120-8] can be removed from the handle control unit wires, use the following procedure.

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

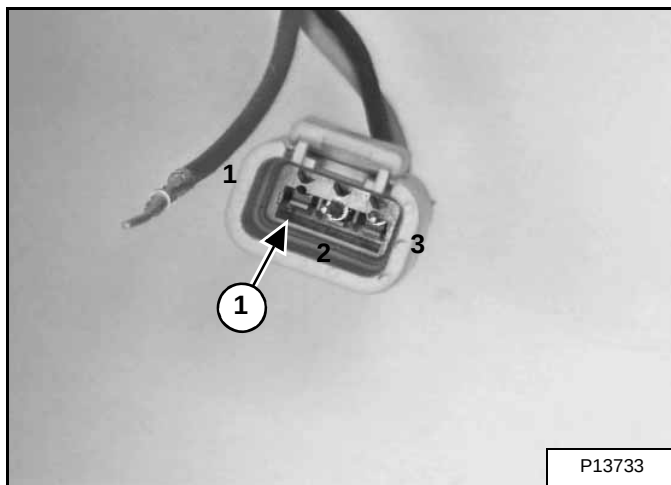
Handle Control Unit Connector (Cont'd)

Figure 60-120-9



Remove the wedge (Item 1) [Figure 60-120-9] from the connector.

Figure 60-120-10



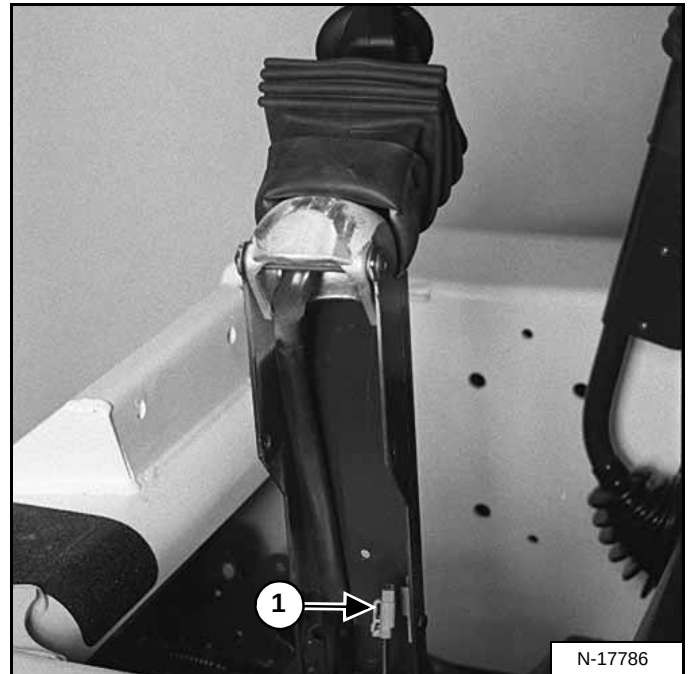
With a pointed tool, lift the tab (Item 1) [Figure 60-120-10] and pull the wire from the connector.

Assembly: Install the wires into the connector as listed below [Figure 60-120-10]:

- 1-Terminal - Red
- 2-Terminal - Black
- 3-Terminal - Green

Switch Handle Removal and Installation

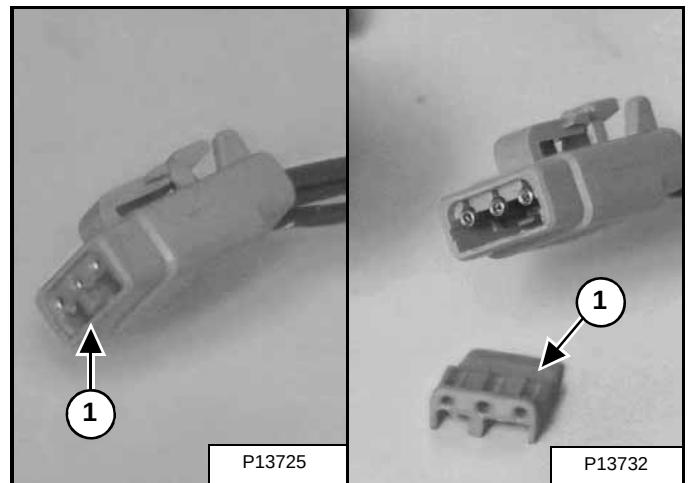
Figure 60-120-11



Remove the handle control unit from the control lever. (See Control Handle Removal and Installation on Page 50-113-4.)

To remove the switch handle, the connector (Item 1) [Figure 60-120-11] must be removed from the wires.

Figure 60-120-12

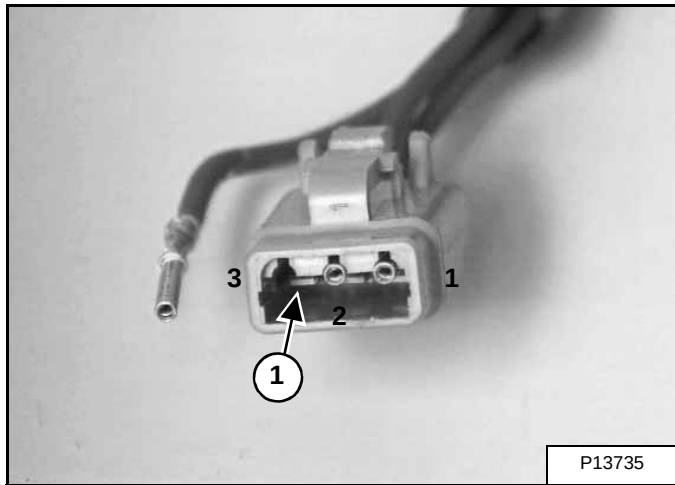


Remove the wedge (Item 1) [Figure 60-120-12] from the connector.

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

Switch Handle Removal And Installation (Cont'd)

Figure 60-120-13



Using a pointed tool, press down on the tab (Item 1) [Figure 60-120-13] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-120-13]:

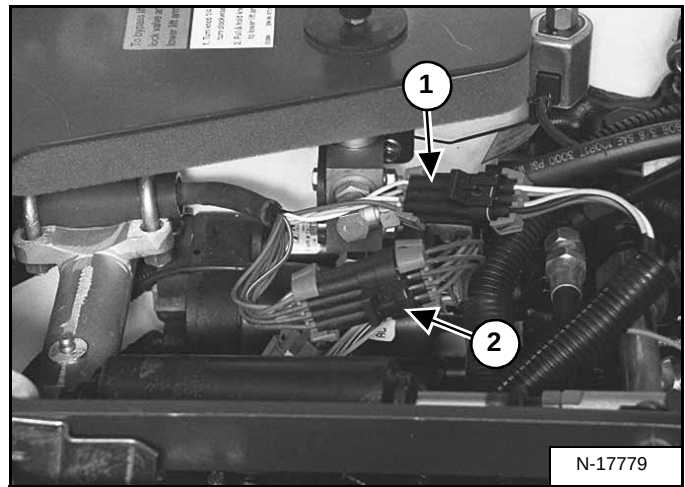
Right Control Lever Switch Handle

- 1-Terminal - Pink/Red
- 2-Terminal - Pink/Black
- 3-Terminal - Pink/Green

Left Control Lever Switch Handle

- 1-Terminal - Brown/Red
- 2-Terminal - Brown/Black
- 3-Terminal - Brown/Green

Figure 60-120-14

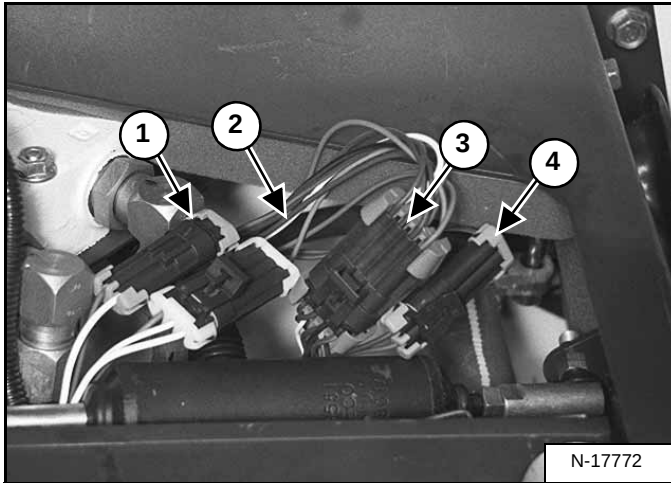


Disconnect the right switch handle connectors (Items 1 & 2) [Figure 60-120-14] from the loader wiring harness connectors.

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

Switch Handle Removal and Installation (Cont'd)

Figure 60-120-15



Disconnect the left switch handle connectors (Items 1, 2, 3 & 4) [Figure 60-120-15] from loader wiring harness connectors.

Remove the connector locks and connectors from the wires to remove the switch handle from the control handle.

Installation: The wire colors of the control lever harness are as follows:

Right Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - White
- C-Terminal - White/Black
- D-Terminal - White/Red
- E-Terminal - DK. Green
- F-Terminal - White/Lt. Green
- G-Terminal - Blank
- H-Terminal - Lt. Green
- J-Terminal - Yellow
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Pink/Red
- B-Terminal - Pink/Black
- C-Terminal - Pink/Lt. Green

Left Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - Dk. Blue
- C-Terminal - White

- D-Terminal - Blank
- E-Terminal - Blank
- F-Terminal - Yellow/Red
- G-Terminal - Yellow/Green
- H-Terminal - Blank
- J-Terminal - Blank
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Brown/Red
- B-Terminal - Brown/Black
- C-Terminal - Brown/Lt. Green

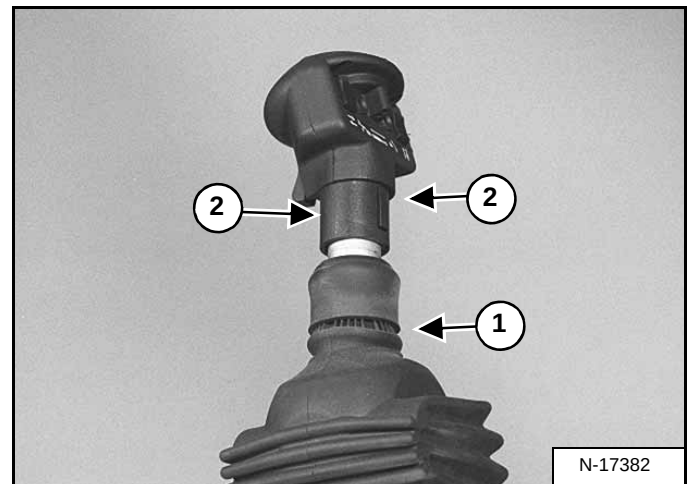
Two-Pin Connector

- A-Terminal - Orange/Blue
- B-Terminal - Orange/White

Five-Pin Connector

- A-Terminal - Dk. Green
- B-Terminal - Brown
- C-Terminal - Blank
- D-Terminal - Yellow
- E-Terminal - Blank

Figure 60-120-16



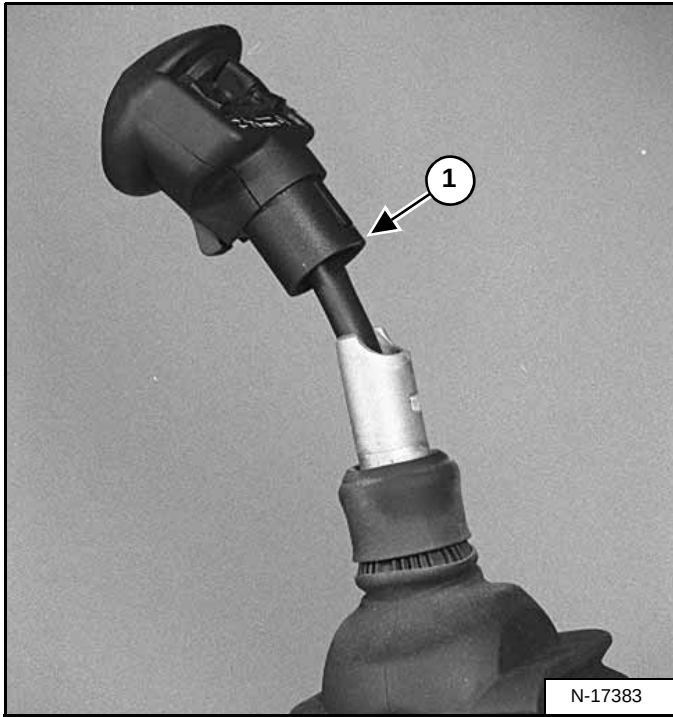
Roll the grip handle cover (Item 1) [Figure 60-120-16] down.

Using a small screwdriver, lift the handle tabs (Item 2) [Figure 60-120-16] and slightly rotate the switch handle.

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

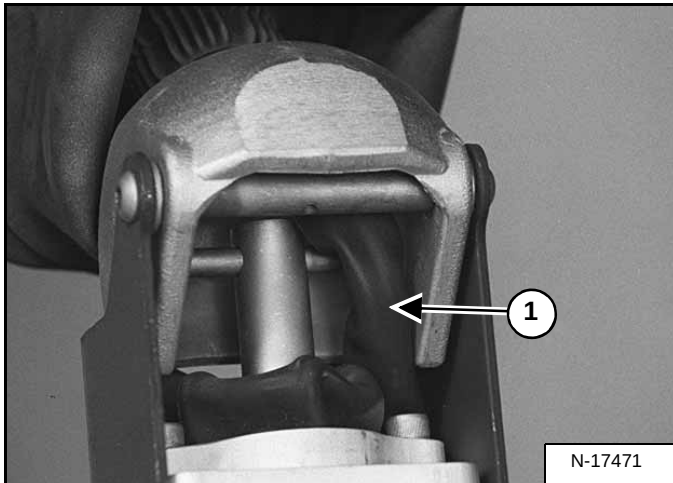
Switch Handle Removal and Installation (Cont'd)

Figure 60-120-17



Pull the switch handle and wiring harness assembly (Item 1) [Figure 60-120-17] from the control lever.

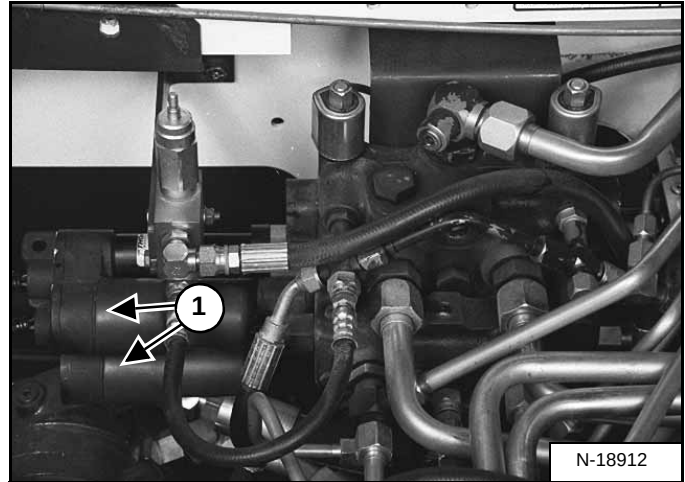
Figure 60-120-18



Installation: When installing the switch handle and wiring harness assembly into the control handle, route the harness (Item 1) [Figure 60-120-18] to assure proper return of the control handle to neutral position.

Actuators Disassembly and Assembly

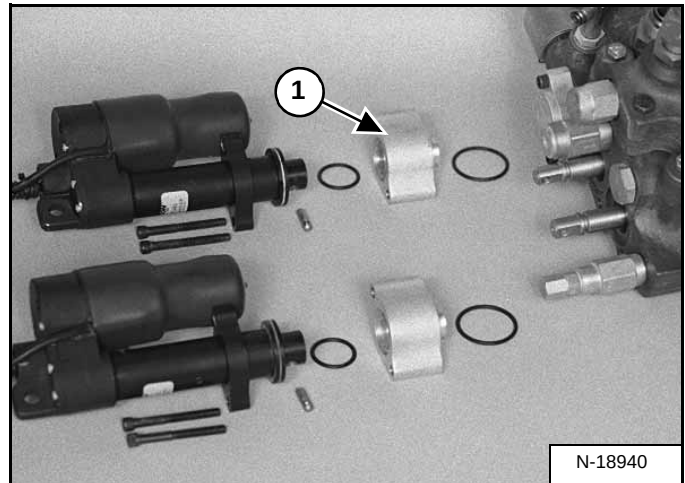
Figure 60-120-19



Remove the actuator (Item 1) [Figure 60-120-19] from the hydraulic control valve. (See Actuator Removal And Installation on Page 20-41-12.)

Installation: Tighten the mount bolts to 90-100 in.-lbs. (10,2 -11,3 Nm) torque.

Figure 60-120-20

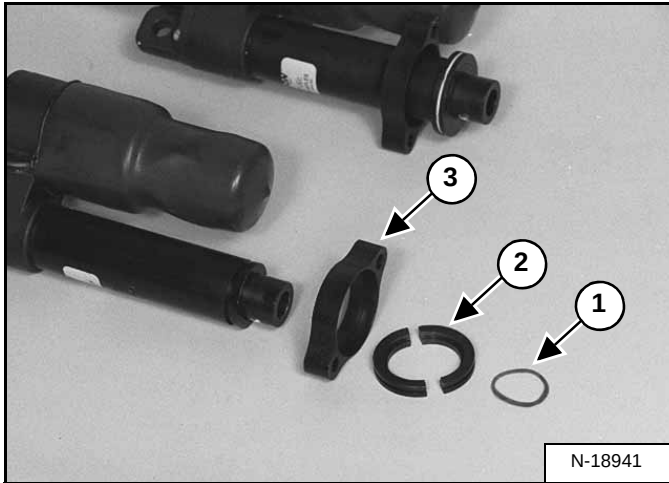


Check the mounting block (Item 1) [Figure 60-120-20] and bolts for wear and replace as needed.

ADVANCE HAND CONTROL (AHC) SYSTEM (CONT'D)

Actuators Disassembly and Assembly (Cont'd)

Figure 60-120-21

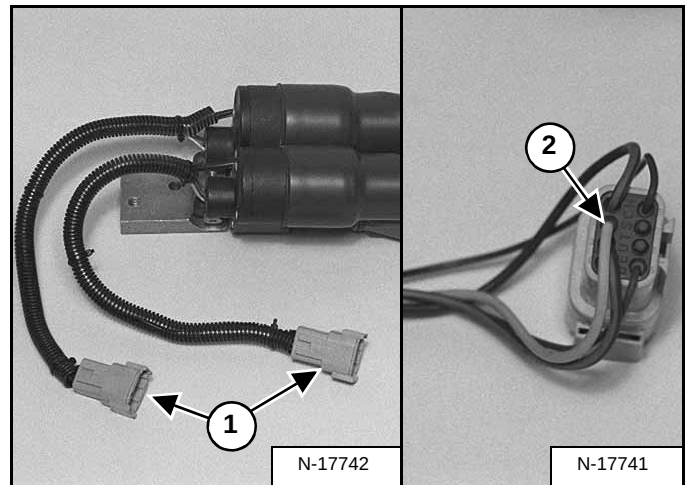


Remove the rubber strap (Item 1) from the mounting shaft collar (Item 2) [Figure 60-120-21].

Remove the mounting bracket (Item 3) [Figure 60-120-21].

Check the rubber strap, mounting shaft collar, and mounting bracket for wear and replace as needed.

Figure 60-120-22



Check the actuator wiring harness connector (Item 1) [Figure 60-120-22] and replace if broken.

Installation: Install the wires into the connector as listed below. The terminal numbers are written on the back of the connector (Item 2) [Figure 60-120-22].

Lift and Tilt Actuator

- 1 - Terminal-Black/Green-Larger diameter wire (16 gauge)
- 2 - Terminal-Green-Larger diameter wire (16 gauge)
- 3 - Terminal-Red/Green-Larger diameter wire (16 gauge)
- 4 - Terminal-Open
- 5 - Terminal-Red-Smaller diameter wire (18 gauge)
- 6 - Terminal-Open
- 7 - Terminal-Open
- 8 - Terminal-Black-Smaller diameter wire (18 gauge)

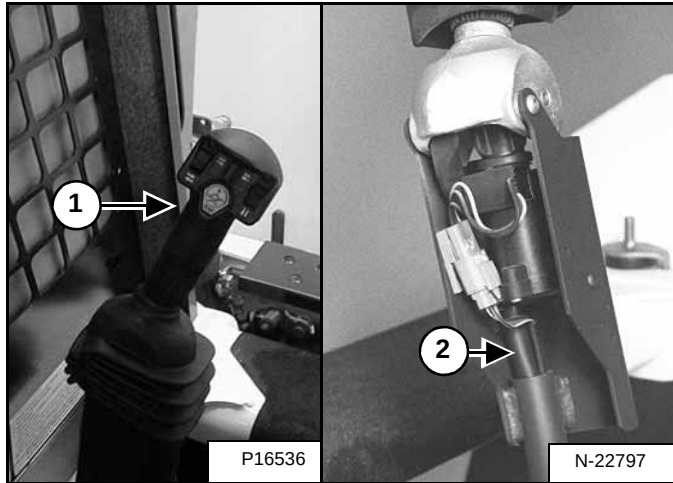


Bobcat®

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT)

Components Identification

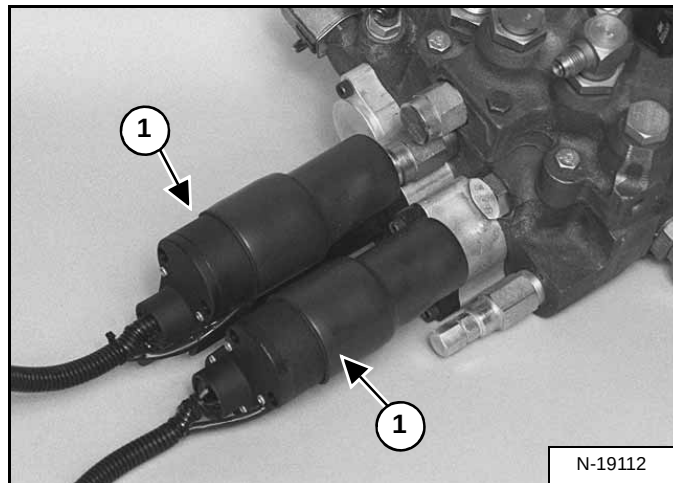
Figure 60-121-1



Control Handle (Item 1) [Figure 60-121-1].

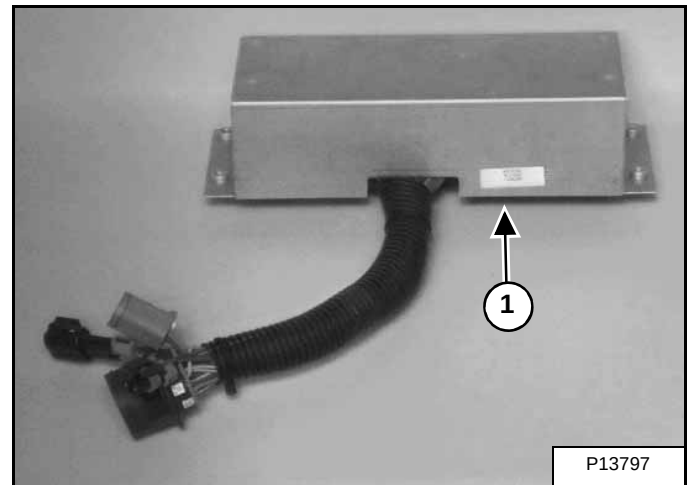
Handle Sensor (Item 2) [Figure 60-121-1].

Figure 60-121-2



Control Valve Actuators (Item 1) [Figure 60-121-2].

Figure 60-121-3



AHC Controller (Item 1) [Figure 60-121-3].

Figure 60-121-4



AHC error indicator (Item 1) [Figure 60-121-4].

NOTE: The AHC icon will illuminate when an error occurs. The error is stored as a service code. (See **DIAGNOSTICS** on Page 60-80-1.)

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

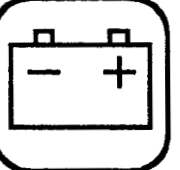
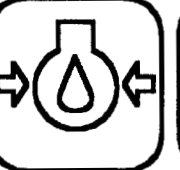
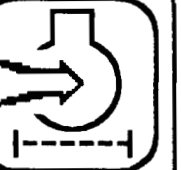
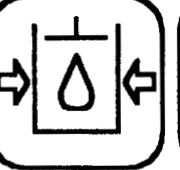
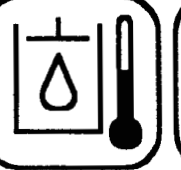
Troubleshooting Guide

The Advance Hand Control System (AHC) has a built-in diagnostic function which uses an icon on the right instrument panel to indicate the condition of the AHC SYSTEM (W/PUSH BUTTON FLOAT). The system also records the alarm condition as a service code.

The control module continually checks the system in the order listed. The checks start with the lift handle sensor and then the lift actuator. If no problems are present, it will then check the tilt handle sensor and the tilt actuator. The system will stop its check at the first problem and then luminate the icon.

The system starts its diagnostics and calibration when the ignition key is turned ON.

The following list shows the probable causes when the icon is luminated.

Advanced Hand Controls	General Warning	Fuel Level	System Voltage	Engine Oil Pressure	Engine Coolant Temperature	Air Filter
						
						
Attachment Control Device	Two Speed	Glow Plugs	Seatbelt	Hydraulic Charge Pressure	Hydraulic Oil Temperature	Hydraulic Filter



Advanced Hand Controls

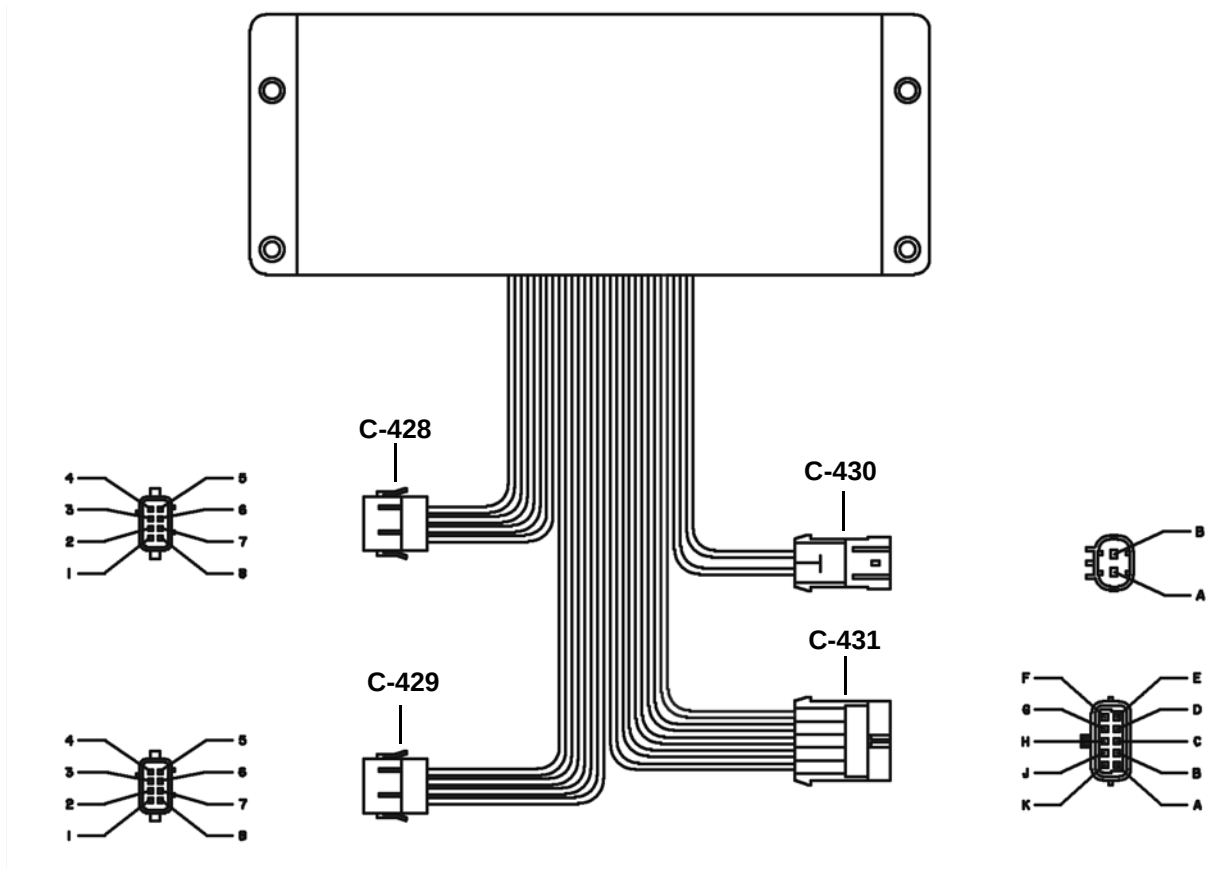
Errors - **lights** soild with 3 beeps

- 32-31 - **Tilt** actuator fault
- 32-32 - **Tilt** actuator wiring fault
- 32-33 - **Tilt** handle wiring fault
- 32-34 - **Tilt** actuator not in neutral
- 32-35 - **Tilt** handle/pedal not in neutral
- 32-36 - **Lift** actuator fault
- 32-37 - **Lift** actuator wiring fault
- 32-38 - **Lift** handle wiring fault
- 32-39 - **Lift** actuator not in neutral
- 32-40 - **Lift** handle/pedal not in neutral
- 32-41 - **No** communication

To see what error occurred. Check the service code on the left instrument panel. (See Diagnostics on Page 60-80-1.)

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

Controller Connector And Wire Identification



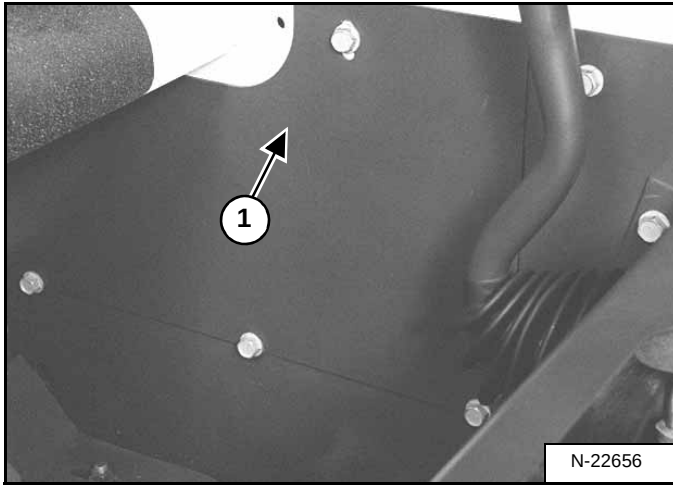
P/N	PIN	DESCRIPTION
C-430		CONNECTOR, METRI-PACK
Orange/White	A	SWITCHED BATTERY POWER
Black	B	GROUND
C-431		MALE, 10 WAY
Brown/Dk Green	A	SIGNAL FROM LIFT CONTROL
		HANDLE INPUT
Purple/Yellow	B	FLOAT SWITCH ON/OFF
Pink/Dk Green	C	SIGNAL FROM TILT CONTROL HANDLE INPUT
Dk Blue	D	TILT HIGH REFERENCE TO RESISTIVE INPUTS
Dk Blue/White	E	TILT LOW REFERENCE TO RESISTIVE INPUTS
Dk Blue/White	F	LIFT LOW REFERENCE TO RESISTIVE INPUTS
Dk Blue	G	LIFT HIGH REFERENCE TO RESISTIVE INPUTS
Purple/White	H	BICS™ INPUT STATUS
Purple/Red	J	AHC STATUS OUTPUT
	K	OPEN

P/N	PIN	DESCRIPTION
C-428		CONNECTOR, 8 WAY PLUG (LIFT) (TOP ACTUATOR)
Dk Blue/White	1	LOW REFERENCE TO RESISTIVE INPUTS
Lt Green/White	2	SIGNAL FROM LIFT ACTUATOR
Dark Blue	3	HIGH REFERENCE TO RESISTIVE INPUTS
	4	OPEN
Brown/White	5	LIFT SPOOL ACTUATOR MOTOR (-)
	6	OPEN
	7	OPEN
Brown/Yellow	8	LIFT SPOOL ACTUATOR MOTOR (+)
C-429		CONNECTOR, 8 WAY PLUG (TILT) (BOTTOM ACTUATOR)
Dk Blue/White	1	LOW REFERENCE TO RESISTIVE INPUTS
Lt Blue/White	2	SIGNAL FROM TILT ACTUATOR
Dk Blue	3	HIGH REFERENCE TO RESISTIVE INPUTS
	4	OPEN
Pink/White	5	TILT SPOOL ACTUATOR MOTOR (-)
	6	OPEN
	7	OPEN
Pink/Yellow	8	TILT SPOOL ACTUATOR MOTOR (+)

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

AHC Controller Removal And Installation

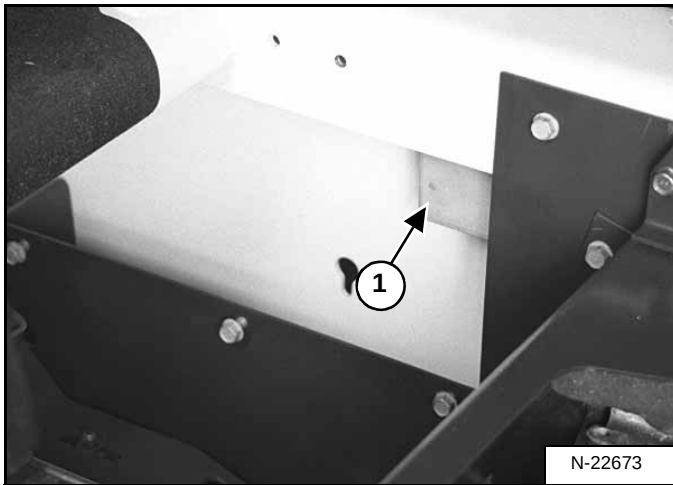
Figure 60-121-5



Loosen the bottom bolts and remove the top bolt.

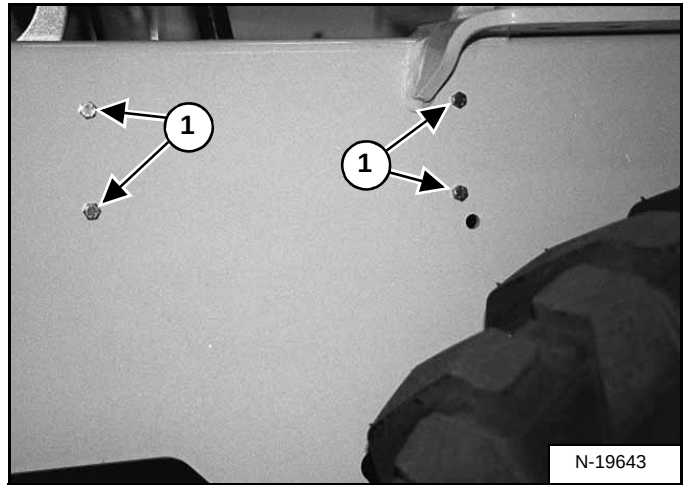
Remove the right front panel (Item 1) [Figure 60-121-5] from the loader.

Figure 60-121-6



Disconnect the wiring harness connectors from the controller (Item 1) [Figure 60-121-6].

Figure 60-121-7



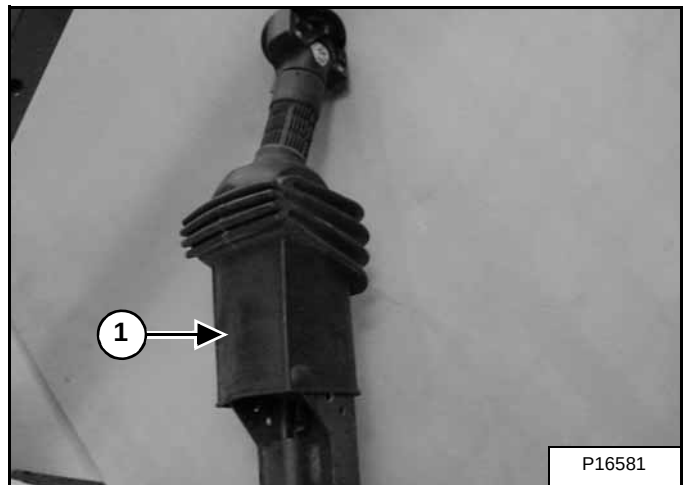
Remove the four mounting bolts (Item 1) [Figure 60-121-7] from the controller.

Remove the controller from the loader.

Reverse the removal procedure to install the AHC controller.

Handle Sensor Removal And Installation

Figure 60-121-8

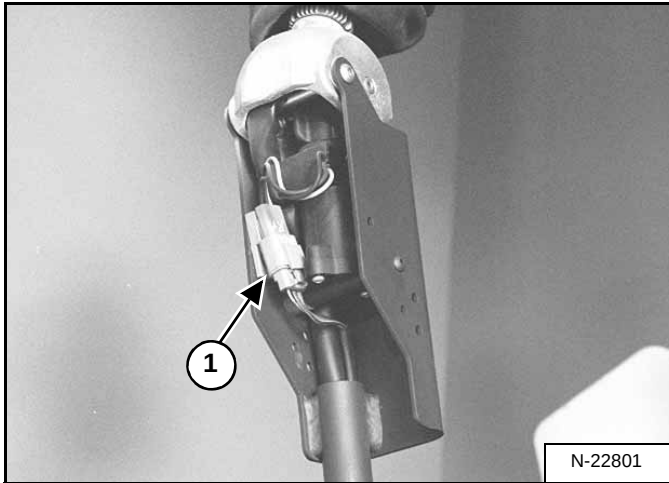


Lift the boot cover (Item 1) [Figure 60-121-8].

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

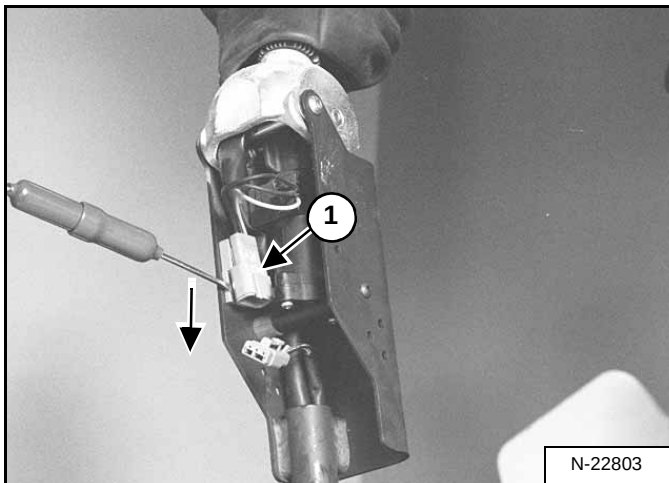
Handle Sensor Removal And Installation (Cont'd)

Figure 60-121-9



Disconnect the harness connector (Item 1) [Figure 60-121-9] from the handle sensor connector.

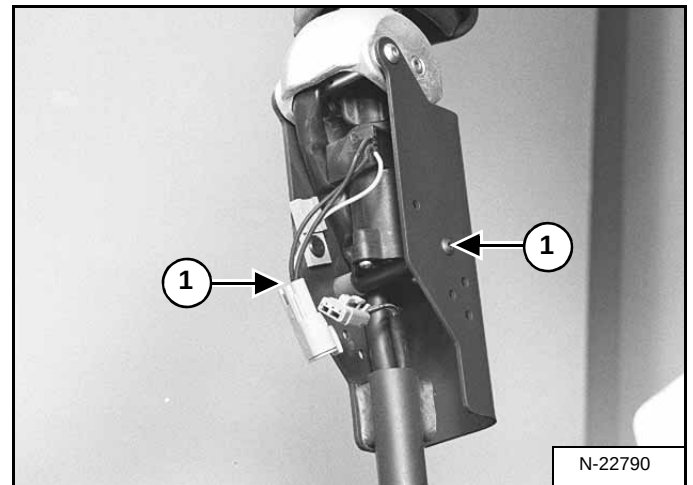
Figure 60-121-10



Remove the handle sensor connector (Item 1) [Figure 60-121-10] from the clip.

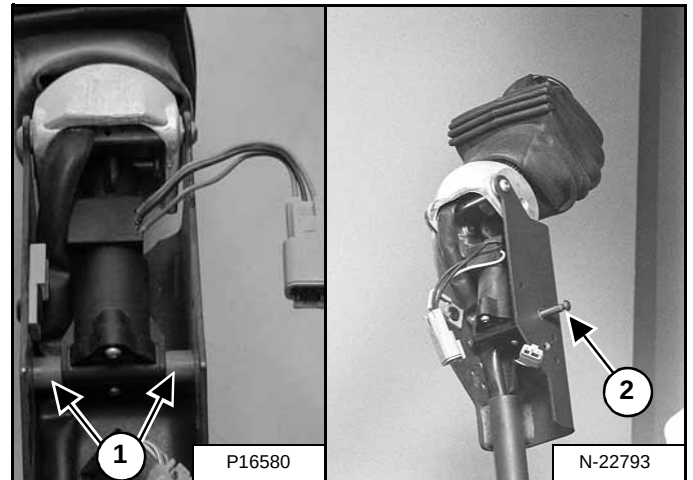
NOTE: Pry out with a small screw driver and push the connector down.

Figure 60-121-11



Use an allen wrench, remove one of the two mounting screws (Item 1) [Figure 60-121-11] from the handle sensor.

Figure 60-121-12

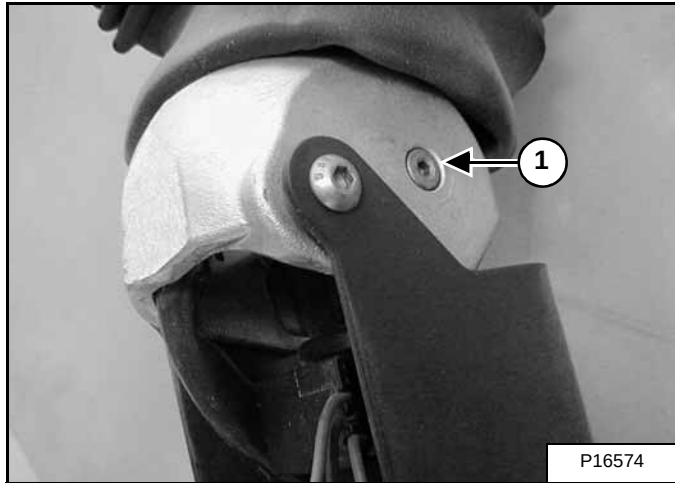


Remove the two plastic spacers (Item 1) and the metal spacer (Item 2) [Figure 60-121-12] from the handle sensor.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

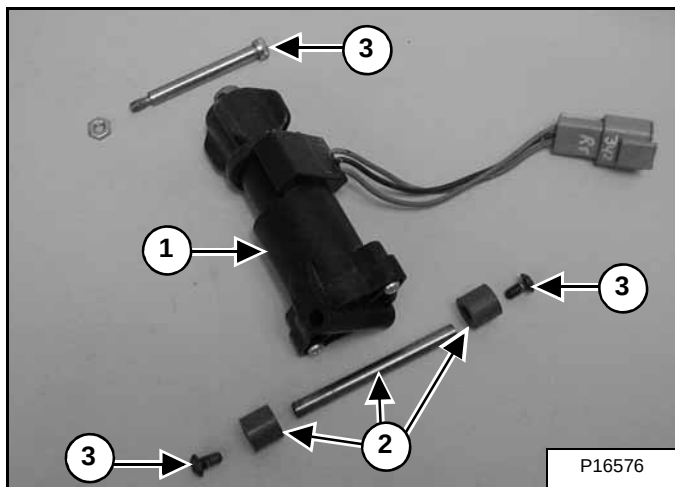
Handle Sensor Removal And Installation (Cont'd)

Figure 60-121-13



Remove the top mounting bolt (Item 1) [Figure 60-121-13] from the handle sensor.

Figure 60-121-14

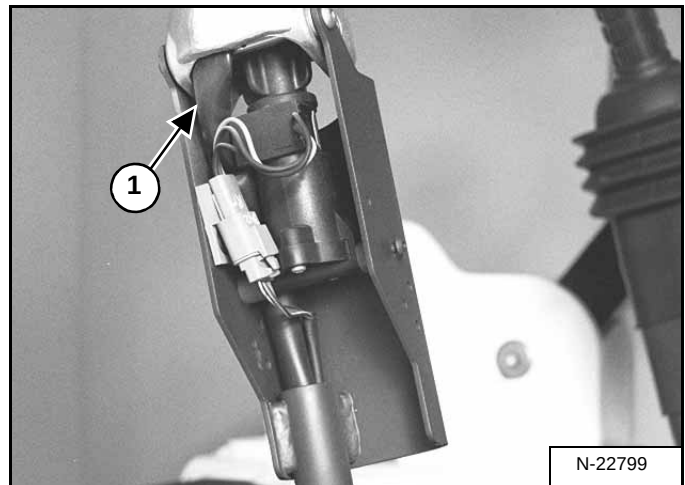


Remove the handle sensor (Item 1) [Figure 60-121-14] from the handle assembly.

NOTE: The sensor (Item 1) [Figure 60-121-14] can only be replaced as a complete assembly.

Check the spacers (Item 2) and screws (Item 3) [Figure 60-121-14] and replace as needed.

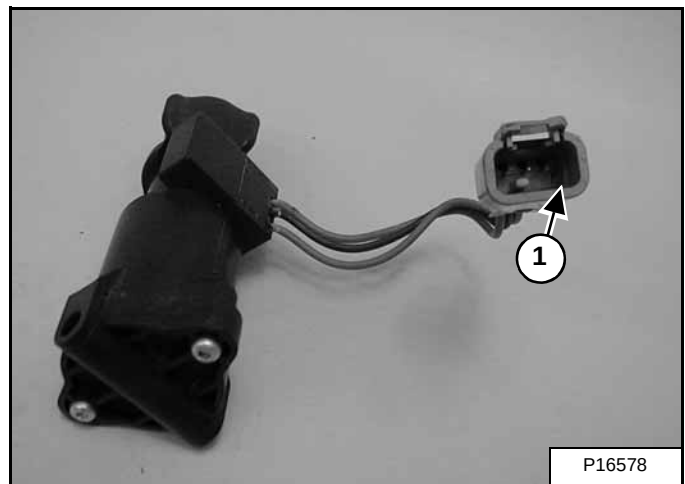
Figure 60-121-15



Installation: When installing the handle sensor into the control handle, check the routing of the switch handle wire harness (Item 1) [Figure 60-121-15] to assure proper return of the control handle to neutral.

Handle Sensor Connector

Figure 60-121-16

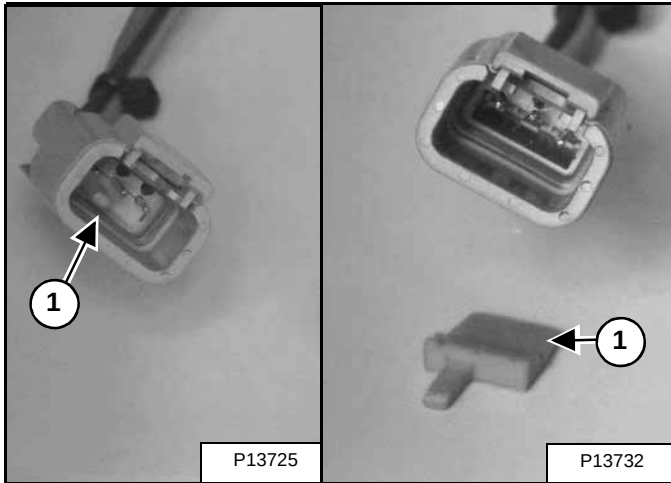


The wire connector (Item 1) [Figure 60-121-16] can be removed from the handle sensor wires, use the following procedure.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

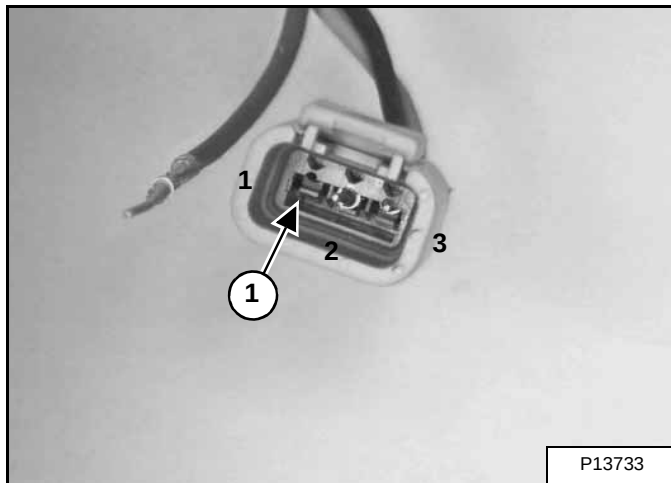
Handle Sensor Connector (Cont'd)

Figure 60-121-17



Remove the wedge (Item 1) [Figure 60-121-17] from the connector.

Figure 60-121-18



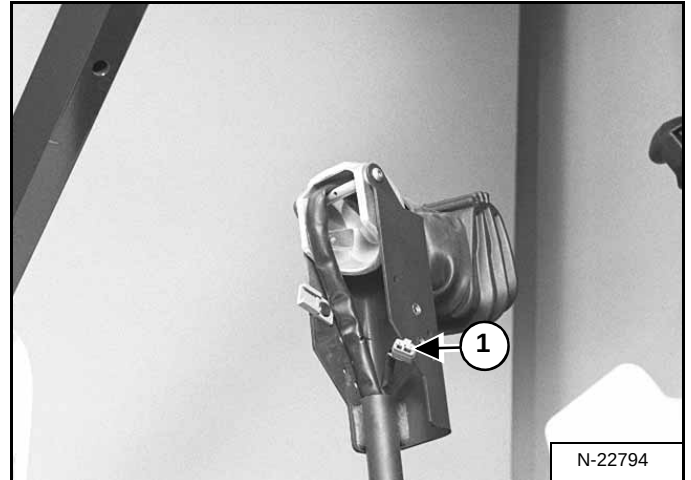
With a pointed tool, lift the tab (Item 1) [Figure 60-121-18] and pull the wire from the connector.

Assembly: Install the wires into the connector as listed below [Figure 60-121-18]:

- 1-Terminal - Red
- 2-Terminal - Black
- 3-Terminal - Green

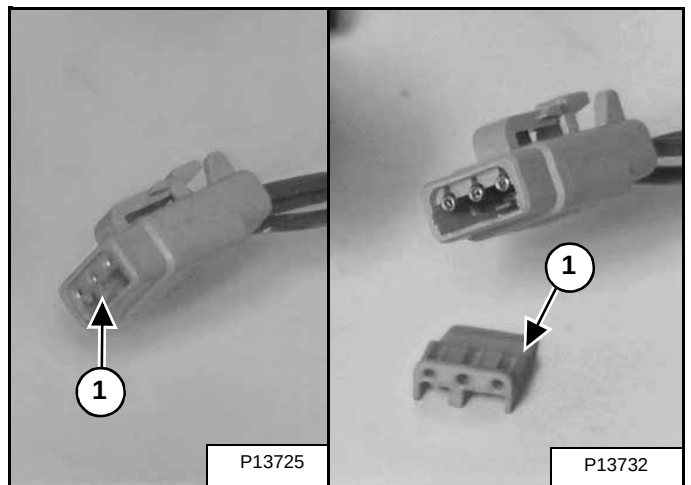
Switch Handle Removal and Installation

Figure 60-121-19



To remove the switch handle, the connector (Item 1) [Figure 60-121-19] must be removed from the wires.

Figure 60-121-20

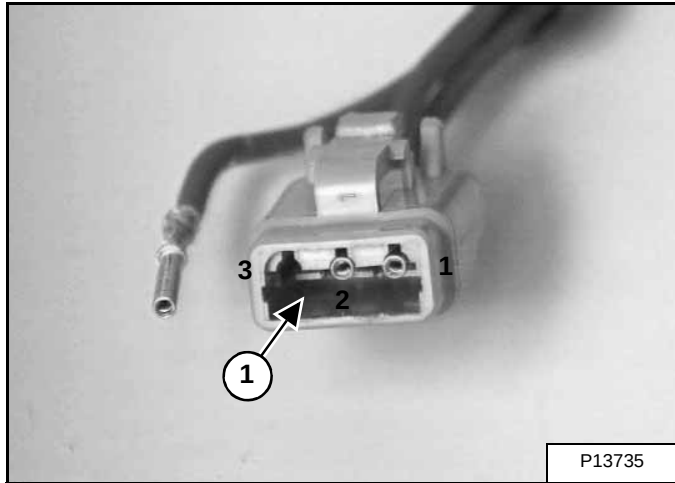


Remove the wedge (Item 1) [Figure 60-121-20] from the connector.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

Switch Handle Removal And Installation (Cont'd)

Figure 60-121-21



Using a pointed tool, press down on the tab (Item 1) [Figure 60-121-21] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-121-21]:

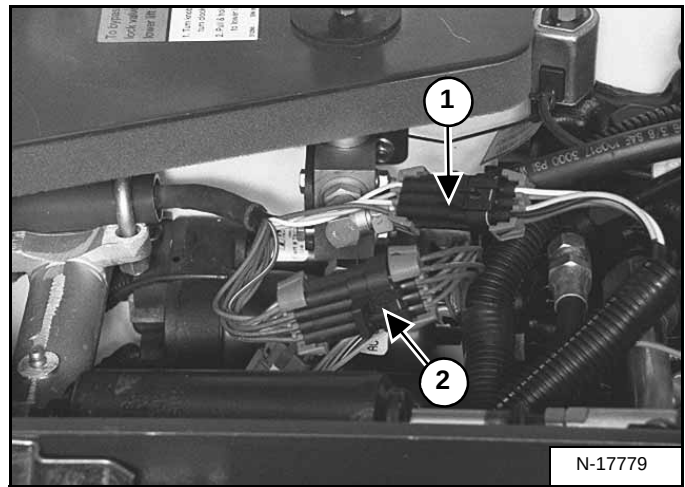
Right Control Lever Switch Handle

- 1-Terminal - Red/White
- 2-Terminal - Black/White
- 3-Terminal - Purple/White

Left Control Lever Switch Handle

- 1-Terminal - Red/White
- 2-Terminal - Black/White
- 3-Terminal - Purple/White

Figure 60-121-22

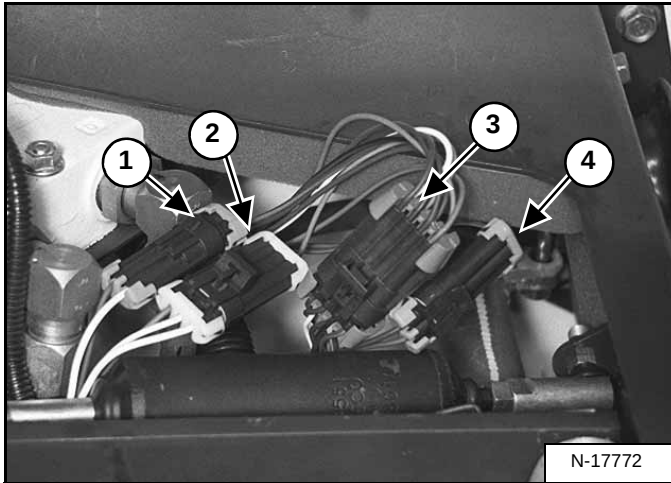


Disconnect the right switch handle connectors (Items 1 & 2) [Figure 60-121-22] from the loader wiring harness connectors.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

Switch Handle Removal and Installation (Cont'd)

Figure 60-121-23



Disconnect the left switch handle connectors (Items 1, 2, 3 & 4) [Figure 60-121-23] from loader wiring harness connectors.

Remove the connector locks and connectors from the wires to remove the switch handle from the control handle.

Installation: The wire colors of the control lever harness are as follows:

Right Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - White
- C-Terminal - White/Black
- D-Terminal - White/Red
- E-Terminal - Dk. Green
- F-Terminal - White/Lt. Green
- G-Terminal - Blank
- H-Terminal - Lt. Green
- J-Terminal - Yellow
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Pink/Red
- B-Terminal - Pink/Black
- C-Terminal - Pink/Lt. Green

Left Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - Dk. Blue
- C-Terminal - White
- D-Terminal - Purple
- E-Terminal - Blank
- F-Terminal - Tan
- G-Terminal - Pink
- H-Terminal - Blank
- J-Terminal - Blank
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Red/White
- B-Terminal - Black/White
- C-Terminal - Purple/White

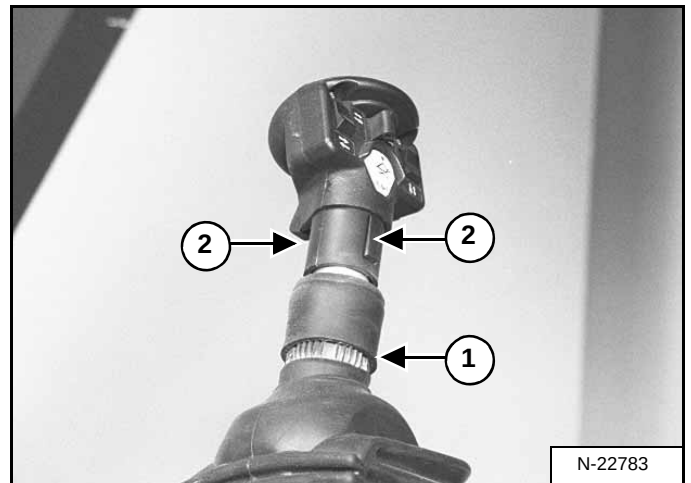
Two-Pin Connector

- A-Terminal - Black
- B-Terminal - Red

Five-Pin Connector

- A-Terminal - Dk. Green
- B-Terminal - Brown
- C-Terminal - Blank
- D-Terminal - Yellow
- E-Terminal - Blank

Figure 60-121-24



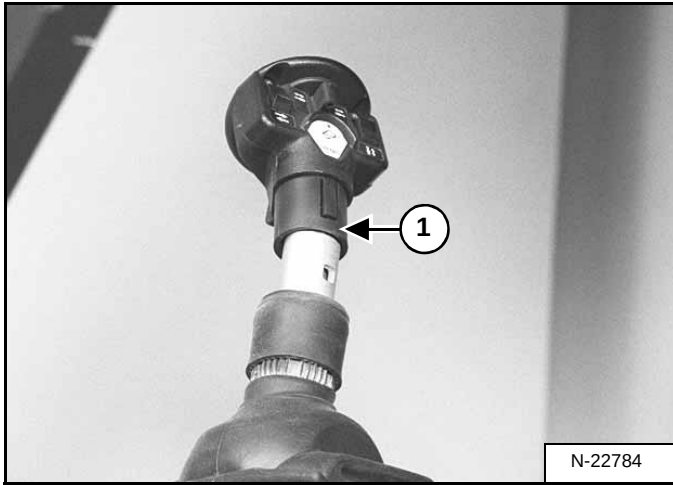
Roll the pistol grip handle cover (Item 1) [Figure 60-121-24] down.

Using a small screwdriver, lift the handle tabs (Item 2) [Figure 60-121-24] and slightly rotate the switch handle.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

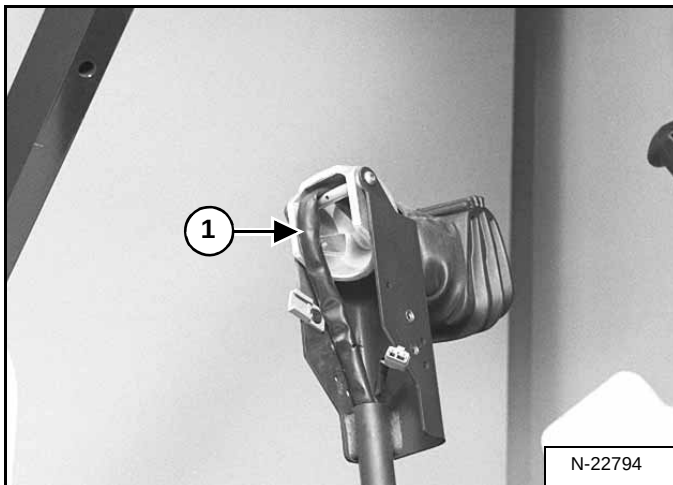
Switch Handle Removal and Installation (Cont'd)

Figure 60-121-25



Pull the switch handle and wiring harness assembly (Item 1) [Figure 60-121-25] from the control lever.

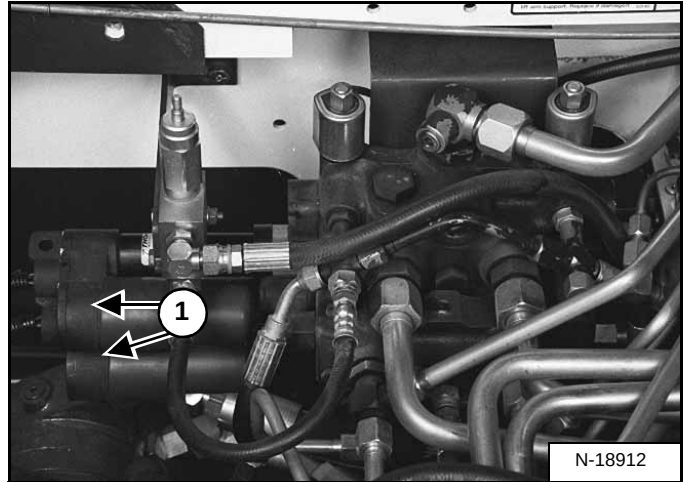
Figure 60-121-26



Installation: When installing the switch handle and wiring harness assembly into the control handle, route the harness (Item 1) [Figure 60-121-26] to assure proper return of the control handle to neutral position.

Actuators Disassembly and Assembly

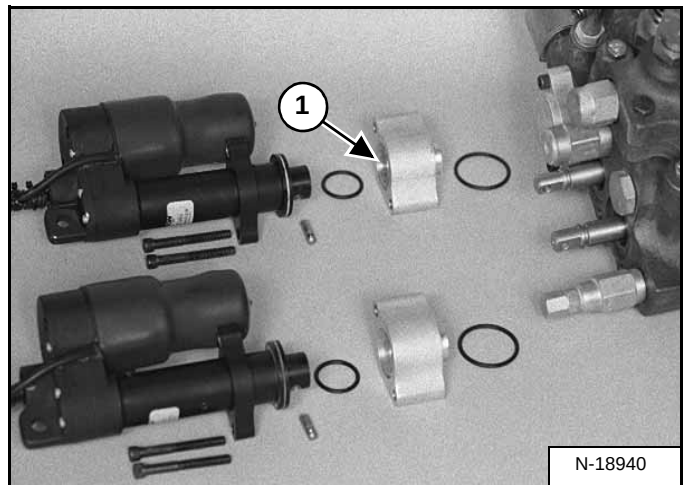
Figure 60-121-27



Remove the actuator (Item 1) [Figure 60-121-27] from the hydraulic control valve. (See Actuator Removal And Installation on Page 20-41-12.)

Installation: Tighten the mount bolts to 90-100 in.-lbs. (10,7 - 11,3 Nm) torque.

Figure 60-121-28

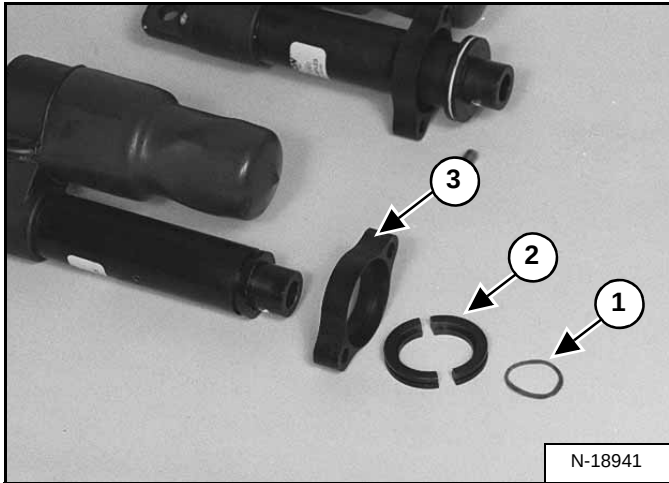


Check the mounting block (Item 1) [Figure 60-121-28] and bolts for wear and replace as needed.

ADVANCED HAND CONTROL (AHC) SYSTEM (W/ PUSH BUTTON FLOAT) (CONT'D)

Actuators Disassembly And Assembly (Cont'd)

Figure 60-121-29

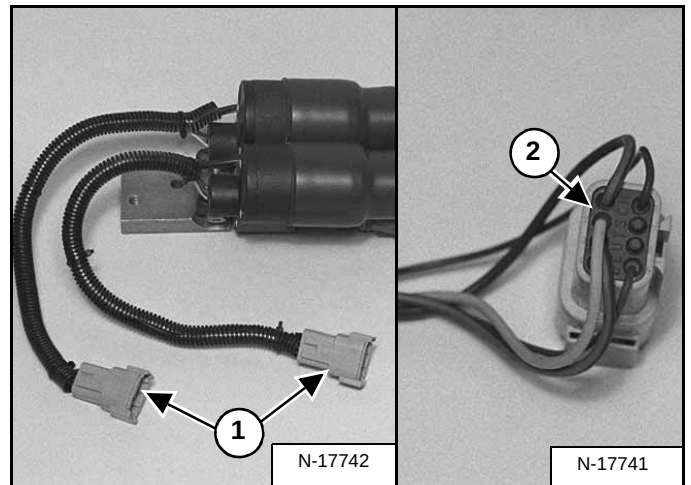


Remove the rubber strap (Item 1) from the mounting shaft collar (Item 2) [Figure 60-121-29].

Remove the mounting bracket (Item 3) [Figure 60-121-29].

Check the rubber strap, mounting shaft collar, and mounting bracket for wear and replace as needed.

Figure 60-121-30



Check the actuator wiring harness connector (Item 1) [Figure 60-121-30] and replace if broken.

Installation: Install the wires into the connector as listed below. The terminal numbers are written on the back of the connector (Item 2) [Figure 60-121-30].

Lift and Tilt Actuator

- 1 - Terminal-Black/Green-Larger diameter wire (16 gauge)
- 2 - Terminal-Green-Larger diameter wire (16 gauge)
- 3 - Terminal-Red/Green-Larger diameter wire (16 gauge)
- 4 - Terminal-Open
- 5 - Terminal-Red-Smaller diameter wire (18 gauge)
- 6 - Terminal-Open
- 7 - Terminal-Open
- 8 - Terminal-Black-Smaller diameter wire (18 gauge)

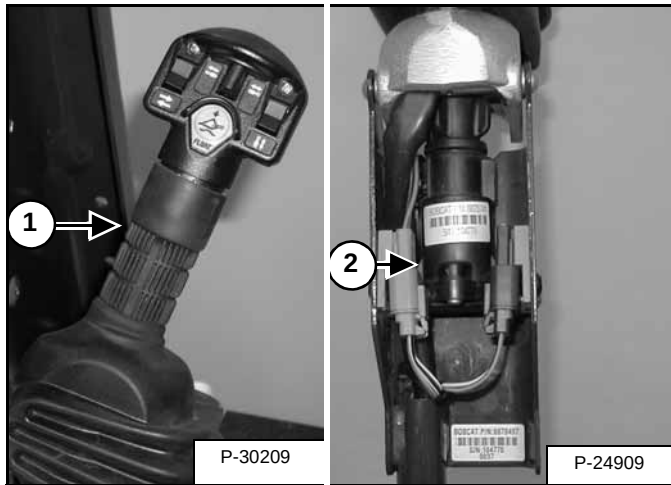


Bobcat®

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL

Components Identification

Figure 60-122-1

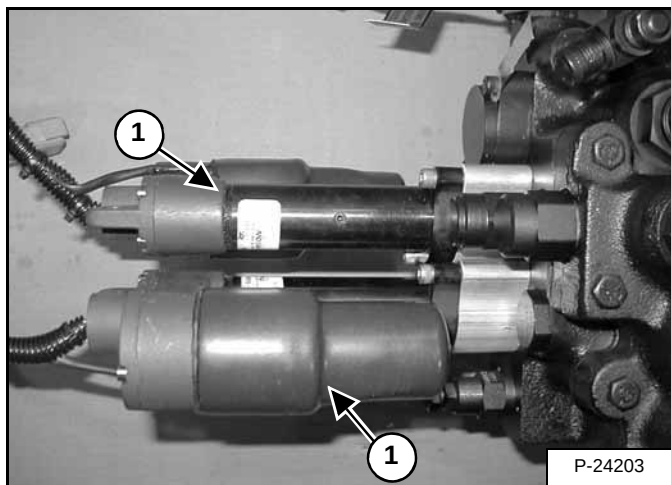


Control Handle (Item1) [Figure 60-122-1].

Handle Sensor (Item 2) [Figure 60-122-1].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

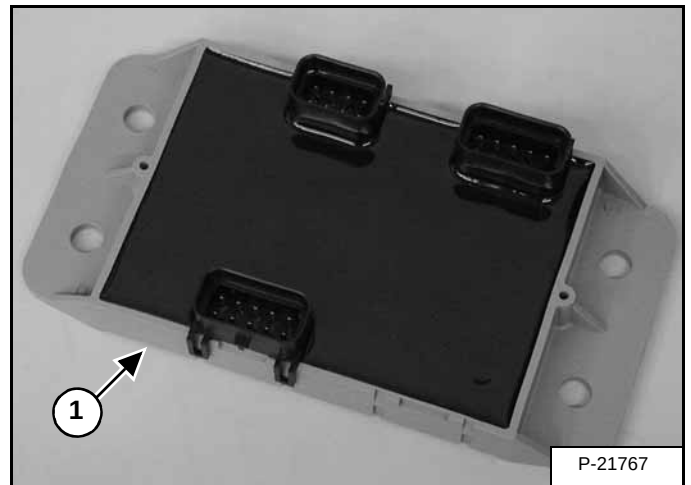
Figure 60-122-2



Control Valve Actuators (Item 1) [Figure 60-122-2].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

Figure 60-122-3



ACS Controller (Item 1) [Figure 60-122-3].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

Figure 60-122-4



ACS error indicator (Item 1) [Figure 60-122-4].

NOTE: The ACS icon will illuminate when an error occurs. The error is stored as a service code. (See DIAGNOSTICS on Page 60-80-1.)

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Troubleshooting Guide

The Advanced Control System (ACS) has a built-in diagnostic function which uses an icon on the right instrument panel to indicate the condition of the ACS SYSTEM. The system also records the alarm condition as a service code.

The control module continually checks the system in the order listed. The checks start with the lift handle sensor and then the lift actuator. If no problems are present, it will then check the tilt handle sensor and the tilt actuator. The system will stop its check at the first problem and then luminate the icon.

The system starts its diagnostics and calibration when the ignition key is turned ON.

The following list shows the probable causes when the icon is luminated.

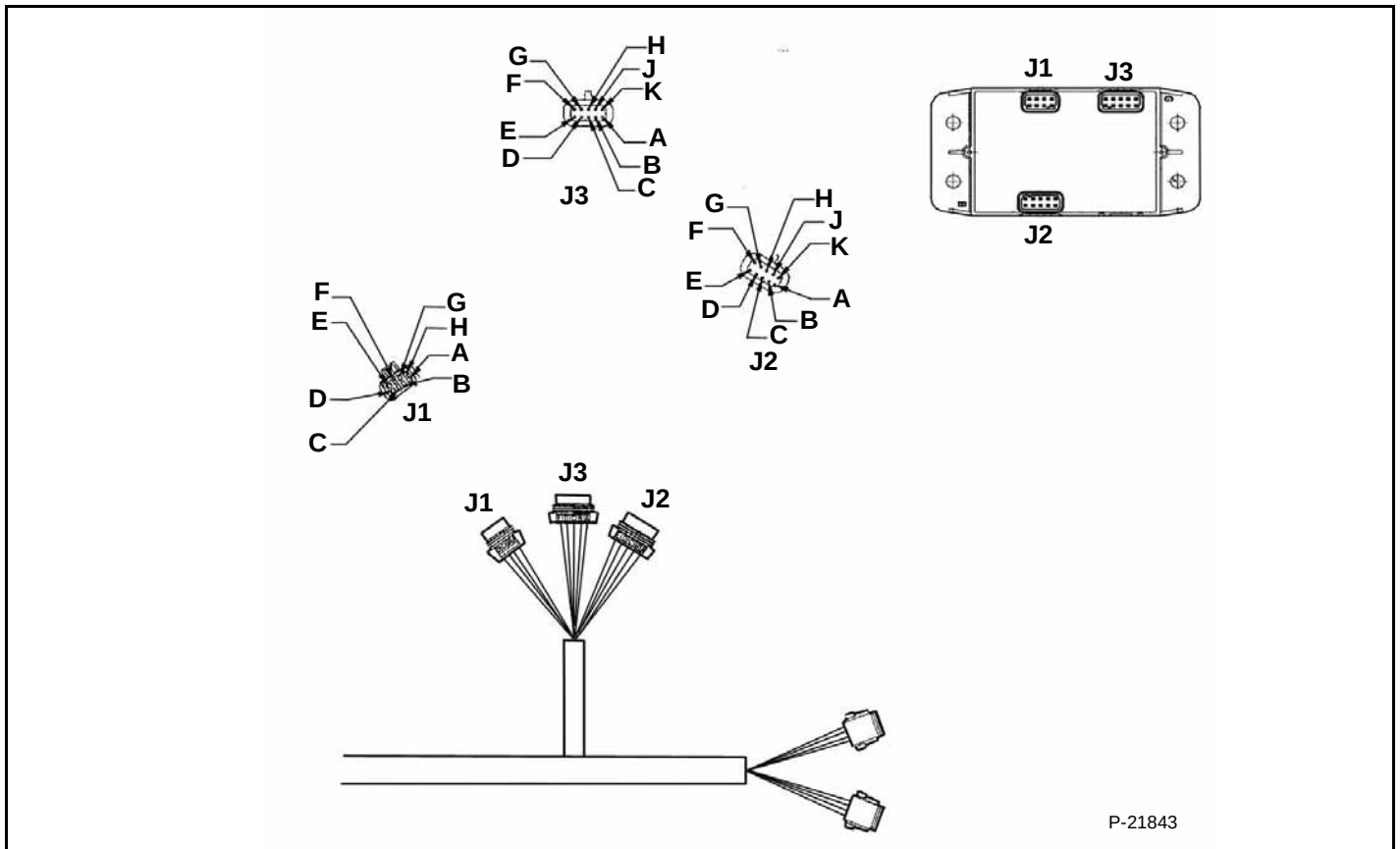
Advanced Control System	General Warning	Fuel Level	System Voltage	Engine Oil Pressure	Engine Coolant Temperature	Air Filter
Attachment Control Device	Two Speed	Glow Plugs	Seat belt	Hydraulic Charge Pressure	Hydraulic Oil Temperature	Hydraulic Filter

	Advanced Control System	
	Errors - lights solid with 3 beeps 32-04 - ACS not communicating with Bobcat Controller 32-23 - ACS not calibrated 32-31 - Tilt actuator fault 32-34 - Tilt actuator not in neutral 32-35 - Tilt handle/pedal not in neutral 32-36 - Lift actuator fault 32-39 - Lift actuator not in neutral 32-40 - Lift handle/ pedal not in neutral 32-49 - Lift actuator short to ground 32-50 - Tilt actuator short to ground 32-51 - Lift actuator short to battery 32-52 - Tilt actuator short to battery 32-53 - Lift handle/pedal short to ground	32-54 - Tilt handle/pedal short to ground 32-55 - Lift handle/pedal short to battery 32-56 - Tilt handle/pedal short to battery 32-57 - Lift actuator reduced performance 32-58 - Tilt actuator reduced performance 32-59 - Lift actuator wrong direction 32-60 - Tilt actuator wrong direction 32-61 - Handle lock short to ground 32-62 - Handle lock short to battery 32-63 - Pedal lock short to ground 32-64 - Pedal lock short to battery 32-65 - Sensor supply voltage out of range 32-66 - Battery voltage out of range 32-67 - Switch flipped while operating

To see what error occurred. Check the service code on the left instrument panel. (See Diagnostics on Page 60-80-1.)

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Controller, Connector And Wire Identification



P-21843

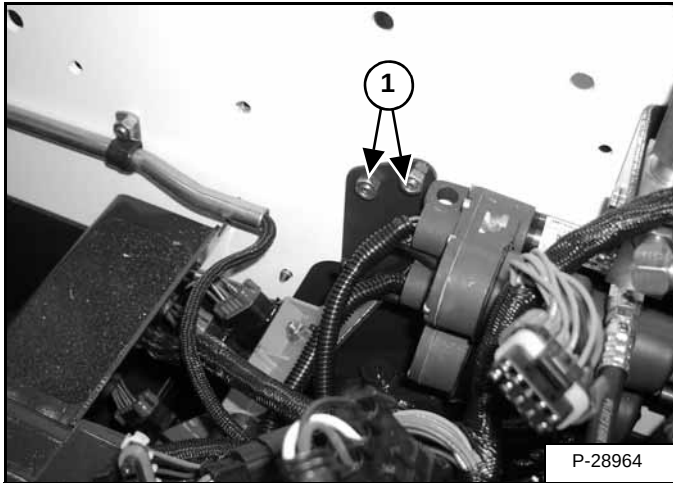
P/N	PIN	DESCRIPTION
J1		CONNECTOR, METRI-PACK
Orange	A	5V HALL EFFECT SUPPLY
Orange	B	SWITCHED AHC POWER
Green	C	HAND/FOOT INPUT
Purple	D	CAN SIGNAL HIGH AHC
Purple	E	CAN SIGNAL LOW AHC
Purple	F	CAN SHIELD AHC
Black	G	AHC GROUND
Black	H	AHC GROUND
J2		CONNECTOR, METRI-PACK
	A	OPEN
	B	OPEN
	C	OPEN
	D	OPEN
Green	E	TILT SPOOL SIGNAL
Green	F	LIFT HANDLE SIGNAL
Green	G	TILT HANDLE SIGNAL
Green	H	LIFT SPOOL SIGNAL
Green	J	LIFT PEDAL SIGNAL
Green	K	TILT PEDAL SIGNAL

P/N	PIN	DESCRIPTION
J3		CONNECTOR, METRI-PACK
Red	A	TILT ACTUATOR FORWARD
Red/White	B	UNSWITCHED AHC POWER
Red/White	C	UNSWITCHED AHC POWER
Black	D	LIFT ACTUATOR REVERSE
Green	E	HANDLE LOCK POWER
Red	F	LIFT ACTUATOR FORWARD
Green	G	PEDAL LOCK POWER
Black	H	AHC GROUND
Black	J	AHC GROUND
Black	K	TILT ACTUATOR REVERSE

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

ACS Controller Removal And Installation

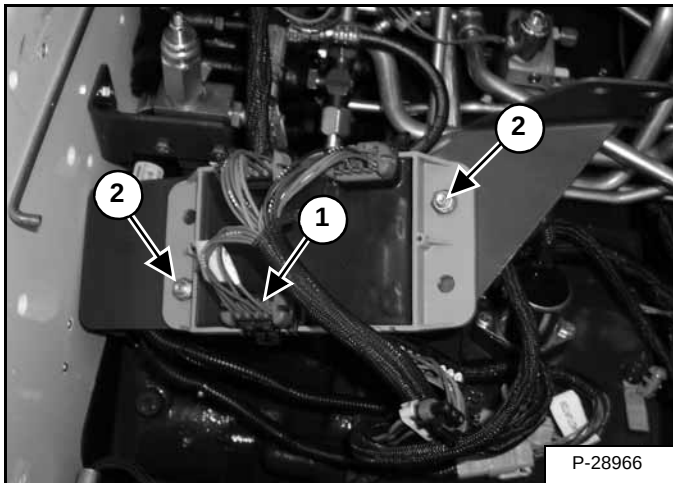
Figure 60-122-5



Remove control panel. (See Removal and Installation on Page 50-100-1.)

Remove the two mounting bolts (Item 1) [Figure 60-122-5] from the controller mounting bracket.

Figure 60-122-6



Lift controller out from mounting location. Disconnect the wiring harness connectors (Item 1) [Figure 60-122-6] from the controller.

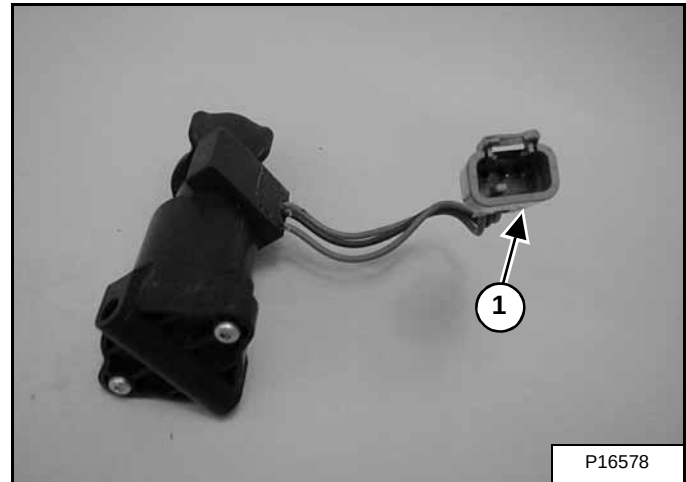
Remove two mounting bolts (Item 2) [Figure 60-122-6] to remove controller from bracket.

Remove the controller from the loader.

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

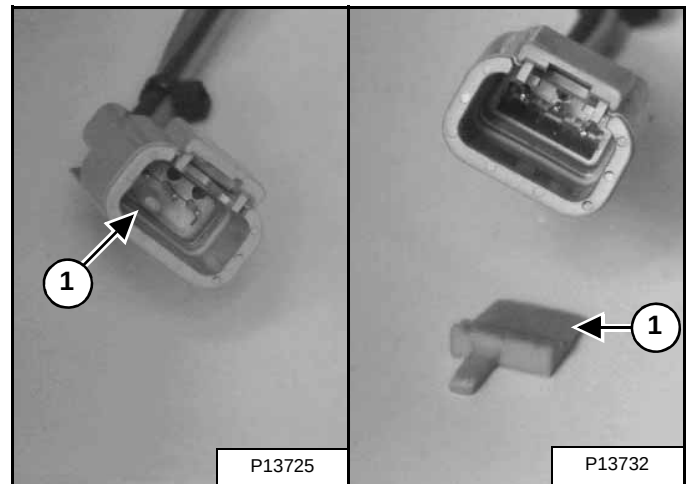
Handle Sensor Connector

Figure 60-122-7



The wire connector (Item 1) [Figure 60-122-7] can be removed from the handle sensor wires, use the following procedure.

Figure 60-122-8

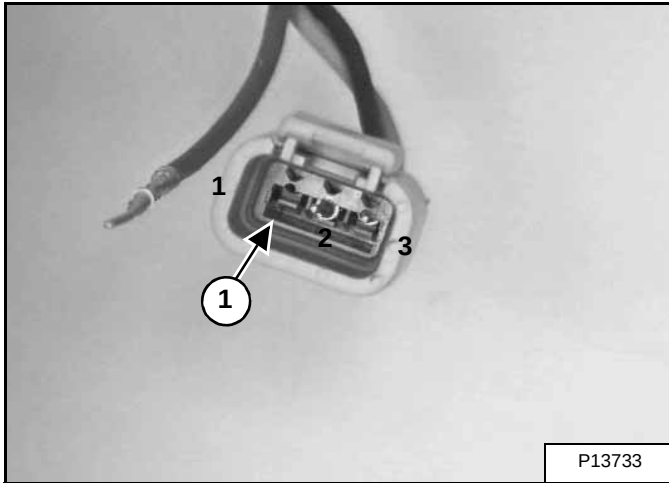


Remove the wedge (Item 1) [Figure 60-122-8] from the connector.

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Handle Sensor Connector (Cont'd)

Figure 60-122-9



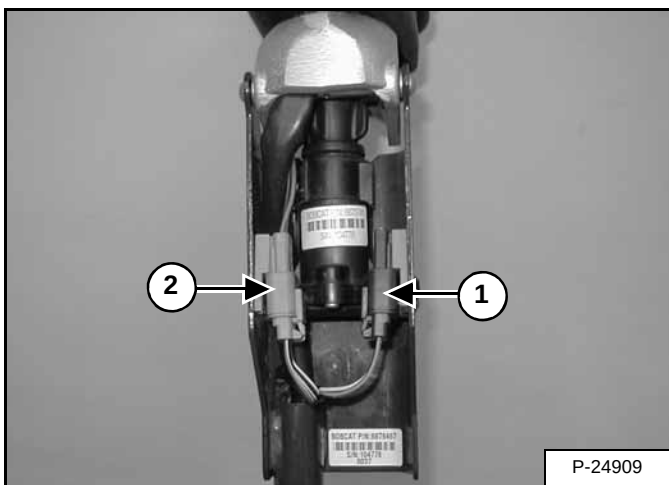
With a pointed tool, lift the tab (Item 1) [Figure 60-122-9] and pull the wire from the connector.

Assembly: Install the wires into the connector as listed below [Figure 60-122-9]:

- 1-Terminal - Red
- 2-Terminal - Black
- 3-Terminal - Green

Switch Handle Removal

Figure 60-122-10

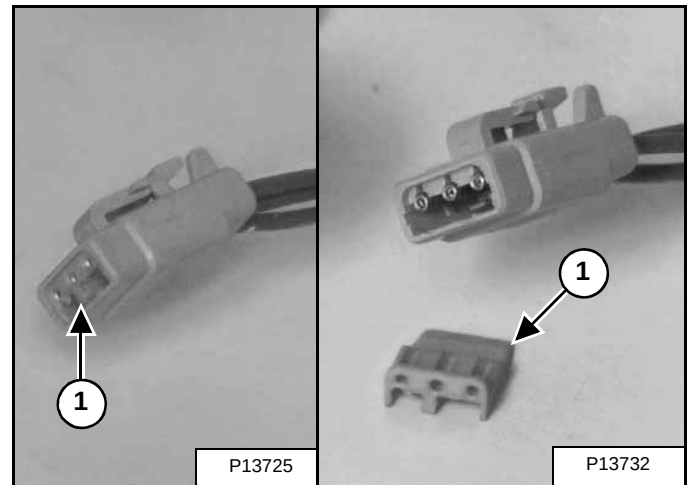


NOTE: Switch handle can be removed and installed while in loader.

Disconnect the harness connector (Item 1) [Figure 60-122-10] from the handle sensor connector.

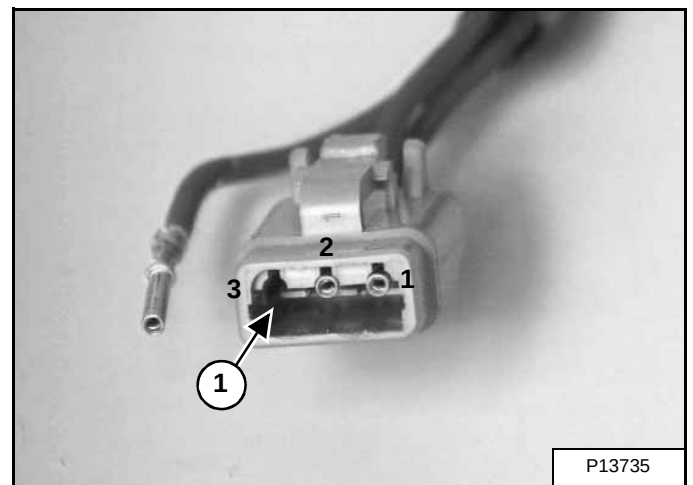
Disconnect the harness connector (Item 2) [Figure 60-122-10] from the blank handle connector.

Figure 60-122-11



Remove the wedge (Item 1) [Figure 60-122-11] from the harness connector (Gray) that connects to the handle sensor connector.

Figure 60-122-12

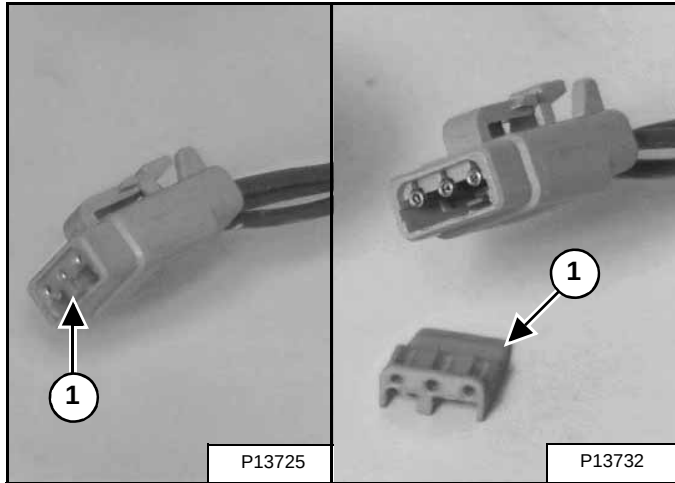


Using a pointed tool, press down on the tab (Item 1) [Figure 60-122-12] and pull the wire from the connector.

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

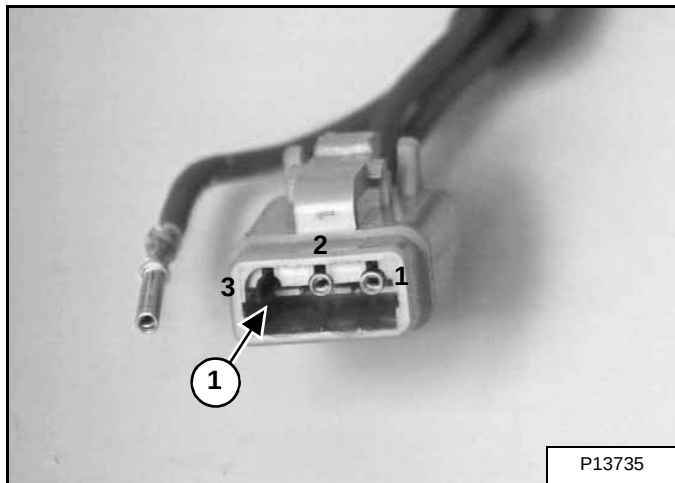
Switch Handle Removal (Cont'd)

Figure 60-122-13



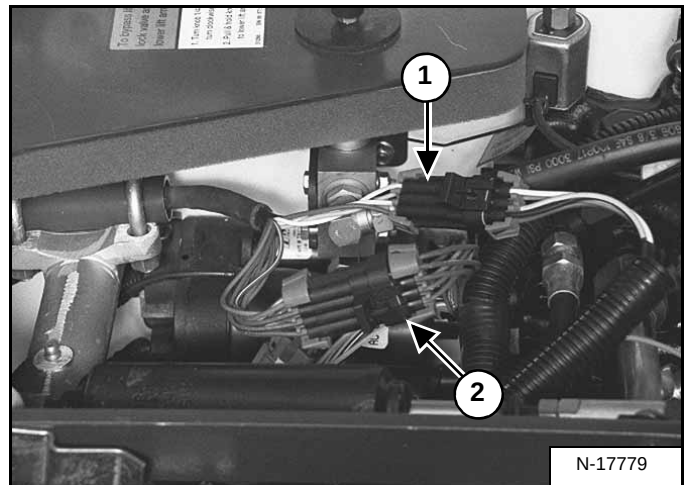
Remove the wedge (Item 1) [Figure 60-122-13] from the harness connector (Black) that connects to the blank handle connector (Item 2) [Figure 60-122-10].

Figure 60-122-14



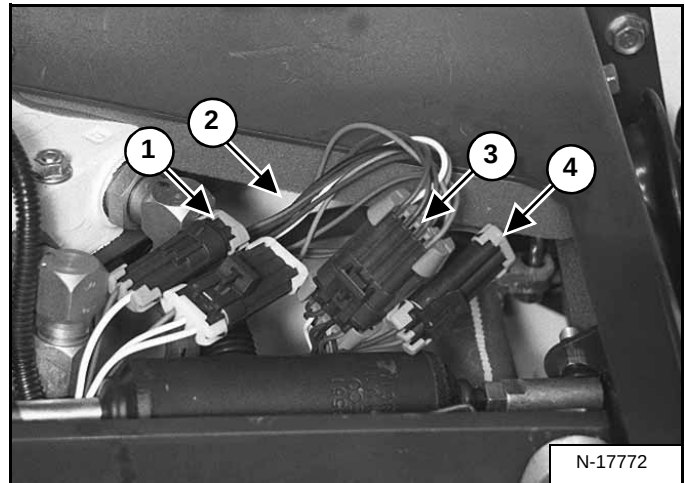
Using a pointed tool, press down on the tab (Item 1) [Figure 60-122-14] and pull the wire from the connector.

Figure 60-122-15



Disconnect the right switch handle connectors (Items 1 & 2) [Figure 60-122-15] from the loader wiring harness connectors.

Figure 60-122-16

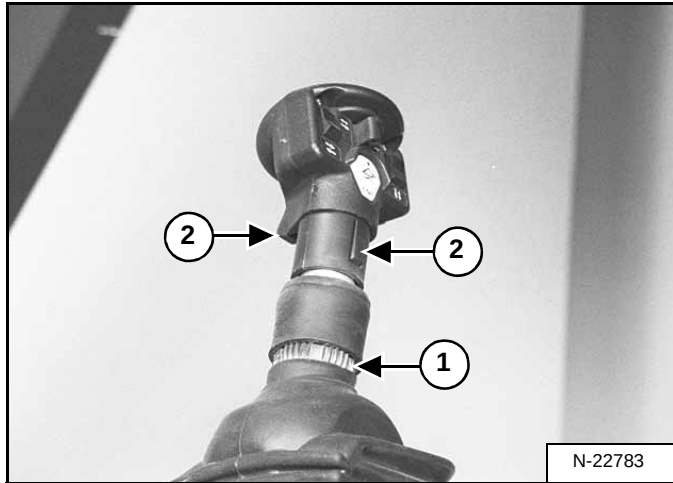


Disconnect the left switch handle connectors (Items 1, 2, 3 & 4) [Figure 60-122-16] from the loader wiring harness connectors.

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Switch Handle Removal (Cont'd)

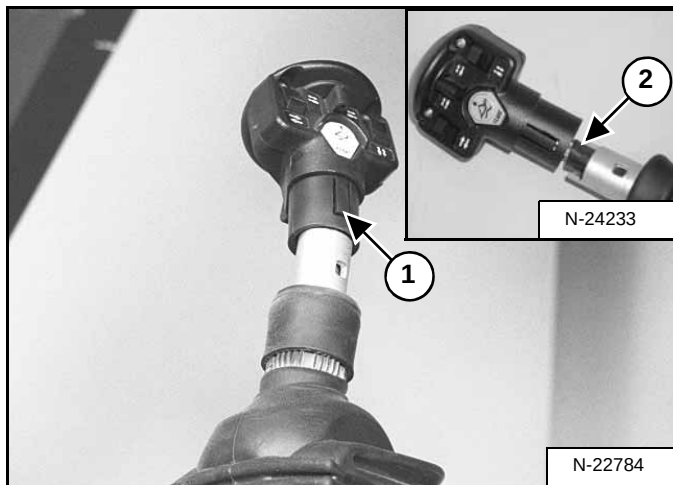
Figure 60-122-17



Roll the pistol grip handle cover (Item 1) [Figure 60-122-17] down.

Using a small screwdriver, lift the handle tabs (Item 2) [Figure 60-122-17] and slightly rotate the switch handle.

Figure 60-122-18

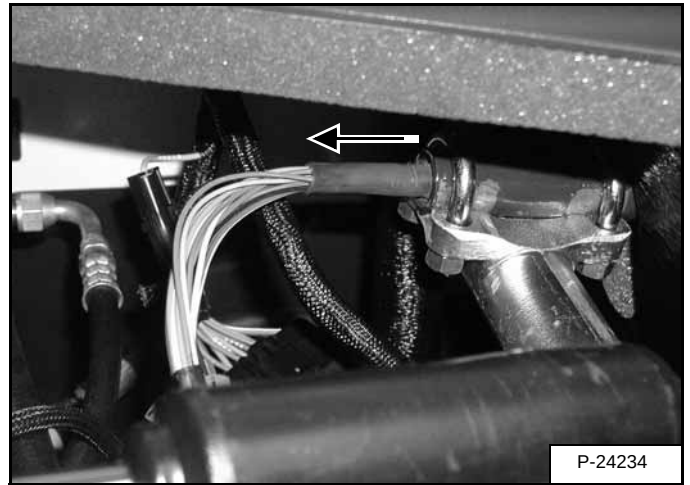


Pull the switch handle and wiring harness assembly (Item 1) [Figure 60-122-18] from the control lever.

Cut the wires (Item 2) [Figure 60-122-18] below the switch handle and remove switch handle.

NOTE: Only cut the wires if the switch handle is bad and needs replacement. If the switch handle is good and just needs to be removed for control handle or lever replacement, then remove the connectors on the end of the harness and pull switch handle up out of lever tube.

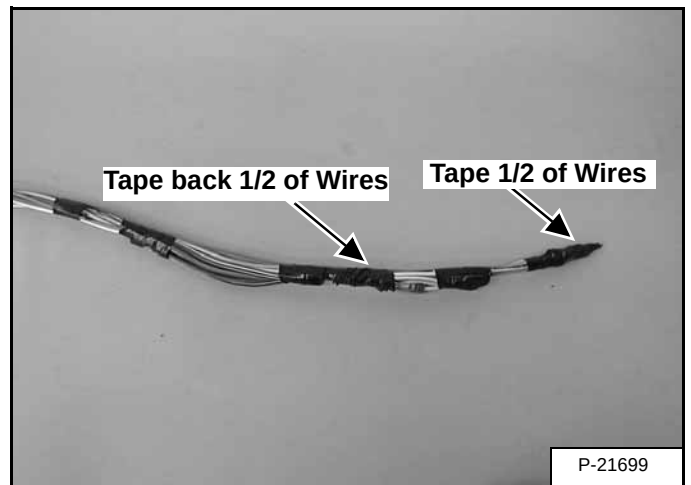
Figure 60-122-19



Pull harness (Item 1) [Figure 60-122-19] out the bottom of the control lever tube.

Switch Handle Installation

Figure 60-122-20



When installing the new switch handle, tape the wire terminals together.

The switch handle comes with a 6 inch piece of heat shrink tube side on the end of the wires. Remove the heat shrink tube from the end of the wires before routing through handle and control lever tube.

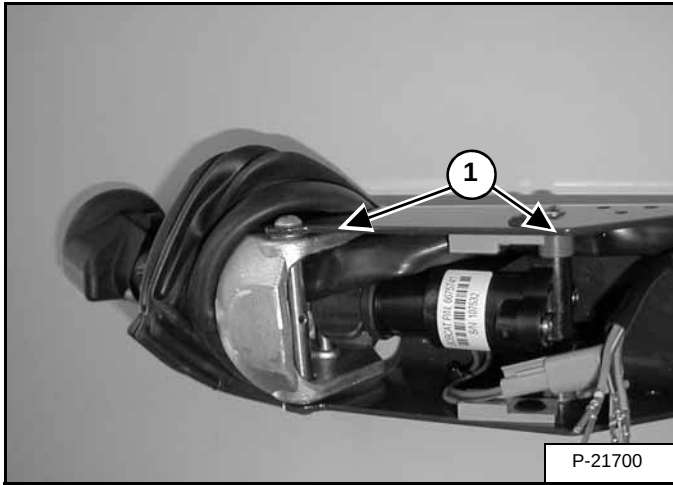
NOTE: Leave all the other heat shrink tube on the wires for protection.

Tape half of the wires back and half forward [Figure 60-122-20] to keep the harness small enough to route through the control lever tube.

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

Figure 60-122-21

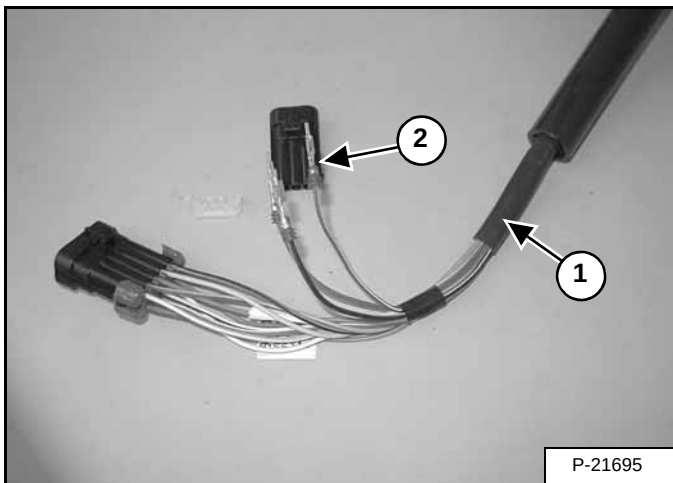


Install the new switch handle and wires from the top of the control lever.

Route wire (Item 1) [Figure 60-122-21] through the casting, along side the handle sensor and into the control lever tube.

NOTE: Do not pull the wire harness tight, allow a small amount of slack or slight bend at the handle pivot area. Verify the control handle returns to neutral position.

Figure 60-122-22



Remove tape from wires for installation and install the 6 inches of heat shrink tube (Item 1) [Figure 60-122-22] approximately 3 inches into the control lever. Apply heat to the exposed heat shrink tube.

Inspect the wire terminal tabs (Item 2) [Figure 60-122-22] and re-bend tabs if necessary.

Install the wires into the connectors as listed below:

Right Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - White
- C-Terminal - White/Black
- D-Terminal - White/Red
- E-Terminal - Dk. Green
- F-Terminal - White/Lt. Green
- G-Terminal - Yellow/Red
- H-Terminal - Lt. Green
- J-Terminal - Yellow
- K-Terminal - Orange/Black

Three-Pin Connector

- A-Terminal - Red/White
- B-Terminal - Black/White
- C-Terminal - Purple/White

Left Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - Dk. Blue
- C-Terminal - White
- D-Terminal - Purple
- E-Terminal - Yellow/Red
- F-Terminal - Tan
- G-Terminal - Pink
- H-Terminal - Orange/Black
- J-Terminal - Blank
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Red/White
- B-Terminal - Black/White
- C-Terminal - Purple/White

Two-Pin Connector

- A-Terminal - Black
- B-Terminal - Red

Five-Pin Connector

- A-Terminal - Dk. Green
- B-Terminal - Brown
- C-Terminal - Blank
- D-Terminal - Yellow
- E-Terminal - Blank

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

Figure 60-122-23

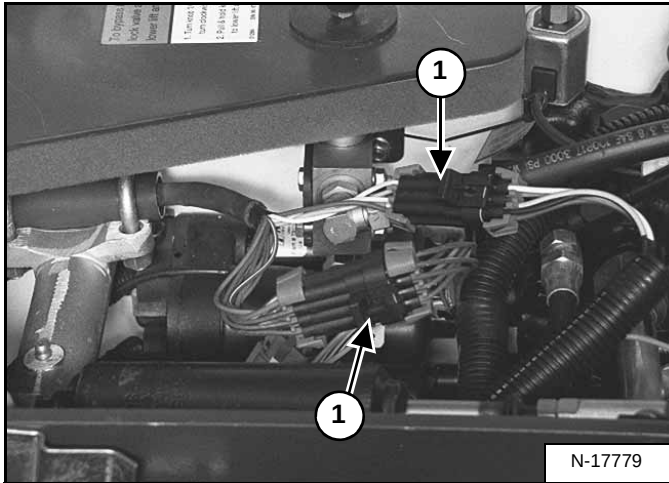
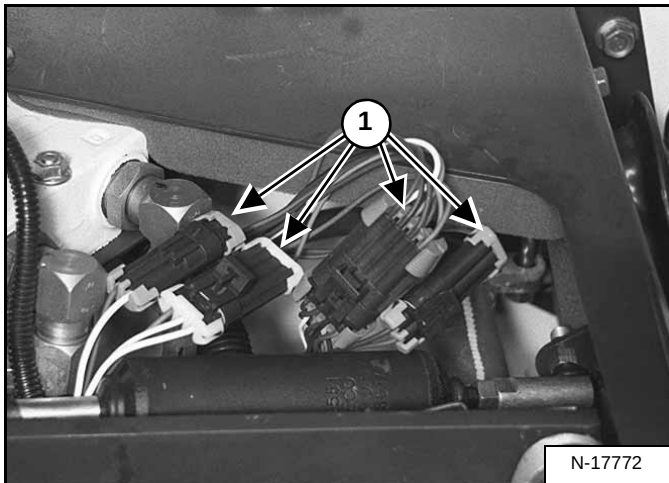
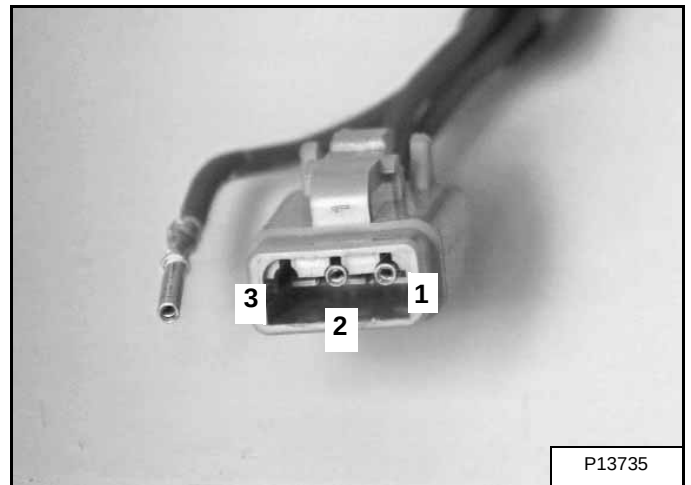


Figure 60-122-24



Connect the handle harness connectors (Item 1) [Figure 60-122-23] & [Figure 60-122-24] to the loader harness connectors.

Figure 60-122-25

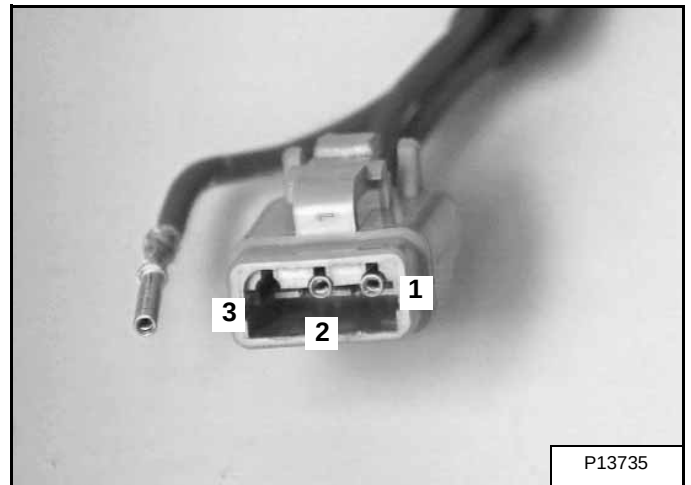


Install the wires into the connectors as listed below:

Left and Right Control Lever Switch Handle [Figure 60-122-25]

- 1-Terminal - Red/White
- 2-Terminal - Black/White
- 3-Terminal - Purple/White

Figure 60-122-26



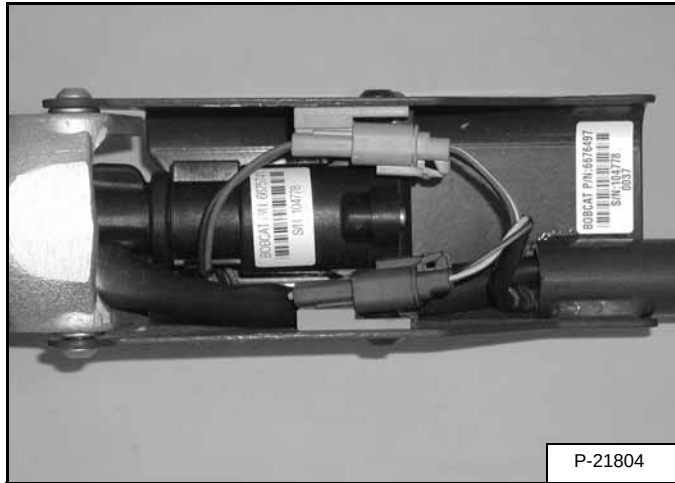
Left and Right Control Lever Switch Handle [Figure 60-122-26]

- 1-Terminal - Yellow/Red
- 2-Terminal - Open
- 3-Terminal - Orange/Black

ADVANCED CONTROL SYSTEM (ACS) ADVANCED HAND CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

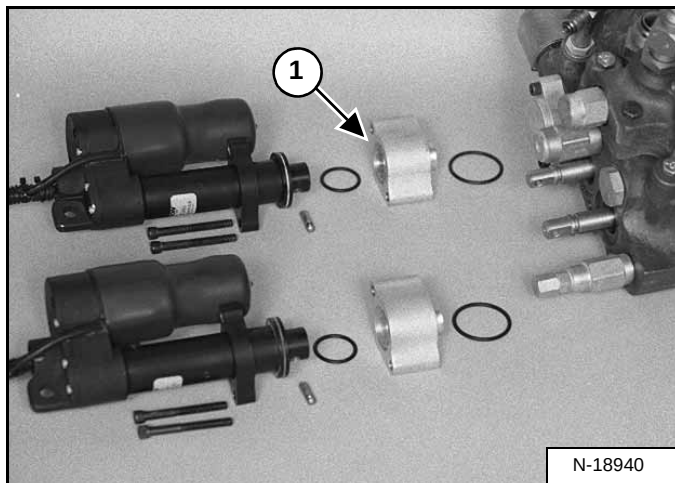
Figure 60-122-27



Connect the handle harness connector to the sensor and blank handle connector [Figure 60-122-27].

Actuators Disassembly And Assembly

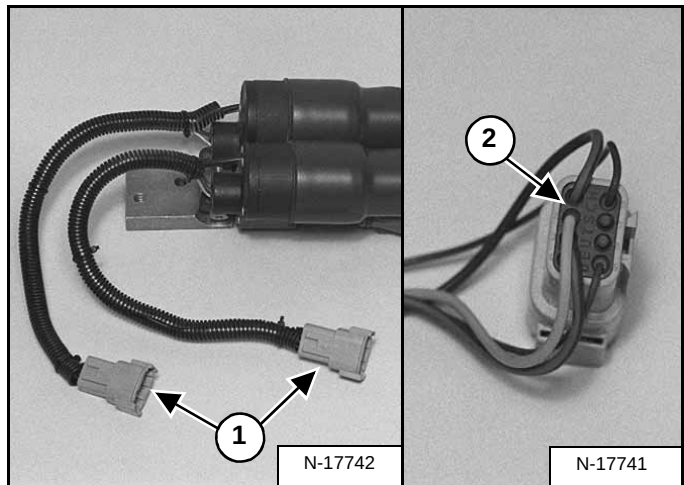
Figure 60-122-28



Remove the actuator from the hydraulic control valve. (See Actuator Removal And Installation on Page 20-41-12.)

Check the mounting block (Item 1) [Figure 60-122-28] and bolts for wear and replace as needed.

Figure 60-122-29



Check the actuator wiring harness connector (Item 1) [Figure 60-122-29] and replace if broken.

Installation: Install the wires into the connector as listed below. The terminal numbers are written on the back of the connector (Item 2) [Figure 60-122-29].

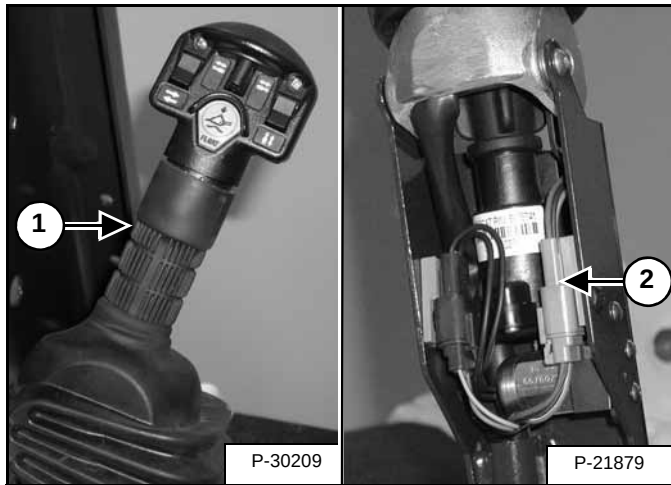
Lift and Tilt Actuator

- 1 - Terminal-Black/Green-Larger diameter wire (16 gauge)
- 2 - Terminal-Green-Larger diameter wire (16 gauge)
- 3 - Terminal-Red/Green-Larger diameter wire (16 gauge)
- 4 - Terminal-Open
- 5 - Terminal-Red-Smaller diameter wire (18 gauge)
- 6 - Terminal-Open
- 7 - Terminal-Open
- 8 - Terminal-Black-Smaller diameter wire (18 gauge)

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL

Components Identification

Figure 60-123-1



The Advanced Control System (ACS) is a selectable foot/hand control system.

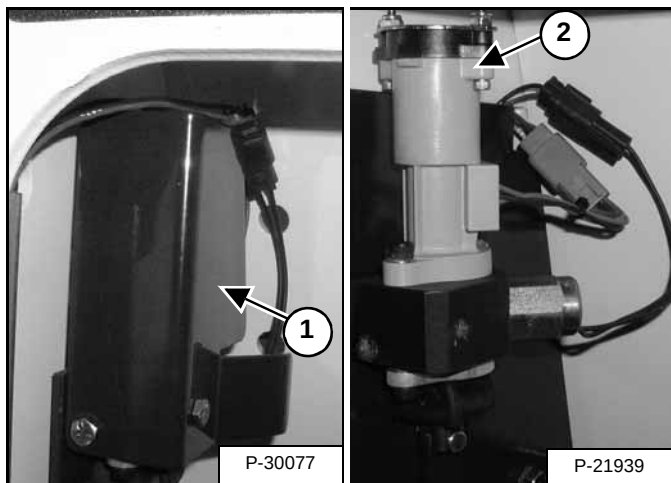
The ACS system allows the operator to quickly switch between foot and hand control modes.

Control Handle (Item 1) [Figure 60-123-1].

Handle sensor (Item 2) [Figure 60-123-1].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

Figure 60-123-2

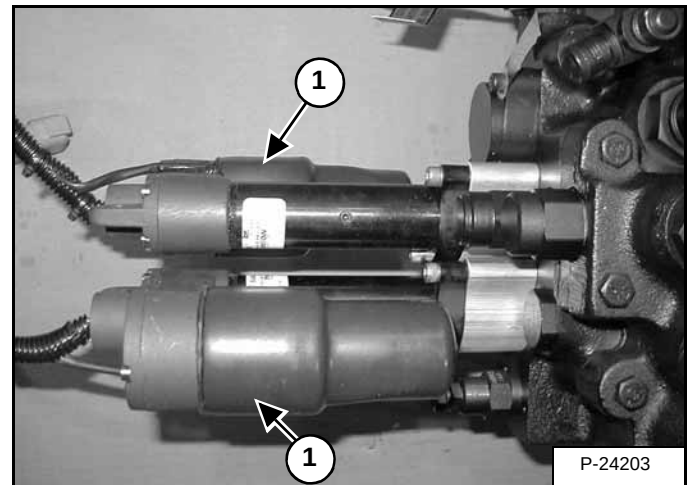


Foot control/sensor assembly (Item 1) [Figure 60-123-2].

Foot sensor (Item 2) [Figure 60-123-2].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

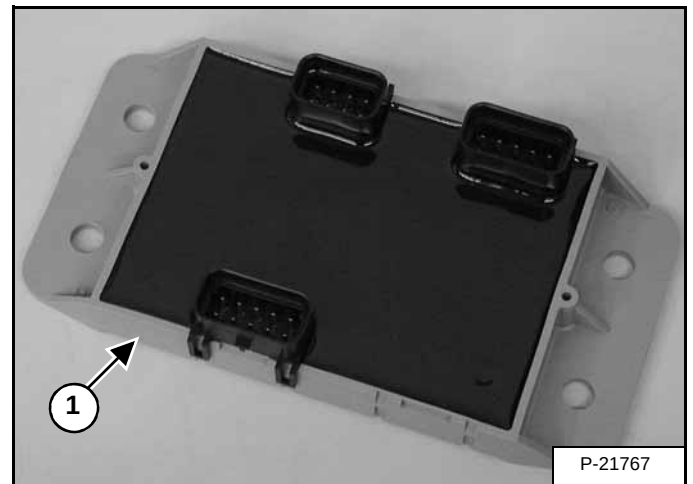
Figure 60-123-3



Control Valve Actuators (Item 1)[Figure 60-123-3].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

Figure 60-123-4



ACS Controller (Item 1) [Figure 60-123-4].

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Components Identification (Cont'd)

Figure 60-123-5



ACS error indicator (Item 1) [Figure 60-123-5].

NOTE: The ACS icon will illuminate when an error occurs. The error is stored as a service code. (See **DIAGNOSTICS** on Page 60-80-1.)

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Troubleshooting Guide

The Advanced Control System (ACS) has a built-in diagnostic function which uses an icon on the right instrument panel to indicate the condition of the ACS SYSTEM. The system also records the alarm condition as a service code.

The control module continually checks the system in the order listed. The checks start with the lift handle sensor and then the lift actuator. If no problems are present, it will then check the tilt handle sensor and the tilt actuator. The system will stop its check at the first problem and then luminate the icon.

The system starts its diagnostics and calibration when the ignition key is turned on.

The following list shows the probable causes when the icon is luminated.

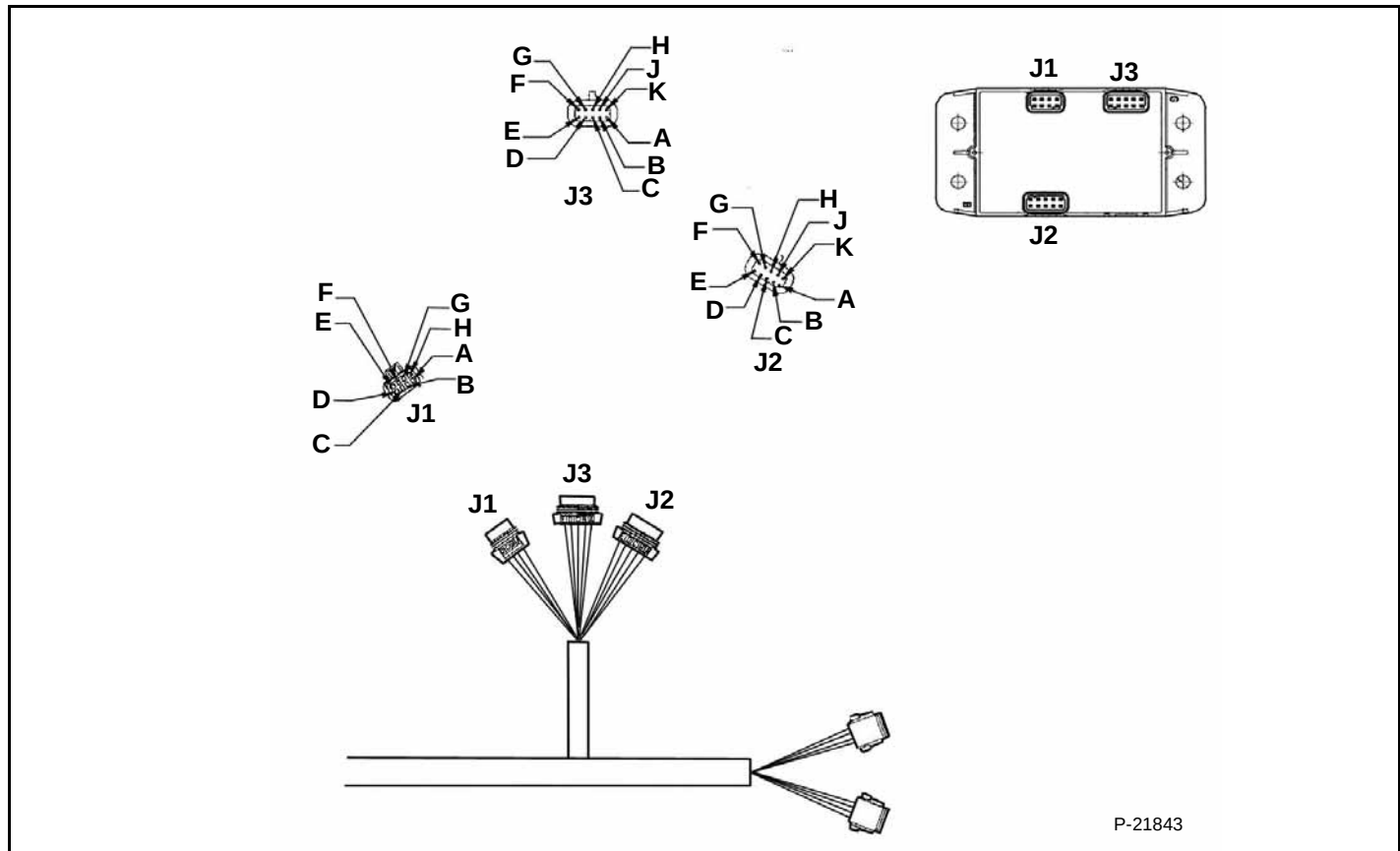
Advanced Control System	General Warning	Fuel Level	System Voltage	Engine Oil Pressure	Engine Coolant Temperature	Air Filter
Attachment Control Device	Two Speed	Glow Plugs	Seat belt	Hydraulic Charge Pressure	Hydraulic Oil Temperature	Hydraulic Filter

	Advanced Control System	
	Errors - lights solid with 3 beeps 32-04 - ACS not communicating with Bobcat Controller 32-23 - ACS not calibrated 32-31 - Tilt actuator fault 32-34 - Tilt actuator not in neutral 32-35 - Tilt handle/pedal not in neutral 32-36 - Lift actuator fault 32-39 - Lift actuator not in neutral 32-40 - Lift handle/ pedal not in neutral 32-49 - Lift actuator short to ground 32-50 - Tilt actuator short to ground 32-51 - Lift actuator short to battery 32-52 - Tilt actuator short to battery 32-53 - Lift handle/pedal short to ground	32-54 - Tilt handle/pedal short to ground 32-55 - Lift handle/pedal short to battery 32-56 - Tilt handle/pedal short to battery 32-57 - Lift actuator reduced performance 32-58 - Tilt actuator reduced performance 32-59 - Lift actuator wrong direction 32-60 - Tilt actuator wrong direction 32-61 - Handle lock short to ground 32-62 - Handle lock short to battery 32-63 - Pedal lock short to ground 32-64 - Pedal lock short to battery 32-65 - Sensor supply voltage out of range 32-66 - Battery voltage out of range 32-67 - Switch flipped while operating

To see what error occurred, check the service code on the left instrument panel. (See Diagnostics on Page 60-80-1)

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Controller, Connector And Wire Identification



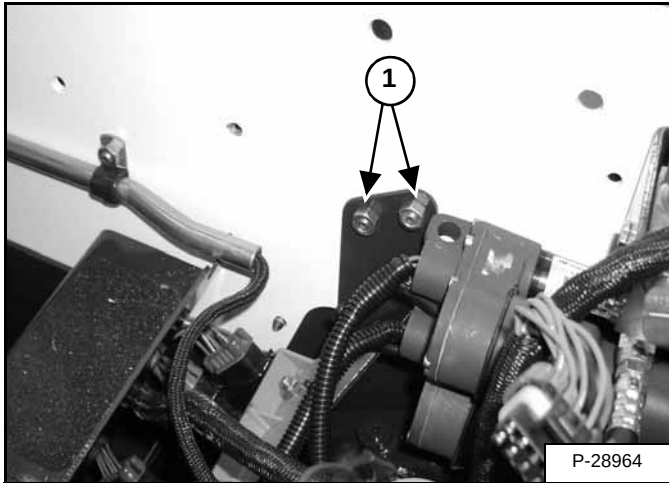
P/N	PIN	DESCRIPTION
J1		CONNECTOR, METRI-PACK
Orange	A	5V HALL EFFECT SUPPLY
Orange	B	SWITCHED AHC POWER
Green	C	HAND/FOOT INPUT
Purple	D	CAN SIGNAL HIGH AHC
Purple	E	CAN SIGNAL LOW AHC
Purple	F	CAN SHIELD AHC
Black	G	AHC GROUND
Black	H	AHC GROUND
J2		CONNECTOR, METRI-PACK
	A	OPEN
	B	OPEN
	C	OPEN
	D	OPEN
Green	E	TILT SPOOL SIGNAL
Green	F	LIFT HANDLE SIGNAL
Green	G	TILT HANDLE SIGNAL
Green	H	LIFT SPOOL SIGNAL
Green	J	LIFT PEDAL SIGNAL
Green	K	TILT PEDAL SIGNAL

P/N	PIN	DESCRIPTION
J3		CONNECTOR, METRI-PACK
Red	A	TILT ACTUATOR FORWARD
Red/White	B	UNSWITCHED AHC POWER
Red/White	C	UNSWITCHED AHC POWER
Black	D	LIFT ACTUATOR REVERSE
Green	E	HANDLE LOCK POWER
Red	F	LIFT ACTUATOR FORWARD
Green	G	PEDAL LOCK POWER
Black	H	AHC GROUND
Black	J	AHC GROUND
Black	K	TILT ACTUATOR REVERSE

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

ACS Controller Removal And Installation

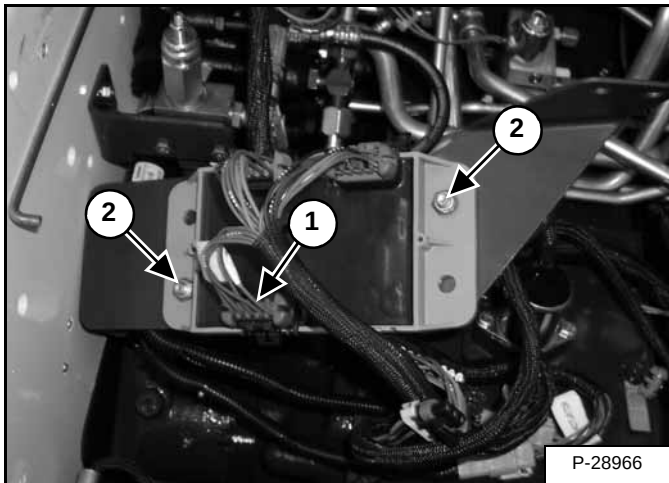
Figure 60-123-6



Remove control Panel. (See Removal and Installation on Page 50-100-1.)

Remove the two mounting bolts (Item 1) [Figure 60-123-6] from the controller mounting bracket.

Figure 60-123-7



Lift controller out from mounting location. Disconnect the wiring harness connectors (Item 1) [Figure 60-123-7] from the controller.

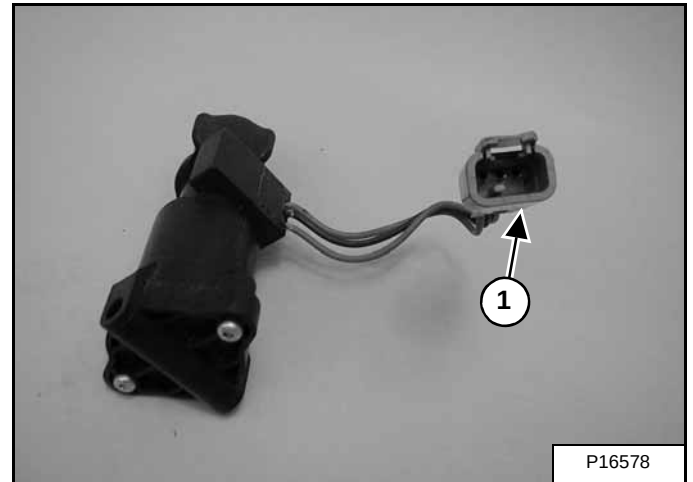
Remove two mounting bolts (Item 2) [Figure 60-123-7] to remove controller from bracket.

Remove the controller from the loader.

NOTE: The calibration procedure must be followed when replacing handle sensor, foot pedal sensor, actuator or ACS Controller. (See Calibration Procedure on Page 60-123-14.)

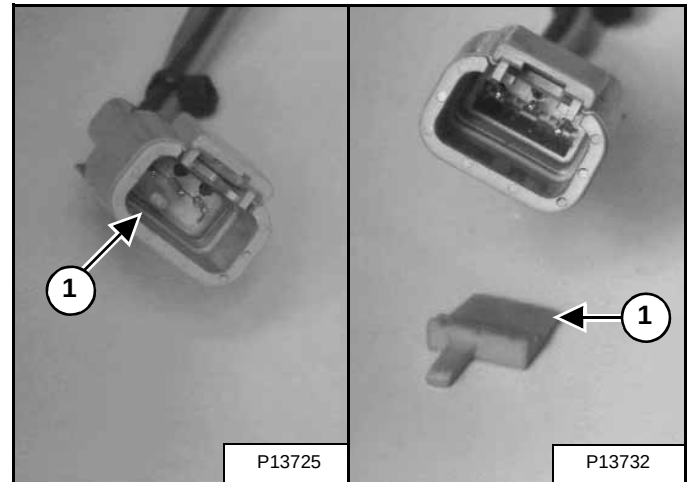
Handle Sensor Connector

Figure 60-123-8



The wire connector (Item 1) [Figure 60-123-8] can be removed from the handle sensor wires, use the following procedure.

Figure 60-123-9

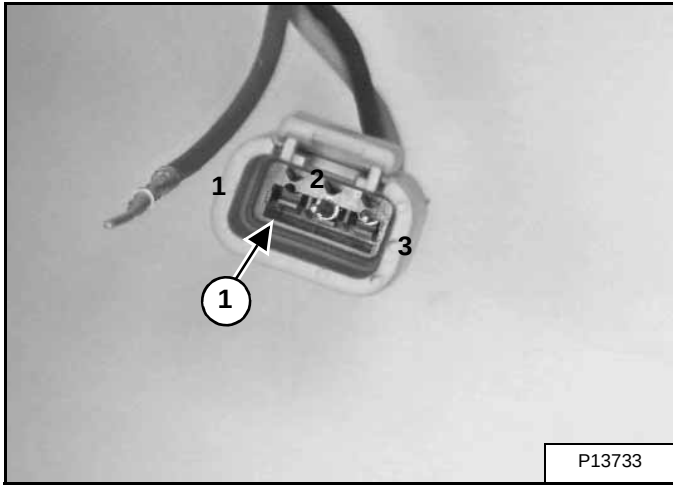


Remove the wedge (Item 1) [Figure 60-123-9] from the connector.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Handle Sensor Connector (Cont'd)

Figure 60-123-10



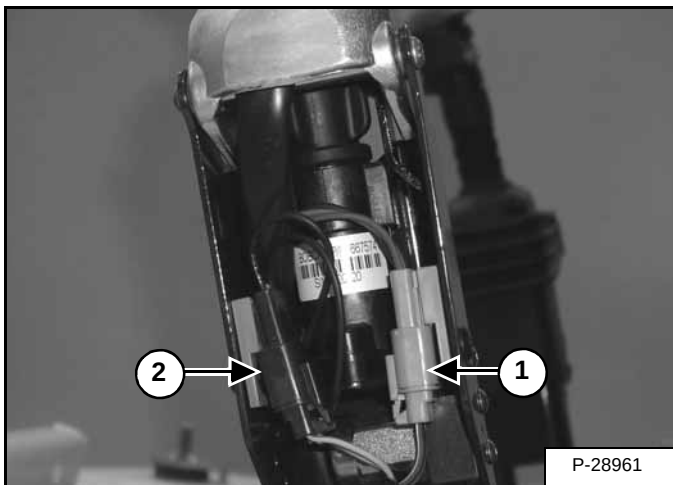
With a pointed tool, lift the tab (Item 1) [Figure 60-123-10] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-123-10]:

- 1-Terminal - Red
- 2-Terminal - Black
- 3-Terminal - Green

Switch Handle Removal

Figure 60-123-11

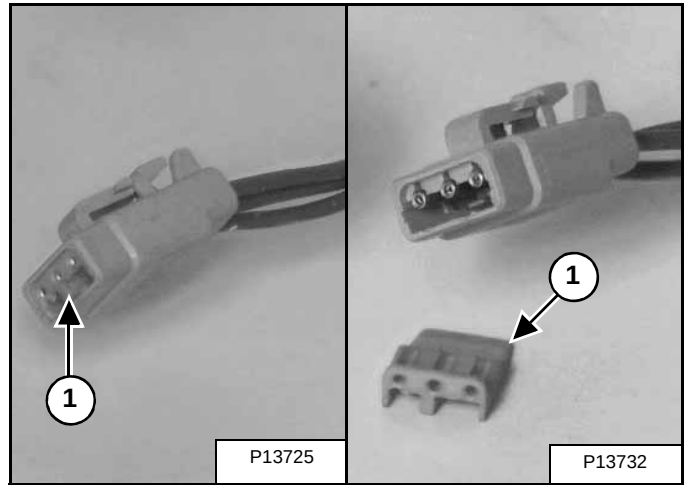


NOTE: Switch handle can be removed and installed while in loader.

Disconnect the harness connector (Item 1) [Figure 60-123-11] from the handle sensor connector.

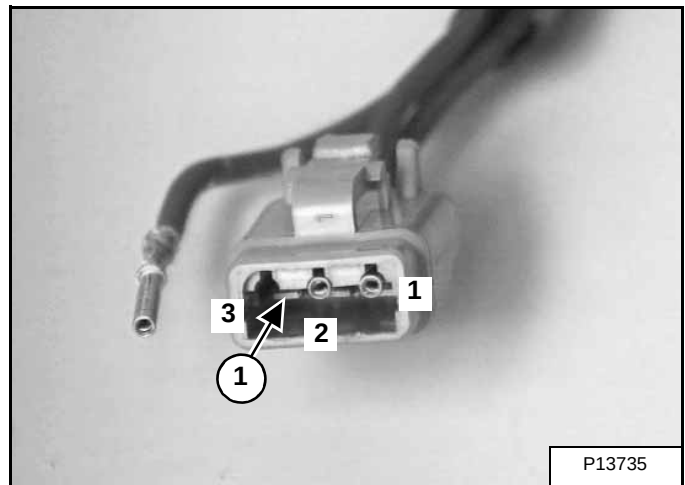
Disconnect the harness connector (Item 2) [Figure 60-123-11] from the handle lock solenoid connector.

Figure 60-123-12



Remove the wedge (Item 1) [Figure 60-123-12] from the harness connector (Gray) that connects to the handle sensor connector.

Figure 60-123-13

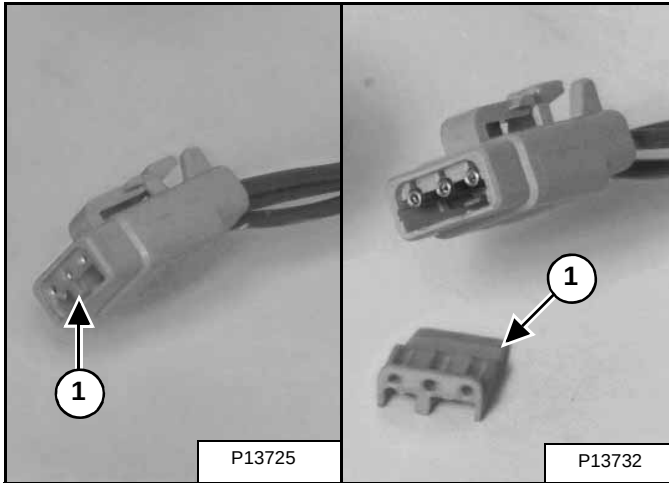


Using a pointed tool, press down on the tab (Item 1) [Figure 60-123-13] and pull the wire from the connector.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

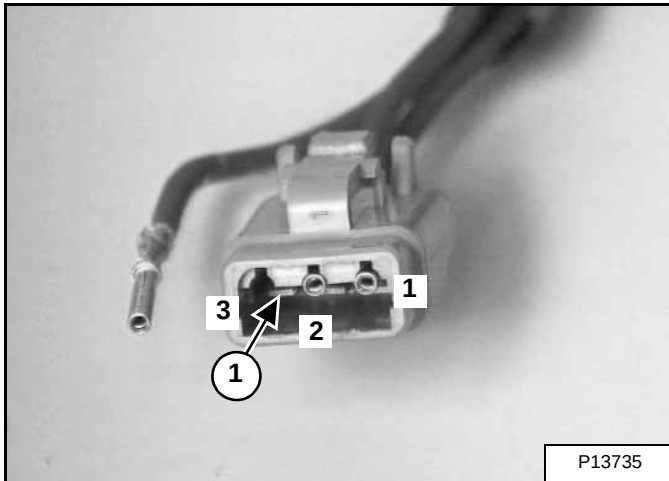
Switch Handle Removal (Cont'd)

Figure 60-123-14



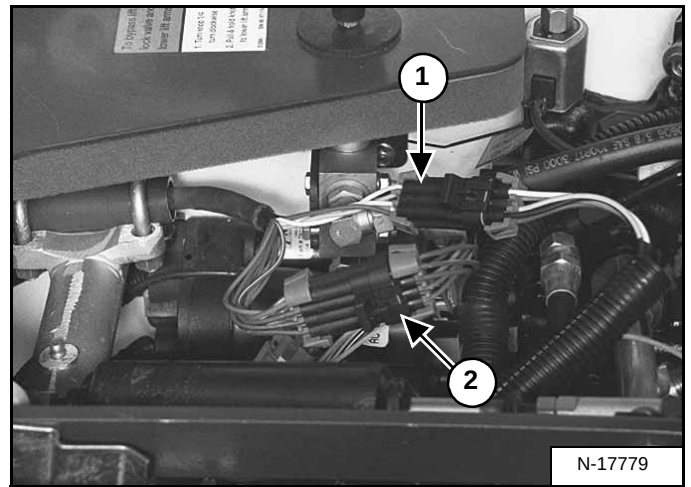
Remove the wedge (Item 1) [Figure 60-123-14] from the harness connector (Black) that connects to the handle lock solenoid connector.

Figure 60-123-15



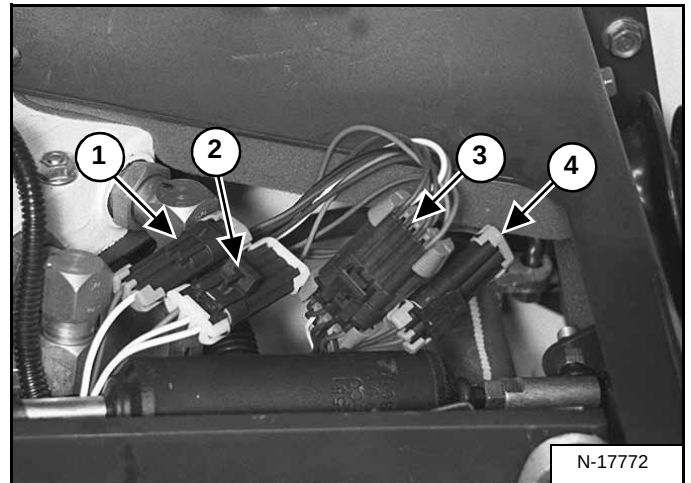
Use a pointed tool, press down on the tab (Item 1) [Figure 60-123-15] and pull the wire from the connector.

Figure 60-123-16



Disconnect the right switch handle connectors (Items 1 & 2) [Figure 60-123-16] from the loader wiring harness connectors.

Figure 60-123-17

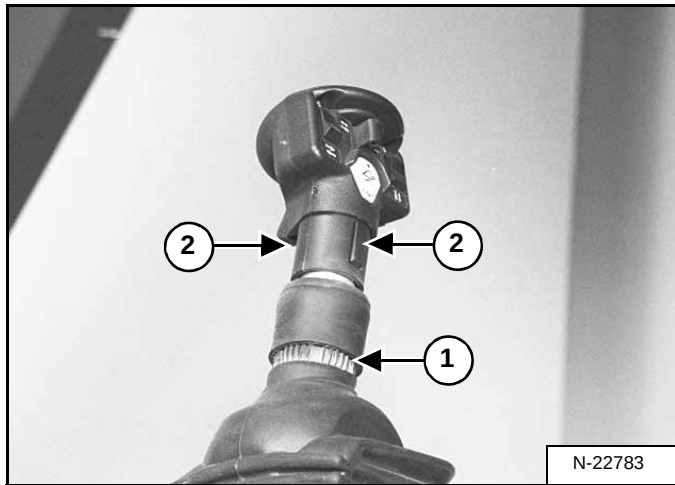


Disconnect the left switch handle connectors (Items 1, 2, 3 & 4) [Figure 60-123-17] from the loader wiring harness connectors.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Switch Handle Removal (Cont'd)

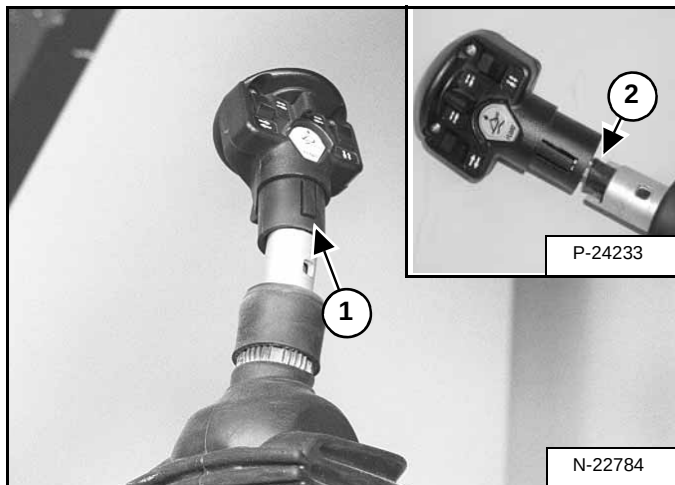
Figure 60-123-18



Roll the pistol grip handle cover (Item 1) [Figure 60-123-18] down.

Using a small screwdriver, lift the handle tabs (Item 2) [Figure 60-123-18] and slightly rotate the switch handle.

Figure 60-123-19

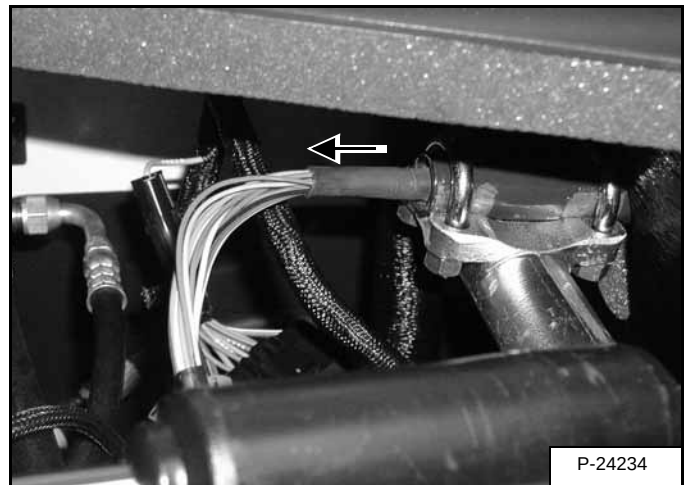


Pull the switch handle and wiring harness assembly (Item 1) [Figure 60-123-19] from the control lever.

Cut the wires (Item 2) [Figure 60-123-19] below the switch handle and remove switch handle.

NOTE: Only cut the wires if the switch handle is bad and needs replacement. If the switch handle is good and just needs to be removed for control handle or lever replacement, then remove the connectors on the end of the harness and pull switch handle up out of lever tube.

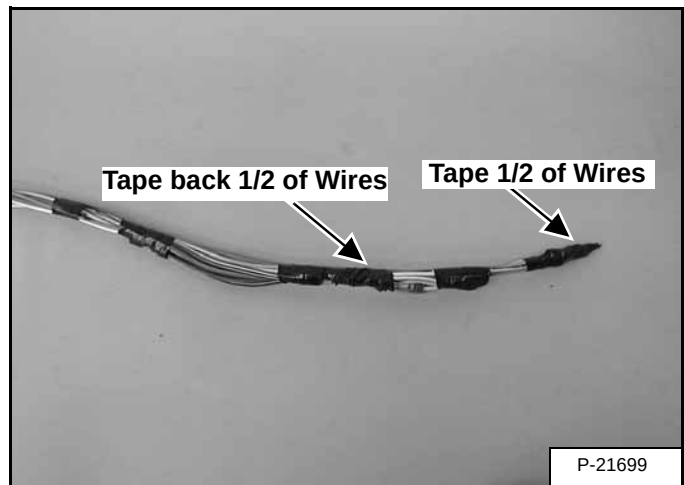
Figure 60-123-20



Pull harness (Item 1) [Figure 60-123-20] out the bottom of the control lever tube.

Switch Handle Installation

Figure 60-123-21



When installing the new switch handle, tape the wire terminals together.

The switch handle comes with a 6 inch piece of heat shrink tube side on the end of the wires. Remove the heat shrink tube from the end of the wires before routing through handle and control lever tube.

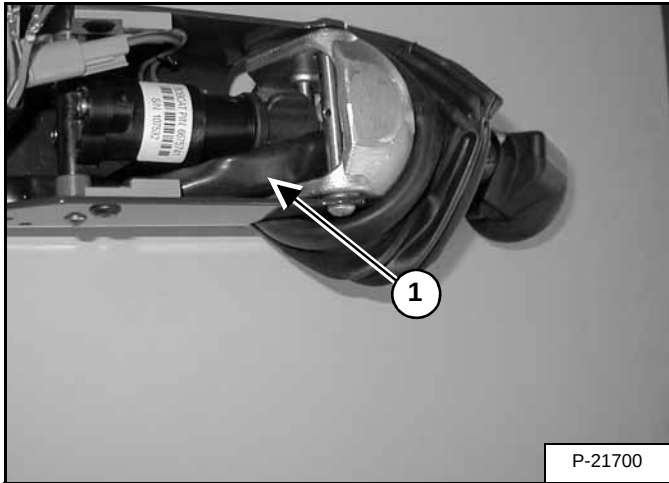
NOTE: Leave all the other heat shrink tube on the wires for protection.

Tape half of the wires back and half forward [Figure 60-123-21] to keep the harness small enough to route through the control lever tube.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

Figure 60-123-22

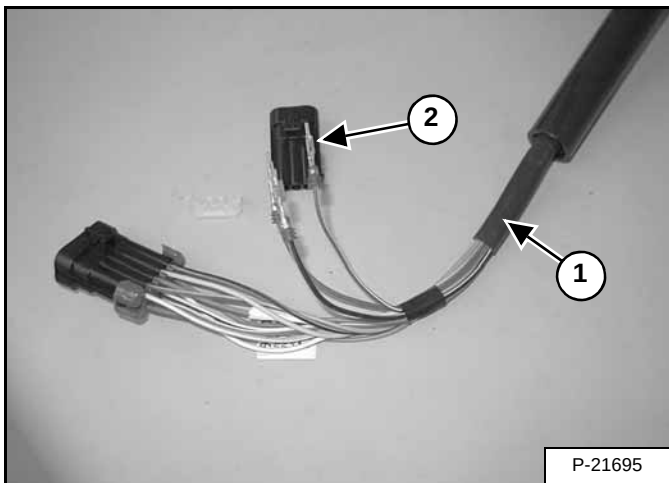


Install the new switch handle and wires from the top of the control lever.

Route wire (Item 1) [Figure 60-123-22] through the casting, along side the handle sensor and into the control lever tube.

NOTE: Do not pull the wire harness tight, allow a small amount of slack or slight bend at the handle pivot area. Verify the control handle returns to neutral position.

Figure 60-123-23



Remove tape from wires for installation and install the 6 inches of heat shrink tube (Item 1) [Figure 60-123-23] approximately 3 inches into the control lever. Apply heat to the exposed heat shrink tube.

Inspect the wire terminal tabs (Item 2) [Figure 60-123-23] and re-bend tabs if necessary.

Install the wires into the connectors as listed below:

Right Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - White
- C-Terminal - White/Black
- D-Terminal - White/Red
- E-Terminal - Dk. Green
- F-Terminal - White/Lt. Green
- G-Terminal - Yellow/Red
- H-Terminal - Lt. Green
- J-Terminal - Yellow
- K-Terminal - Orange/ Black

Three-Pin Connector

- A-Terminal - Red/White
- B-Terminal - Black/White
- C-Terminal - Purple/White

Left Switch Handle

Ten-Pin Connector

- A-Terminal - Orange
- B-Terminal - Dk. Blue
- C-Terminal - White
- D-Terminal - Purple
- E-Terminal - Yellow/Red
- F-Terminal - Tan
- G-Terminal - Pink
- H-Terminal - Orange/Black
- J-Terminal - Blank
- K-Terminal - Blank

Three-Pin Connector

- A-Terminal - Red/White
- B-Terminal - Black/White
- C-Terminal - Purple/White

Two-Pin Connector

- A-Terminal - Black
- B-Terminal - Red

Five-Pin Connector

- A-Terminal - Dk. Green
- B-Terminal - Brown
- C-Terminal - Blank
- D-Terminal - Yellow
- E-Terminal - Blank

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

Figure 60-123-24

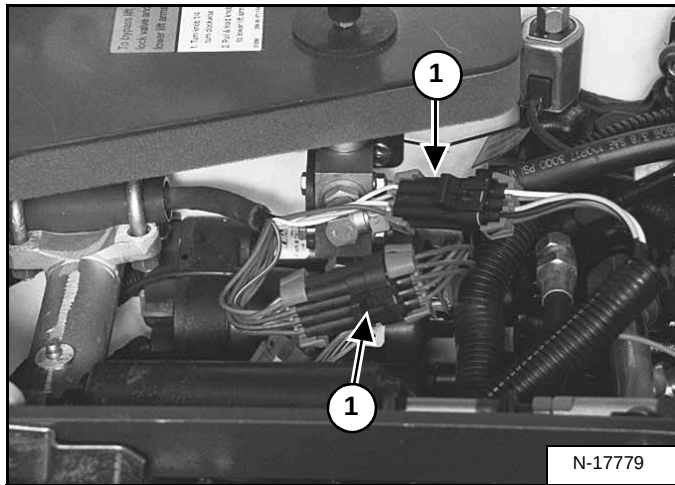
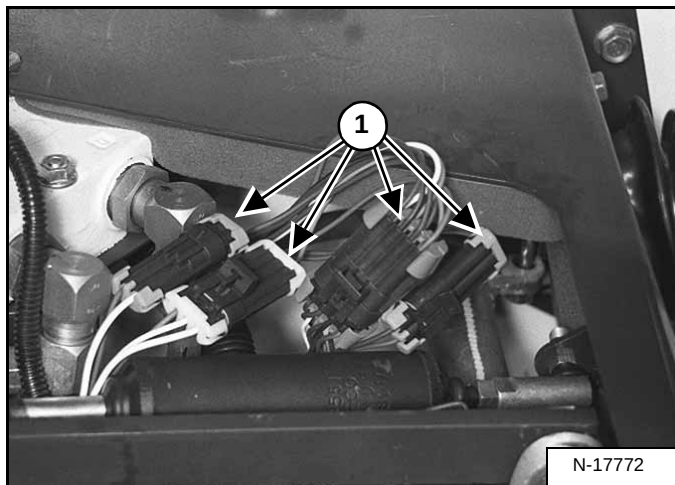


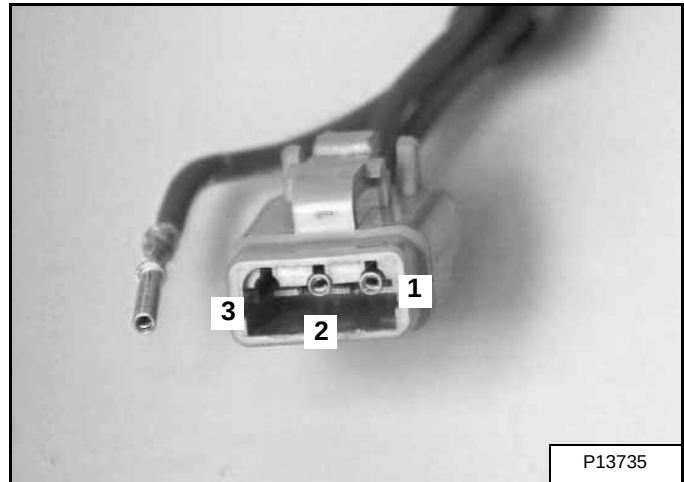
Figure 60-123-25



Connect the handle harness connectors (Item 1) [Figure 60-123-24] & [Figure 60-123-25] to the loader harness connectors.

Install the wires into the connector as listed below:

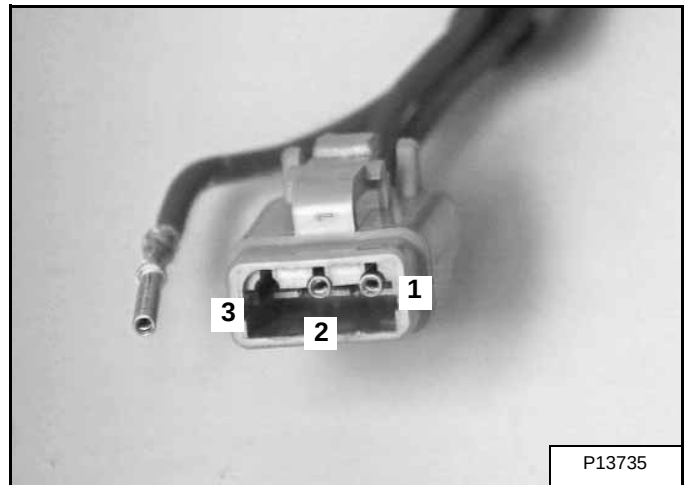
Figure 60-123-26



Left and Right Control Lever Switch Handle [Figure 60-123-26]

- 1-Terminal - Red/White
- 2-Terminal - Black/White
- 3-Terminal - Purple/White

Figure 60-123-27



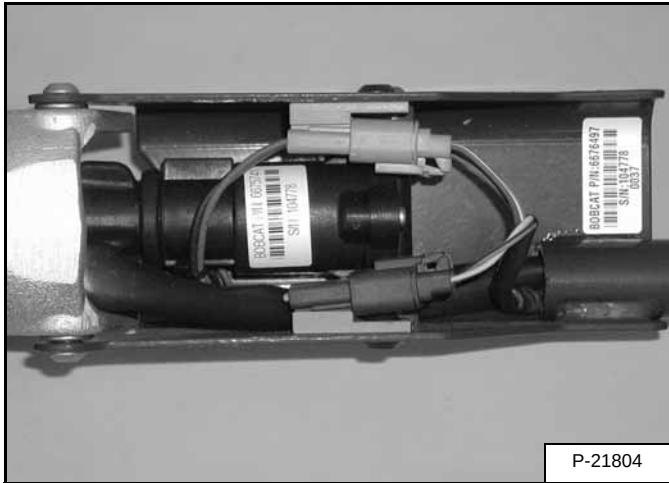
Left and Right Control Lever Switch Handle [Figure 60-123-27]

- 1-Terminal - Yellow/Red
- 2-Terminal - Open
- 3-Terminal - Orange/Black

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Switch Handle Installation (Cont'd)

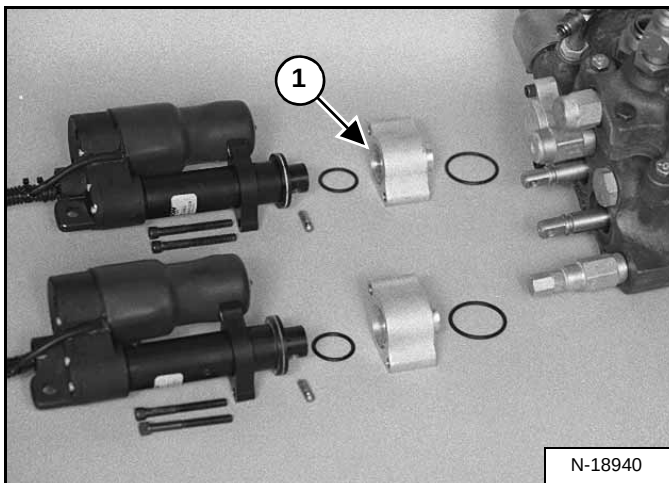
Figure 60-123-28



Connect the handle harness connectors to the sensor and lock solenoid connectors [Figure 60-123-28].

Actuators Disassembly And Assembly

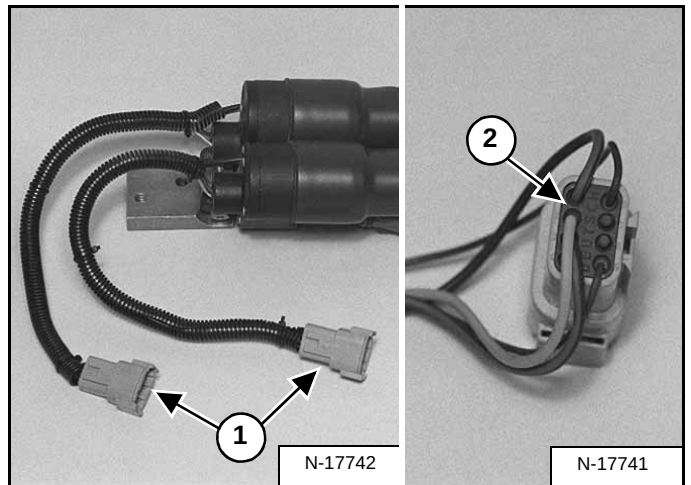
Figure 60-123-29



Remove the actuator from the hydraulic control valve. (See Actuator Removal And Installation on Page 20-41-12.)

Check the mounting block (Item 1) [Figure 60-123-29] and bolts for wear and replace as needed.

Figure 60-123-30



Check the actuator wiring harness connector (Item 1) [Figure 60-123-30] and replace if broken.

Installation: Install the wires into the connector as listed below. The terminal numbers are written on the back of the connector (Item 2) [Figure 60-123-30].

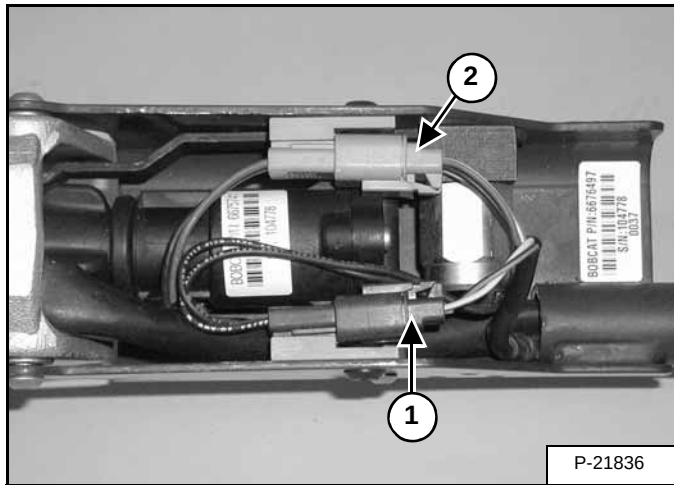
Lift and Tilt Actuator

- 1 - Terminal - Black/Green - Larger diameter wire (16 gauge)
- 2 - Terminal - Green - Larger diameter wire (16 gauge)
- 3 - Terminal - Red/Green - Larger diameter wire (16 gauge)
- 4 - Terminal - Open
- 5 - Terminal - Red - Smaller diameter wire (18 gauge)
- 6 - Terminal - Open
- 7 - Terminal - Open
- 8 - Black - Smaller diameter wire (18 gauge)

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Handle Lock Solenoid Removal And Installation

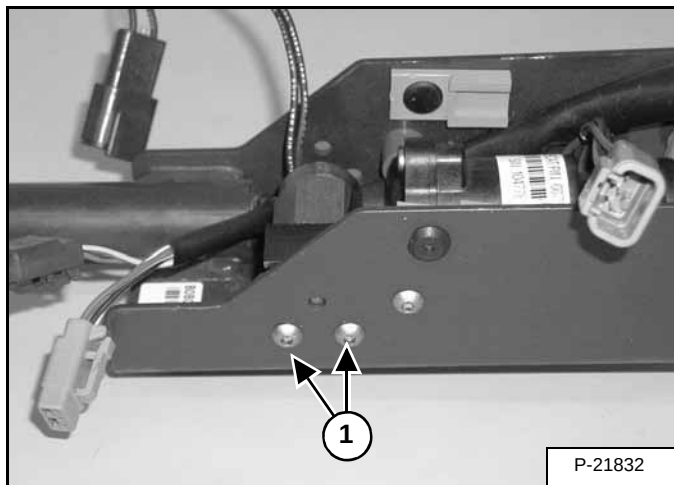
Figure 60-123-31



Disconnect the harness connector (Item 1) [Figure 60-123-31] from the handle sensor connector.

Disconnect the harness connector (Item 2) [Figure 60-123-31] from the handle lock solenoid connector.

Figure 60-123-32



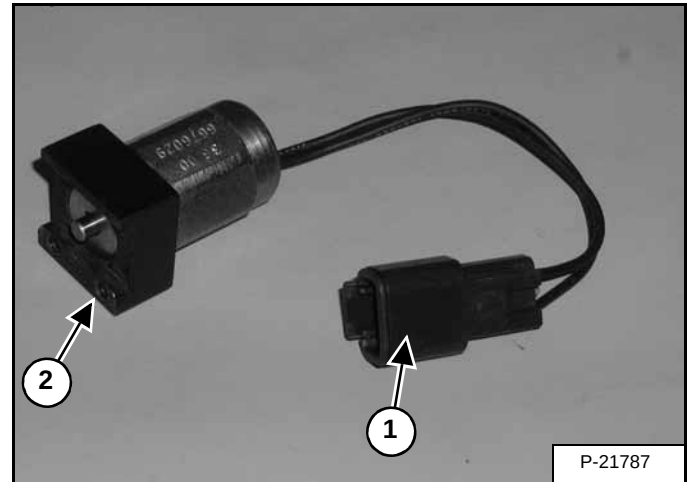
Remove the two screws (Item 1) [Figure 60-123-32] holding the handle lock solenoid to the handle.

Installation: Tighten the screws to 32-38 in.-lbs. (3,6-4,3 Nm) torque.

Remove handle lock solenoid assembly from handle.

Handle Lock Solenoid Disassembly And Assembly

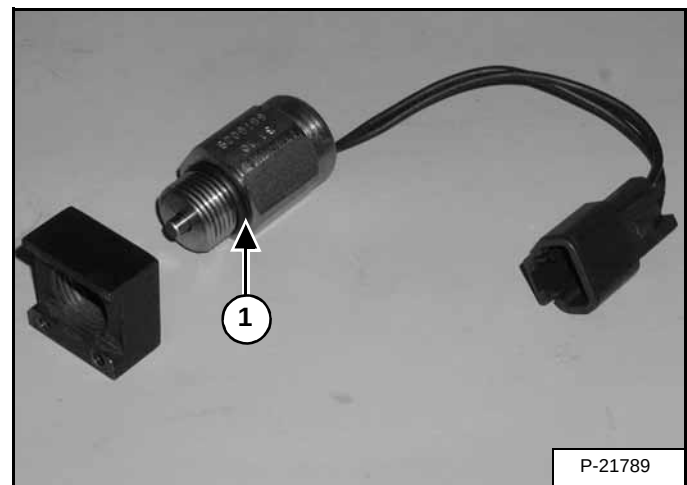
Figure 60-123-33



Remove solenoid (Item 1) from the solenoid mount (Item 2) [Figure 60-123-33].

Installation: Apply a drop of oil to the solenoid threads and tighten solenoid to 35-40 ft.-lbs.(47-54 Nm) lubed torque.

Figure 60-123-34

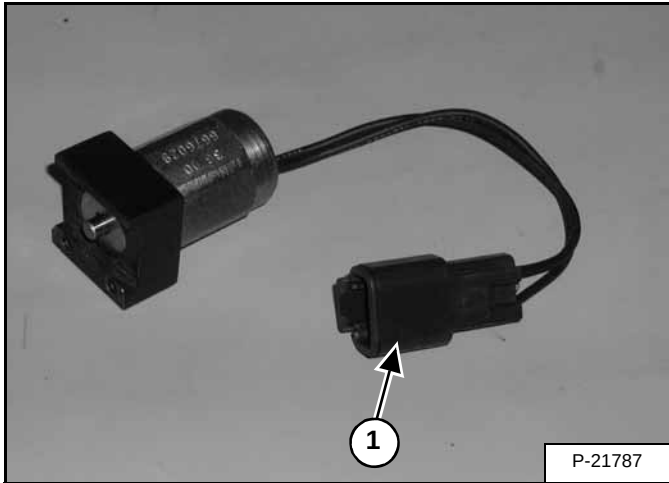


Check the O-ring (Item 1) [Figure 60-123-34] for damage. Replace as necessary.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

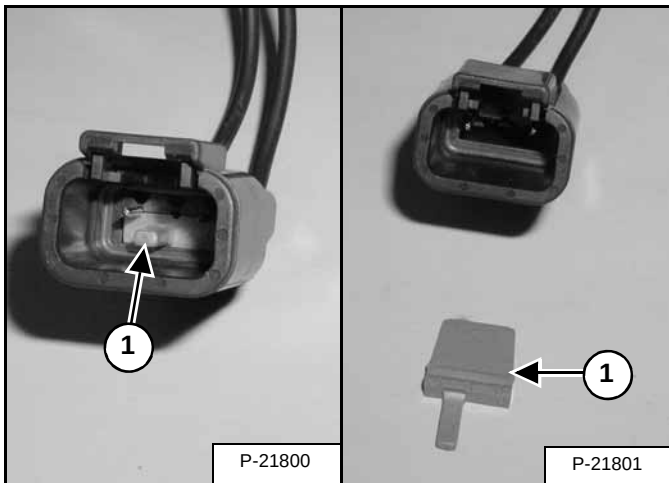
Handle Lock Solenoid Connector

Figure 60-123-35



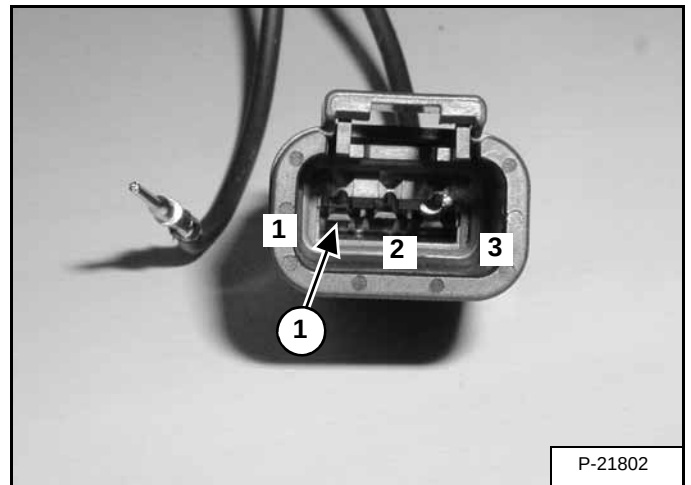
The wire connector (Item 1) [Figure 60-123-35] can be removed from the solenoid, use the following procedure.

Figure 60-123-36



Remove the wedge (Item 1) [Figure 60-123-36] from the connector.

Figure 60-123-37



With a pointed tool, lift the tab (Item 1) [Figure 60-123-37] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-123-37].

- 1 - Terminal - Black
- 2 - Terminal - Open
- 3 - Terminal - Black

NOTE: During the calibration cycle, the system will beep three times. The calibration process generates two codes 32-35 (tilt handle not calibrated) and 32-40 (lift handle not calibrated). Ignore these two codes, this is normal during the calibration procedure.

Release the control handles.

NOTE: After pushing the PRESS TO OPERATE button, the handle position does not affect the calibration process.

NOTE: The ACS controller cycles the actuators, records the values and optimizes the system automatically in approximately 5 seconds.

Calibration is complete.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Calibration Procedure

Switchable Hand/Foot Controls

The new controller uses a calibration sequence to optimize the control system. The optimizing ensures full spool stroke (full flow) while preventing over stroke (loading) of the actuator.

NOTE: This calibration procedure must be followed when replacing a handle sensor, actuator or ACS controller. Failure to calibrate after component replacement may result in poor performance or reduced life of actuator(s).

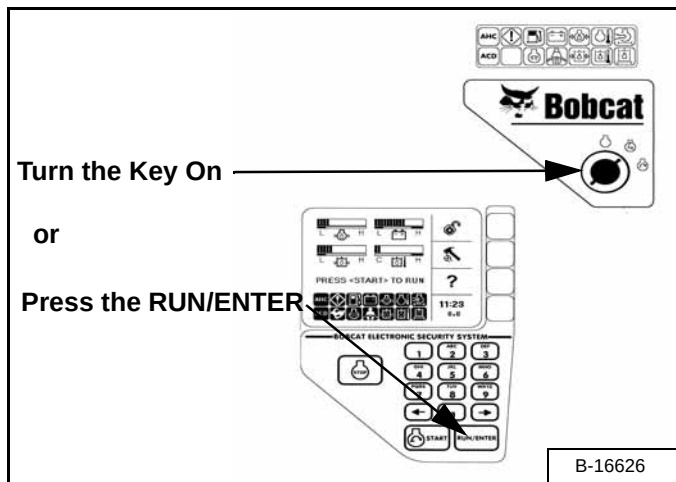
Figure 60-123-38



Update the loader service software to the latest version.

Place the rocker switch (Item 1) [Figure 60-123-38] in the hand control mode.

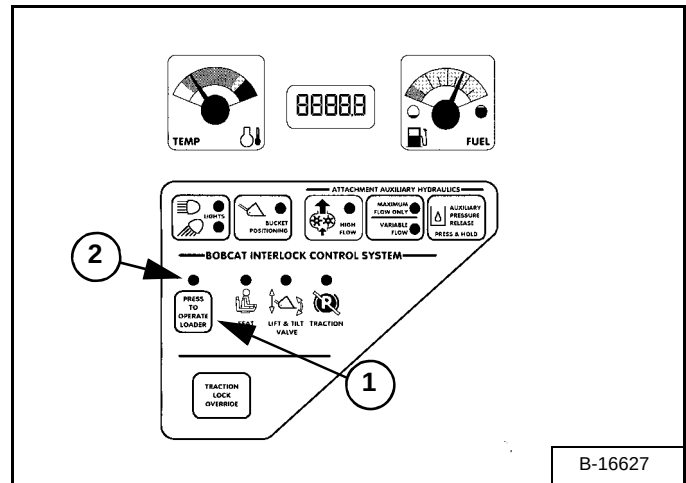
Figure 60-123-39



With the seat bar down, turn the ignition key ON (keyless panel press RUN/ENTER) [Figure 60-123-39].

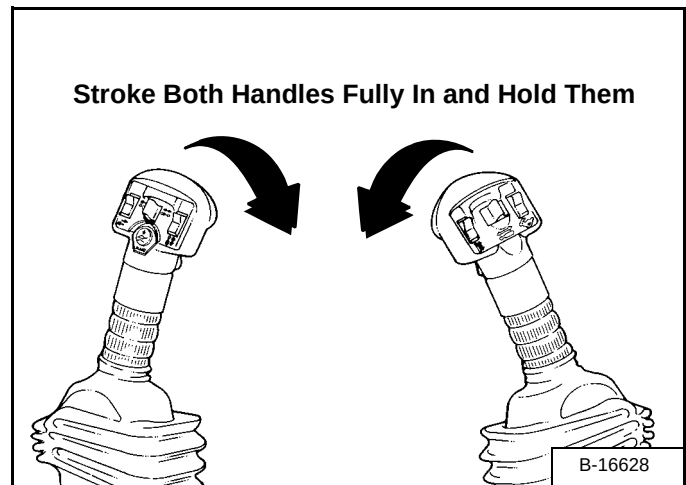
NOTE: Do not start the engine.

Figure 60-123-40



Push the PRESS TO OPERATE button (Item 1) [Figure 60-123-40] to unlock the hand controls.

Figure 60-123-41



Fully stroke both control handles in toward the center of the cab and hold the handles [Figure 60-123-41].

Lift the seat bar, high enough for the PRESS TO OPERATE light (Item 2) [Figure 60-123-40] to go OFF.

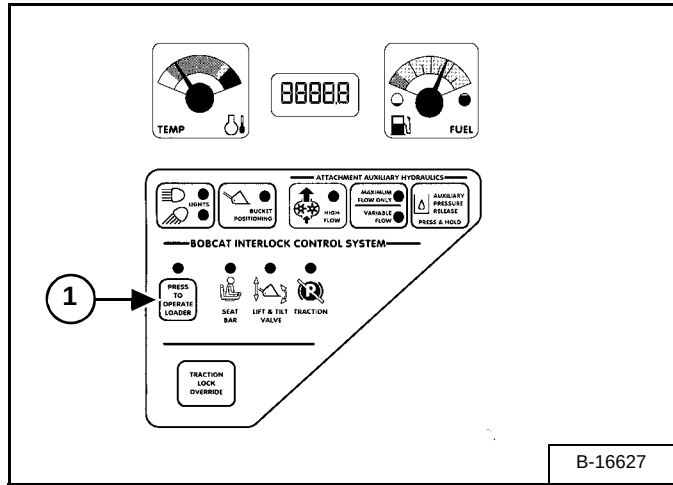
Lower the seat bar.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Calibration Procedure (Cont'd)

Switchable Hand/Foot Controls (Cont'd)

Figure 60-123-42



Push the PRESS TO OPERATE button (Item 1) [Figure 60-123-42] to begin calibration.

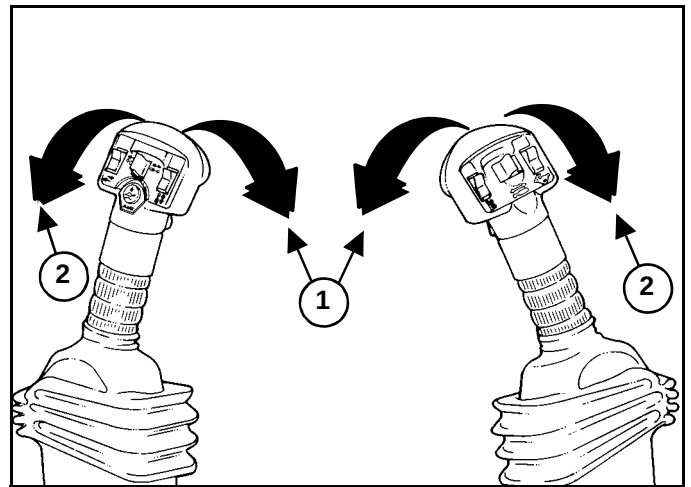
NOTE: The ACS icon will light up and if you listen closely the cycling of the actuators can be heard. The ACS icon will stay lit until the ignition key is cycled or the loader is started and a function is operated.

NOTE: During the calibration cycle, the system will beep three times. The calibration process generates two codes 32-35 (tilt handle not in neutral) and 32-40 (lift handle not in neutral). Ignore these two codes, this is normal during the calibration procedure.

Release the control handles.

NOTE: The remaining portion of the procedure must be completed in twenty seconds or less. If not the handles and pedals will lock and the procedure must be started over from the beginning.

Figure 60-123-43

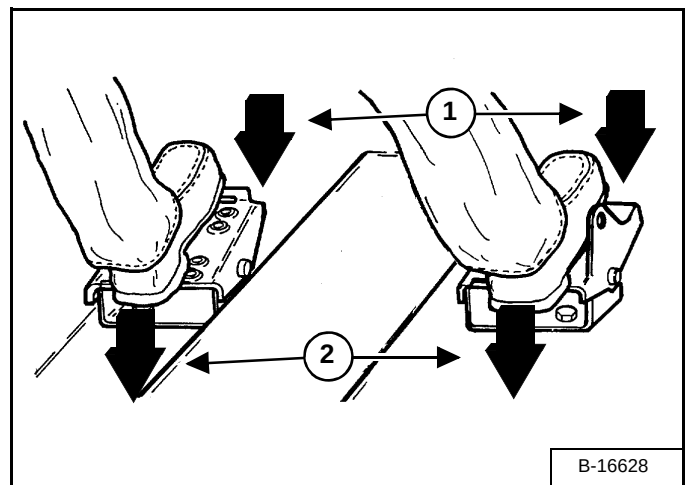


Fully move both handles in toward the center of the cab and hold the handles for one second (Item 1) [Figure 60-123-43].

Fully move both handles out toward the cab side screens and hold for one second (Item 2) [Figure 60-123-43].

Allow both handles to return to neutral.

Figure 60-123-44



Fully press the toe of the lift and tilt pedals (Item 1) [Figure 60-123-44] down and hold for one second.

Fully press the heel of the lift and tilt pedals (Item 2) [Figure 60-123-44] down and hold for one second.

Allow both pedals to return to neutral.

At the end of the twenty second time frame, the handles and pedals will lock.

Calibration is complete.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

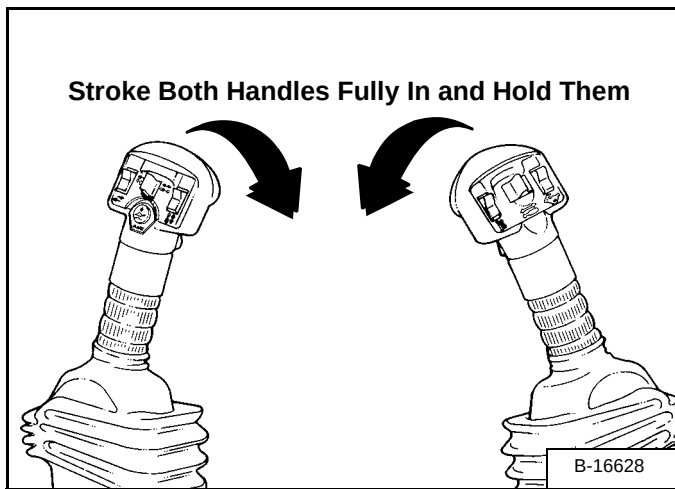
Calibration Procedure (Cont'd)

Hand Controls

The new controller uses a calibration sequence to optimize the control system. The optimizing ensures full spool stroke (full flow) while preventing over stroke (loading) of the actuator.

NOTE: This calibration procedure must be followed when replacing a handle sensor, actuator or ACS controller. Failure to calibrate after component replacement may result in poor performance or reduced life of actuator(s).

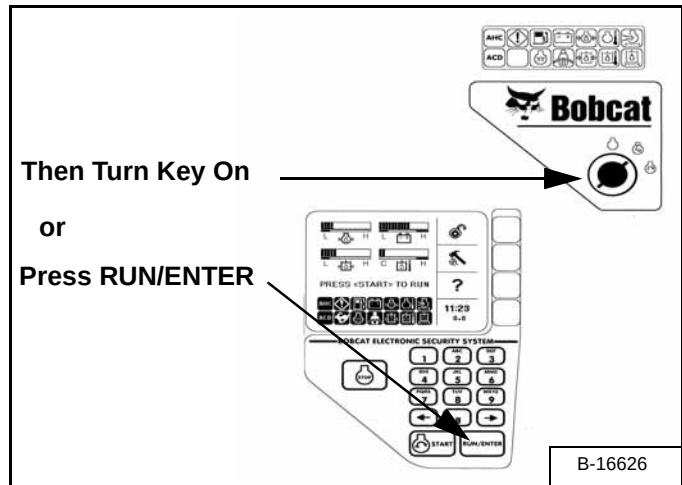
Figure 60-123-45



Update the loader service software to the latest version.

With the seat bar down and the ignition key off (keyless panel power off), fully stroke both control handles in toward the center of the cab and hold the handles [Figure 60-123-45].

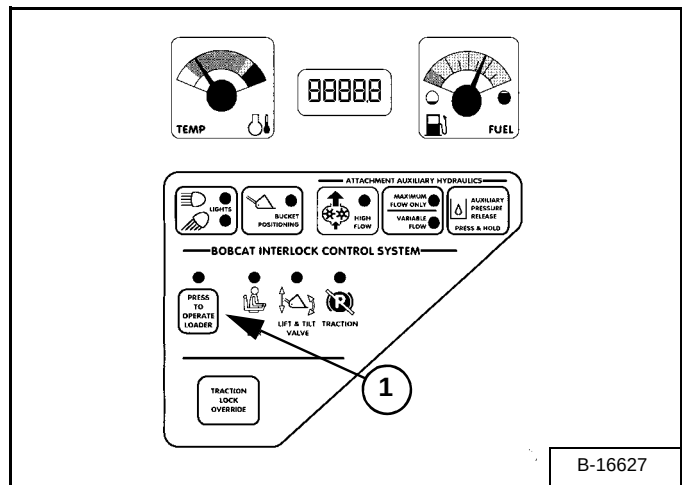
Figure 60-123-46



Turn the ignition key ON (keyless panel press RUN/ENTER) [Figure 60-123-46].

NOTE: Do not start engine.

Figure 60-123-47



Push the PRESS TO OPERATE button (Item 1) [Figure 60-123-47] to begin the calibration.

NOTE: The ACS icon will light up and if you listen closely the cycling of the actuators can be heard. The ACS icon will stay lit until the ignition key is cycled or the loader is started and a function is operated.

NOTE: During the calibration cycle, the system will beep three times. The calibration process generates two codes 32-35 (tilt handle not in neutral) and 32-40 (lift handle not in neutral). Ignore these two codes, this is normal during the calibration procedure.

Release the control handles.

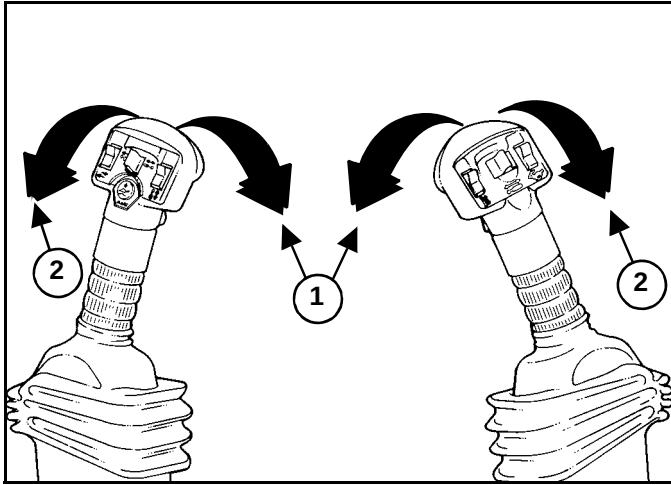
NOTE: The remaining portion of the procedure (See Page 60-130-17.) must be completed in twenty seconds or less.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Calibration Procedure (Cont'd)

Hand Controls (Cont'd)

Figure 60-123-48



Fully move both handles in toward the center of the cab and hold the handles for one second (Item 1) [Figure 60-123-48].

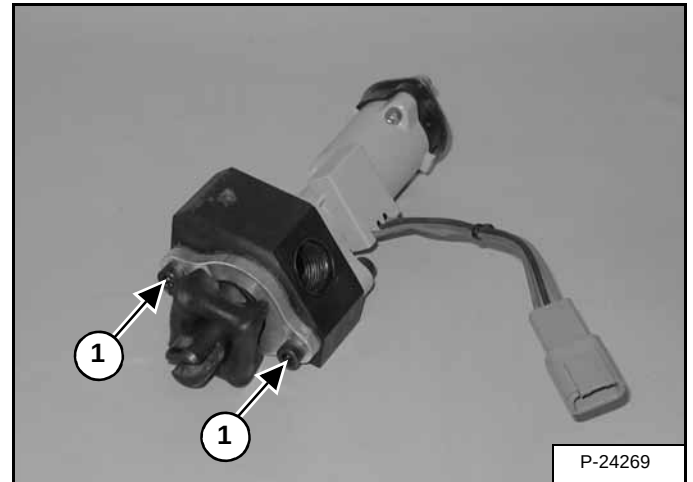
Fully move both handles out toward the cab side screens and hold for one second (Item 2) [Figure 60-123-48].

Allow both handles to return to neutral.

Calibration is complete.

Foot Sensor Disassembly And Assembly

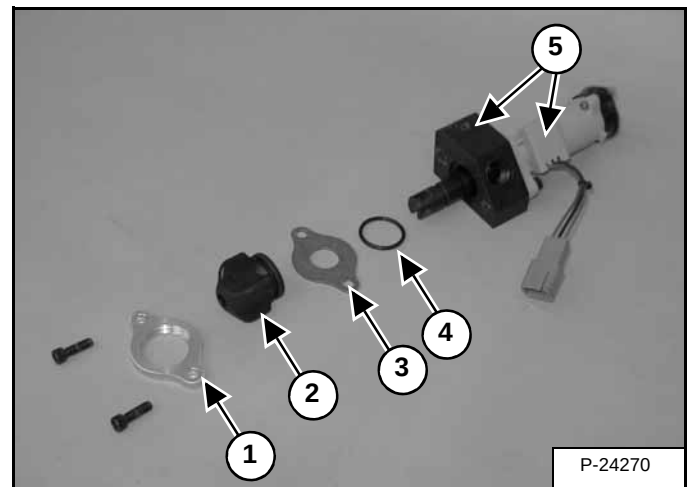
Figure 60-123-49



Remove the two bolts (Item 1) [Figure 60-123-49] from the end of the foot sensor.

Installation: Tighten the bolts to 90 in.-lbs. (10,2 Nm) torque. Apply LOCTITE #242 to the threads.

Figure 60-123-50



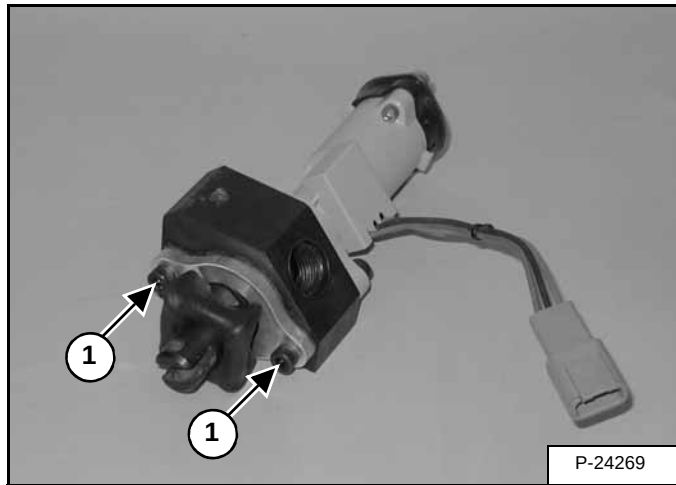
Remove the boot retainer (Item 1), boot (Item 2), spool stop plate (Item 3) and O-ring (Item 4) [Figure 60-123-50].

NOTE: Do not disassemble the sensor assembly (Item 5) [Figure 60-123-50]. The sensor assembly is a calibrated assembly and cannot be serviced. Order through Bobcat Parts.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Foot Sensor Disassembly And Assembly (Cont'd)

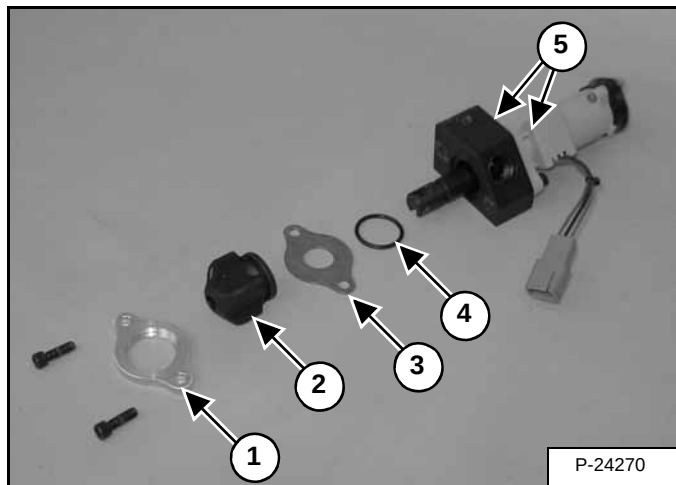
Figure 60-123-51



Remove the two bolts (Item 1) [Figure 60-123-51] from the end of the foot sensor.

Installation: Tighten the bolts to 90 in.-lbs. (10,2 Nm) torque. Apply LOCTITE 242 to the threads.

Figure 60-123-52

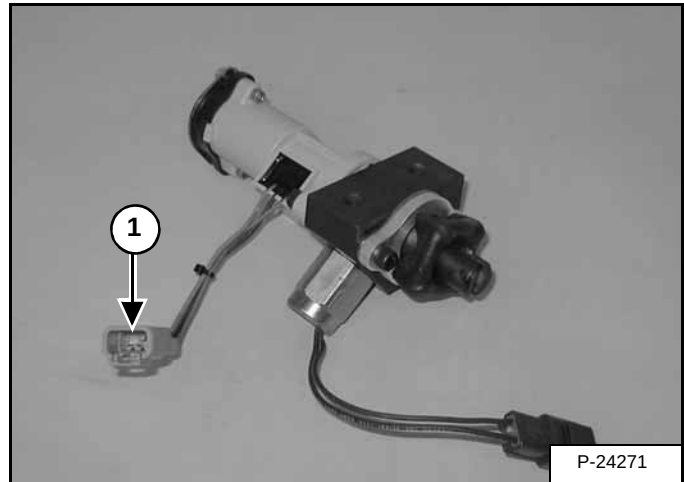


Remove the boot retainer (Item 1), boot (Item 2), spool stop plate (Item 3), O-ring (Item 4) [Figure 60-123-52].

NOTE: Do not disassemble the sensor assembly (Item 5) [Figure 60-123-52]. The sensor assembly is a calibrated assembly and cannot be serviced. Order through Bobcat Parts.

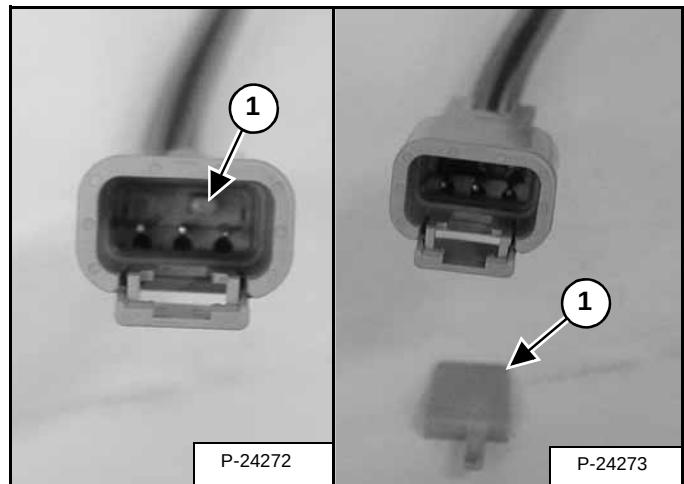
Foot Sensor Connector

Figure 60-123-53



The wire connector (Item 1) [Figure 60-123-53] can be removed from the sensor wires, use the following procedure.

Figure 60-123-54

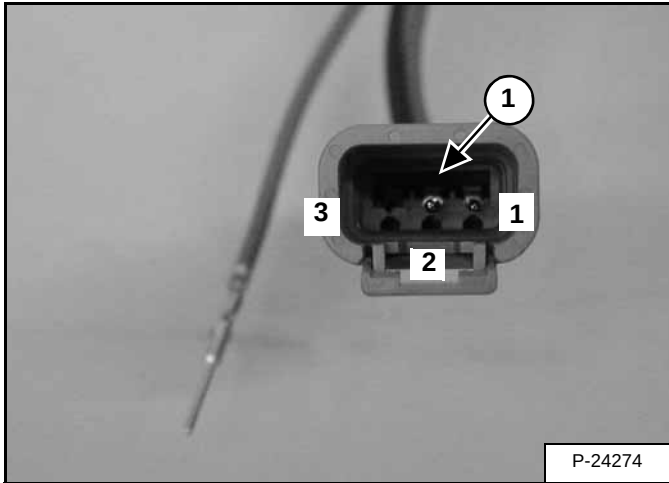


Remove the wedge (Item 1) [Figure 60-123-54] from the connector.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

Foot Sensor Connector (Cont'd)

Figure 60-123-55



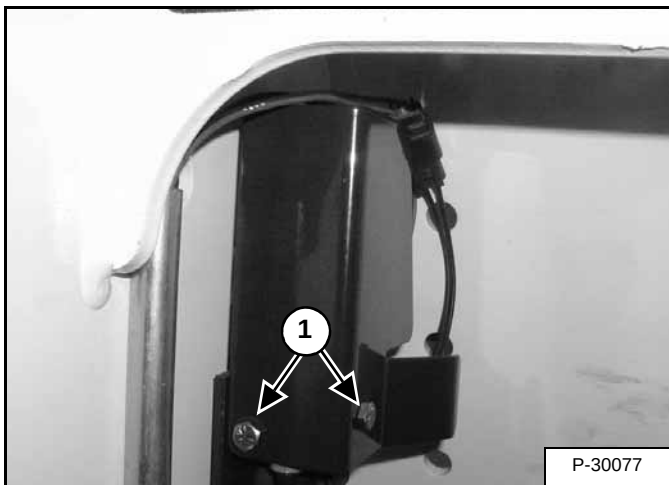
With a pointed tool, lift the tab (Item 1) [Figure 60-123-55] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-123-55]:

- 1 - Terminal - Red
- 2 - Terminal - Black
- 3 - Terminal - Green

Foot Lock Solenoid Removal And Installation

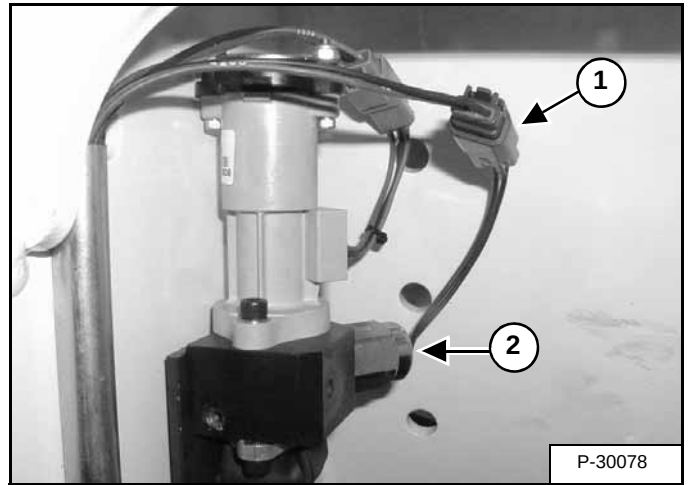
Figure 60-123-56



Remove the two bolts (Item 1) [Figure 60-123-56] from the foot sensor shield.

Installation: Tighten the bolts to 80-90 in.-lbs. (9,0-10,2 Nm) torque.

Figure 60-123-57

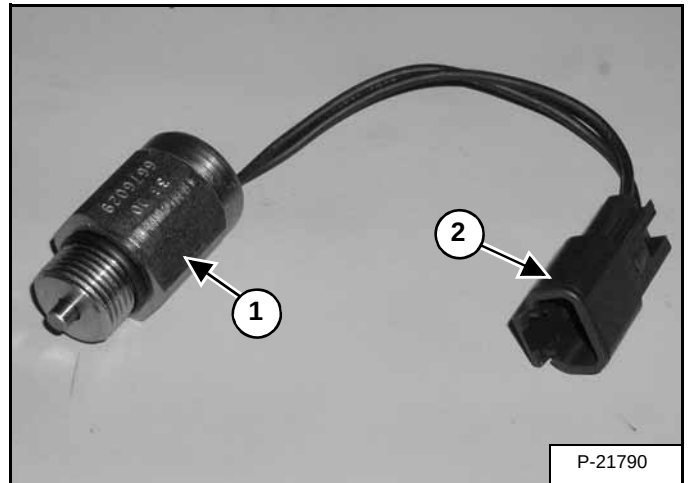


Disconnect the foot lock solenoid connector (Item 1) [Figure 60-123-57] from the harness.

Remove foot lock solenoid (Item 2) [Figure 60-123-57].

Installation: Apply a drop of oil on the solenoid threads and tighten the solenoid to 35-40 ft.-lbs. (47-54 Nm) lubed torque.

Figure 60-123-58



Check the O-ring (Item 1) [Figure 60-123-58] for damage. Replace as necessary.

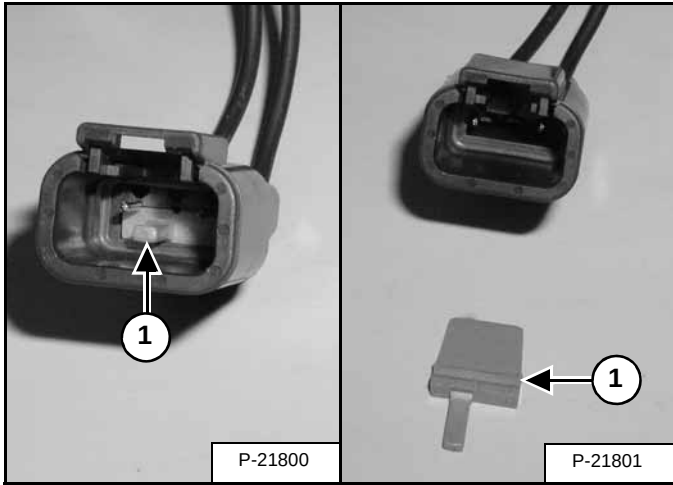
Foot Lock Solenoid Connector

The wire connector (Item 2) [Figure 60-123-58] can be removed from the solenoid wires, use the following procedure.

ADVANCED CONTROL SYSTEM (ACS) SELECTABLE HAND/FOOT CONTROL (CONT'D)

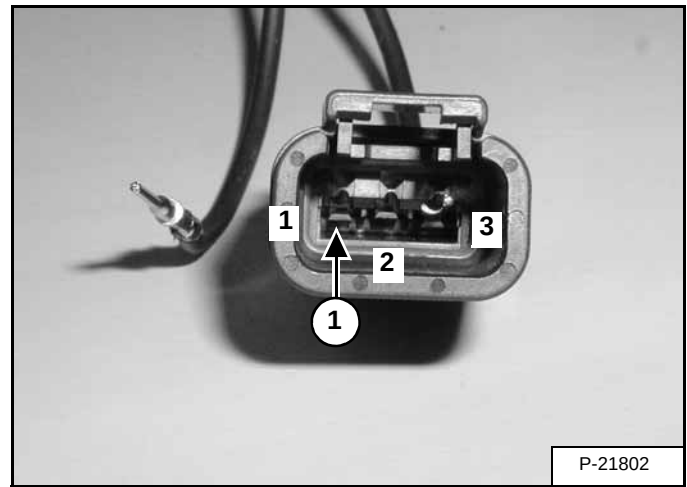
Foot Lock Solenoid Connector (Cont'd)

Figure 60-123-59



Remove the wedge (Item 1) [Figure 60-123-59] from the connector.

Figure 60-123-60



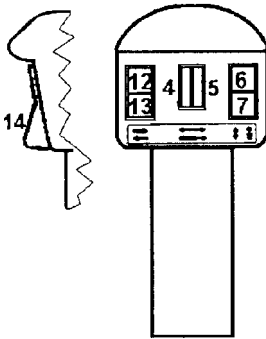
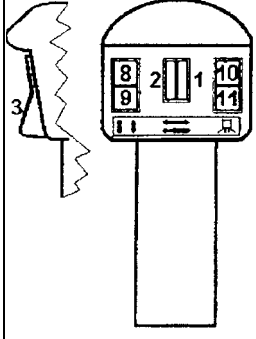
With a pointed tool, lift the tab (Item 1) [Figure 60-123-60] and pull the wire from the connector.

Installation: Install the wires into the connector as listed below [Figure 60-123-60]:

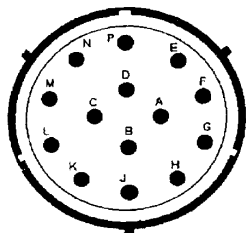
- 1 - Terminal - Black
- 2 - Terminal - Open
- 3 - Terminal - Black

ELECTRICAL/HYDRAULIC CONTROLS REFERENCE

Controls Identification Chart

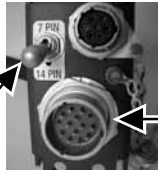
Left Side Control Handle Switches	Switch Number	Solenoid Number Activated			Attachment Harness Terminal Activated	Attachment Harness Connector	Right Side Control Handle Switches
			RH	HFH			
	1	1	1	1, 8	K		
	2	2	2	2	K		
	3	1	1	1, 8	K		
	4	2	2, 3	6, 7	K, A, D		
	5	1	1, 3	5, 7	K, A, C		
	6	1	1, 3	5, 7	K, E		
	7	1	1, 3	5, 7	K, F		
	8	1	1, 3	5, 7	K, G		
	9	1	1, 3	5, 7	K, H		
	10, 11, 12, 13, 14	-	--	--	K		

Fourteen Pin
Connector Viewed
from front
(pin side of
connector)
of loader.



B-16449

Early
Version



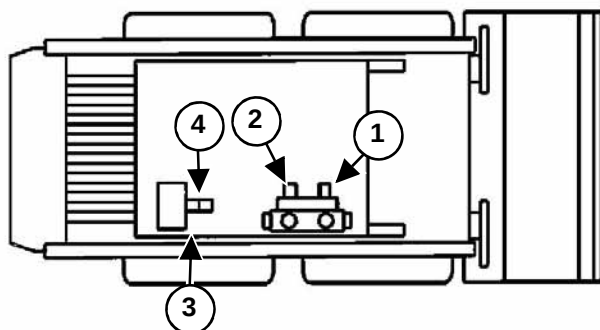
Later
Version



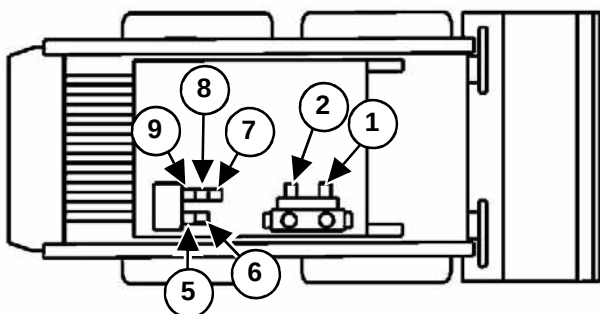
ELECTRICAL/HYDRAULIC CONTROLS REFERENCE (CONT'D)

Controls Identification Chart (Cont'd)

Standard Flow



High Flow



MC-2314

Solenoid Number	Hydraulic Coupler	Wiring Number
1	Front Female (Rod)	4330
2	Front Male (Base)	4340
3 (Top)	Diverter	4450
4 (Bottom)	Bleed - Rear Male & Female	4480
5	Rear Female (Rod)	4430
6	Rear Male (Base)	4440
7 (Bottom)	Diverter	4450
8 (Middle)	High Flow	4460
9 (Top)	Bleed - Rear Male & Female	4480

NOTE: Pushing the Hydraulic Pressure release button ON activates solenoids number 1, 4 and 9. The high flow button in the left side instrument panel must be pushed ON to activate solenoid number 8.

ENGINE SERVICE

AIR CLEANER	70-40-1
Removal And Installation (Non Turbo)	70-40-1
Removal And Installation (Turbo)	70-40-2
COOLING FAN	70-60-1
Blower Disassembly And Assembly	70-60-4
Blower Housing Grill Removal And Installation	70-60-4
Drive Tension Pulley Removal And Installation	70-60-1
Gearbox Assembly	70-60-11
Gearbox/Blower Housing Removal And Installation	70-60-2
Gearbox Checking Backlash	70-60-16
Gearbox Disassembly	70-60-7
Gearbox Parts Identification	70-60-6
ENGINE	70-80-1
Engine Mount Replacement	70-80-7
Removal And Installation	70-80-1
ENGINE COMPONENTS AND TESTING	70-70-1
Checking	70-70-4
Compression Checking	70-70-1
Fuel Injection Pump Removal And Installation	70-70-5
Fuel Injector Assembly	70-70-13
Fuel Injector Checking	70-70-12
Fuel Injector Disassembly	70-70-12
Fuel Injector Removal And Installation	70-70-10
Fuel Shut-Off Solenoid, Adjusting	70-70-3
Fuel Shut-Off Solenoid, Checking	70-70-3
Fuel Shut-Off Solenoid Removal And Installation	70-70-4
Glow Plugs Checking	70-70-2
Glow Plugs Removal And Installation	70-70-2
Rocker Arm And Shaft Checking	70-70-14
Timing The Injection Pump	70-70-8
Valve Clearance Adjustment	70-70-13
Valve Timing, Checking	70-70-14
ENGINE SPEED CONTROL	70-20-1
Disassembly	70-20-1
Removal And Installation	70-20-1
FLYWHEEL AND HOUSING	70-90-1
Flywheel Removal And Installation	70-90-1
Housing Removal And Installation	70-90-2
Ring Gear Removal And Installation	70-90-2

ENGINE SERVICE

Continued On Next Page

ENGINE SERVICE (CONT'D)

MUFFLER	70-30-1
Removal And Installation	70-30-1
RADIATOR	70-50-1
Removal And Installation	70-50-1
RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO). 70-100-1	
Checking Engine Oil Pressure	70-100-17
Checking The Cylinder Bore	70-100-27
Checking The Valve Guide	70-100-4
Connecting Rod Alignment	70-100-21
Crankshaft And Bearings Removal And Installation	70-100-22
Crankshaft Gear Removal And Installation	70-100-14
Cylinder Head Disassembly And Assembly	70-100-2
Cylinder Head Removal And Installation	70-100-1
Cylinder Head Servicing	70-100-3
Cylinder Head Top Clearance	70-100-3
Fuel Camshaft Governor	70-100-14
Fuel Camshaft Removal And Installation	70-100-13
Idle Gear And Camshaft Removal And Installation	70-100-9
Oil Pump Removal And Installation	70-100-15
Oil Pump Service	70-100-15
Piston And Connecting Rod Removal And Installation	70-100-18
Relief Valve	70-100-17
Reconditioning The Valve And Valve Seat	70-100-5
Rocker Arm And Shaft Checking	70-100-7
Servicing The Idle Gear And Shaft	70-100-12
Servicing The Camshaft	70-100-10
Servicing The Crankshaft And Bearings	70-100-23
Servicing The Piston And Connecting Rod	70-100-19
Timing Gearcase Cover Removal And Installation	70-100-7
Timing Gears Checking Backlash	70-100-13
Valve Spring	70-100-6
Water Pump Disassembly And Assembly	70-100-27
TROUBLESHOOTING	70-10-1
Chart	70-10-1
TURBOCHARGER	70-110-1
Description	70-110-2
Removal and Installation	70-110-2
Troubleshooting	70-110-1

TROUBLESHOOTING

Chart

The following troubleshooting chart is provided for assistance in locating and correcting problems which are most common. Many of the recommended procedures must be done by authorized Bobcat Service Personnel only.

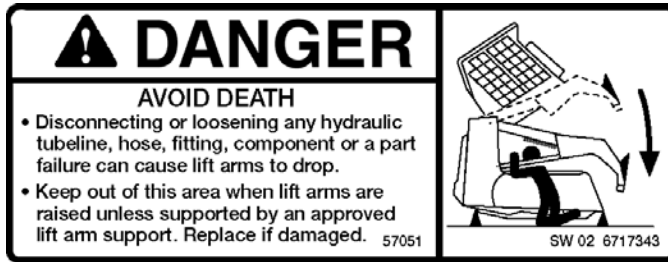
PROBLEM	CAUSE
Slow cranking speed.	1, 2, 3
Engine will not start.	2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 27, 28, 29
Difficult to start.	1, 2, 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 25, 27, 28, 29
No power for engine.	8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 21, 22, 23, 27, 28, 29
Engine is mis-firing.	8, 9, 11, 12, 13, 15, 16, 17, 21, 22, 24, 25, 26, 28
Too much fuel consumption.	10, 12, 13, 15, 16, 17, 19, 20, 21, 23, 24, 25, 27, 28, 29
Black exhaust.	10, 12, 13, 15, 16, 17, 19, 20, 21, 23, 24, 25, 27, 28, 29
Blue/white exhaust.	4, 10, 15, 16, 17, 21, 23, 27, 29, 30, 50
Low oil pressure.	4, 31, 32, 33, 34, 35, 37, 38, 39, 52
Engine knocking.	13, 15, 16, 19, 22, 24, 25, 27, 29, 31, 40, 41, 53
Engine running rough.	7, 8, 9, 10, 11, 12, 13, 17, 18, 22, 24, 25, 26, 29, 40, 53
Vibration.	12, 13, 17, 21, 22, 25, 26, 29, 40, 42, 43
High oil pressure warning.	4, 33, 36
Overheating.	10, 12, 13, 15, 16, 20, 21, 40, 44, 45, 46, 47, 48, 51
Too much crankcase pressure.	22, 27, 29, 30, 40, 49
Poor compression.	10, 16, 21, 24, 25, 27, 28, 29, 30, 41, 53
Start and stop.	9, 10, 11

TROUBLESHOOTING (CONT'D)**Chart (Cont'd)**

KEY TO CORRECT THE CAUSE	
1. Alternator belt is loose or damaged.	28. Worn valve and seats.
2. Bad electrical connections.	29. Broken or worn piston rings.
3. Faulty starter motor.	30. Worn valve stems or guides.
4. Incorrect grade of oil.	31. Worn or damaged bearings.
5. Low cranking speed.	32. Not enough oil in the crankcase.
6. Fuel tank empty.	33. Switch/sensor is defective.
7. Faulty stop control operation.	34. Oil pump worn.
8. Plugged fuel line.	35. Relief valve is sticking open.
9. Plugged fuel filter.	36. Relief valve is sticking closed.
10. Restriction in the air cleaner.	37. Broken relief valve spring.
11. Air in the fuel system.	38. Faulty suction pipe.
12. Faulty fuel injection pump.	39. Plugged oil filter.
13. Faulty fuel injectors.	40. Piston seizure.
14. Broken injection pump drive.	41. Incorrect piston height.
15. Incorrect injection pump timing.	42. Faulty engine mounting.
16. Incorrect valve timing.	43. Incorrect flywheel alignment.
17. Poor compression.	44. Faulty thermostat.
18. Plugged fuel tank vent.	45. Restriction in water jacket.
19. Incorrect grade of fuel.	46. Loose alternator belt.
20. Exhaust pipe restriction.	47. Plugged radiator.
21. Cylinder head gasket leaking.	48. Faulty water pump.
22. Overheating.	49. Plugged breather pipe.
23. Cold running.	50. Damaged valve stem defectors.
24. Incorrect tappet adjustment.	51. Coolant level too low.
25. Sticking valves.	52. Plugged oil pump pipe strainer.
26. Incorrect fuel lines.	53. Broken valve spring.
27. Worn cylinder bores.	

ENGINE SPEED CONTROL

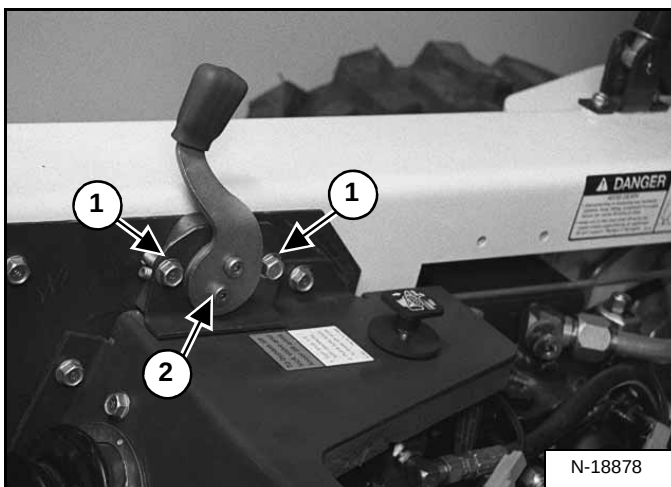
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 70-20-1



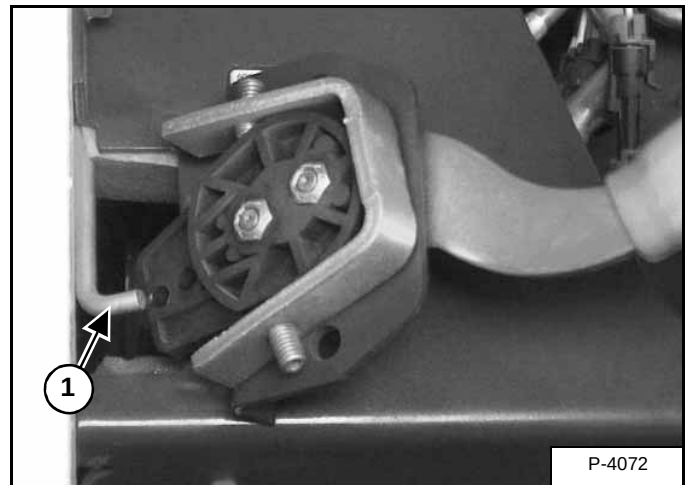
Raise the lift arms and install an approved lift arm device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the two mounting bolts (Item 1) [Figure 70-20-1] and nuts from the speed control mounting bracket.

Installation: Tighten the mounting bolts and nuts evenly until the speed control lever moves back and forth at a comfortable tension.

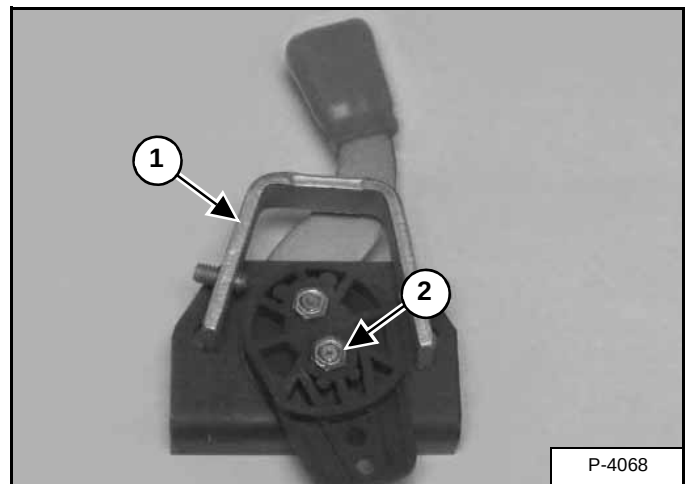
Figure 70-20-2



Pull the speed control away from the loader frame and disconnect the speed control rod (Item 1) [Figure 70-20-2] from the control.

Installation: Be sure to install the control rod in the bottom hole of the speed control.

Figure 70-20-3



Installation: Install the stop bracket (Item 1) [Figure 70-20-3] in the same location. It is necessary for the front and rear stop on the bracket to be located correctly.

Reverse the removal procedure to install the engine speed control.

Disassembly

Loosen the two control lever mounting bolts (Item 2) [Figure 70-20-1] and remove the mounting nuts (Item 2) [Figure 70-20-3].

Assembly: Do not lubricate the engine speed control.

Replace any worn or damaged parts if necessary.

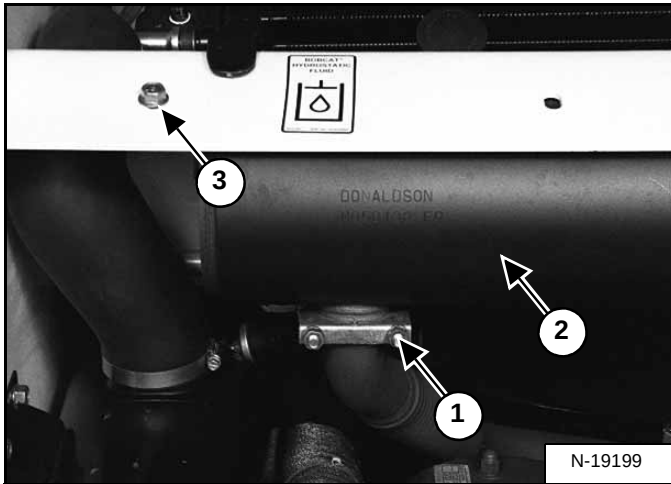


Bobcat®

MUFFLER

Removal And Installation

Figure 70-30-1



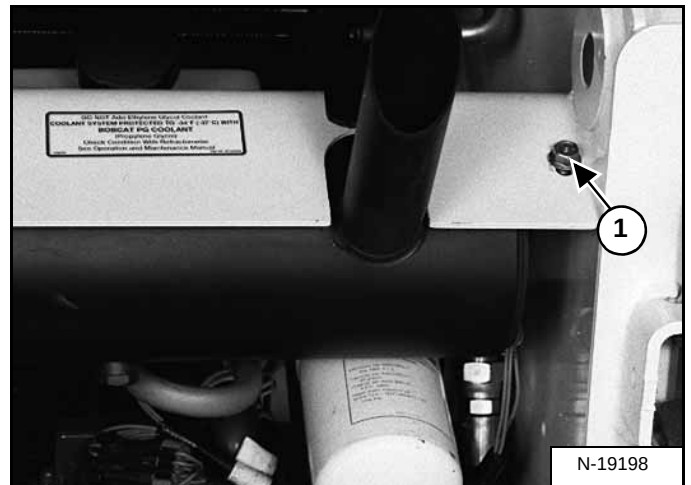
Open the rear door and raise the rear grill.

Remove the exhaust pipe clamp (Item 1 from the muffler (Item 2) [Figure 70-30-1].

Disconnect the exhaust pipe from the muffler.

Remove the left side mounting bolt (Item 3) [Figure 70-30-1] from the muffler.

Figure 70-30-2



Remove the right side mounting bolt (Item 1) [Figure 70-30-2] from the muffler.

Installation: Tighten the muffler mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the muffler from the loader.

Reverse the removal procedure to install the engine muffler.

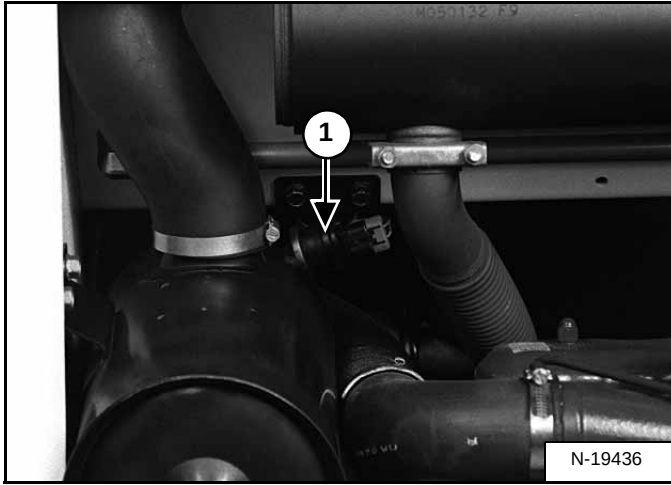


Bobcat®

AIR CLEANER

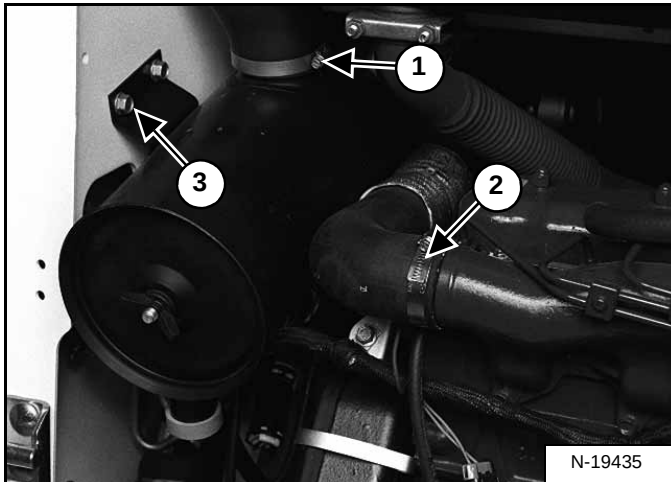
Removal And Installation (Non Turbo)

Figure 70-40-1



Disconnect the wire harness connector (Item 1) [Figure 70-40-1] from the air cleaner sensor on the air cleaner.

Figure 70-40-2

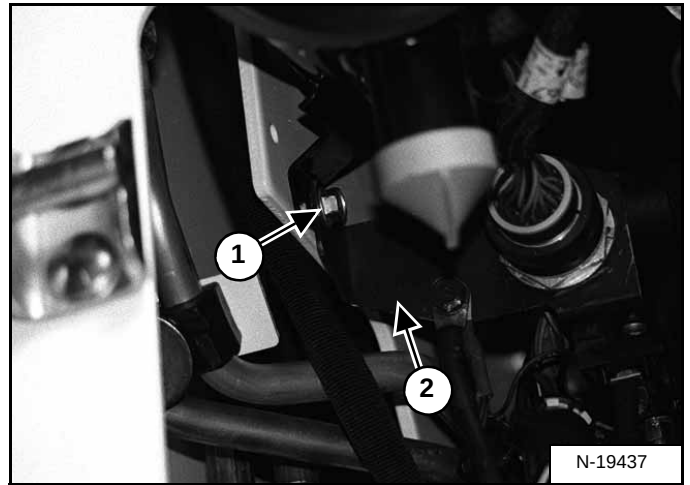


Loosen the hose clamp (Item 1) [Figure 70-40-2] on the air cleaner hose.

Loosen the clamp (Item 2) [Figure 70-40-2] from the hose on the engine manifold.

Remove the two mounting bolts (Item 3) [Figure 70-40-2] from the top mount of the air cleaner.

Figure 70-40-3



Remove the lower mounting bolt (Item 1) and engine harness mounting bracket (Item 2) [Figure 70-40-3] from the air cleaner.

Installation: Tighten the three mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

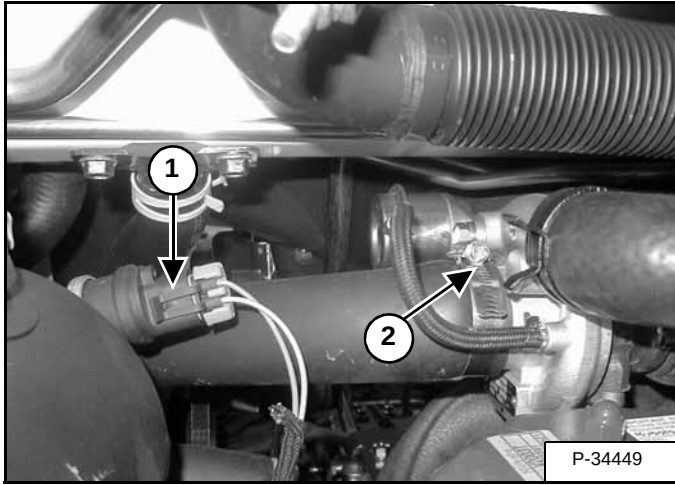
Remove the air cleaner from the engine compartment.

Reverse the removal procedure to install the air cleaner.

AIR CLEANER (CONT'D)

Removal And Installation (Turbo)

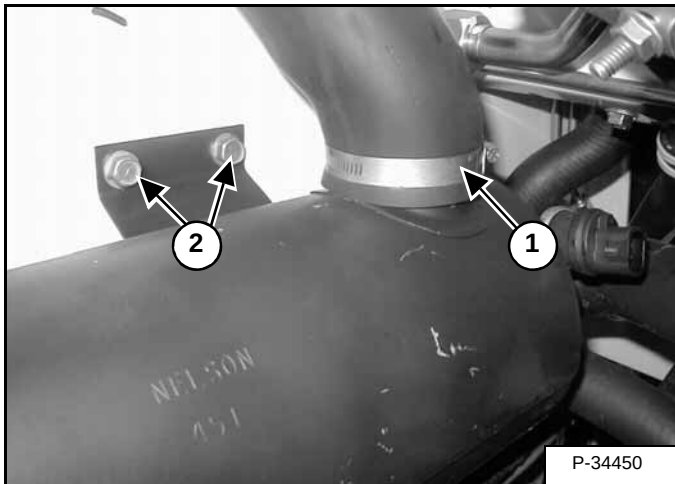
Figure 70-40-4



Disconnect the wire harness connector (Item 1) [Figure 70-40-4] from the air cleaner sensor on the air cleaner.

Loosen the clamp (Item 2) [Figure 70-40-4] from the hose on the engine manifold

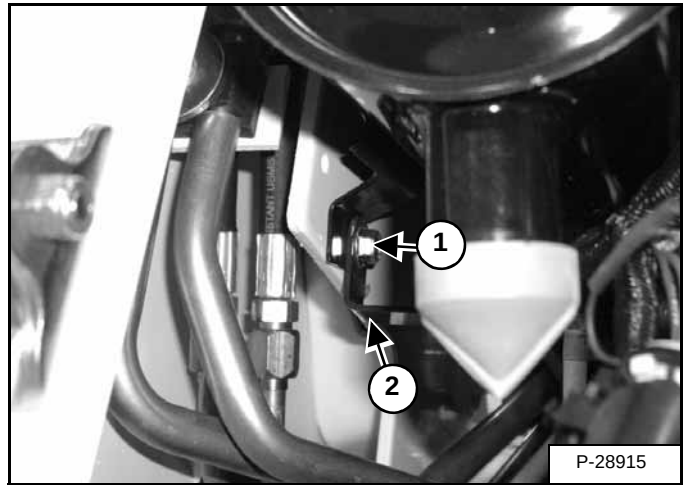
Figure 70-40-5



Loosen the hose clamp (Item 1) [Figure 70-40-5] on the air cleaner hose.

Remove the two mounting bolts (Item 2) [Figure 70-40-5] from the top mount of the air cleaner.

Figure 70-40-6



Remove the lower mounting bolt (Item 1) and engine harness mounting bracket (Item 2) [Figure 70-40-6] from the air cleaner.

Installation: Tighten the three mounting bolts to 15-20 ft.-lbs. (20-27 Nm) torque.

Remove the air cleaner from the engine compartment.

Reverse the removal procedure to install the air cleaner.

RADIATOR

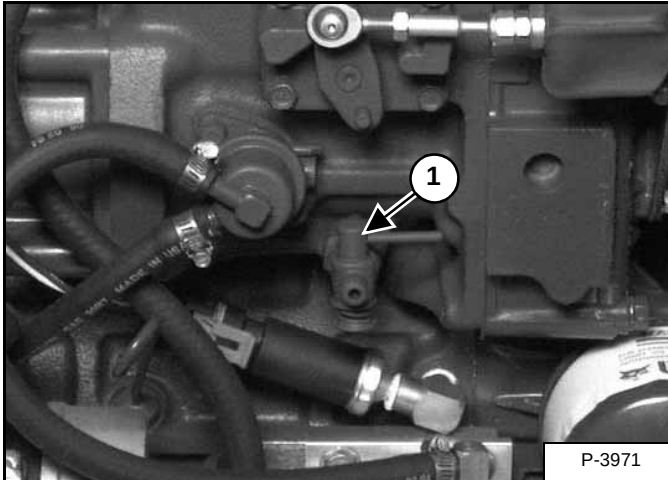
Removal And Installation



Do not remove radiator cap when the engine is hot. You can be seriously burned.

W-2070-1285

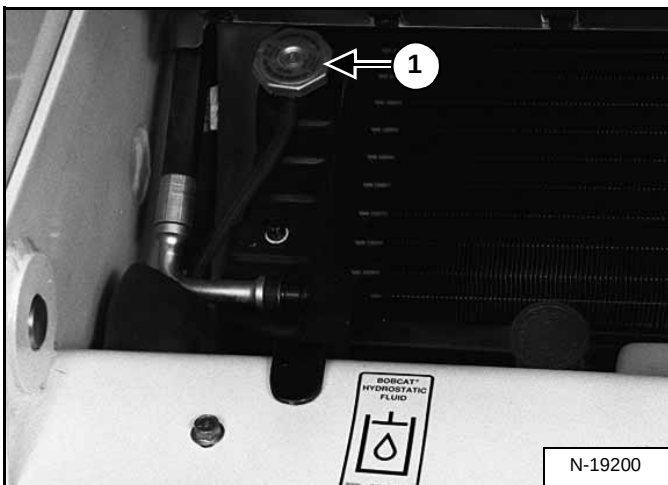
Figure 70-50-1



Stop the engine and open the rear door.

Open the drain valve (Item 1) [Figure 70-50-1] on the engine block and drain the coolant into a container. (Also See Replacing the Coolant on Page 10-190-2.)

Figure 70-50-2

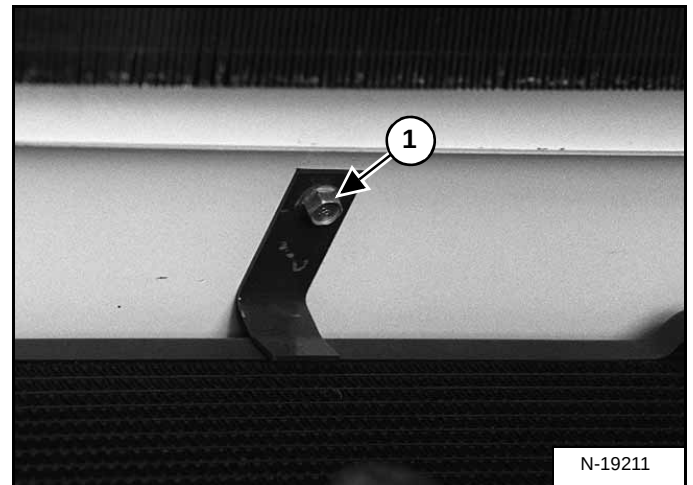


Loosen the radiator cap (Item 1) [Figure 70-50-2] from the radiator fill neck.

Remove the rear grill. (See Removal And Installation on Page 50-60-2.)

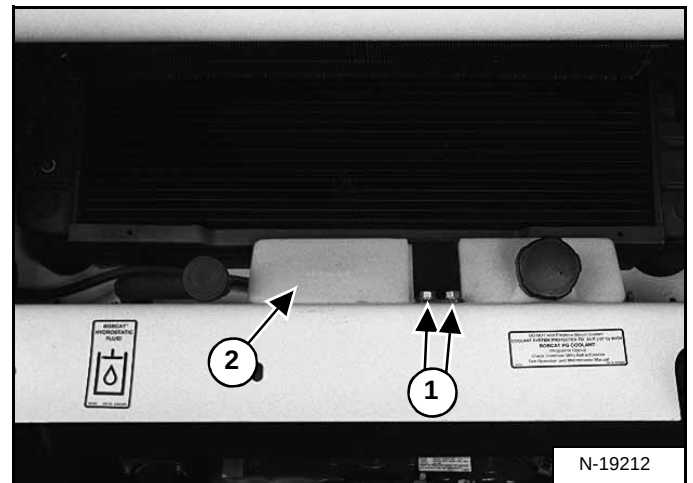
Remove the oil cooler. (See Removal and Installation on Page 30-60-1.)

Figure 70-50-3



Remove the radiator bracket mounting bolt (Item 1) [Figure 70-50-3].

Figure 70-50-4



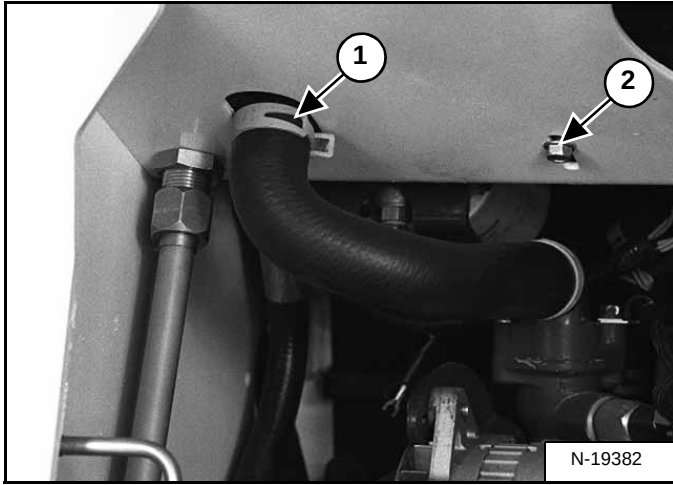
Remove the two coolant recovery tank mounting bolts (Item 1) [Figure 70-50-4].

Remove the coolant recovery tank (Item 2) [Figure 70-50-4].

RADIATOR (CONT'D)

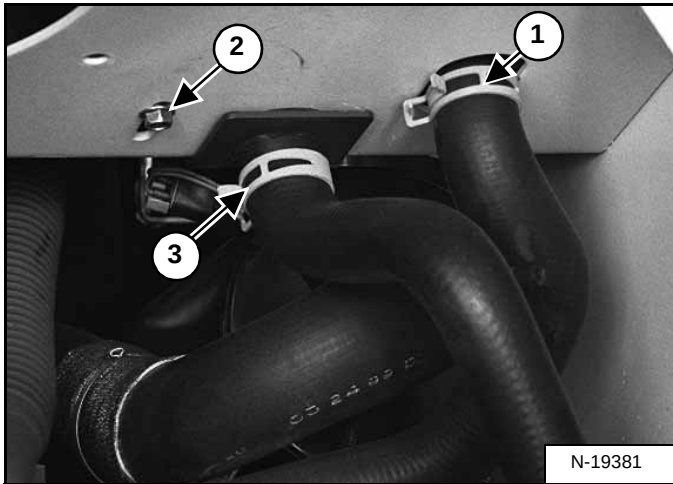
Removal And Installation (Cont'd)

Figure 70-50-5



Remove the hose clamp (Item 1) **[Figure 70-50-5]** from the inlet hose.

Figure 70-50-6

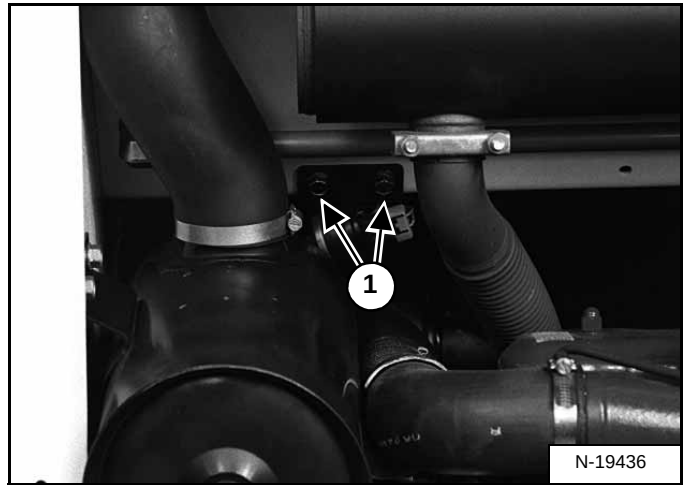


Remove the hose clamp (Item 1) **[Figure 70-50-6]** from the outlet hose.

Remove the two radiator mounting bolts (Item 2) **[Figure 70-50-5]** & **[Figure 70-50-6]**.

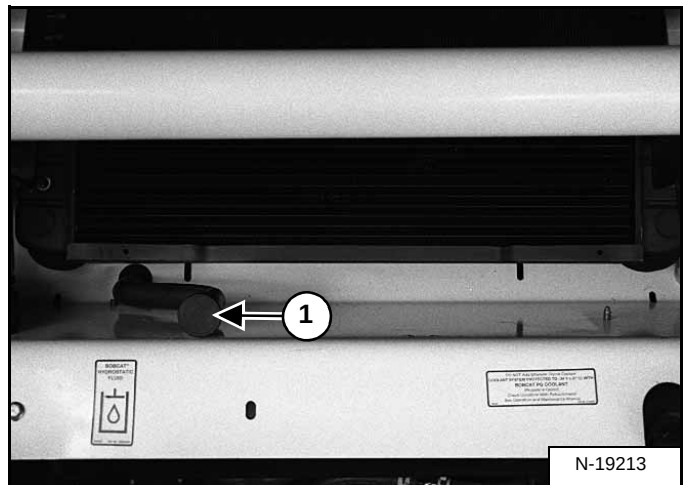
Remove the clamp (Item 3) **[Figure 70-50-6]** from the hydraulic fill tube.

Figure 70-50-7



Remove the two hydraulic fill tube mounting bolts (Item 1) **[Figure 70-50-7]**.

Figure 70-50-8



Remove the hydraulic fill tube (Item 1) **[Figure 70-50-8]**.

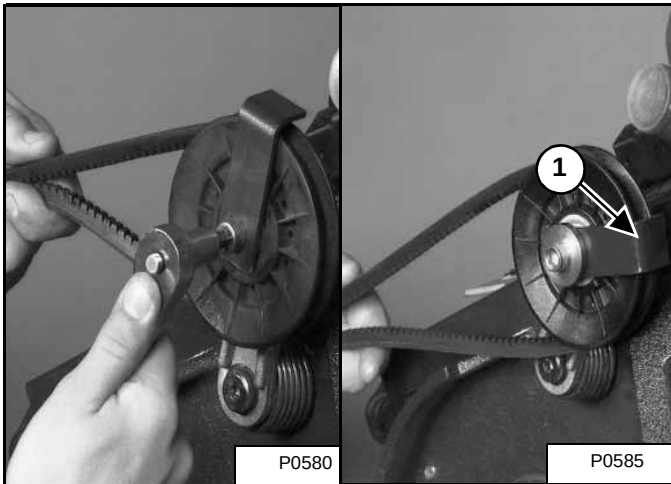
Lift the radiator up and remove it from the loader.

Reverse the above procedure to install the radiator.

COOLING FAN

Drive Tension Pulley Removal And Installation

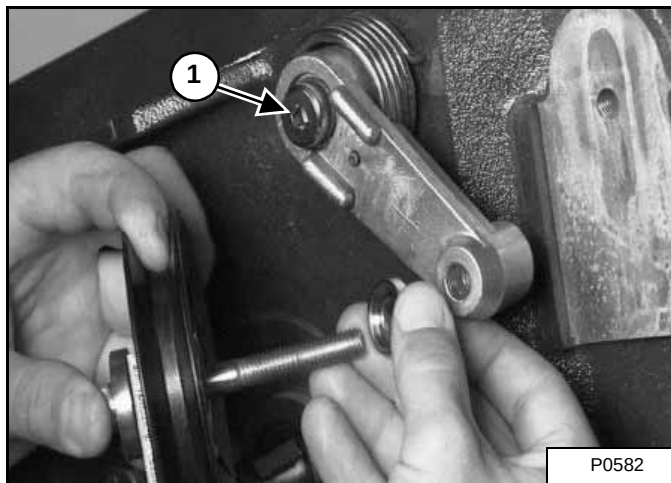
Figure 70-60-1



Loosen the idler pulley bolt [Figure 70-60-1].

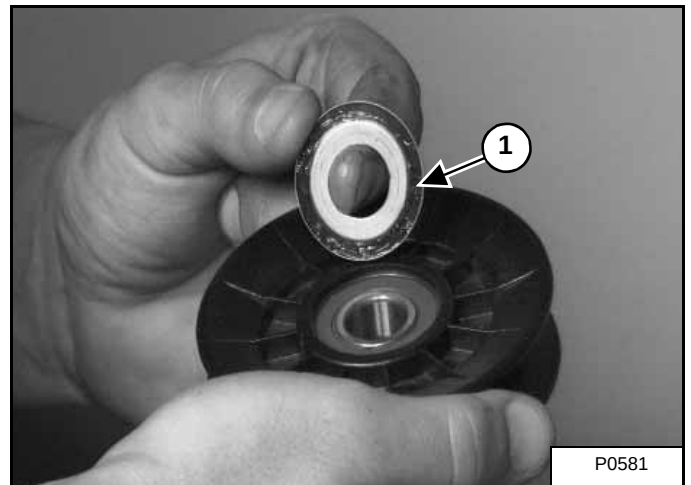
Installation: Install the retainer bracket (Item 1) [Figure 70-60-1] for the fan belt at the 3 o'clock position.

Figure 70-60-2



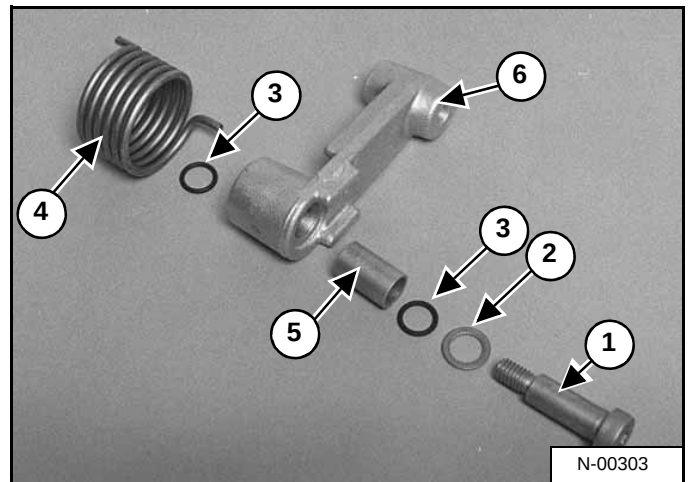
Remove the spacers, bolt and washer from the arm [Figure 70-60-2].

Figure 70-60-3



Installation: Put a small amount of grease around the outside edge (Item 1) [Figure 70-60-3] on the grease rings.

Figure 70-60-4



Remove the bolt (Item 1) [Figure 70-60-2] & [Figure 70-60-4] from the idler pulley pivot arm (Item 6) [Figure 70-60-4].

Remove the thrust washer (Item 2), O-rings (Item 3) and spring (Item 4) [Figure 70-60-4].

Check all parts for damage or wear and replace them as needed.

NOTE: When making any repairs, replace the bronze bushing (Item 5) [Figure 70-60-4] with a new style nylon bushing. Clean all parts and assemble dry. Do not lubricate. (See Parts Manual for correct part numbers.)

Reverse the removal procedure to install the tension pulley.

COOLING FAN (CONT'D)

Gearbox/Blower Housing Removal And Installation

Put jackstands under the rear corners of the loader

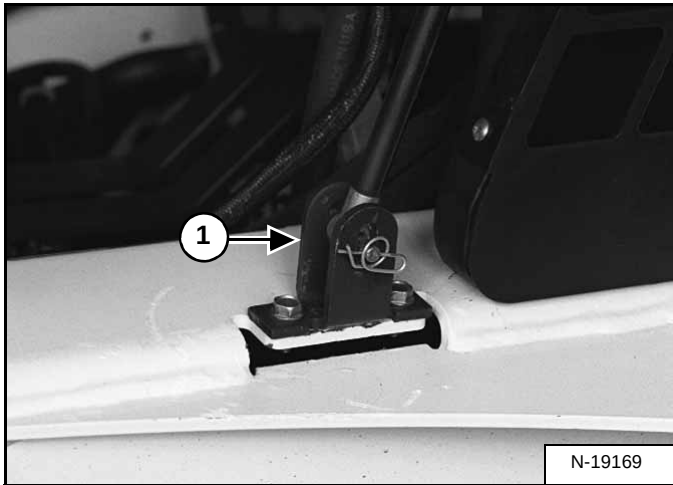


! WARNING

Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

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Figure 70-60-5

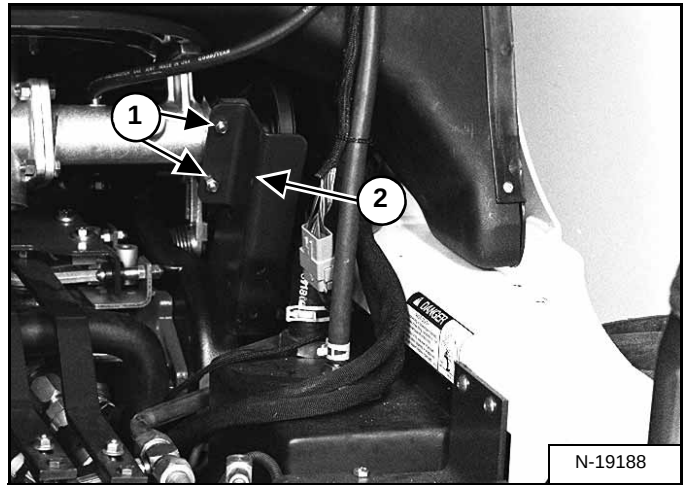


Raise the lift arms and install an approved lift arm device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the left gas cylinder mounting bracket (Item 1) [Figure 70-60-5]. (See Gas Cylinder Removal And Installation on Page 50-20-1.)

Figure 70-60-6

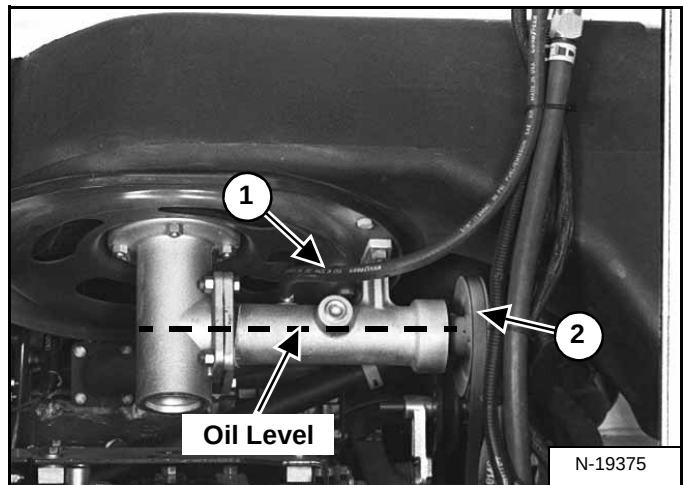


Remove the nuts (Item 1) from the u-bolt which mounts the fan belt shield (Item 2) [Figure 70-60-6] to the blower fan.

Remove the fan belt shield (Item 2) [Figure 70-60-6] from the blower fan.

Installation: The shield must not interfere with the fan belt. Torque the nuts to 15-17 ft.-lbs. (21-23 Nm).

Figure 70-60-7



Disconnect the breather hose (Item 1) [Figure 70-60-7] from the electrical harnesses on the loader frame.

Installation: Make sure the breather hose is unrestricted when routing.

Remove the fan drive belt (Item 2) [Figure 70-60-7] from the pulley on the blower fan.

NOTE: When checking the fan gearbox oil level, be sure the level does not go above the top of the shaft in the gearbox [Figure 70-60-7]. Use a light colored 90W gear lube if the level is low.

COOLING FAN (CONT'D)

Gearbox/Blower Housing Removal And Installation (Cont'd)

Figure 70-60-8

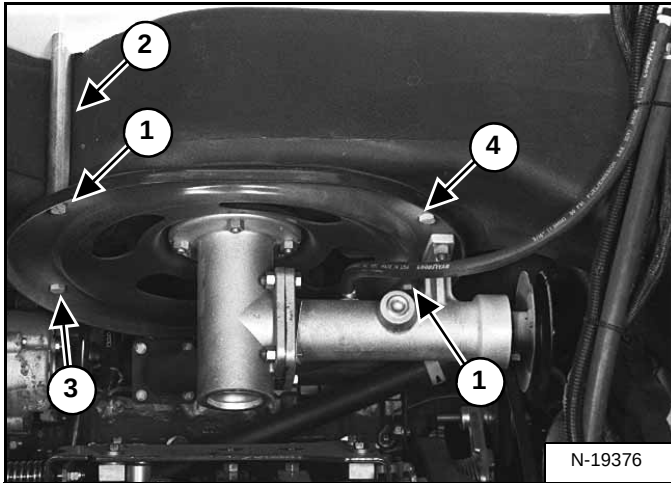
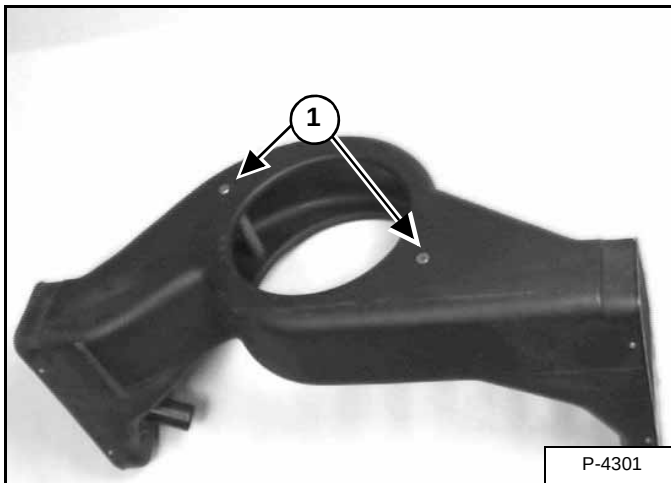


Figure 70-60-9



Remove the two mounting bolts (Item 1) and the two spacer tubes (Item 2) [Figure 70-60-8] from the blower fan.

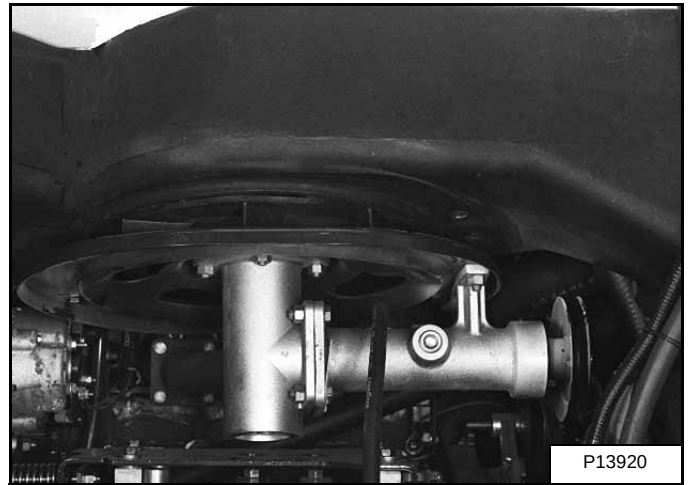
Remove the rear mounting bolt (Item 3) [Figure 70-60-8].

Remove the front mounting bolt (Item 4) [Figure 70-60-8].

NOTE: Mounting bolts (Item 3 & 4) [Figure 70-60-8] use wave washer (Item 1) [Figure 70-60-9] to prevent tubes and bolts from falling out of the housing during installation.

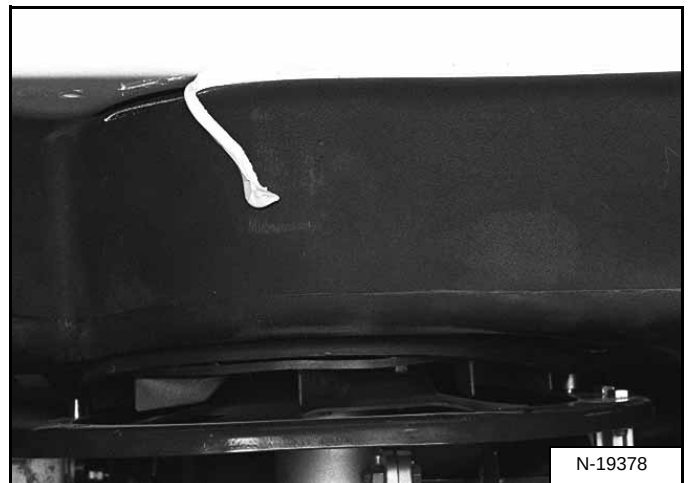
Installation: Tighten the four mounting bolts to 25-28 ft.-lbs. (34-38 Nm) torque.

Figure 70-60-10



Lower the blower fan from the housing until it rests on the steering linkage plate [Figure 70-60-10].

Figure 70-60-11



Remove the strip of sealant along the top of the blower housing [Figure 70-60-11].

Installation: Use R.T.V. sealant to reseal the blower housing.

Loosen the electrical harnesses from the frame of the loader.

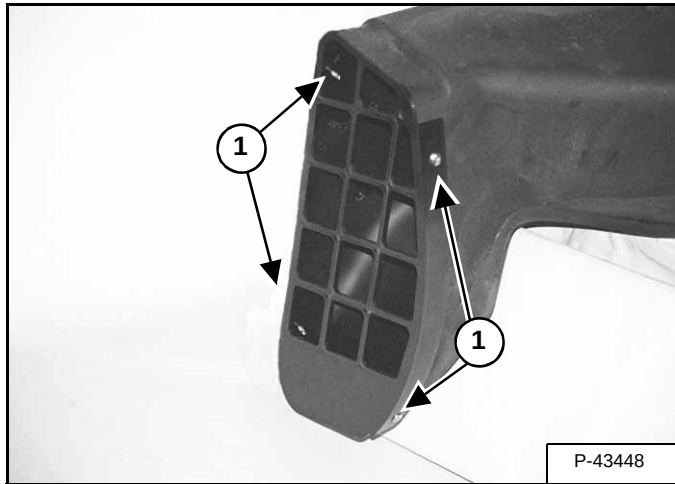
Slide the blower fan and housing forward and remove both from the loader.

COOLING FAN (CONT'D)

Blower Disassembly And Assembly

Blower Housing Grill Removal And Installation

Figure 70-60-12



To replace the blower housing grill, remove the four mounting screws (Item 1) [Figure 70-60-12] from the grill.

Install the new grill and replace the mounting bolts.

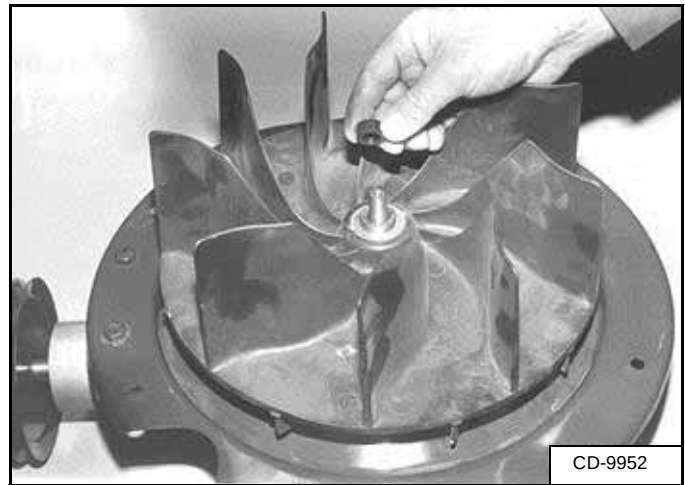
WARNING

AVOID INJURY OR DEATH

Wear safety goggles to prevent eye injury when drilling or grinding.

W-2108-1186

Figure 70-60-13



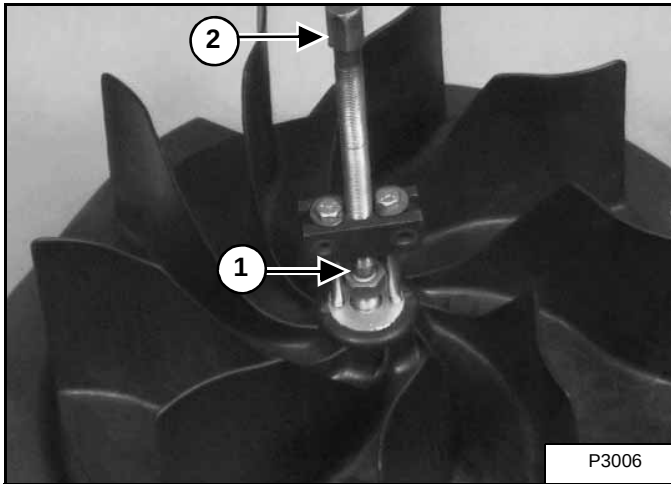
Remove the lock nut and spacer [Figure 70-60-13].

Installation: Tighten the nut to 45-55 ft.-lbs. (61-75 Nm) torque.

COOLING FAN (CONT'D)

Blower Disassembly And Assembly (Cont'd)

Figure 70-60-14



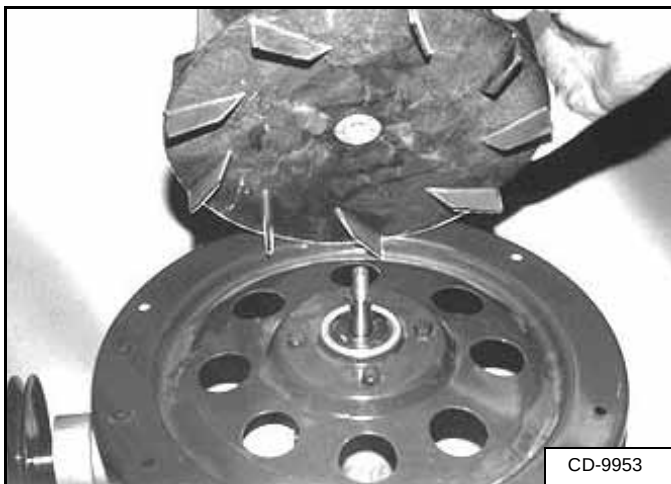
Use the following procedure to remove the fan from the shaft.

Install the nut (Item 1) [Figure 70-60-14] on the tapered shaft to protect the shaft and threads.

Install the puller on the fan as shown [Figure 70-60-14].

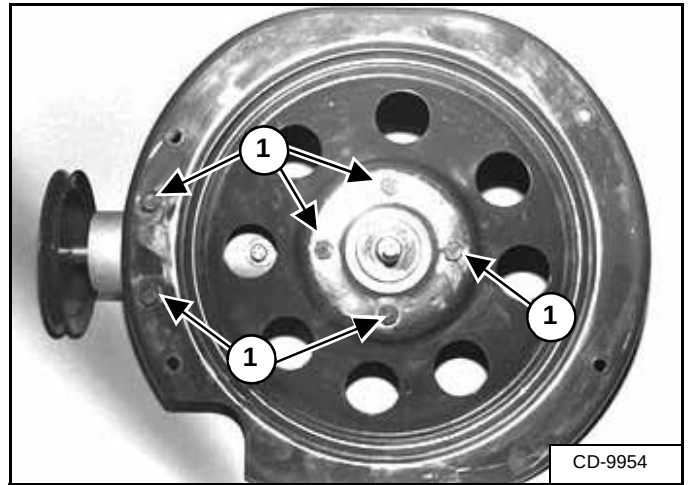
As the center bolt (Item 2) [Figure 70-60-14] is tightened, periodically strike the bolt head to loosen the fan from the shaft.

Figure 70-60-15



Remove the fan from the tapered shaft [Figure 70-60-15].

Figure 70-60-16



To remove the blower housing mounting plate, remove the six bolts (Item 1) [Figure 70-60-16].

Figure 70-60-17

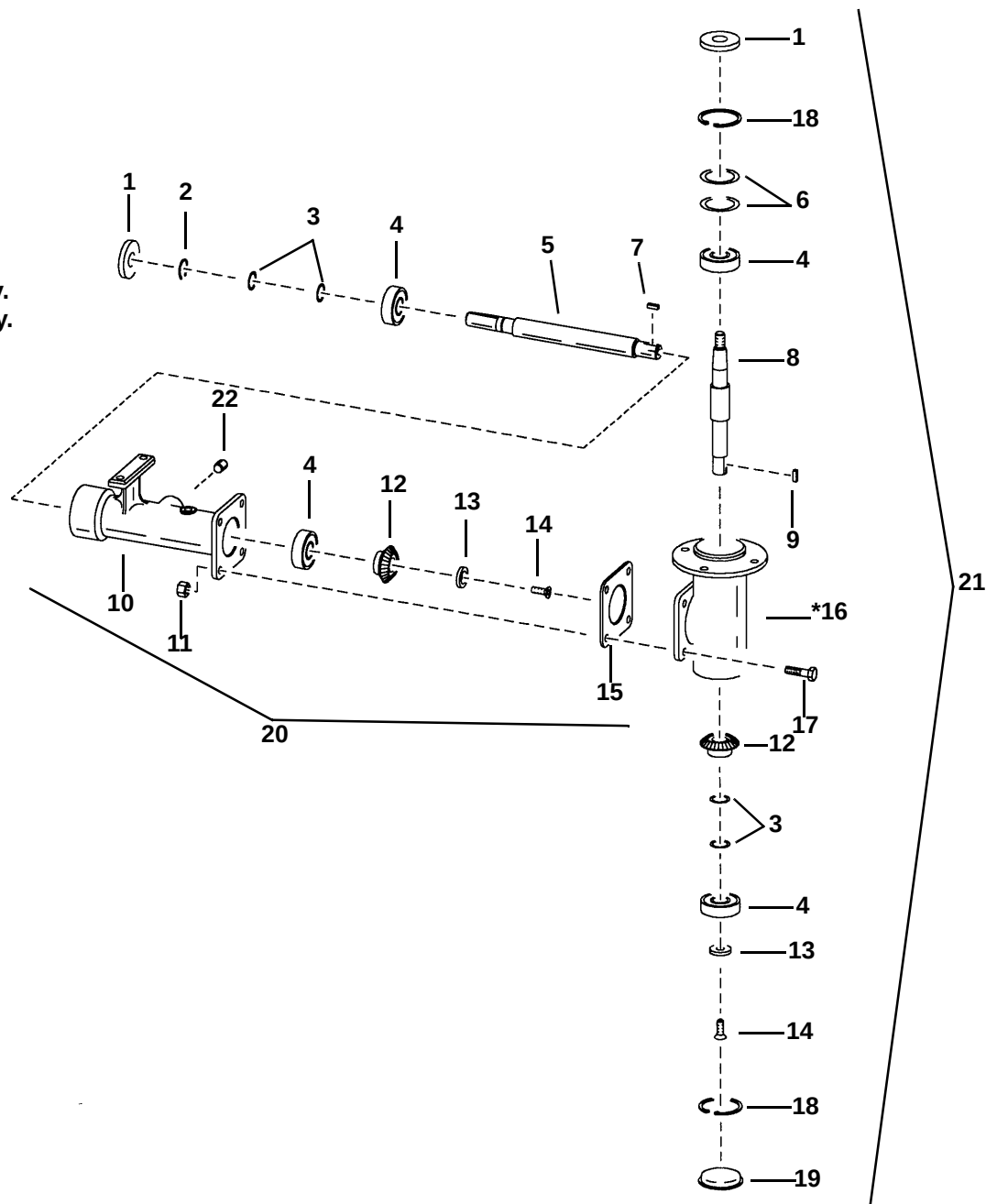


Installation: Clean the surface where the blower housing contacts the loader frame. Put a bead of R.T.V. sealant on the blower housing [Figure 70-60-17]

COOLING FAN (CONT'D)

Gearbox Parts Identification

1. Seal
2. Snap Ring (Small)
3. Shims (1.0 inch O.D.)
4. Bearing
5. Shaft (Long)
6. Shims (2.0 inch O.D.)
7. Long Key
8. Shaft (Short)
9. Short Key
10. Long Housing
11. Nut
12. Gear
13. Washer
14. Screw
15. Square Shim
- *16. Short Housing
17. Bolt
18. Snap Ring (Large)
19. Cap
20. Long Housing Assy.
21. Short Housing Assy.
22. Fill Plug



* Individual Part not available. (See Note Page 70-60-7.)

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COOLING FAN (CONT'D)

Gearbox Disassembly

NOTE: When repairing the gearbox order the following as needed.

1. Complete Assembly
2. Long Housing Assembly
3. Long Housing
4. Short Housing Assembly (See Note Below)
5. Internal Parts

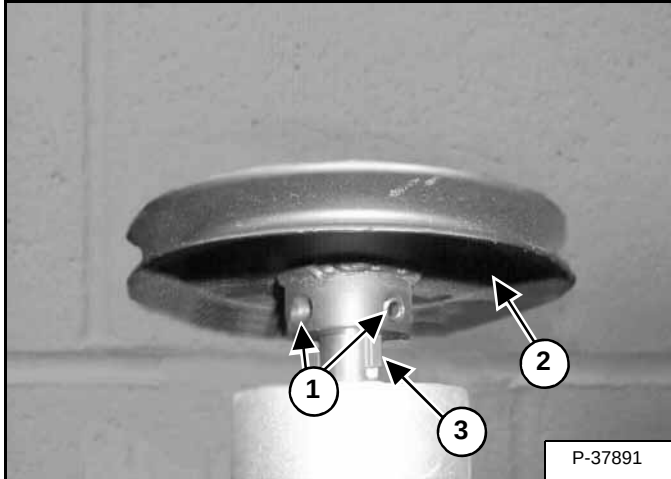
NOTE: The short housing is only available as an assembly. (See Gearbox Parts Identification on Page 70-60-6.) (Order parts from Melroe Parts Sales.)

NOTE: Be sure to count the number and thickness of shims during disassembly. Install the shims in the original location during assembly.

NOTE: Always replace seals during assembly. Replace the parts in the gearbox as needed.

Remove the fan and blower housing mounting plate. (See Gearbox/Blower Housing Removal And Installation on Page 70-60-2.)

Figure 70-60-18



Long Housing:

Loosen the set bolts (Item 1) and remove the pulley (Item 2) [Figure 70-60-18].

Remove the long key (Item 3) [Figure 70-60-18].

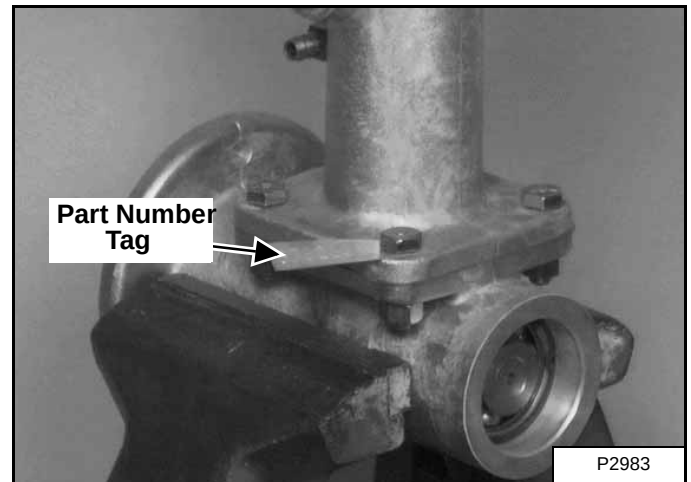
WARNING

AVOID INJURY OR DEATH

Wear safety goggles to prevent eye injury when drilling or grinding.

W-2108-1186

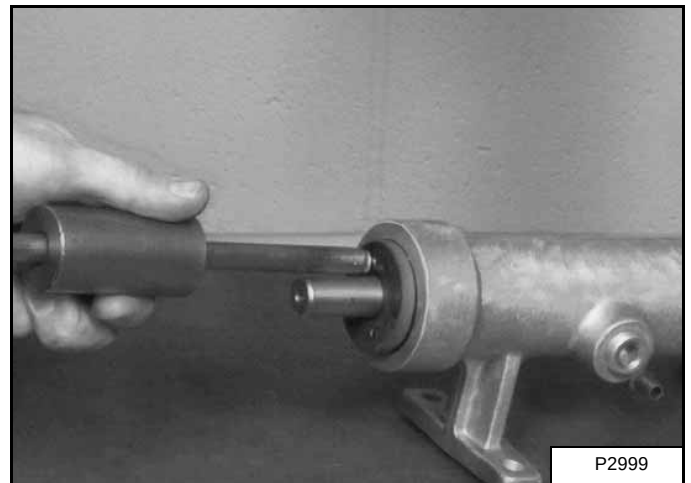
Figure 70-60-19



Remove the four mounting bolts and the part number tag [Figure 70-60-19].

Remove the oil from the gearbox.

Figure 70-60-20



Drill an 1/8 inch (3 mm) hole in the seal. Use a slide hammer tool to remove the seal [Figure 70-60-20].

COOLING FAN (CONT'D)

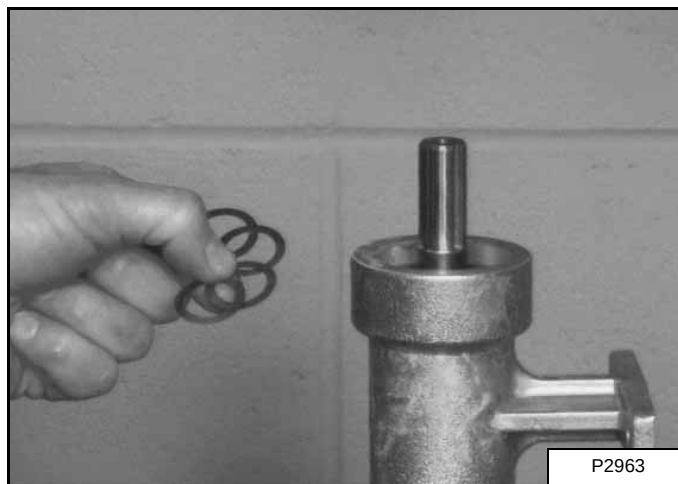
Gearbox Disassembly (Cont'd)

Figure 70-60-21



Remove the small snap ring [Figure 70-60-21].

Figure 70-60-22



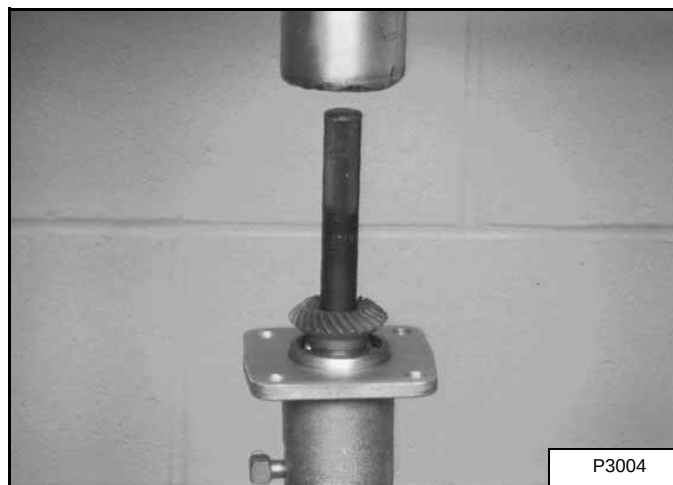
Remove the small shims [Figure 70-60-22].

Figure 70-60-23



Remove the screw and washer from the shaft [Figure 70-60-23].

Figure 70-60-24



Support the lower flange and press the shaft from the bearing [Figure 70-60-24].

NOTE: The gear and the other bearing (pulley end) will be removed with the shaft.

COOLING FAN (CONT'D)

Gearbox Disassembly (Cont'd)

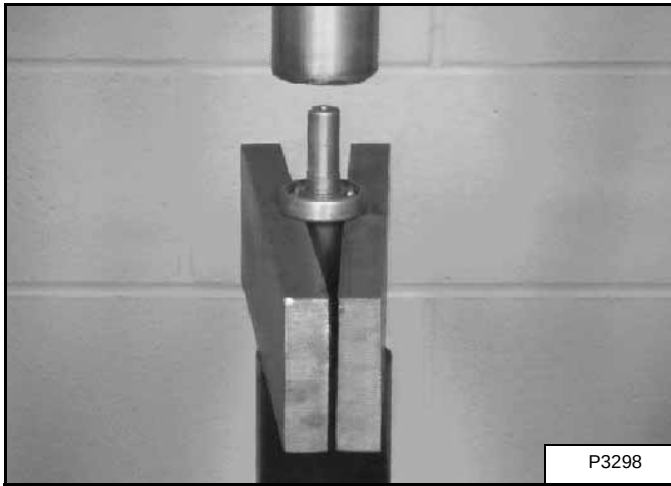
WARNING

AVOID INJURY OR DEATH

Wear safety goggles to prevent eye injury when drilling or grinding.

W-2108-1186

Figure 70-60-25



Support the bearing and press the shaft from the bearing [Figure 70-60-25].

Short Housing:

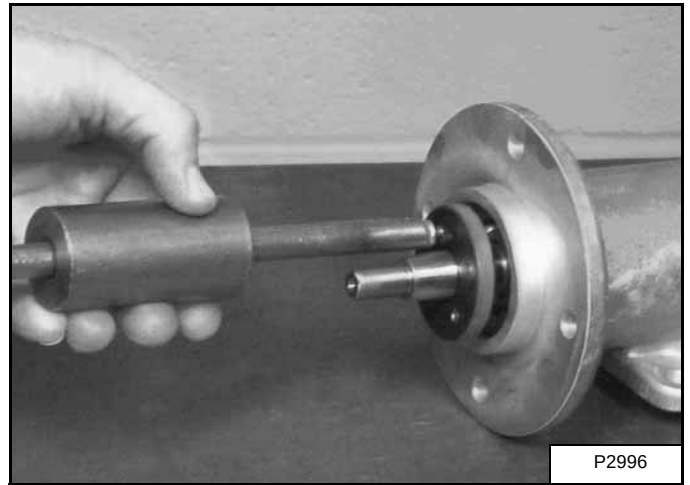
Figure 70-60-26



Remove the end cap [Figure 70-60-26].

Use care not to damage the housing.

Figure 70-60-27



Drill an 1/8 inch (3 mm) hole in the seal. Use a slide hammer tool to remove the seal [Figure 70-60-27]

Figure 70-60-28

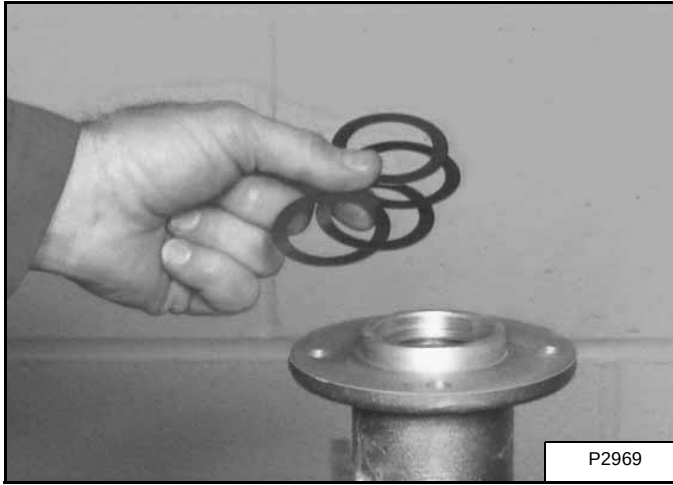


Remove the large snap ring from the flange end of the housing [Figure 70-60-28].

COOLING FAN (CONT'D)

Gearbox Disassembly (Cont'd)

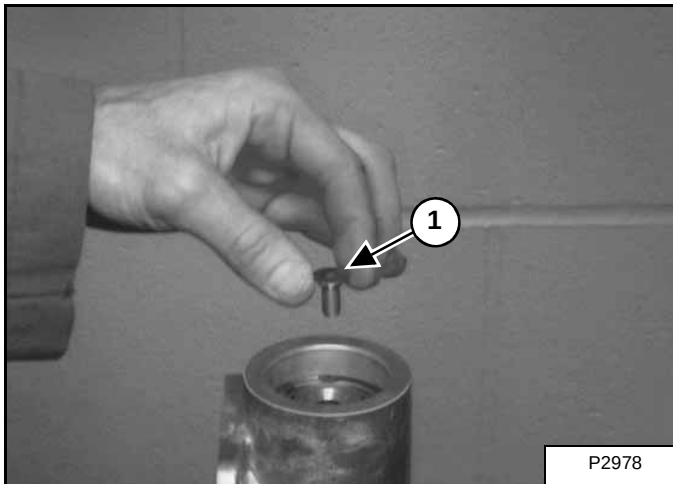
Figure 70-60-29



Remove the large shims from the housing [Figure 70-60-29].

NOTE: Use the same size and thickness of shims during assembly.

Figure 70-60-30



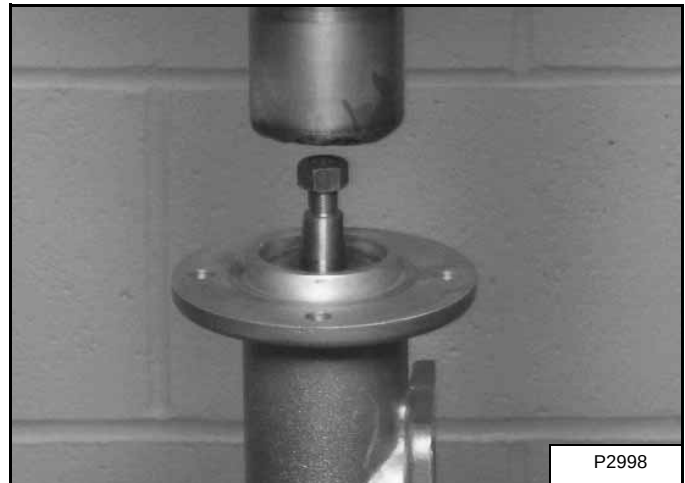
Remove the screw and washer (Item 1) [Figure 70-60-30] from the shaft.

Figure 70-60-31



Remove the snap ring from the cap end of the housing [Figure 70-60-31].

Figure 70-60-32



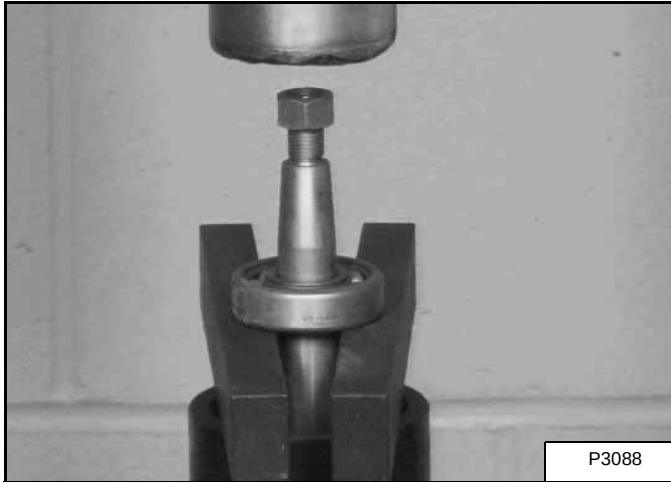
Press the shaft from the housing [Figure 70-60-32].

NOTE: Both bearings may come out of the housing with the shaft. If one bearing remains in the housing use a non metal object to tap the bearing from the housing.

COOLING FAN (CONT'D)

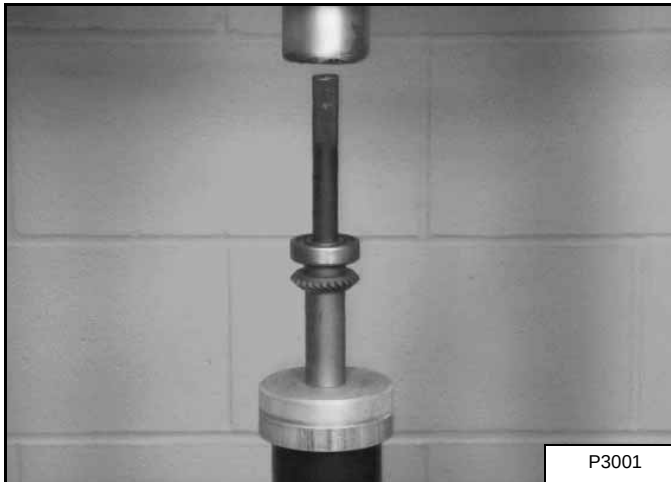
Gearbox Disassembly (Cont'd)

Figure 70-60-33



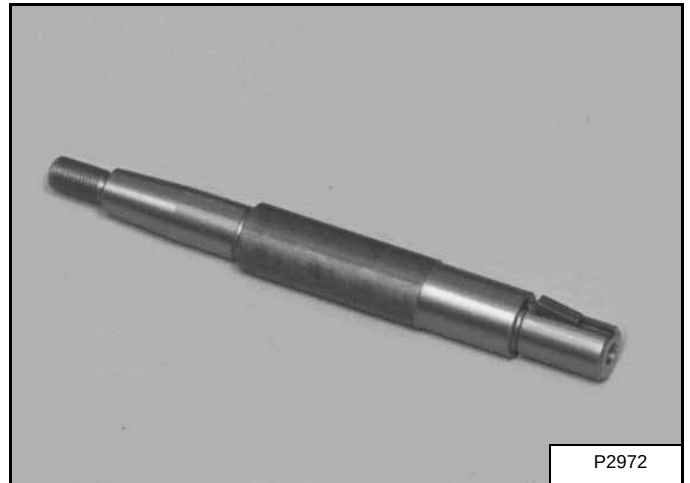
Press the bearing from the tapered end of the shaft [Figure 70-60-33].

Figure 70-60-34



Press the bearing, shims and gear from the shaft [Figure 70-60-34].

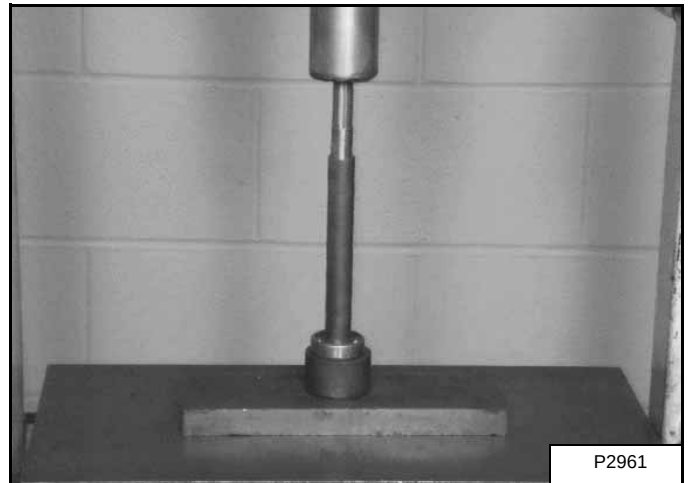
Figure 70-60-35



Remove the key from the shaft [Figure 70-60-35].

Gearbox Assembly

Figure 70-60-36



NOTE: See Gearbox Parts Identification on Page 70-60-6. When ordering parts for the Fan Gearbox.

NOTE: Do not install the seals and cap in the housing until after the backlash has been checked.

NOTE: Use care when pressing the bearings into the aluminum housing. The housing can be damaged if too much pressure is used.

NOTE: For procedures requiring the use of LOCTITE #242 adhesive, thoroughly clean and dry affected parts before the application of LOCTITE #242.

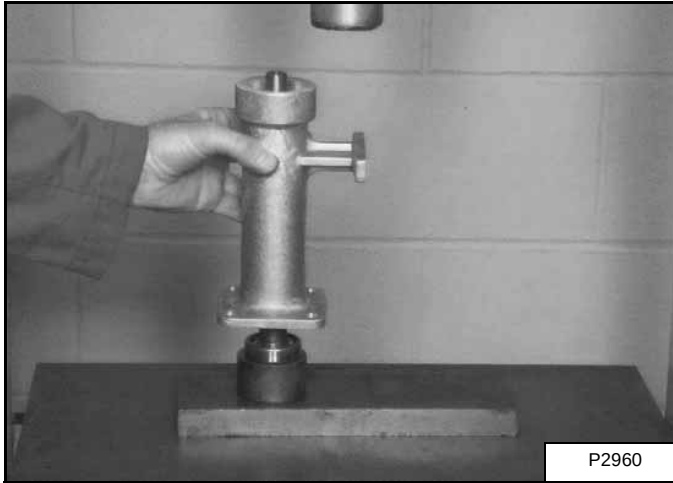
COOLING FAN (CONT'D)

Gearbox Assembly (Cont'd)

Long Housing:

Press a bearing on the short keyed end of the long shaft [Figure 70-60-36].

Figure 70-60-37



Install the long housing on the shaft [Figure 70-60-37].

Be sure the bearing is seated in the bore at the lower end of the housing.

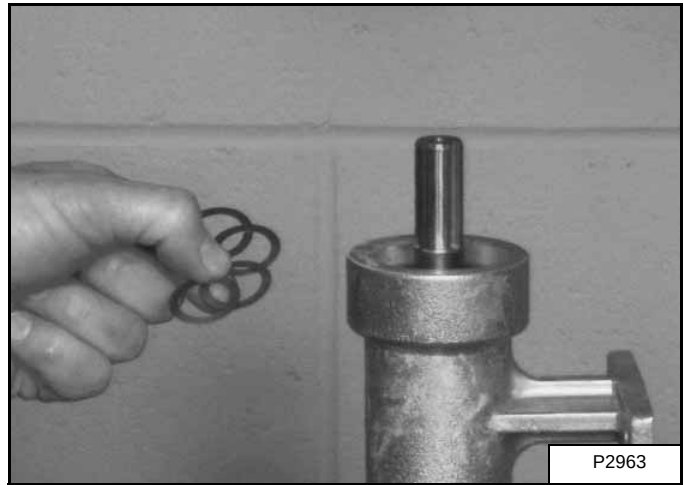
Figure 70-60-38



Install a bearing on the long keyed end of the shaft [Figure 70-60-38].

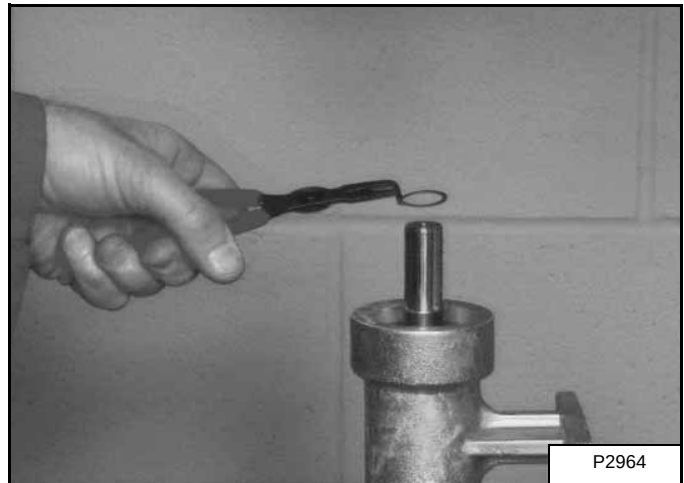
Support the lower bearing and press the other bearing in the housing until the bearings seat in the housing [Figure 70-60-38].

Figure 70-60-39



Install on the bearing, the same number and size shims that were removed during disassembly [Figure 70-60-39].

Figure 70-60-40

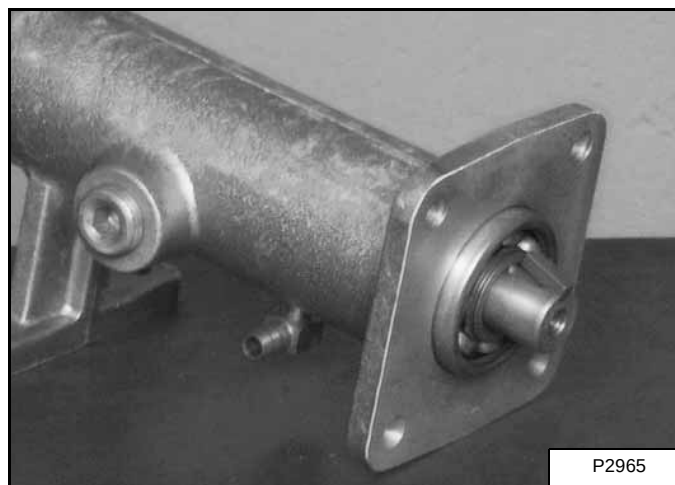


Install the small snap ring in the groove above the shims [Figure 70-60-40].

COOLING FAN (CONT'D)

Gearbox Assembly (Cont'd)

Figure 70-60-41



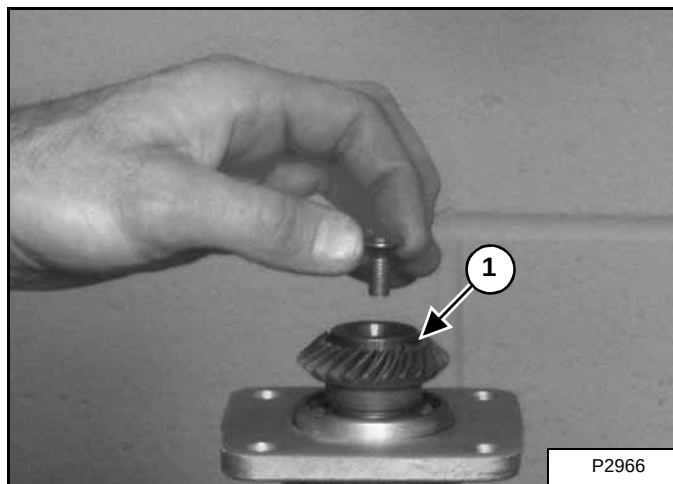
Install the gear key in the flange end of the shaft [Figure 70-60-41].

Figure 70-60-42



Align the key and gear. While supporting the bearing on the other end, press the gear on the shaft until it seats against the bearing [Figure 70-60-42].

Figure 70-60-43



Install the washer (Item 1) [Figure 70-60-43]

Put liquid adhesive (LOCTITE #242) on the screw threads. Install and tighten the screw [Figure 70-60-43].

Short Housing:

Figure 70-60-44

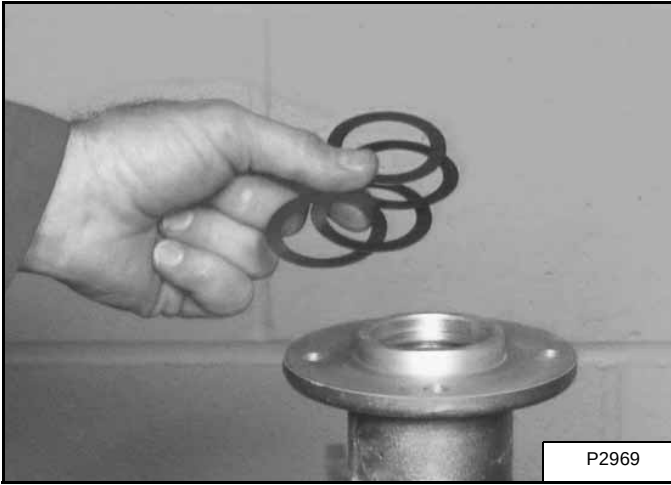


Install a bearing in the flanged end of the housing [Figure 70-60-44].

COOLING FAN (CONT'D)

Gearbox Assembly (Cont'd)

Figure 70-60-45



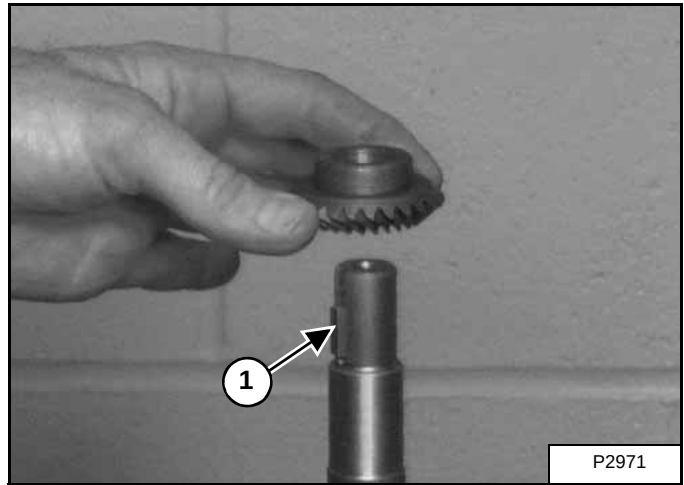
Install the large shims on the bearing (flanged end) [Figure 70-60-45].

Figure 70-60-46



Install the large snap ring in the groove above the shims [Figure 70-60-46].

Figure 70-60-47



Install the short key (Item 1) [Figure 70-60-47].

Align and press the gear on the shaft (teeth toward the tapered end of the shaft) [Figure 70-60-47].

Figure 70-60-48



After the gear is seated, drive the key down inside the gear key way [Figure 70-60-48].

NOTE: This will prevent damage to the shims when the bearing is installed later.

COOLING FAN (CONT'D)

Gearbox Assembly (Cont'd)

Figure 70-60-49



Install the shaft in the housing, tapered end in the bearing at the round flange end of the housing [Figure 70-60-49].

Figure 70-60-50



Install on the shaft, the same number and size shims that were removed during disassembly [Figure 70-60-50].

Figure 70-60-51



Install the bearing on the gear end of the shaft [Figure 70-60-51].

Figure 70-60-52

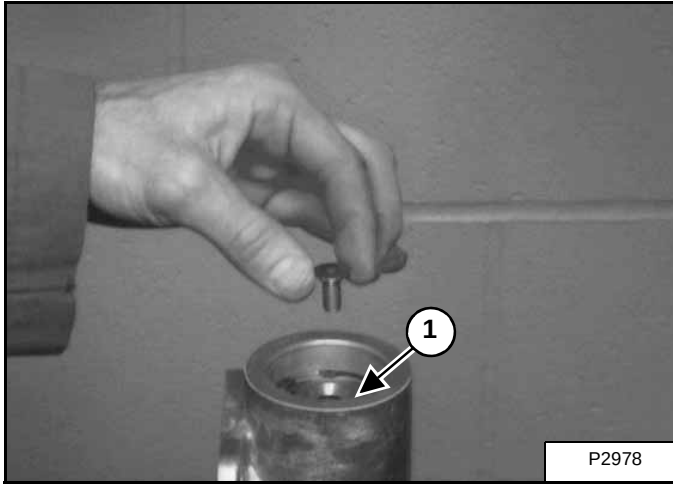


Install the snap ring in the groove above the bearing [Figure 70-60-52].

COOLING FAN (CONT'D)

Gearbox Assembly (Cont'd)

Figure 70-60-53



Install the washer (Item 1) on the shaft. Put liquid adhesive (LOCTITE #242) on the screw threads and install the screw [Figure 70-60-53].

Gearbox Checking Backlash

Figure 70-60-54



NOTE: For procedures requiring the use of LOCTITE #242 adhesive, thoroughly clean and dry affected parts before the application of LOCTITE #242.

The backlash tolerance between the gears should be 0.005-0.008 inch (0,127-0,203 mm).

To check the gear backlash use the following procedure:

Put the short housing in a vise, square flange facing up as shown [Figure 70-60-54].

Figure 70-60-55

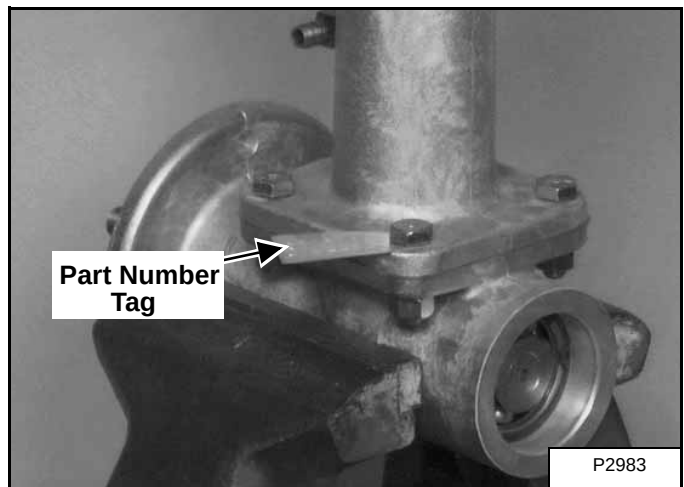


Install the same size and number of square shims (if present during disassembly) between the two housings [Figure 70-60-55].

Set the long housing on the short housing with the sealant (LOCTITE 242) which is a gasket eliminator that cures to flexible seal between the mounting surfaces.

NOTE: If square shims are used, put a small amount of (LOCTITE 242) on both sides of all shims.

Figure 70-60-56



Install the four mounting bolts through the flange holes [Figure 70-60-56].

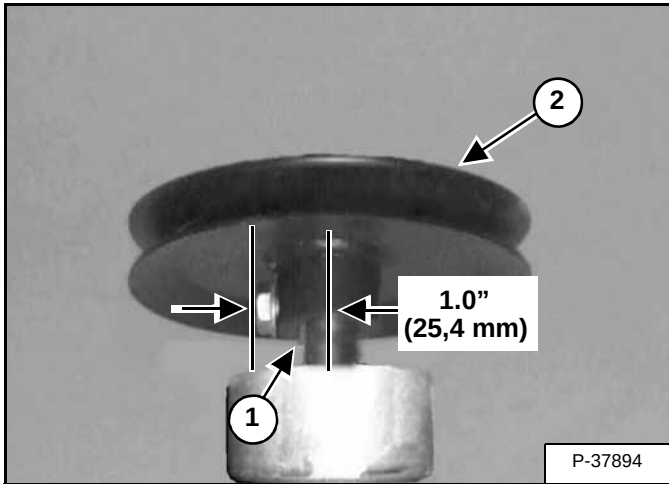
Install the part number tag [Figure 70-60-56].

Install and tighten the nut to 25-28 ft.-lbs. (34-38 Nm) torque.

COOLING FAN (CONT'D)

Gearbox Checking Backlash (Cont'd)

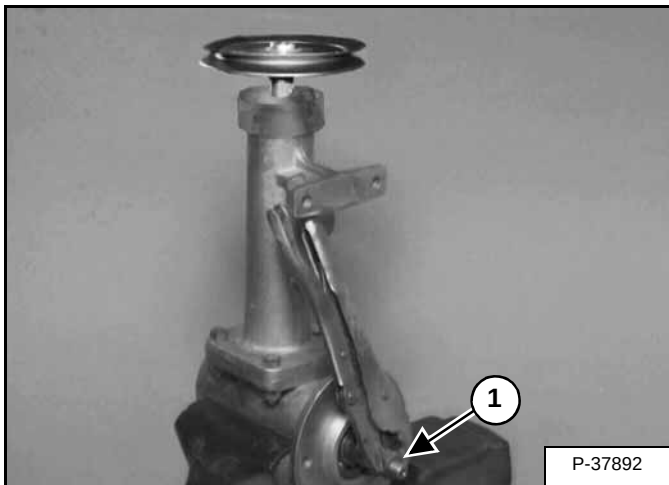
Figure 70-60-57



Install the long key (Item 1) and the pulley (Item 2) [Figure 70-60-57].

Install a bolt in the set screw hole to maintain a 1.0 inch (25,4 mm) distance from the shaft center to the bolt head (to be used with a dial indicator) [Figure 70-60-57].

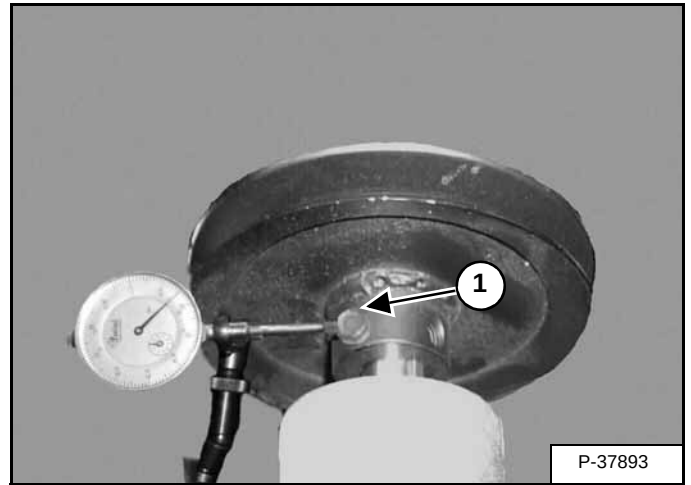
Figure 70-60-58



Put the fan nut (Item 1) [Figure 70-60-58] on the shaft and tighten snugly.

Install a locking pliers on the fan nut and support the handle against the long housing [Figure 70-60-58].

Figure 70-60-59



Using a magnetic based dial indicator mounted on a bench vise, touch the dial stem on the bolt (Item 1) [Figure 70-60-59].

Hold the locking pliers against the long housing and rotate the pulley back and forth to read the dial gauge [Figure 70-60-59].

If the backlash is GREATER than 0.008 inch (0,203 mm), do the following:

1. Remove a square shim(s) (if present) between the two housings.
2. Remove a large shim(s) from the tapered end of the short shaft and add a small shim (s) of the same thickness between the bearing and the gear on the screw end of the shaft.

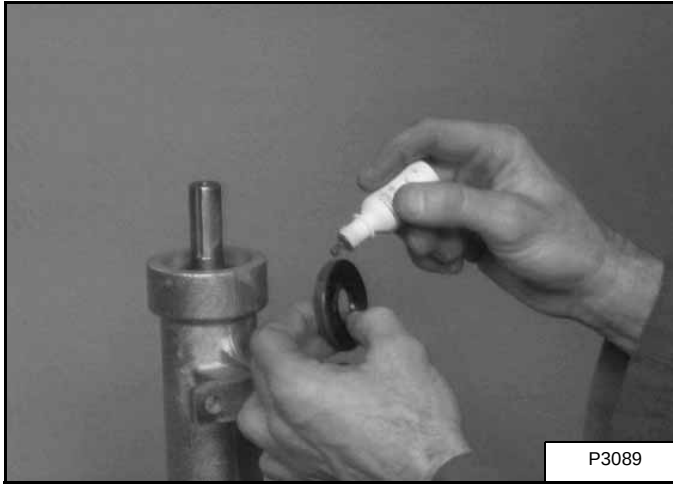
If the backlash is LESS than 0.005 inch (0,127 mm) do the following:

1. Add a square shim(s) between the two housings.
2. Remove a small shim(s) between the bearing and the gear on the screw end of the short shaft and add a large shim(s) of the same thickness between the snap ring and the bearing on the tapered end of the shaft.

COOLING FAN (CONT'D)

Gearbox Checking Backlash (Cont'd)

Figure 70-60-60



When the backlash is correct, install the seals, cap and gear oil as follows:

Remove the bolts from the flanges and separate the two housings.

Put liquid adhesive (LOCTITE #242) on the outside diameter of the seal(s) [Figure 70-60-60].

Figure 70-60-61

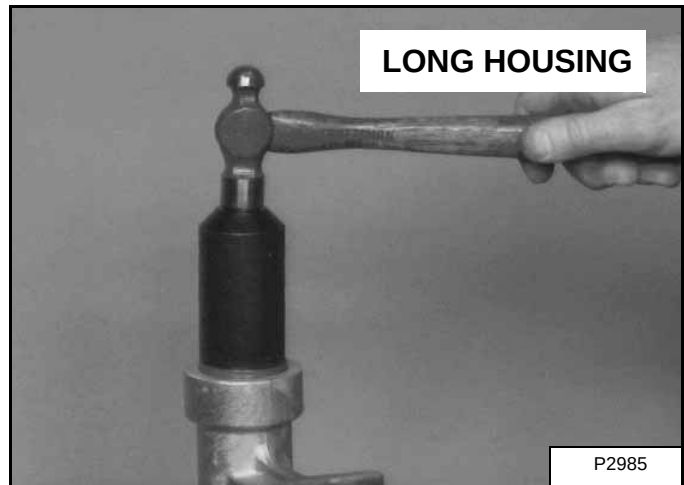
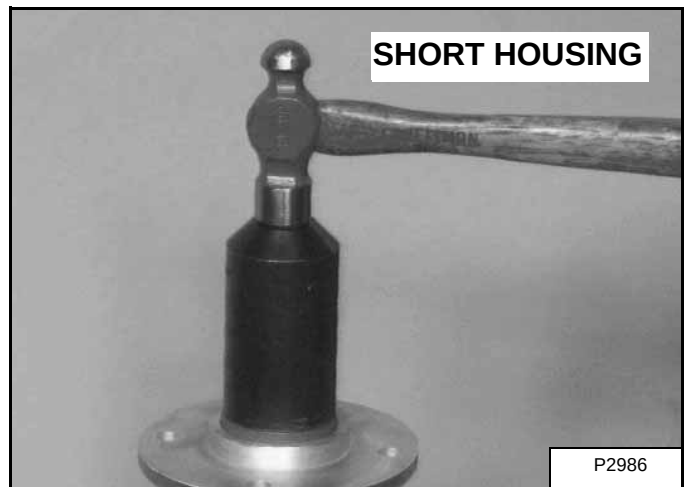


Figure 70-60-62



Install the seal(s) flush with the housing surface [Figure 70-60-61] & [Figure 70-60-62].

Clean any oil from the flange surface.

Install the long housing on the short housing flange.

Install the four bolts and part number tag.

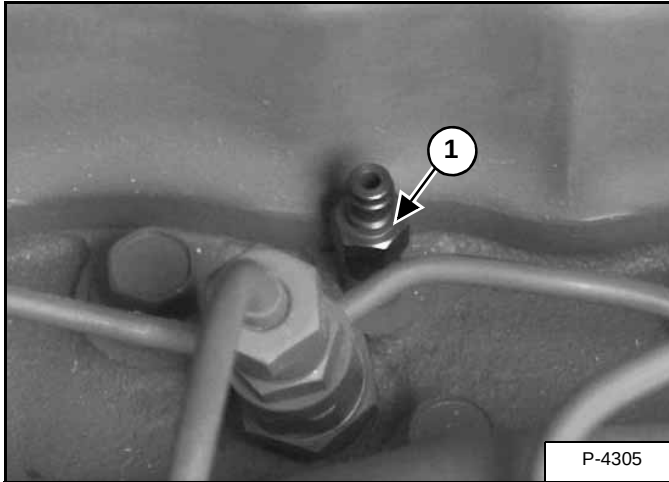
Install and tighten the nuts to 25-28 ft.-lbs. (34-38 Nm) torque.

NOTE: When filling the fan gearbox with oil, be sure the level does not go above the top of the shaft in the gearbox. Use a light colored 90W gear lube.

ENGINE COMPONENTS AND TESTING

Compression Checking

Figure 70-70-1



The tools listed will be needed to do the following procedure:

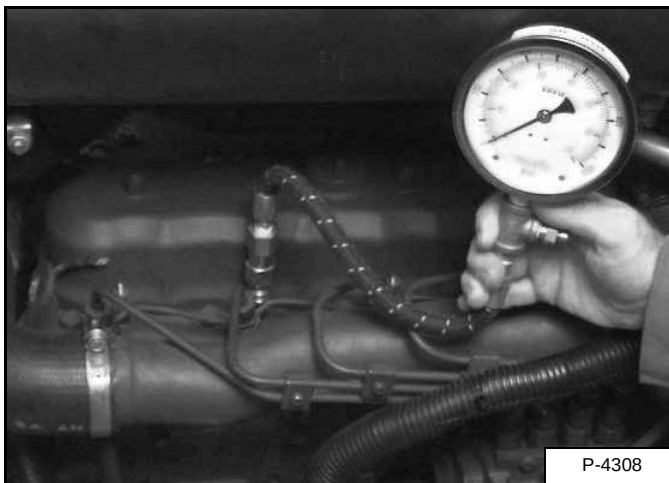
MEL10630 - Engine Compression Kit
MEL1352 - Compression Adapter

The engine must be at operating temperature.

Remove the glow plugs. (See Glow Plugs Removal And Installation on Page 70-70-2.)

Install the correct compression adapter (Item 1) [Figure 70-70-1] into the cylinder head.

Figure 70-70-2



Connect the compression gauge to the adapter [Figure 70-70-2].

Make sure the engine speed control is fully backward (engine idle).

Disconnect the fuel stop solenoid.

Crank the engine with the starter at 200-300 RPM.

NOTE: Repeat this procedure more than twice to verify accurate readings.

If the measurement is below the allowable limit, check the cylinder, piston ring, top clearance, valve and cylinder head.

Compression Pressure should be 412-440 PSI (2840-3233 kPa)

Allowable Limit (minimum) is 355 PSI (2255 kPa)

No more than 10% variance among cylinders.

Figure 70-70-3



Push the button on the compression gauge to release pressure [Figure 70-70-3].

Connect the fuel stop solenoid.

ENGINE COMPONENTS AND TESTING (CONT'D)

Glow Plugs Checking

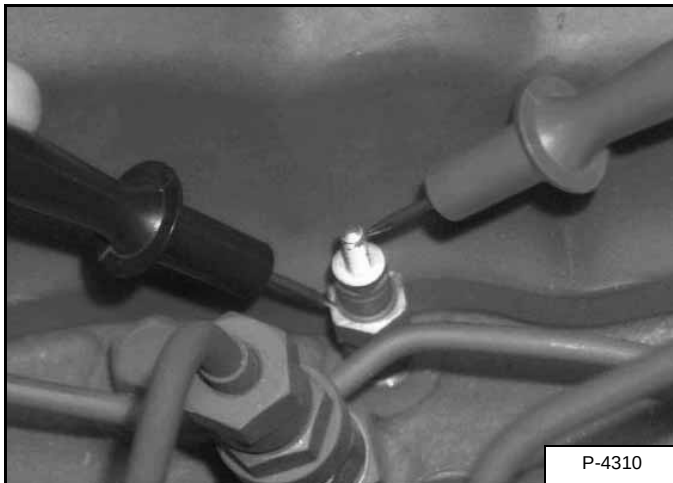
Figure 70-70-4



Disconnect the glow plug cables and leads.

Use an ohmmeter to check the glow plugs [Figure 70-70-4].

Figure 70-70-5



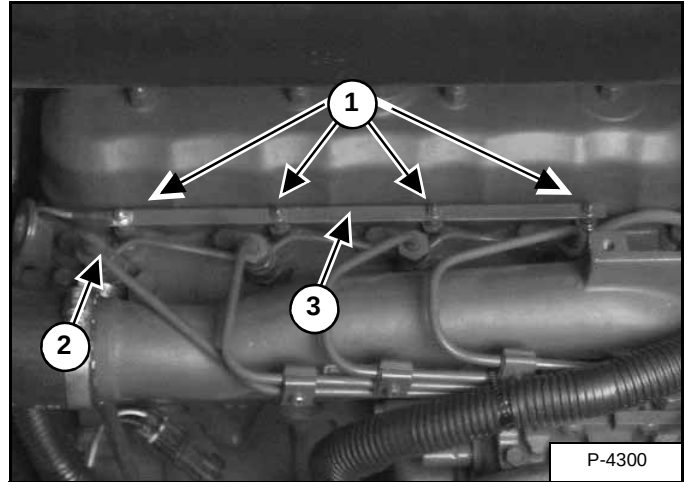
Touch one probe to the end of the glow plug and the other probe to the body of glow plug [Figure 70-70-5].

The reading must be between 1 and 2 ohms [Figure 70-70-4]. If the resistance is infinite, the coil of the glow plug is broken.

Repeat the procedure for each glow plug.

Glow Plugs Removal And Installation

Figure 70-70-6



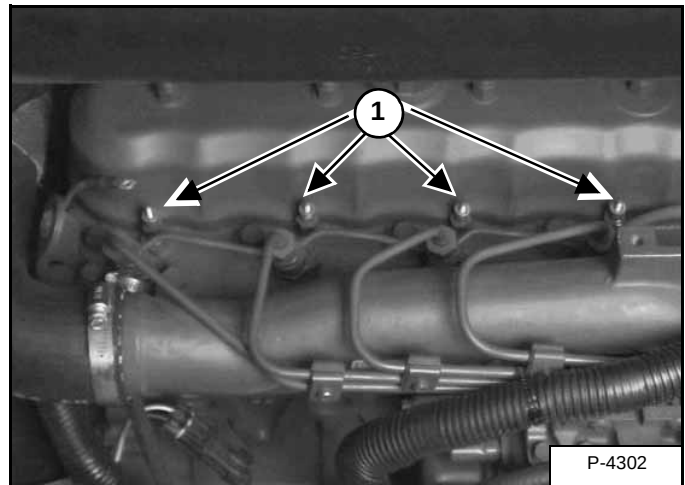
Disconnect the negative (-) cable from the battery.

Remove the nut (Item 1) [Figure 70-70-6] from the top of each glow plug.

Disconnect the engine harness wire (Item 2) [Figure 70-70-6] from the glow plug.

Remove the glow plug connecting strap (Item 3) [Figure 70-70-6].

Figure 70-70-7



Loosen and remove the glow plug (Item 1) [Figure 70-70-7].

Installation: Tighten the glow plug to 14.5-18.1 ft.-lbs. (19,6-24,5 Nm) torque.

ENGINE COMPONENTS AND TESTING (CONT'D)

Glow Plug Removal And Installation (Cont'd)

Figure 70-70-8

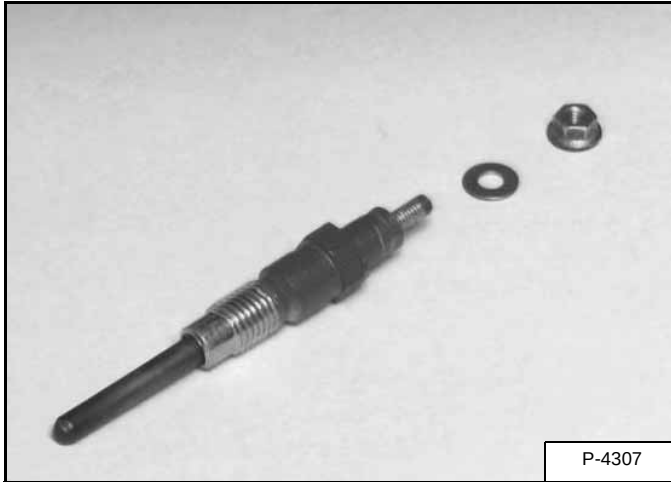
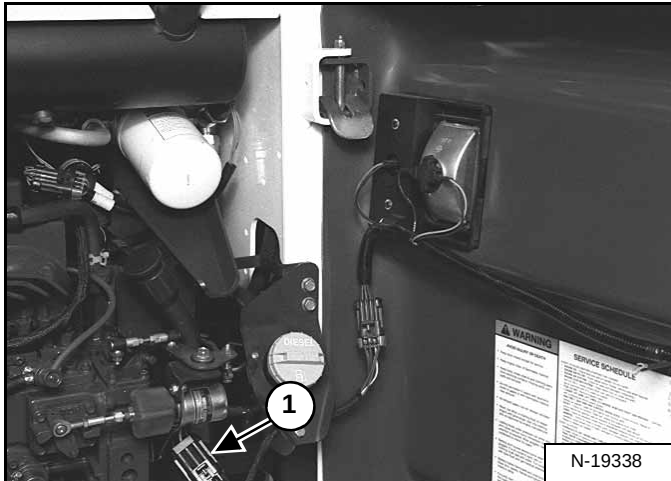


Photo [Figure 70-70-8] shows the glow plug assembly removed from the engine. Inspect the glow plugs and replace when necessary.

Reverse the removal procedure to install the glow plugs.

Fuel Shut-Off Solenoid, Checking

Figure 70-70-9

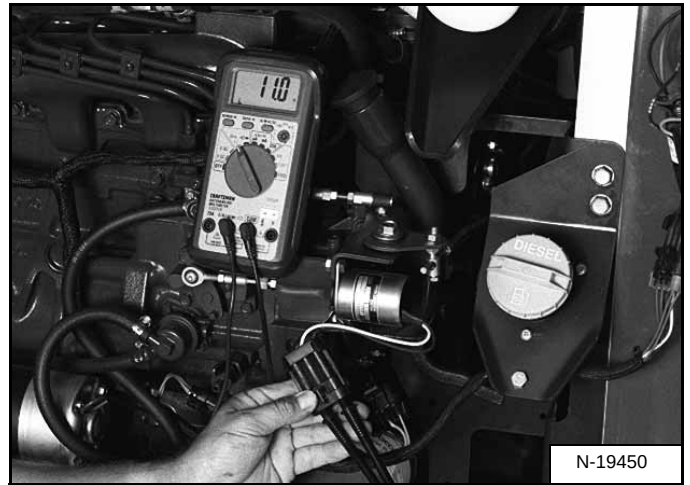


Stop the engine and open the rear door [Figure 70-70-9].

Disconnect the connector (Item 1) [Figure 70-70-9] from the fuel shut-off solenoid.

Use an ohmmeter to check the fuel shut-off solenoid.

Figure 70-70-10

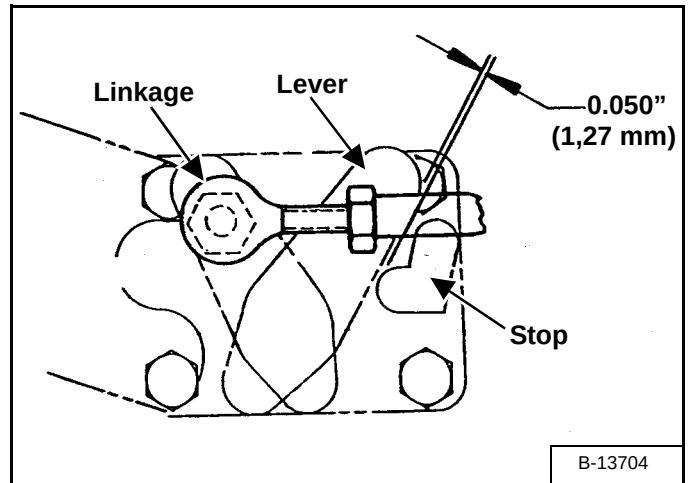


The reading between Red to Black must be between 10.5 and 11 ohms [Figure 70-70-10].

The reading between White to Black must be between .4-.5 ohms.

Fuel Shut-Off Solenoid, Adjusting

Figure 70-70-11

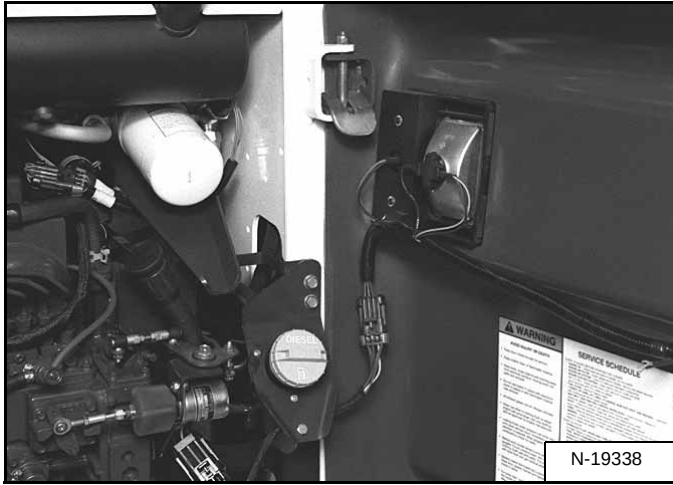


Adjust shut-off linkage for maximum distance of 0.050 inch (1.27 mm) between the lever and stop when solenoid plunger is seated [Figure 70-70-11].

ENGINE COMPONENTS AND TESTING (CONT'D)

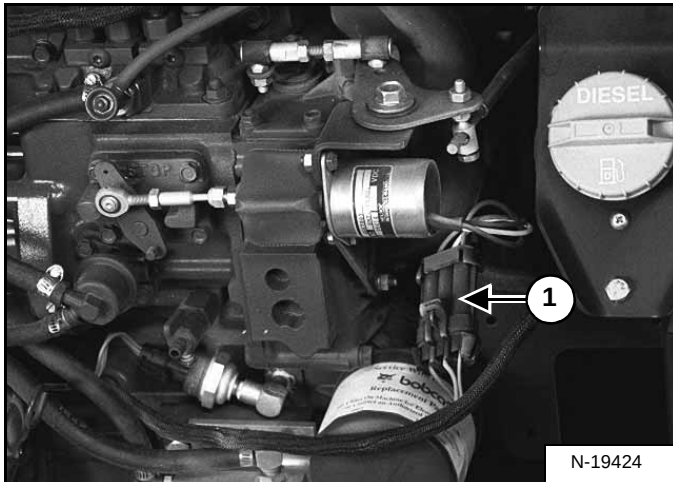
Fuel Shut-Off Solenoid Removal And Installation

Figure 70-70-12



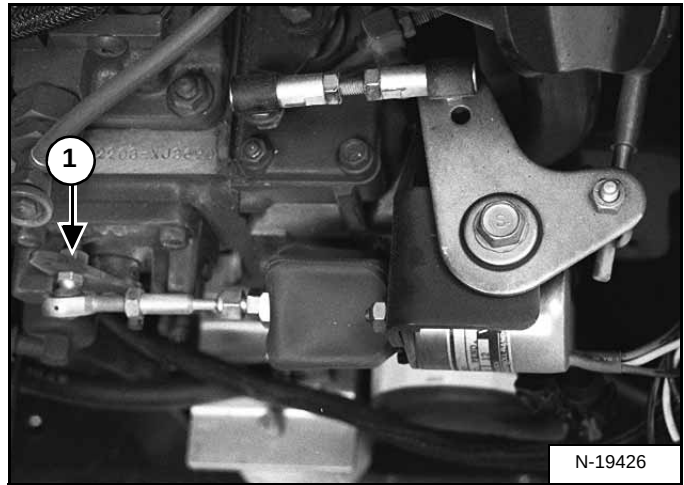
Stop the engine and open the rear door [Figure 70-70-12].

Figure 70-70-13



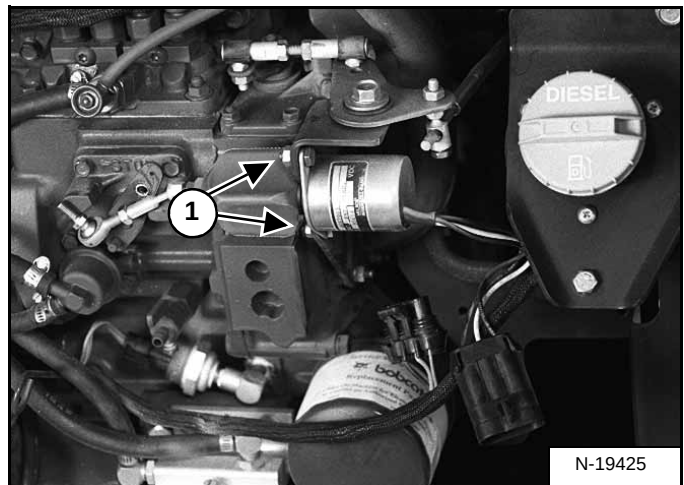
Disconnect the connector (Item 1) [Figure 70-70-13].

Figure 70-70-14



Remove the linkage mounting nut (Item 1) [Figure 70-70-14] from the fuel injector pump.

Figure 70-70-15



Removing the mounting bolts (Item 1) [Figure 70-70-15] of the fuel shut-off solenoid.

Reverse the removal procedure to install the fuel shut-off solenoid.

ENGINE COMPONENTS AND TESTING (CONT'D)

Checking

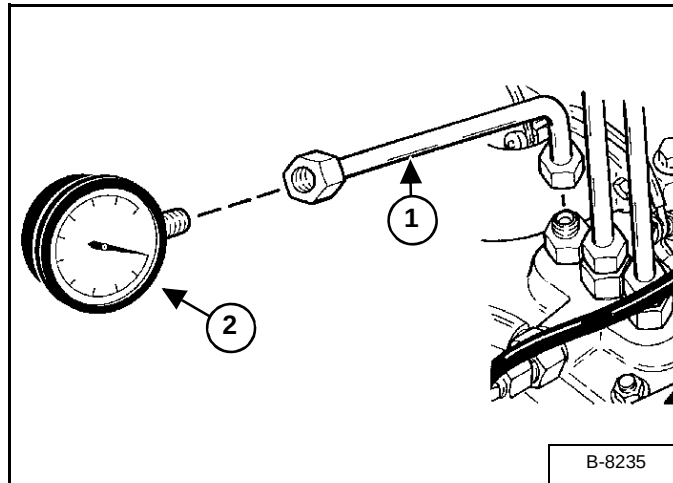
WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid

enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

W-2072-0496

Figure 70-70-16



The injection pump contains parts which have a very close tolerance and its operation has a direct effect on the performance of the engine.

The tools listed will be needed to do the following procedure:

MEL1237 - Adapter Fuel Line
MEL1173A - Pressure Gauge

To check the discharge pressure at the fuel injection pump, use the following procedure:

Disconnect a high pressure fuel line from the injection pump. Loosen the other end of the same fuel line so it can be turned away from the fitting.

Connect the adapter fuel line (Item 1) to the fitting and connect the pressure gauge (Item 2) [Figure 70-70-16].

Turn the flywheel to increase the pressure. If the pressure can not reach the allowable limit, replace the injection pump assembly.

Fuel Tightness of Pump Element

Allowable Limit	2133 PSI (14707 kPa)
-----------------	----------------------

Measure the time needed to decrease the pressure from 2133-1990 PSI (14707 -13721 kPa). If the measurement is less than the allowable limit, replace the delivery valve.

Fuel Tightness of Delivery Valve

Allowable Limit	5 Seconds
-----------------	-----------

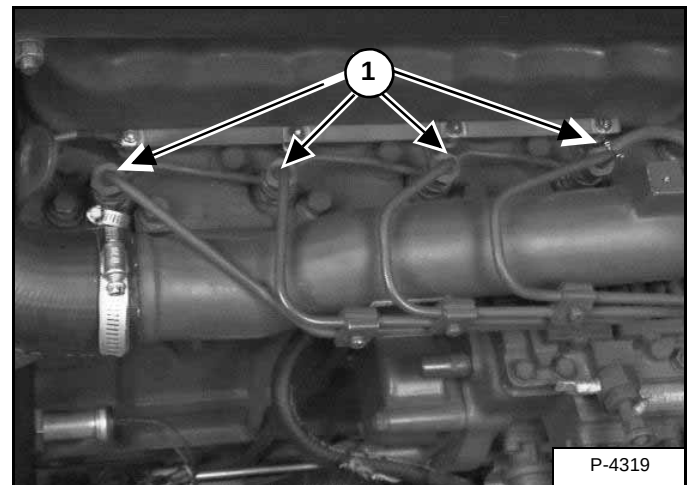
Fuel Injection Pump Removal And Installation

IMPORTANT

Do not bend the high pressure fuel injection tubes when removing or installing them.

I-2029-0289

Figure 70-70-17



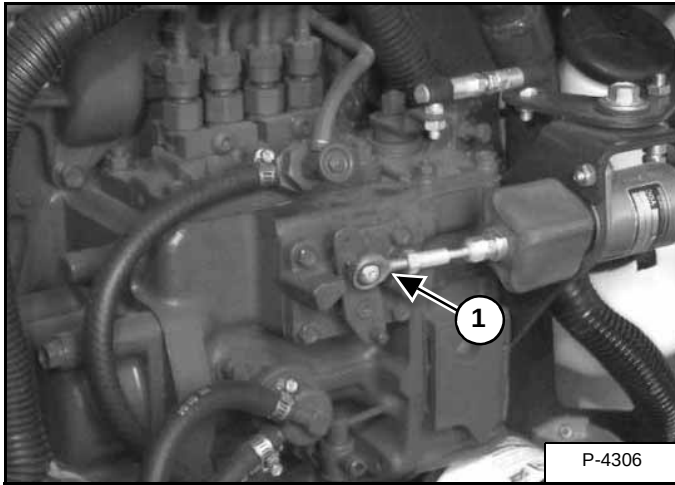
Clean the area around the injection pump thoroughly.

Disconnect the high pressure fuel lines (Item 1) [Figure 70-70-17] from the fuel injectors.

ENGINE COMPONENTS AND TESTING (CONT'D)

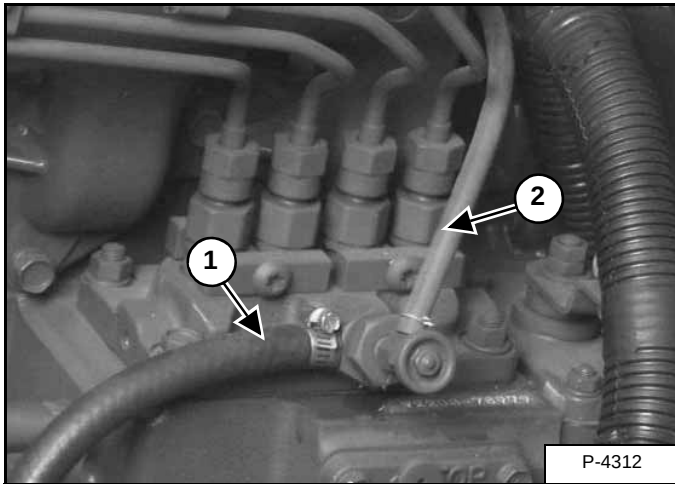
Fuel Injection Pump Removal And Installation (Cont'd)

Figure 70-70-18



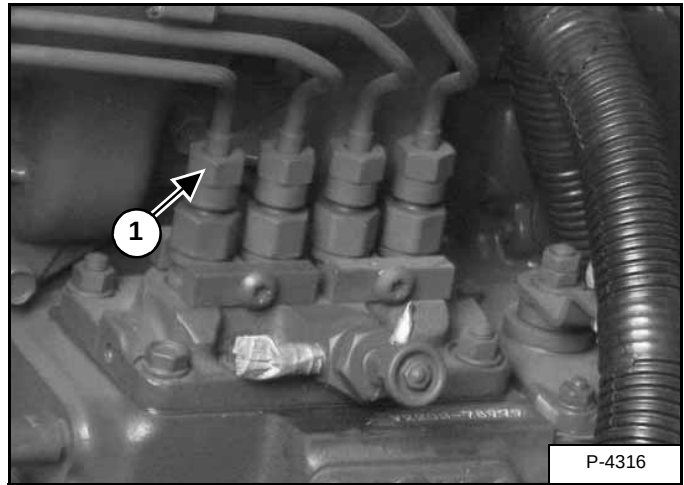
Disconnect the fuel shut-off linkage (Item 1) [Figure 70-70-18].

Figure 70-70-19



Disconnect the fuel inlet hose (Item 1) and the fuel return hose (Item 2) [Figure 70-70-19] from the injection pump vent.

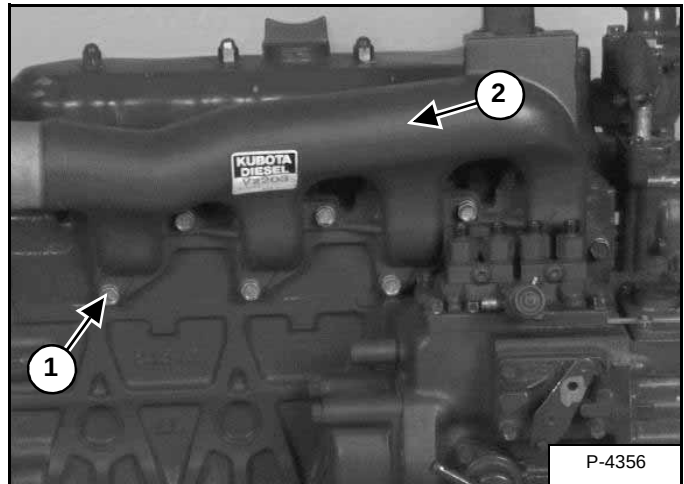
Figure 70-70-20



Cap the inlets on the injection pump vent where the hoses were removed [Figure 70-70-20].

Remove the high pressure fuel lines (Item 1) [Figure 70-70-20] from the injection pump.

Figure 70-70-21



Remove the seven mounting bolts (Item 1) from the intake manifold (Item 2) [Figure 70-70-21].

Installation: Tighten the mounting bolts to 16-20 ft.-lbs. (22-27 Nm) torque.

Remove the intake manifold from the engine.

Installation: Replace the manifold gasket if it is worn or damaged.

ENGINE COMPONENTS AND TESTING (CONT'D)

Fuel Injection Pump Removal And Installation (Cont'd)

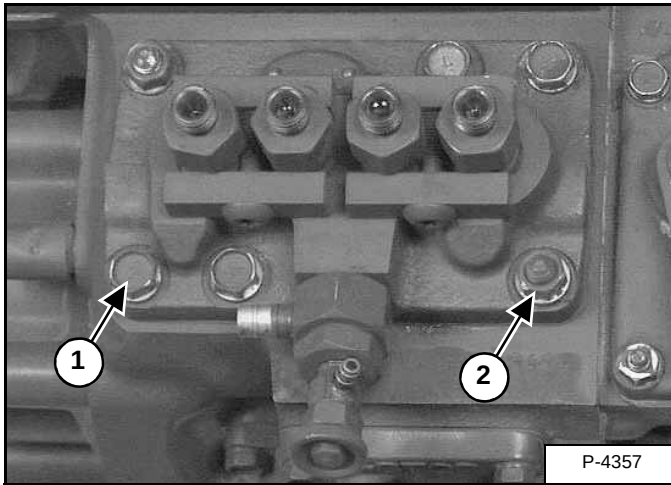
NOTE: The pin (Item 2) [Figure 70-70-23] located on the control rack, needs to be installed correctly during installation. See the following procedure for correct installation.

IMPORTANT

Do not attempt to maintain or adjust unless you are trained and have the correct equipment.

I-2028-0289

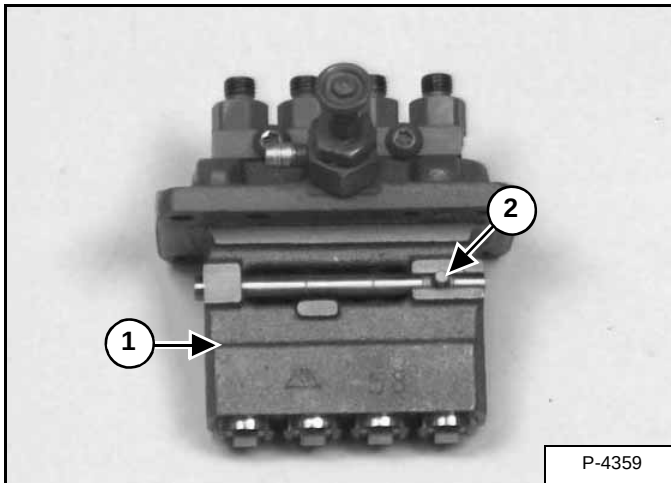
Figure 70-70-22



Remove the four mounting bolts (Item 1) and two nuts (Item 2) [Figure 70-70-22] from the injection pump.

Installation: Tighten the mounting bolts to 16-20 ft.-lbs. (22-27 Nm) torque.

Figure 70-70-23



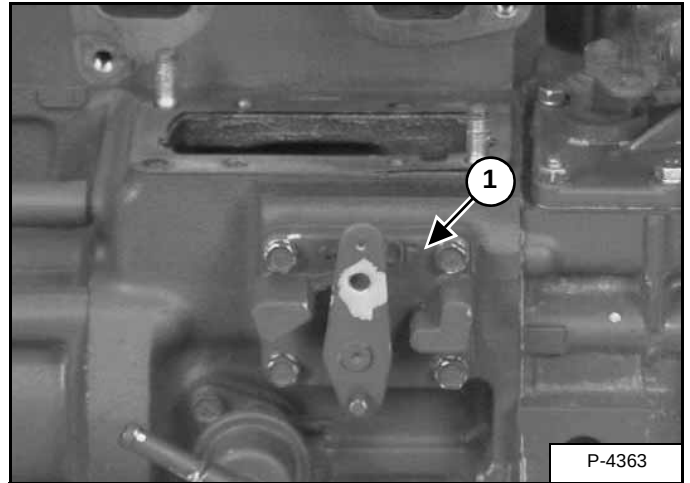
Remove the injection pump (Item 1) [Figure 70-70-23] and shim(s) from the engine.

IMPORTANT

Do not attempt to maintain or adjust unless you are trained and have the correct equipment.

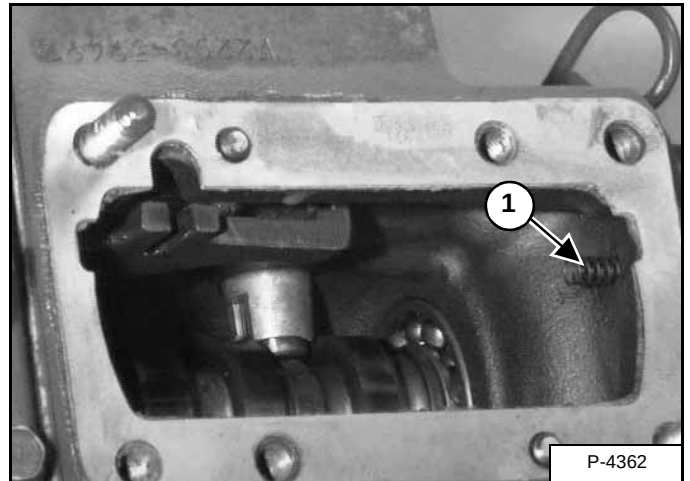
I-2028-0289

Figure 70-70-24



Installation: Remove the side cover (Item 1) [Figure 70-70-24] from the injection pump chamber.

Figure 70-70-25

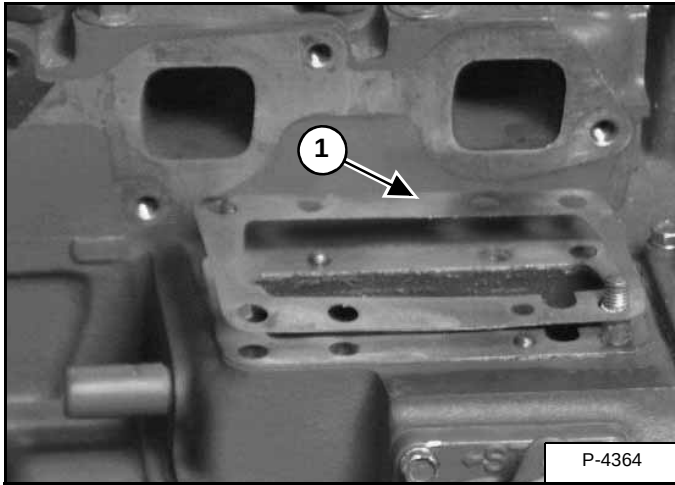


Be sure the spring (Item 1) [Figure 70-70-25] is located in the injection pump chamber as shown.

ENGINE COMPONENTS AND TESTING (CONT'D)

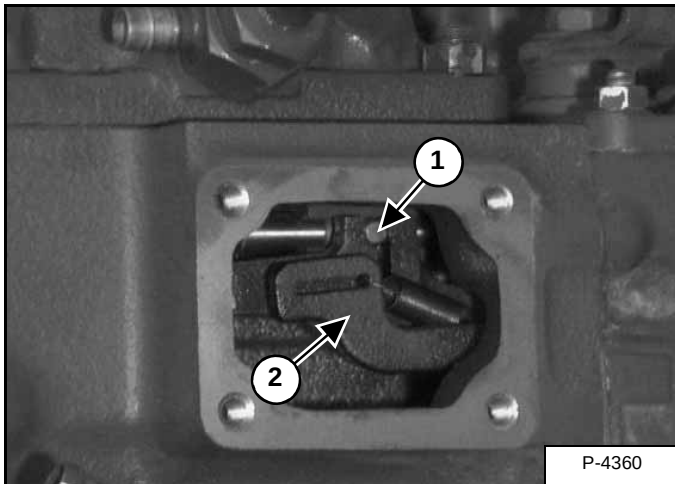
Fuel Injection Pump Removal And Installation (Cont'd)

Figure 70-70-26



Install the shim(s) (Item 1) [Figure 70-70-26] on the injection pump mounting surface. (See Timing The Injection Pump on Page 70-70-8.) for information on number of shims used.

Figure 70-70-27



Install the injection pump in the engine.

Put the pin (Item 1) on the control rack in the slot of the fork lever (Item 2) [Figure 70-70-27] located inside the injection pump chamber.

Install the side cover removed in [Figure 70-70-24]

IMPORTANT

If the pin is not correctly installed in the fork lever, the engine will run over maximum speed, resulting in serious damage to the engine.

I-2086-1195

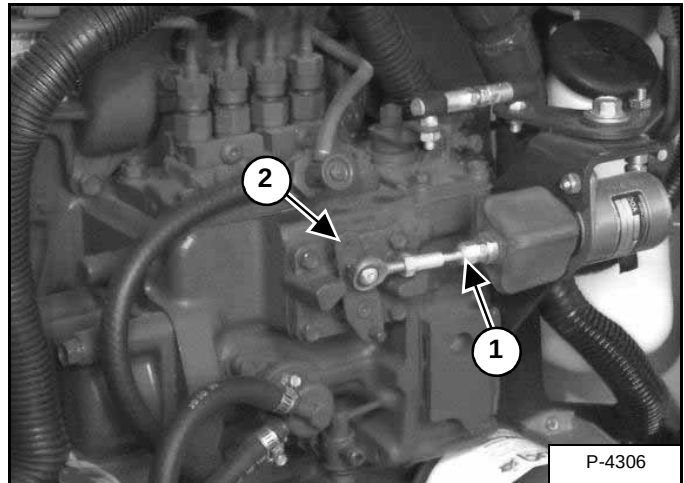
Timing The Injection Pump

IMPORTANT

Do not attempt to maintain or adjust unless you are trained and have the correct equipment.

I-2028-0289

Figure 70-70-28



Timing the injection pump is done by changing the number of shims between the injection pump and the injection pump mounting surface.

Disconnect the number one cylinder high pressure line from the injection pump.

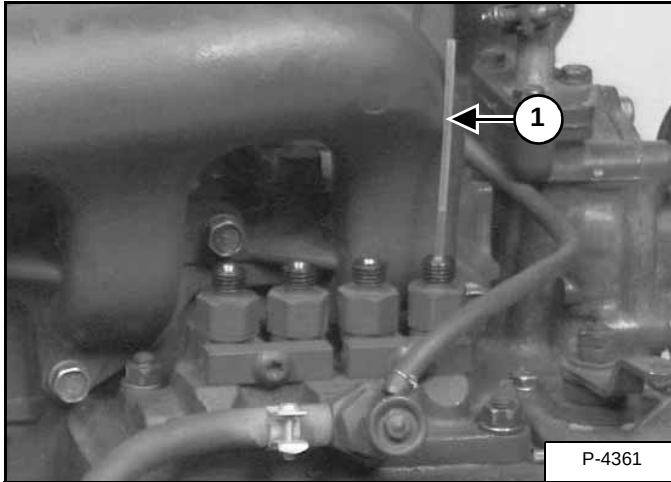
Disconnect the fuel shut-off linkage (Item 1) [Figure 70-70-28] from the injection pump.

Turn the fuel supply lever (Item 2) [Figure 70-70-28] to the ON position (to the right).

ENGINE COMPONENTS AND TESTING (CONT'D)

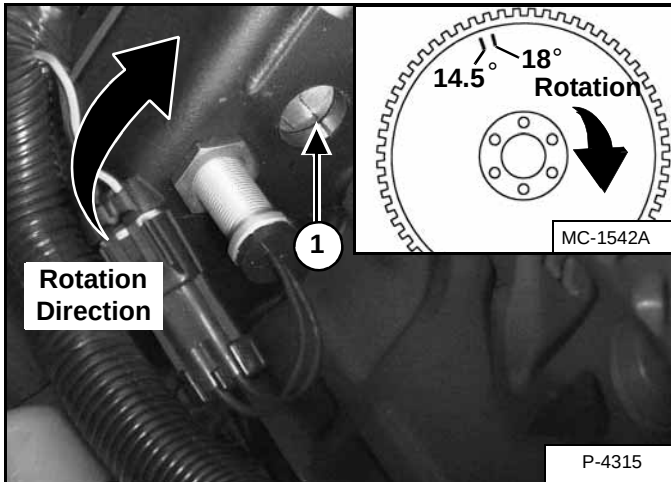
Timing The Injection Pump (Cont'd)

Figure 70-70-29



Install a short plastic tube (Item 1) [Figure 70-70-29] in the number one cylinder port of the injection pump. The tube should fit securely in the port and point upward.

Figure 70-70-30



Rotate the engine in the direction shown [Figure 70-70-30].

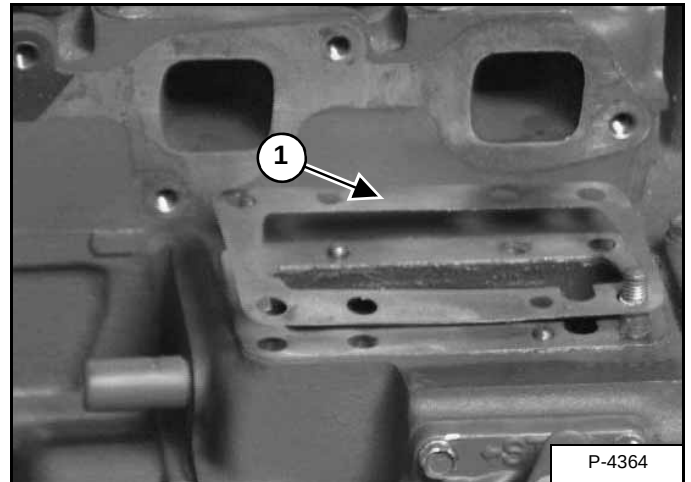
Continue rotation until flywheel timing mark just appears in the window (Item 1) [Figure 70-70-30].

NOTE: The flywheel has two timing marks. The first mark to appear in the window with the rotation shown is 18°. The first mark is used for 773 loaders. The second mark to appear in the window is 14.5° which is used for 753 (Non BICS) loaders with a maximum governed engine speed of 2400 RPMS.

Rotate slowly until fuel just starts to flow upward into the plastic tube.

At this instant, the 18° BTDC timing mark on the flywheel should be aligned with the mark in the window (Item 1) [Figure 70-70-30].

Figure 70-70-31



Add or subtract shim(s) (Item 1) [Figure 70-70-31] as needed to adjust the fuel delivery timing.

NOTE: Adding or removing one shim will vary the timing by 1.5°. Adding shims retards timing.

ENGINE COMPONENTS AND TESTING (CONT'D)

Fuel Injector Removal And Installation

! WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

W-2072-0496

The following are some problems caused by faulty injectors:

- Engine is hard to start or will not start
- Rough engine operation and idle
- Engine will not have full power
- Excessive exhaust smoke

IMPORTANT

Do not bend the high pressure fuel injection tubes when removing or installing them.

I-2029-0289

NOTE: Clean the area around the fuel injectors thoroughly.

Figure 70-70-32

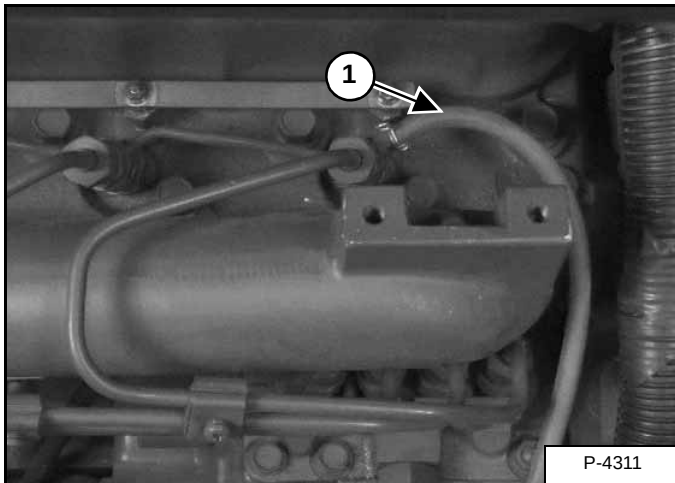
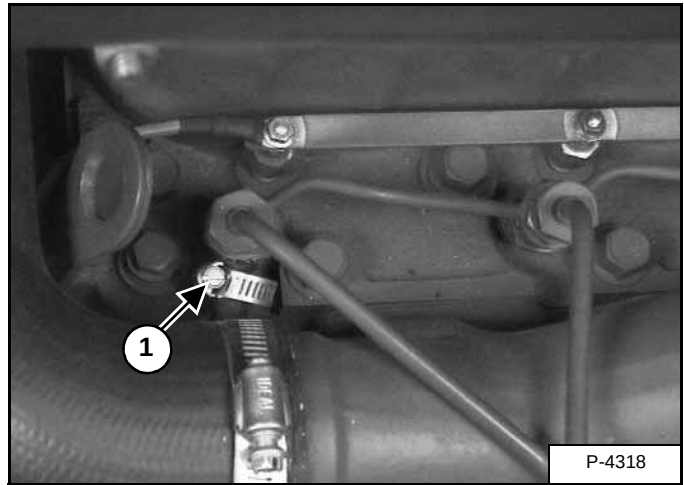
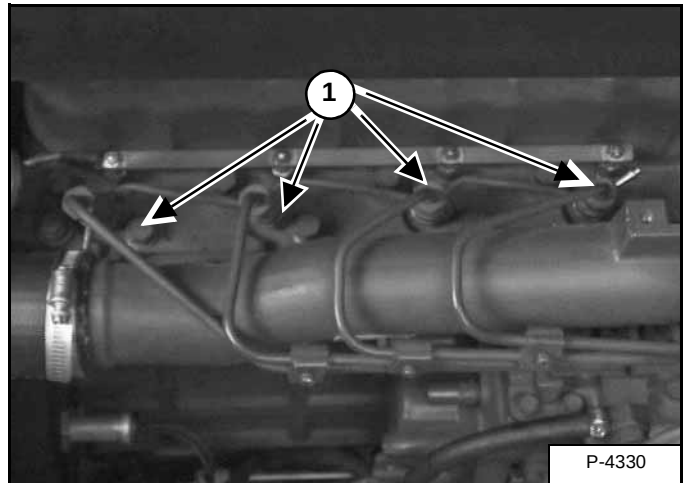


Figure 70-70-33



Disconnect the fuel return hoses (Item 1) [Figure 70-70-32] & [Figure 70-70-33] from the injectors.

Figure 70-70-34



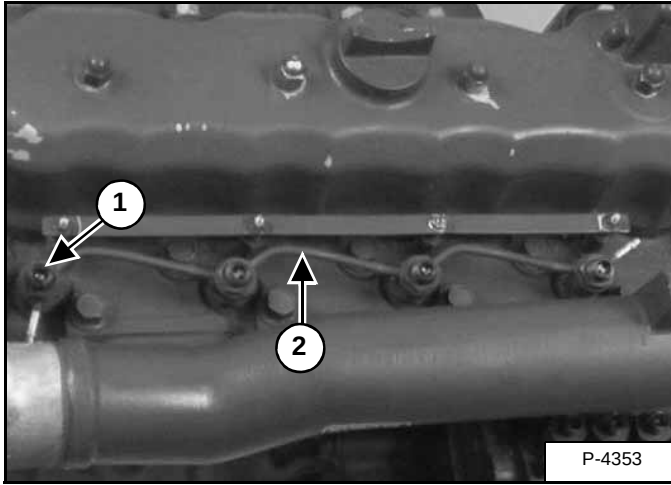
Disconnect the high pressure fuel lines (Item 1) [Figure 70-70-34] from the fuel injectors and from the injection pump.

Remove the high pressure fuel lines from the engine.

ENGINE COMPONENTS AND TESTING (CONT'D)

Fuel Injector Removal And Installation (Cont'd)

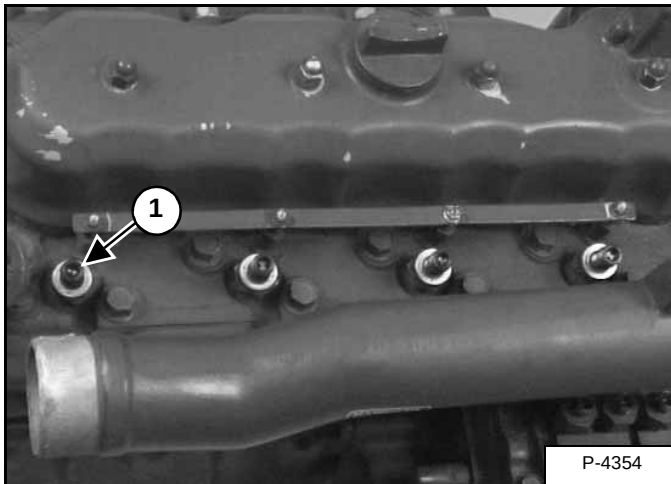
Figure 70-70-35



Remove the retainer nut from the top of the fuel injectors (Item 1) [Figure 70-70-35].

Remove the fuel return tube (Item 2) [Figure 70-70-35] from the fuel injectors.

Figure 70-70-36



Remove the injector nozzle (Item 1) [Figure 70-70-36] from the cylinder head.

Figure 70-70-37

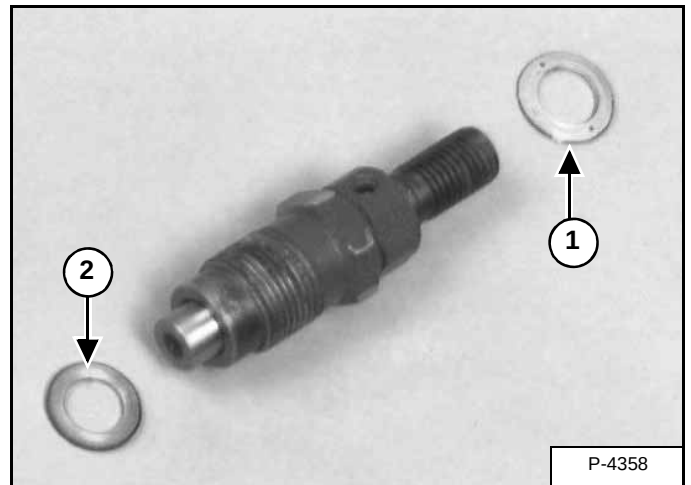


Photo [Figure 70-70-37] shows the injector nozzle removed from the cylinder. Inspect the injector and replace if necessary.

Installation: Be sure the nozzle cap (Item 1) and copper washer (Item 2) [Figure 70-70-37] are in the correct position. Replace the nozzle cap and copper washer when installing new or used injectors.

ENGINE COMPONENTS AND TESTING (CONT'D)

Fuel Injector Disassembly

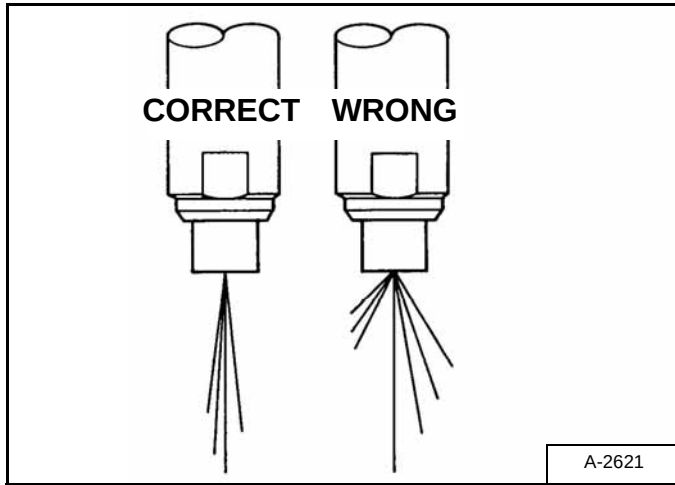
Fuel Injector Checking

IMPORTANT

Do not disassemble or test the injector nozzles unless you have the correct service and testing tools.

I-2121-0297

Figure 70-70-38



The tool listed will be needed to do the following procedure:

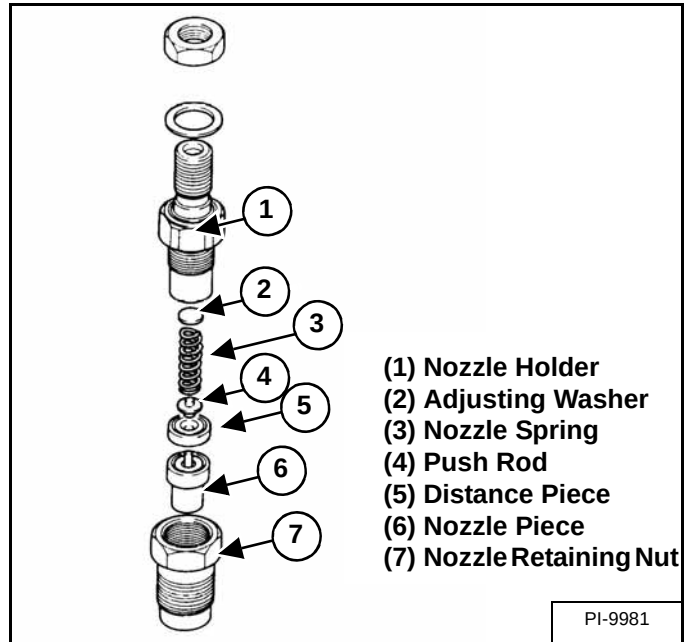
OEM1064 - Injector Nozzle Tester

Check for inside leakage. Operate the hand lever until the pressure is 1850 PSI (12755 kPa). Keep the nozzle under this pressure for 10 seconds, check to see if fuel leaks from the nozzle. If fuel leaks, replace the nozzle.

Check that the spray pattern is correct [Figure 70-70-38]:

1. Fuel does not come out the side of the nozzle.
2. Drops of fuel are not present at the nozzle.
3. The injector has an even flow coming from the nozzle.

Figure 70-70-39



Disassemble and clean the injector nozzle.

The nozzle release pressure can be adjusted by adding or removing spacer(s) (Item 2) from the top of the nozzle spring (Item 3) [Figure 70-70-39].

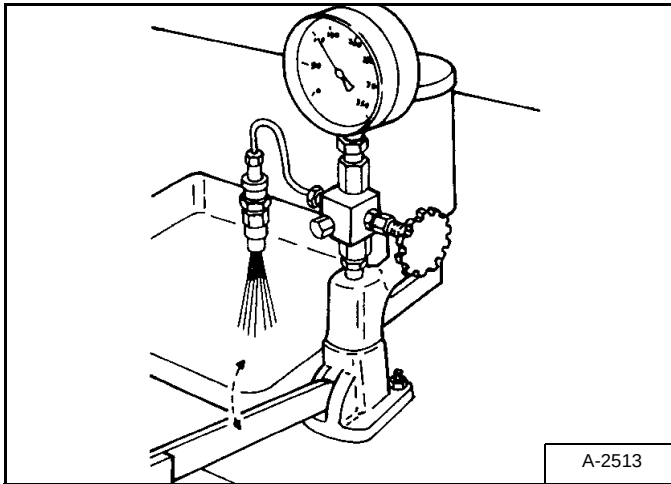
Fuel Injection Pressure	1991-2133 PSI (13728-14707 kPa)
-------------------------	------------------------------------

Each spacer will change the release pressure by about 142 PSI (980 kPa).

ENGINE COMPONENTS AND TESTING (CONT'D)

Fuel Injector Assembly

Figure 70-70-40



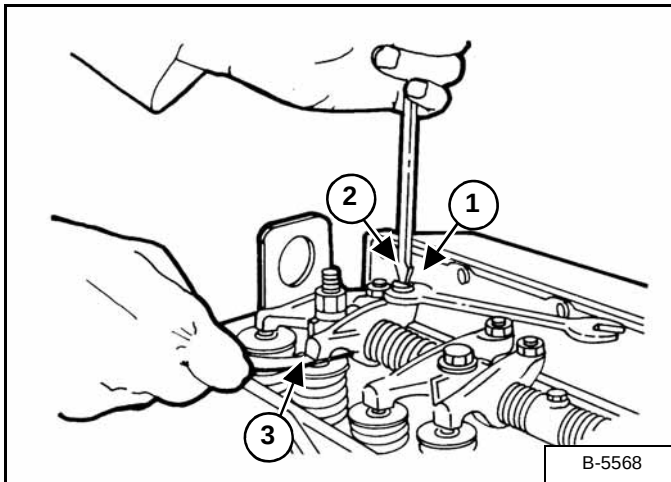
Assemble the injector nozzle. Connect the nozzle to the tester with the nozzle down [Figure 70-70-40].

Operate the hand lever at a slow rate and record the opening pressure. If the pressure is not correct, disassemble the nozzle and add or remove spacers (Item 2) [Figure 70-70-39] as needed.

When the injector nozzle is assembled, tighten the nozzle body to 43-58 ft.-lbs. (59-79 Nm) torque.

Valve Clearance Adjustment

Figure 70-70-41



Adjust the valve clearance as follows:

Loosen the lock nut (Item 1) [Figure 70-70-41].

Turn the adjustment screw (Item 2) [Figure 70-70-41] until the correct clearance is obtained.

NOTE: The clearance is measured between the rocker arm and valve stem tip (Item 3) [Figure 70-70-41].

Adjust the valve clearance as follows:

0.008 inch (0,20 mm)	Intake & Exhaust
----------------------	------------------

Figure 70-70-42

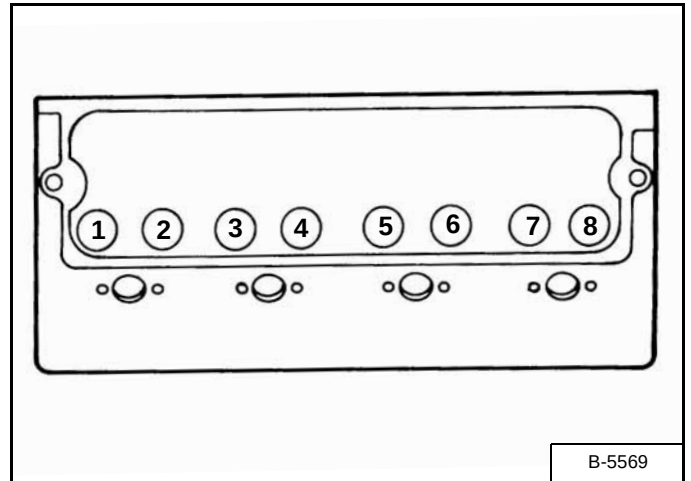


Figure 70-70-43

Cylinder Number	1		2		3		4	
Valve Number	1	2	3	4	5	6	7	8
Valve I = Intake E = Exhaust	I	E	I	E	I	E	I	E

Use the following sequence to set the valves [Figure 70-70-42] & [Figure 70-70-43]:

With the rocker arm rocking (valves 7 & 8) on No. 4 cylinder set clearance at No. 1 cylinder (valves 1 & 2).

With the rocker arm rocking (valves 3 & 4) on No. 2 cylinder set clearance at No. 3 cylinder (valves 5 & 6).

With the rocker arm rocking (valves 1 & 2) on No. 1 cylinder set clearance at No. 4 cylinder (valves 7 & 8).

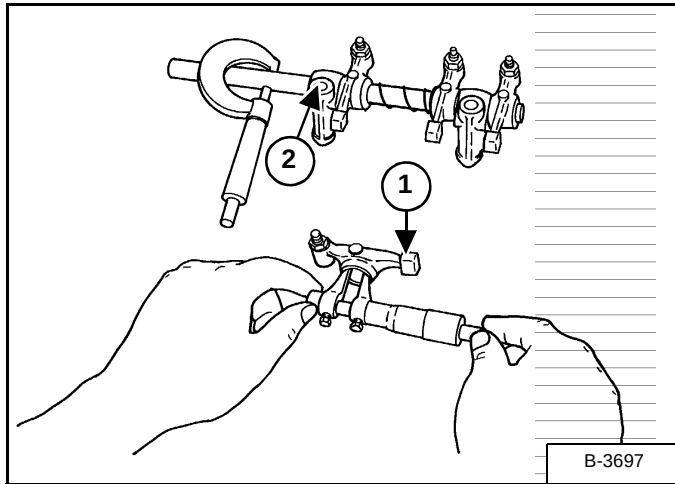
With the rocker arm rocking (valves 5 & 6) on No. 3 cylinder set clearance at No. 2 cylinder (valves 3 & 4).

ENGINE COMPONENTS AND TESTING (CONT'D)

Valve Timing, Checking

Rocker Arm And Shaft Checking

Figure 70-70-44



Measure the rocker arm I.D. (Item 1) [Figure 70-70-44] with the inside micrometer.

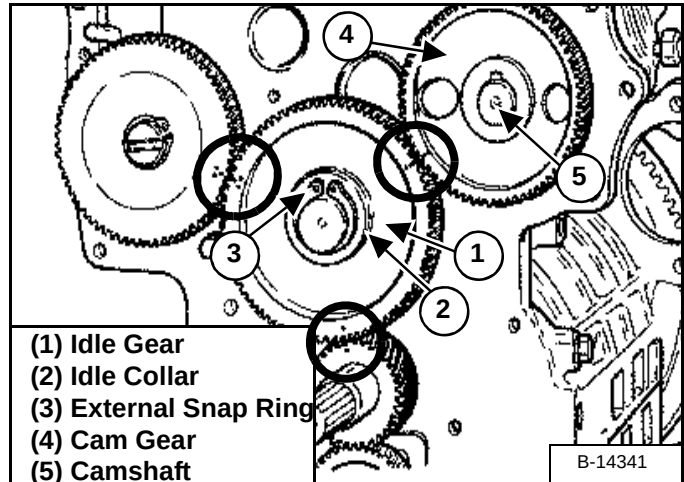
Measure the rocker arm shaft O.D. (Item 2) [Figure 70-70-44] with a outside micrometer.

If the clearance exceeds the allowable limit, replace the bushing.

If the clearance still exceeds the allowable limit after the bushing is replaced, replace the rocker arm shaft.

Oil Clearance Between Rocker Arm & Shaft	0.0006-0.0015 inch (0,016-0,038 mm)
Allowable Limit	.0.006 inch (0,15 mm)
Rocker Arm Shaft O.D.	0.550-0.551 inch (13,97-13,98 mm)
Rocker Arm I.D.	0.5512-0.5516 inch (14,0-14,01 mm)

Figure 70-70-45



Stop the engine and open the rear door.

Remove the engine. (See Removal And Installation on Page 70-80-1.)

Remove the timing gearcase cover. (See Timing Gearcase Cover Removal And Installation on Page 70-100-7.)

Make sure the timing marks are in correct alignment [Figure 70-70-45]

ENGINE

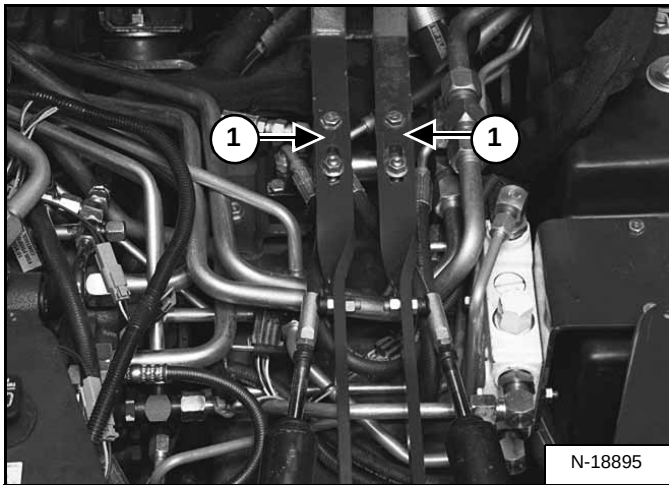
Removal And Installation



Never work on a machine with the lift arms up unless the lift arms are secured by an approved lift arm support device. Failure to use an approved lift arm support device can allow the lift arms or attachment to fall and cause injury or death.

W-2059-0598

Figure 70-80-1



Put jackstands under the rear corners of the loader.

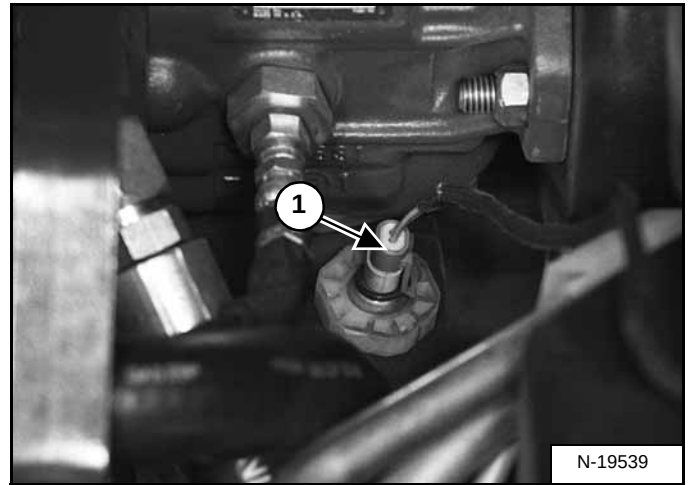
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Drain the hydraulic reservoir. (See Fluid Removal on Page 20-80-1.)

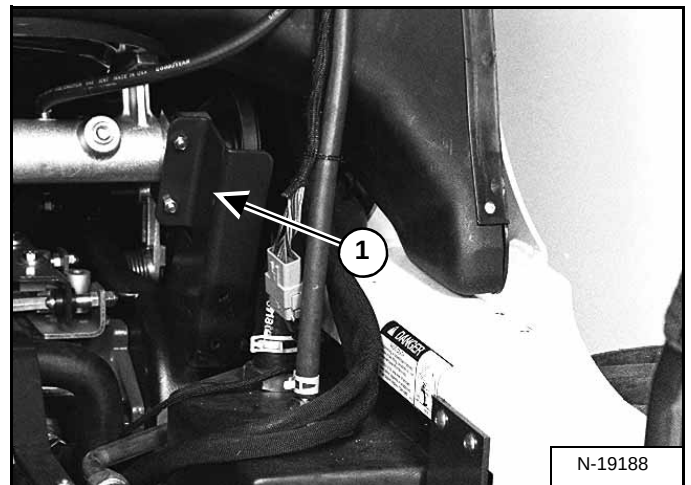
Disconnect the steering linkage (Item 1) [Figure 70-80-1]. (See Linkage Removal And Installation on Page 50-100-4.)

Figure 70-80-2



Disconnect the wire harness connector (Item 1) [Figure 70-80-2] from the fuel level sender on the fuel tank.

Figure 70-80-3

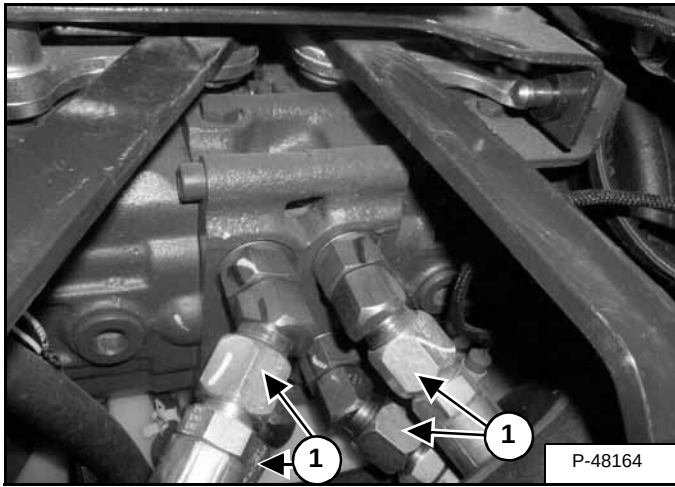


Remove the blower fan belt shield (Item 1) [Figure 70-80-3].

ENGINE (CONT'D)

Removal And Installation (Cont'd)

Figure 70-80-4

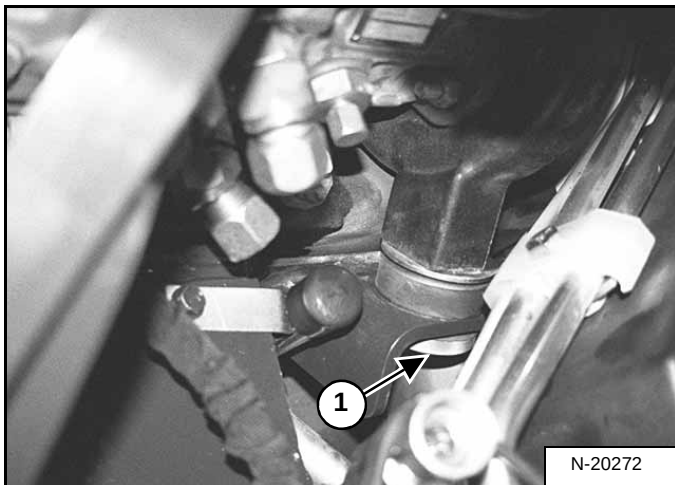


NOTE: Plug all hoses and cap all fittings to prevent contamination.

Mark the four drive motor hoses (Item 1) [Figure 70-80-4] for correct installation.

Disconnect the four drive motor hoses (Item 1) [Figure 70-80-4] from the hydrostatic pump.

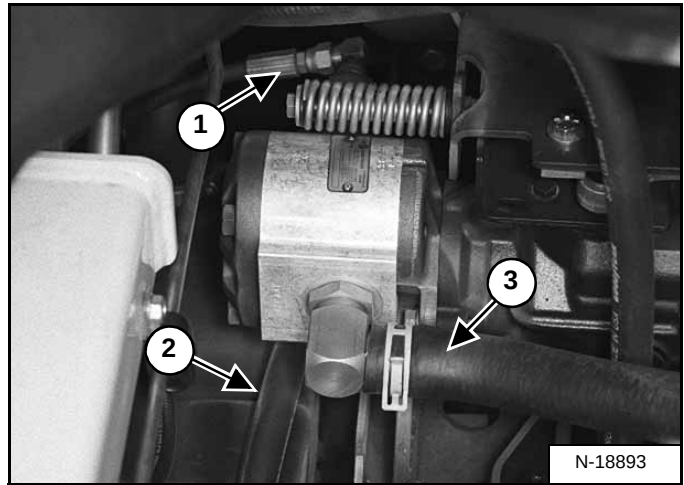
Figure 70-80-5



Remove the mounting bolt (Item 1) [Figure 70-80-5] and nut from the left front engine mount.

Installation: Tighten the mounting bolts to 70 ft.-lbs. (95 Nm) torque.

Figure 70-80-6

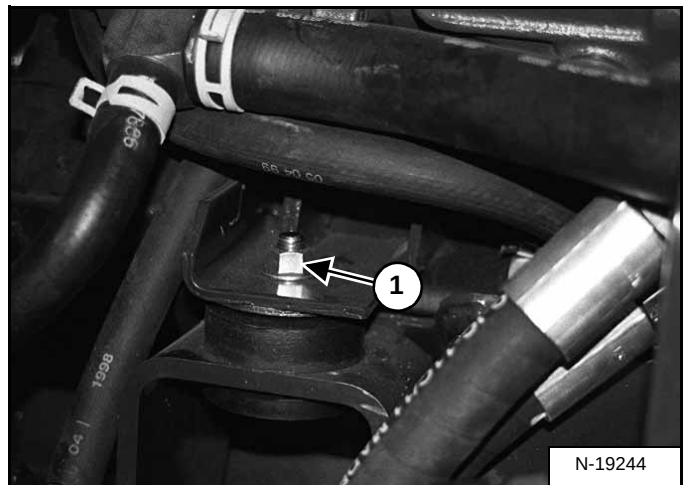


Disconnect the pilot pressure hose (Item 1) [Figure 70-80-6] from the fitting on the hydraulic pump if equipped.

Disconnect the outlet tube/hose (Item 2) [Figure 70-80-6] to the main control valve, from the fitting on the hydraulic pump.

Disconnect the inlet hose (Item 3) [Figure 70-80-6] from the hydraulic pump.

Figure 70-80-7

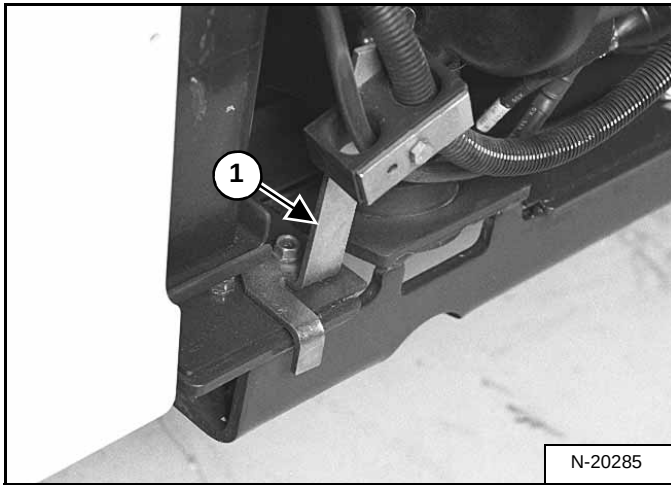


Remove the nut (Item 1) [Figure 70-80-7] and mounting bolt from the right front engine mount.

ENGINE (CONT'D)

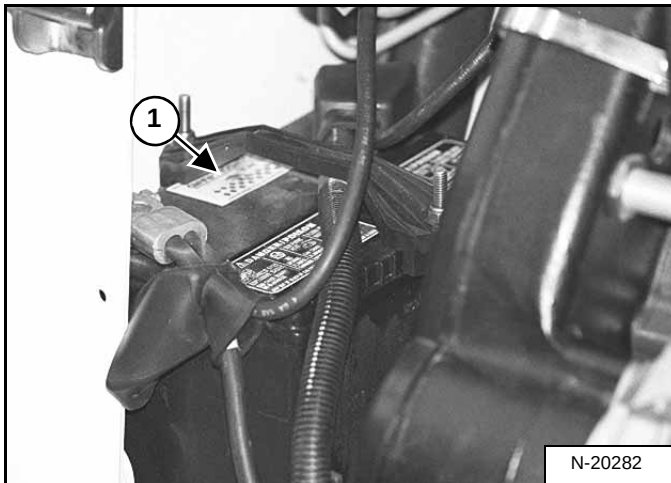
Removal And Installation (Cont'd)

Figure 70-80-8



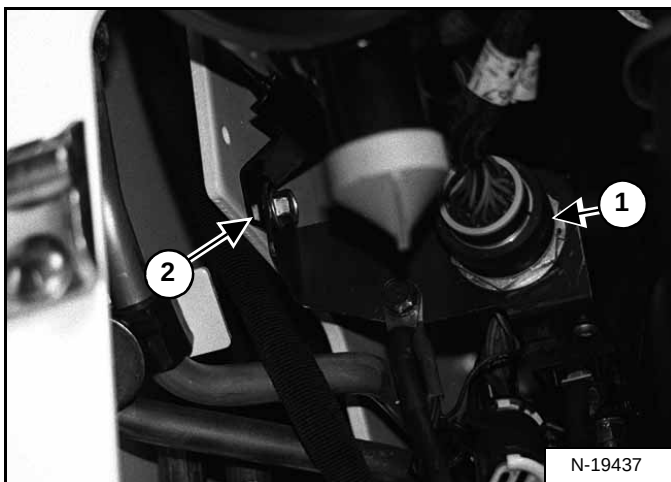
Remove the battery cable bracket (Item 1) [Figure 70-80-8] from the loader. (See Removal And Installation on Page 60-20-1.)

Figure 70-80-9



Remove the battery (Item 1) [Figure 70-80-9] from the loader.

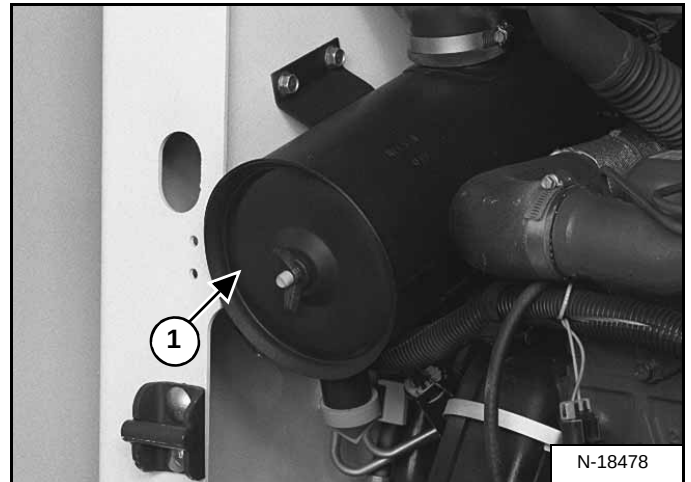
Figure 70-80-10



Disconnect the engine harness connector (Item 1) [Figure 70-80-10] from the loader electrical harness. If there is no connector, remove the electrical harness from the engine.

Remove the mounting bolt (Item 2) [Figure 70-80-10].

Figure 70-80-11

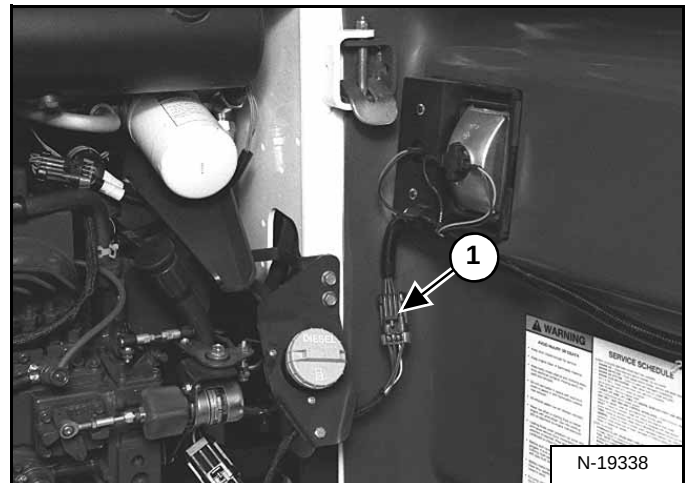


Remove the air cleaner (Item 1) [Figure 70-80-11]. (See AIR CLEANER on Page 70-40-1.)

ENGINE (CONT'D)

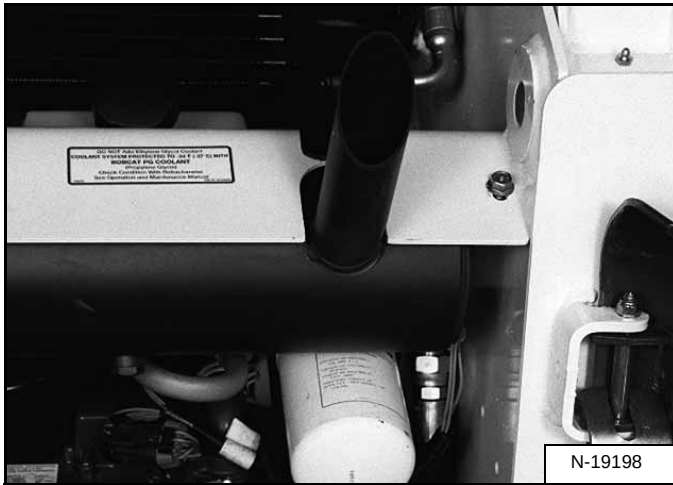
Removal And Installation (Cont'd)

Figure 70-80-12



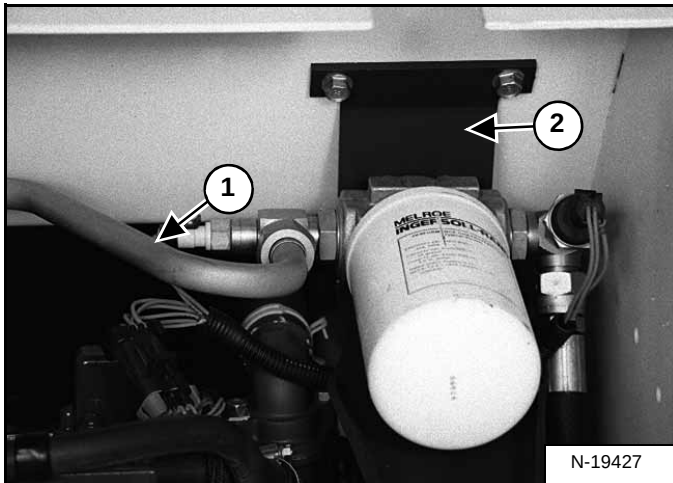
Disconnect the rear light harness connector (Item 1) [Figure 70-80-12] from the engine harness.

Figure 70-80-13



Remove the muffler. (See Removal And Installation on Page 70-30-1.)

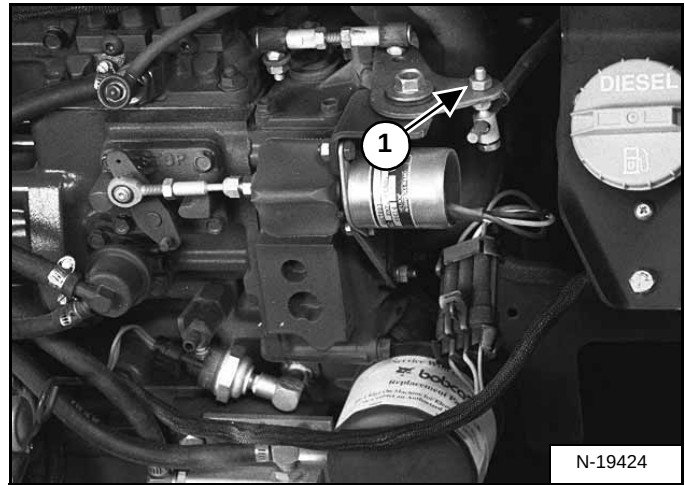
Figure 70-80-14



Remove the tubeline (Item 1) [Figure 70-80-14].

Remove the hydraulic filter housing (Item 2) [Figure 70-80-14]. (See Removal And Installation on Page 20-70-1.)

Figure 70-80-15

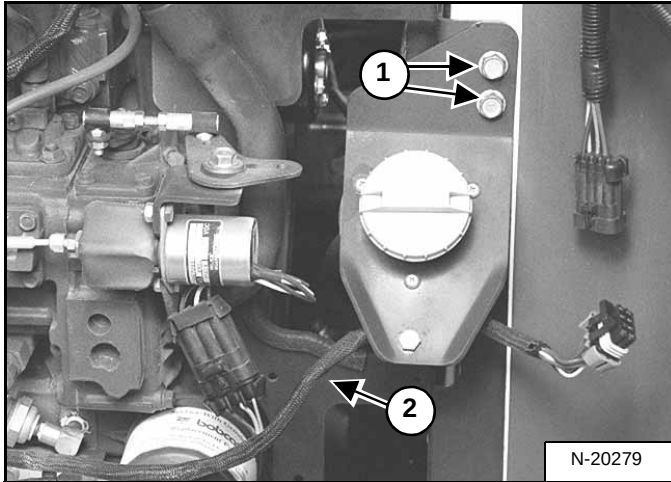


Disconnect the engine speed control rod (Item 1) [Figure 70-80-15] from the linkage.

ENGINE (CONT'D)

Removal And Installation (Cont'd)

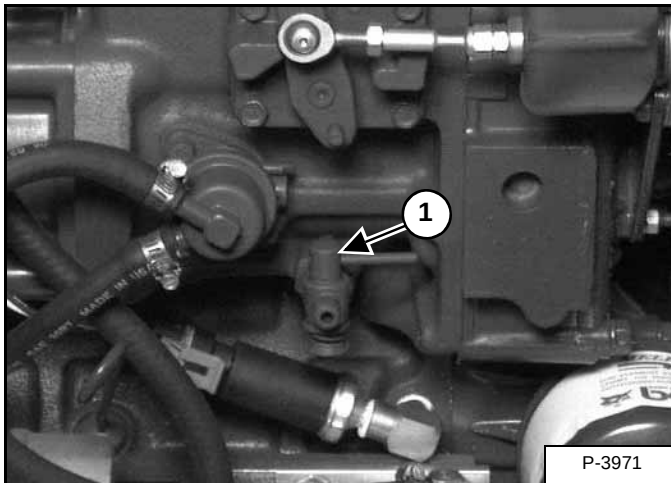
Figure 70-80-16



Remove the mounting bolts (Item 1) [Figure 70-80-16] from the fuel fill mount and belt shield.

Remove the belt shield (Item 2) [Figure 70-80-16].

Figure 70-80-17



Drain the engine coolant from the cooling system. (See Replacing the Coolant on Page 10-190-2.)

Figure 70-80-18

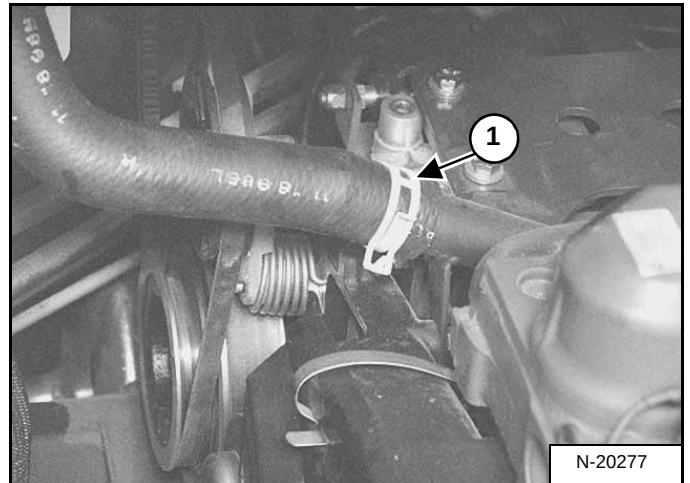
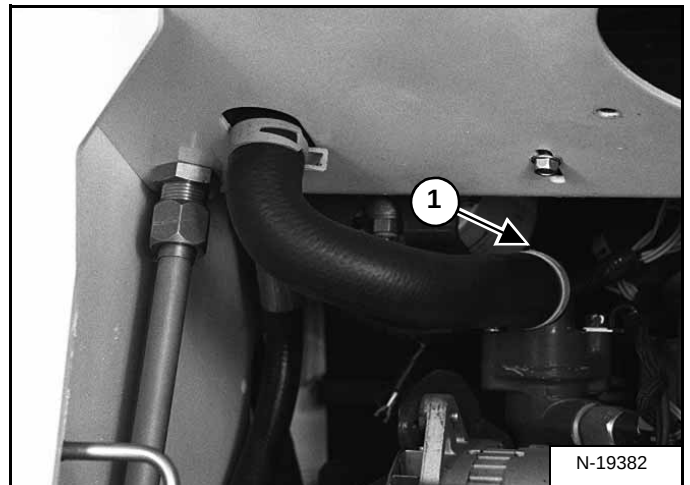
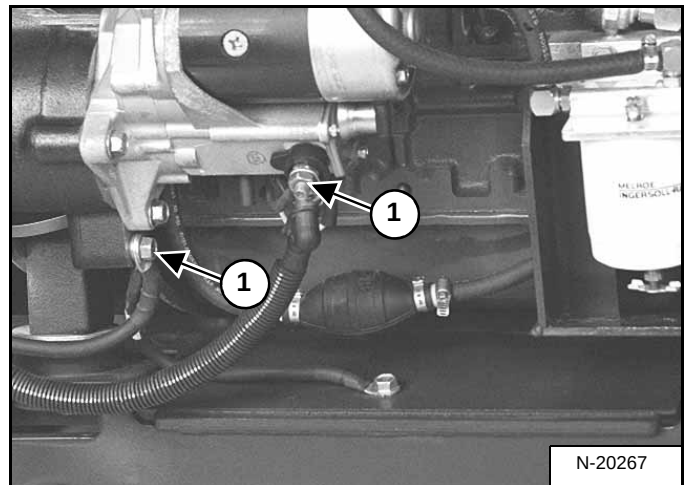


Figure 70-80-19



Disconnect the radiator hoses (Item 1) [Figure 70-80-18] & [Figure 70-80-19] from the engine.

Figure 70-80-20

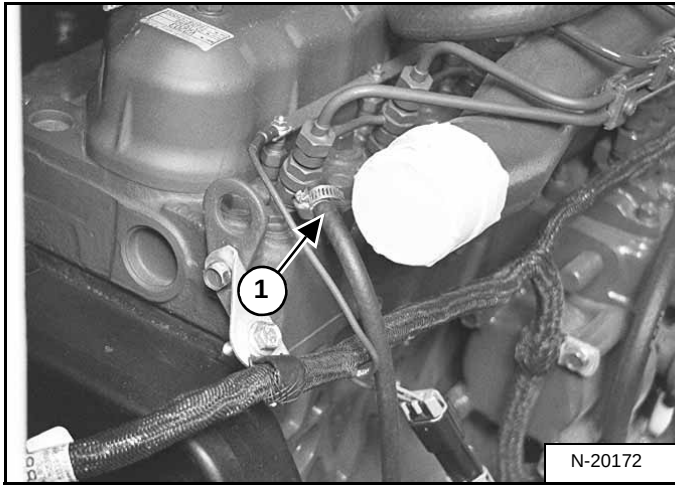


Remove the battery cables (Item 1) [Figure 70-80-20] from the starter and flywheel housing.

ENGINE (CONT'D)

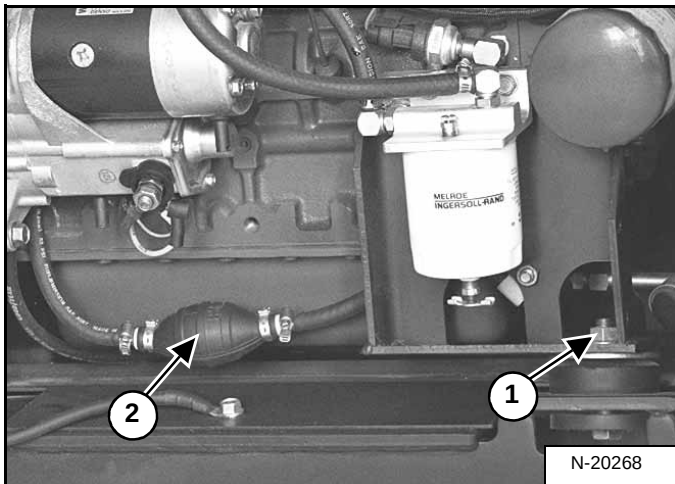
Removal And Installation (Cont'd)

Figure 70-80-21



Disconnect the fuel return hose (Item 1) [Figure 70-80-21] from the injector.

Figure 70-80-22

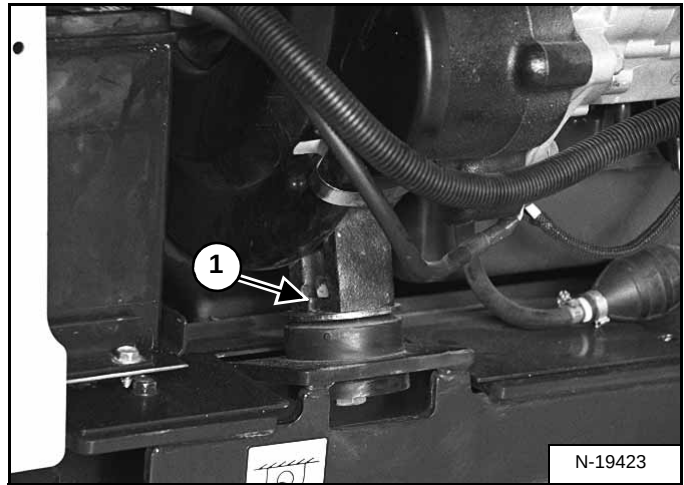


Remove the mounting bolt and nut (Item 1) [Figure 70-80-22] from the right rear engine mount.

Installation: Tighten the mounting bolt to 70 ft.-lbs. (95 Nm) torque.

Disconnect the hand pump (Item 2) [Figure 70-80-22] from the fuel line connected to the fuel tank. Cap the fuel lines.

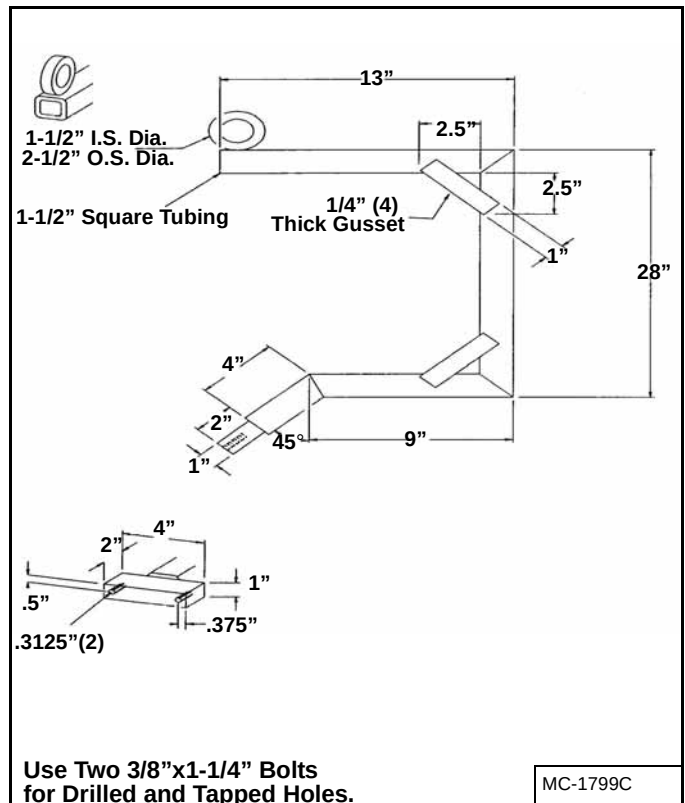
Figure 70-80-23



Remove the mounting bolt and nut (Item 1) [Figure 70-80-23] from the left rear engine mount.

Installation: Tighten the mounting bolt to 70 ft.-lbs. (95 Nm) torque.

Figure 70-80-24

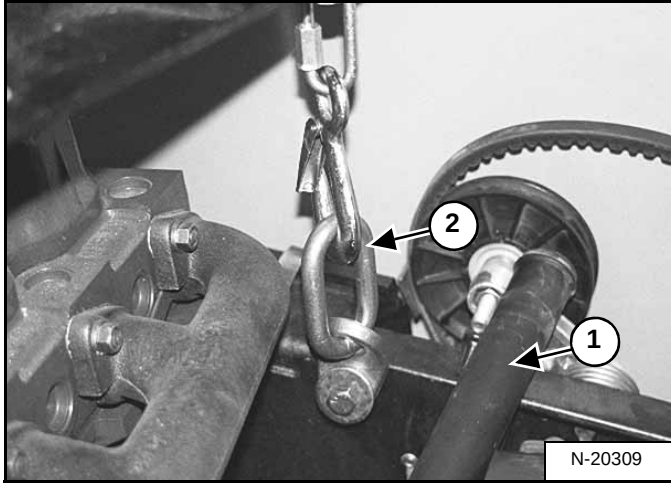


A tool needs to be fabricated to be used in the removal procedure. This tool allows the engine/hydrostatic pump assembly to be lifted evenly for easier removal. Use the dimensions shown in [Figure 70-80-24] to make the engine removal tool.

ENGINE (CONT'D)

Removal And Installation (Cont'd)

Figure 70-80-25

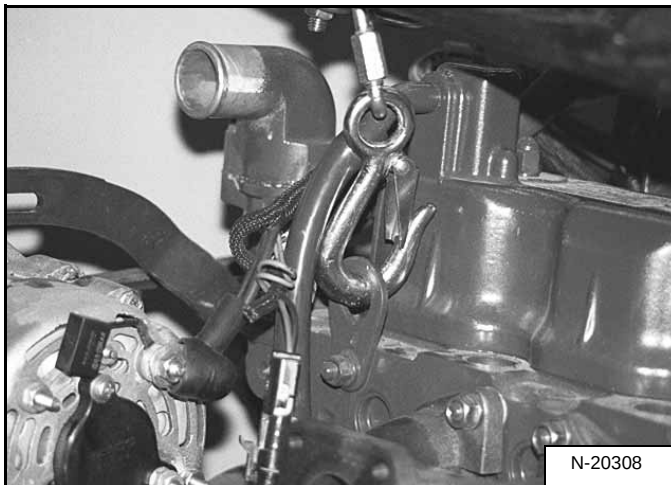


Remove coolant tube (Item 1) [Figure 70-80-25] from the flywheel housing.

Install a lift eye (Item 2) [Figure 70-80-25].

Fasten securely one end of the chain to the lifting eye.

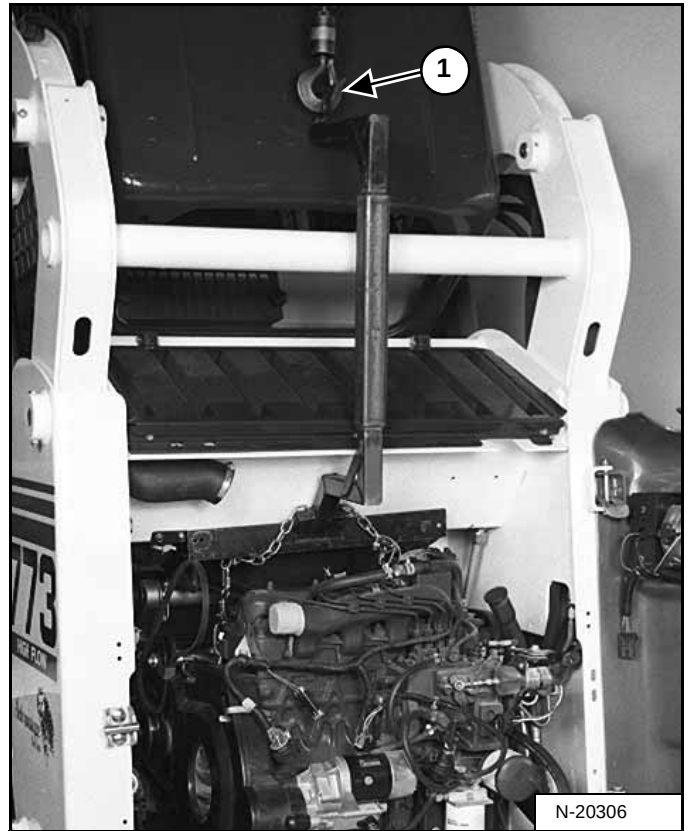
Figure 70-80-26



Fasten securely one end of the chain to one of the lifting brackets on the engine [Figure 70-80-26].

NOTE: You may need to adjust the chain which fastens to the engine a couple of times to reach the correct lifting position.

Figure 70-80-27



Install the chain hoist on the eyelet (Item 1) [Figure 70-80-27] of the removal tool.

Fasten a chain to other end of the removal tool with two bolts as shown in [Figure 70-80-27].

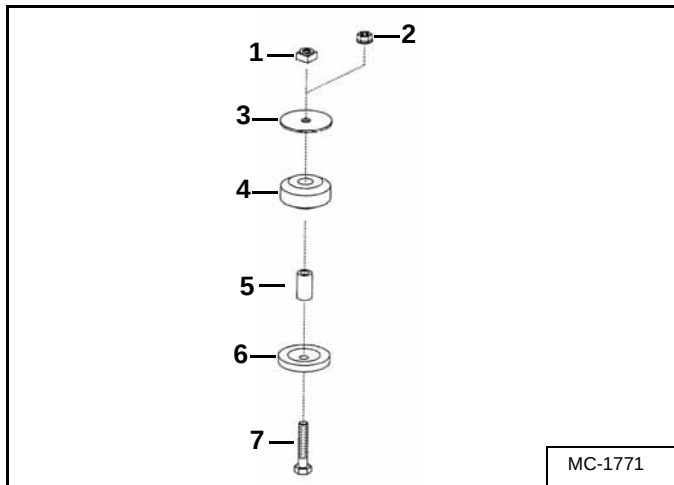
Remove the engine/hydrostatic pump assembly from the loader.

Reverse the removal procedure to install the engine.

ENGINE (CONT'D)

Engine Mount Replacement

Figure 70-80-28



Use the following procedure to install new engine mounts:

Remove the existing mount from the engine. Refer to engine removal and installation for engine mount locations.

Replace all four engine mounts two front and two rear.

Use the parts shown to install the new engine mounts **[Figure 70-80-28]**:

Square Nut - (Item 1) - Used on left side engine mounts

Hex Nut - (Item 2) - Used on right side engine mounts

Mount Washer - (Item 3)

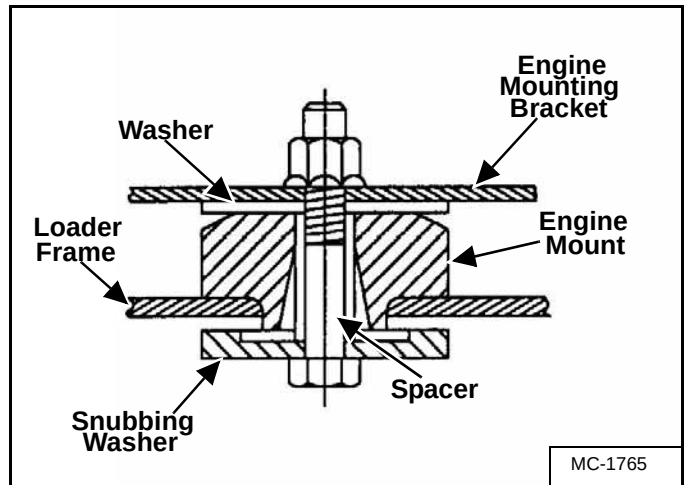
Engine Mount - (Item 4)

Tube Spacer - (Item 5)

Snubbing Washer - (Item 6)

Mounting Bolt - (Item 7)

Figure 70-80-29



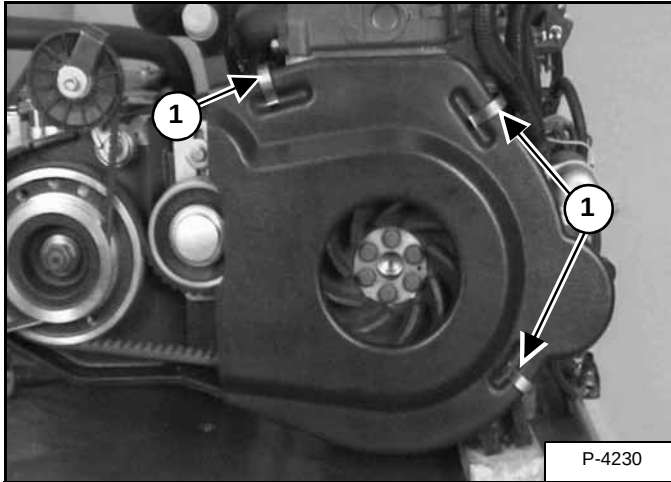
Install the new engine mount as shown in the cut away side view **[Figure 70-80-29]**.

Tighten the mounting bolts to 70 ft.-lbs. (95 Nm) torque.

FLYWHEEL AND HOUSING

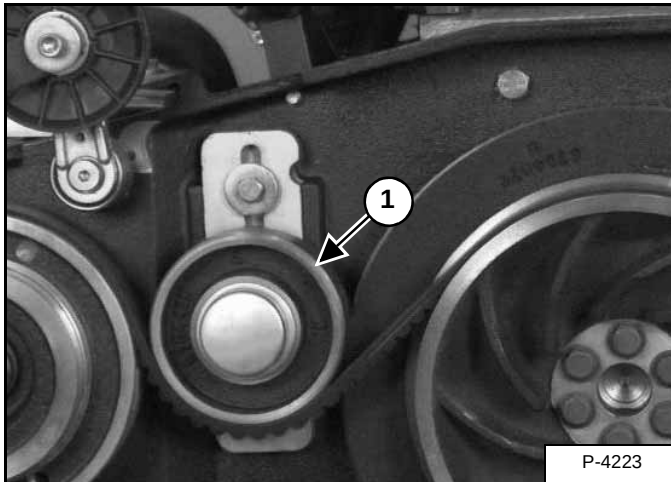
Flywheel Removal And Installation

Figure 70-90-1



Remove the three belt shield clips (Item 1) [Figure 70-90-1] and remove the shield from the drive belt housing.

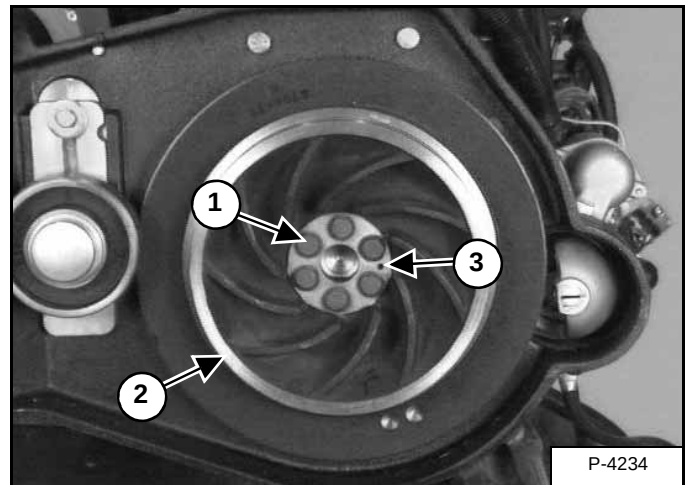
Figure 70-90-2



Loosen and remove the drive belt tension pulley (Item 1) [Figure 70-90-2].

Remove the drive belt. (See Drive Belt Adjusting on Page 30-50-1 for drive belt adjustment procedure.)

Figure 70-90-3



Remove the six mounting bolts (Item 1) from the engine flywheel (Item 2) [Figure 70-90-3].

Installation: Apply engine oil to the threads and seats before tightening. Tighten to 72-80 ft.-lbs. (98-108Nm) torque.

Remove the flywheel from the engine.

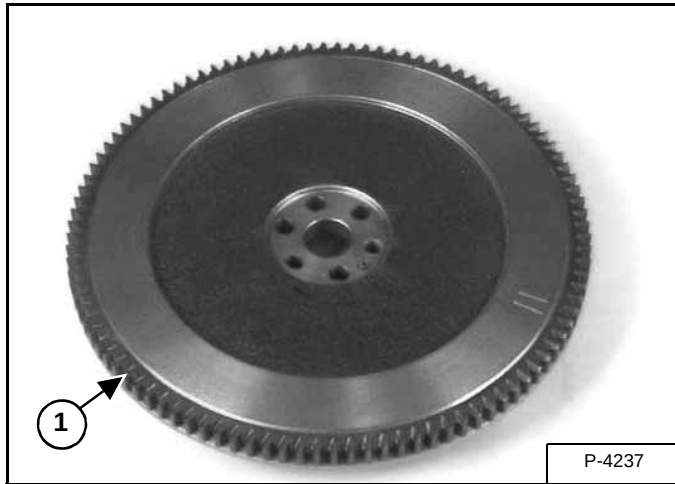
Installation: Be sure to align the hole (Item 3) [Figure 70-90-3] in the flywheel with the pin located on the crankshaft.

Reverse the removal procedure to install the flywheel.

FLYWHEEL AND HOUSING (CONT'D)

Ring Gear Removal And Installation

Figure 70-90-4



NOTE: Photo's may be different but the procedure is the same for all models.

The ring gear (Item 1) [Figure 70-90-4] on the flywheel is an interference fit. Heat the ring gear enough to expand the gear. Hit the ring gear evenly around the gear to remove it from the flywheel.

Clean the outer surface of the flywheel thoroughly so the new ring gear will fit smoothly onto the flywheel.

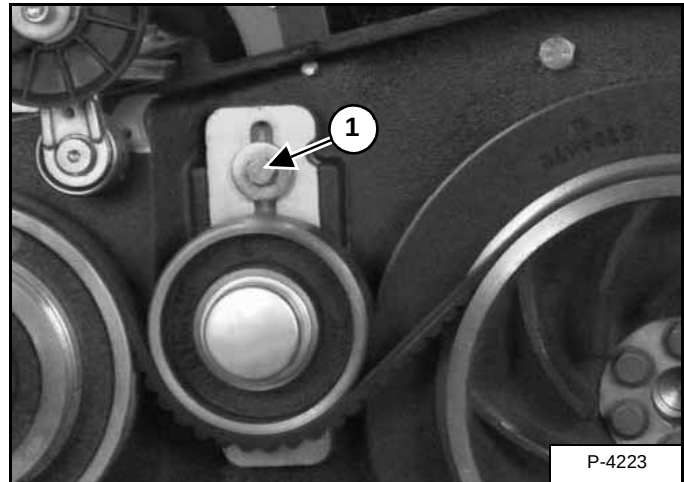
Clean the new ring gear and heat it to a temperature of 450°-500° F. (232°-260° C.)

Fit the ring on the flywheel and be sure the gear is seated correctly.

NOTE: The ring is installed with the edge with the chamfered teeth facing up.

Housing Removal And Installation

Figure 70-90-5

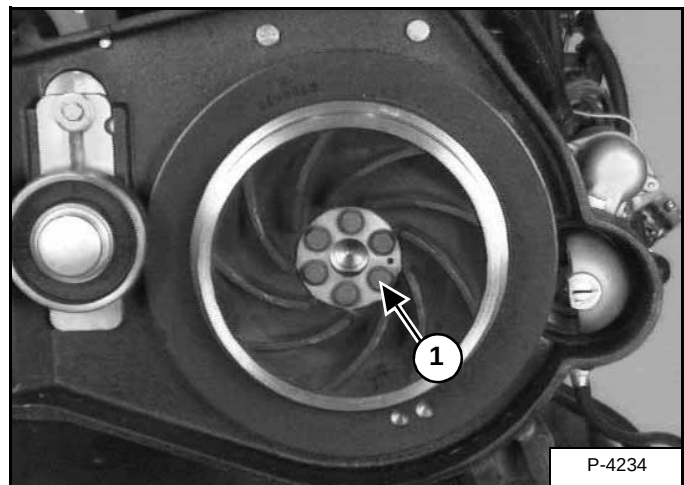


Loosen the drive belt tensioner bolt (Item 1) [Figure 70-90-5] from the housing and remove the drive belt.

Installation: Tighten the bolt to 25-28 ft.-lbs. (34-38Nm) torque.

Adjust the drive belt. (See Drive Belt Adjusting on Page 30-50-1.)

Figure 70-90-6



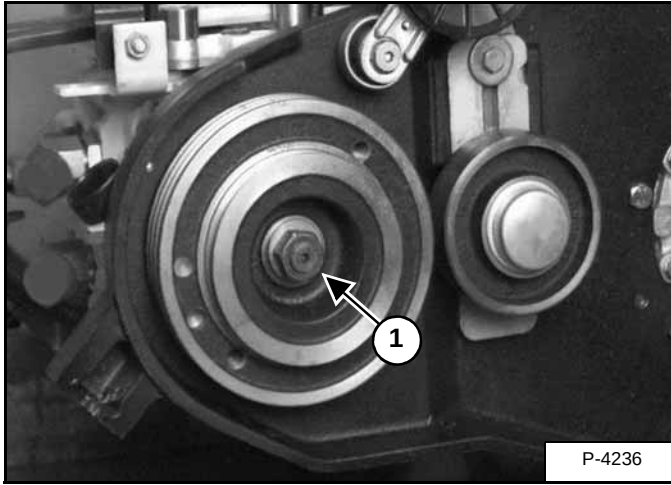
Remove the six flywheel mounting bolts (Item 1) [Figure 70-90-6] and remove the engine flywheel.

Installation: Apply engine oil to the threads and seats before tightening. Tighten the mounting bolts to 72-80 ft.lbs. (98-108 Nm) torque.

FLYWHEEL AND HOUSING (CONT'D)

Housing Removal And Installation (Cont'd)

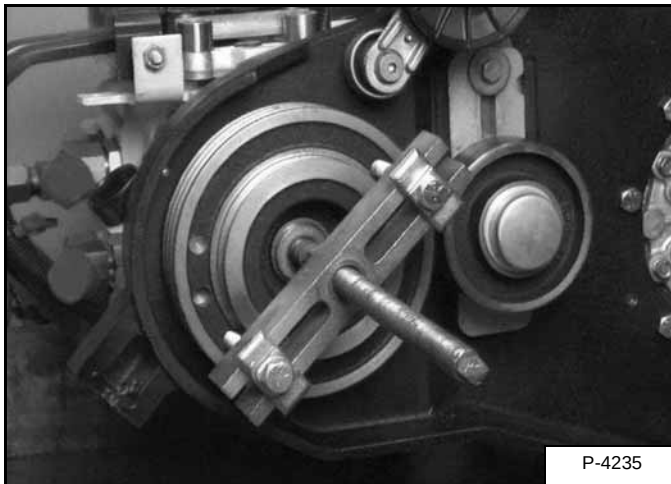
Figure 70-90-7



Remove the hydrostatic pump drive pulley mounting nut (Item 1) [Figure 70-90-7] and washer.

Installation: Tighten the mounting nut to 175-200 ft.-lbs. (237-271 Nm) torque.

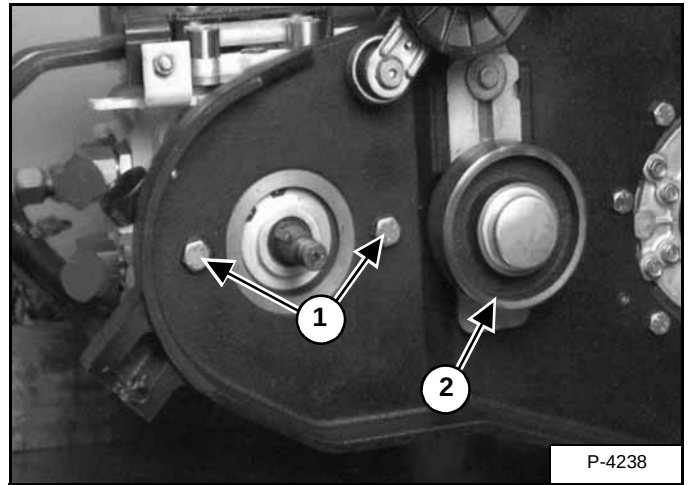
Figure 70-90-8



Install a puller in the drive pulley and remove the pulley from the hydrostatic pump shaft [Figure 70-90-8].

Installation: Install the pulley key in the shaft before installing the drive pulley.

Figure 70-90-9

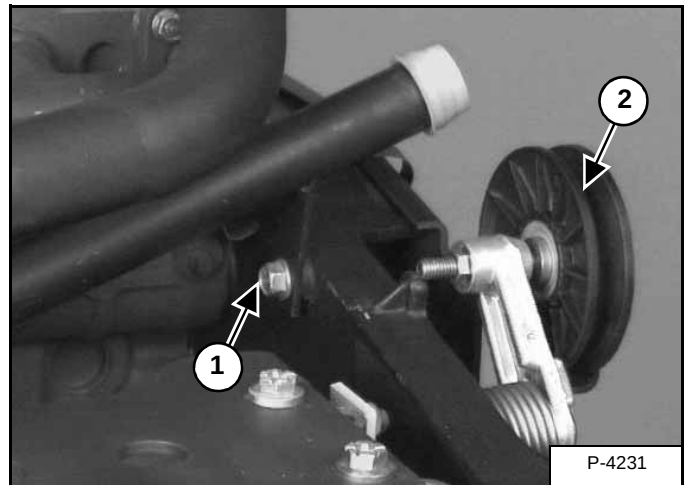


Remove the two mounting bolts (Item 1) [Figure 70-90-9] from the drive belt housing which mount the hydrostatic pump to the housing.

Installation: Tighten the mounting bolts to 65-70 ft.-lbs. (88-95 Nm) torque.

Remove the drive belt tensioner (Item 2) [Figure 70-90-9] from the drive belt housing. (See DRIVE BELT on Page 30-50-1.)

Figure 70-90-10



Remove the mounting bolt (Item 1) [Figure 70-90-10] from engine coolant tubeline mounting bracket which is attached to the belt shield housing.

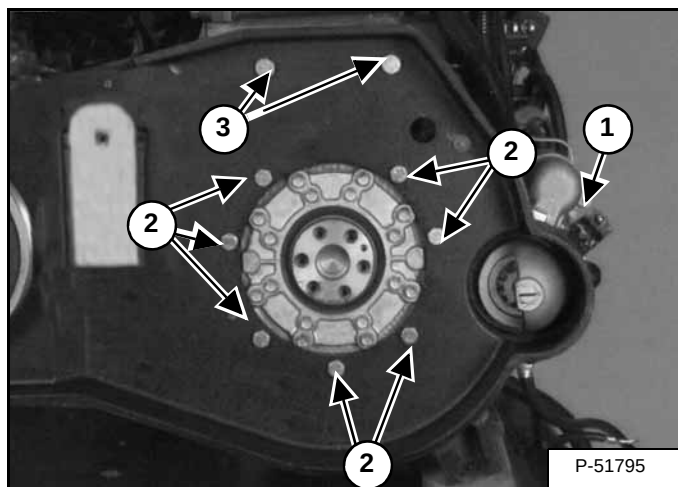
Installation: Tighten the mounting bolt to 25-28 ft.-lbs. (34-38 Nm) torque.

Remove the blower fan drive belt tensioner assembly (Item 2) [Figure 70-90-10] from the housing.

FLYWHEEL AND HOUSING (CONT'D)

Housing Removal And Installation (Cont'd)

Figure 70-90-11



Remove the starter (Item 1) [Figure 70-90-11] from the housing. (See Removal And Installation on Page 60-40-1 or See Removal And Installation on Page 60-41-2)

Remove the seven mounting bolts (Item 2) [Figure 70-90-11] which fasten the housing to the engine.

Installation: Tighten the mounting bolts to 35-40 ft.-lbs. (48-54 Nm) torque.

Remove the bolts (Item 3) [Figure 70-90-11] which fasten the housing to the engine.

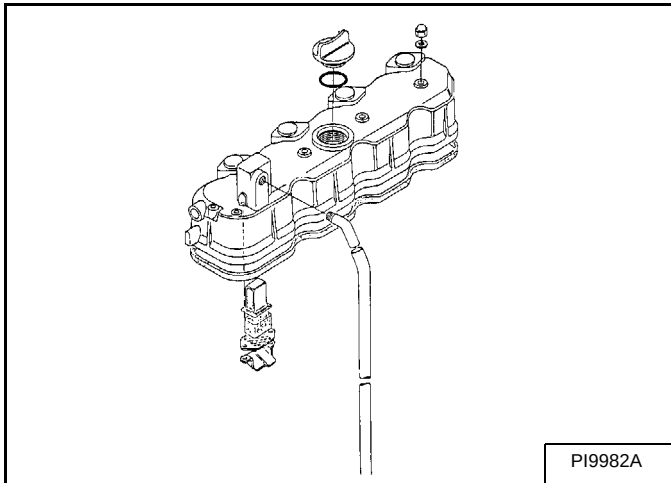
Installation: Tighten the mounting bolts to 60-65 ft.-lbs. (82-88 Nm) torque.

Reverse the removal procedure to install the housing.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO)

Cylinder Head Removal And Installation

Figure 70-100-1



Remove the nuts from the valve cover, remove the valve cover and gasket [Figure 70-100-1]

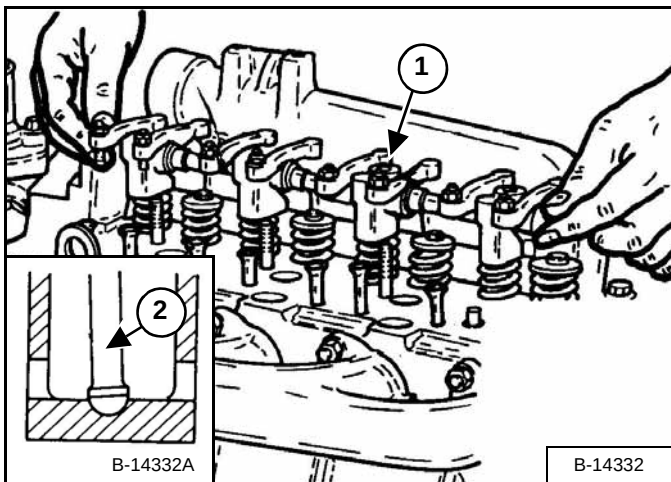
Remove the fuel injector nozzles. (See Fuel Injector Removal And Installation on Page 70-70-10.)

Remove glow plugs. (See Glow Plugs Removal And Installation on Page 70-70-2.)

Remove the belt shield. (See Shield Removal And Installation on Page 30-50-1.)

Remove the alternator. (See Removal And Installation on Page 60-31-4.)

Figure 70-100-2

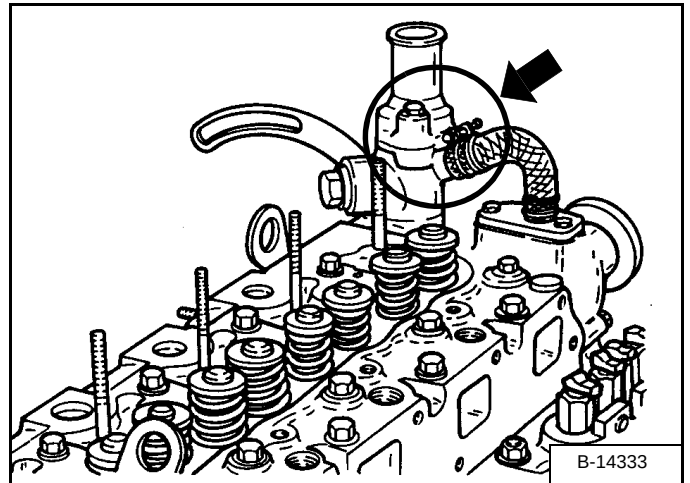


Remove the rocker arm and shaft assembly (Item 1) [Figure 70-100-2].

Remove the push rods (Item 2) [Figure 70-100-2].

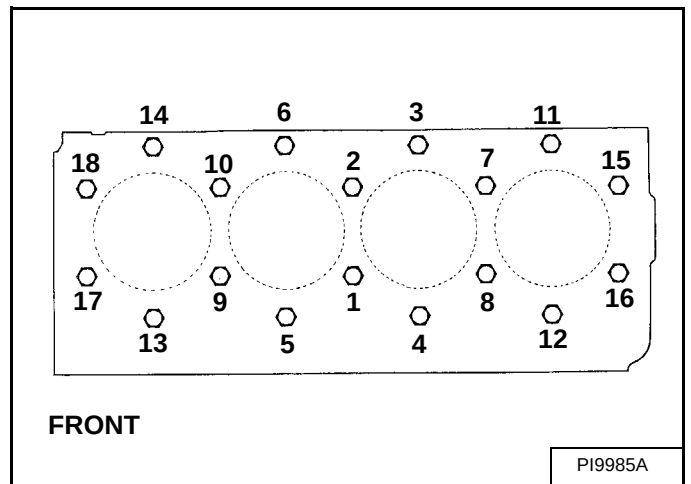
Remove the intake and exhaust manifolds.

Figure 70-100-3



Remove the water return hose [Figure 70-100-3]

Figure 70-100-4



Remove the cylinder head bolts in order of #18 to #1 [Figure 70-100-4].

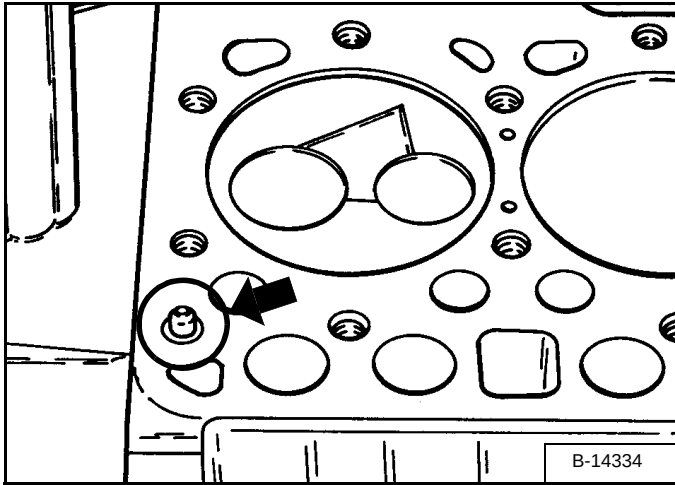
Installation: Put oil on the bolt threads. Tighten the bolts in the correct sequence to 68-72 ft.-lbs. (93-98 Nm) torque.

NOTE: Retighten the cylinder head bolts in the correct sequence #1 to #18 after the engine has been run for 30 minutes.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Cylinder Head Removal And Installation (Cont'd)

Figure 70-100-5



Remove the cylinder head from the engine block.

Installation: Always use new head gasket and new O-ring. Make sure the O-ring is seated over the dowel [Figure 70-100-5].

Cylinder Head Disassembly And Assembly

Figure 70-100-6

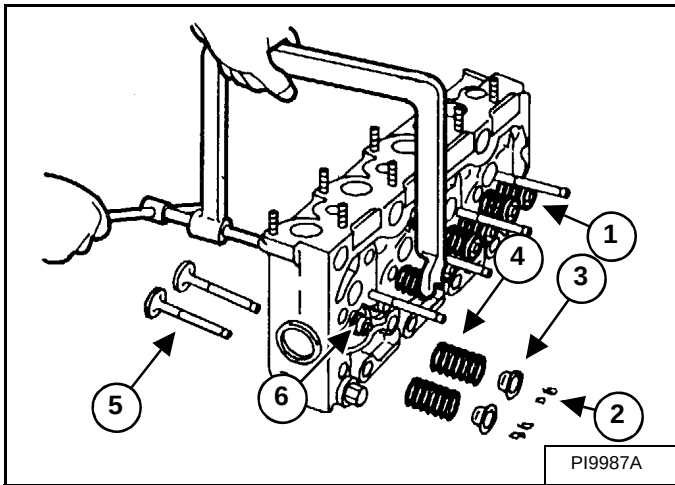
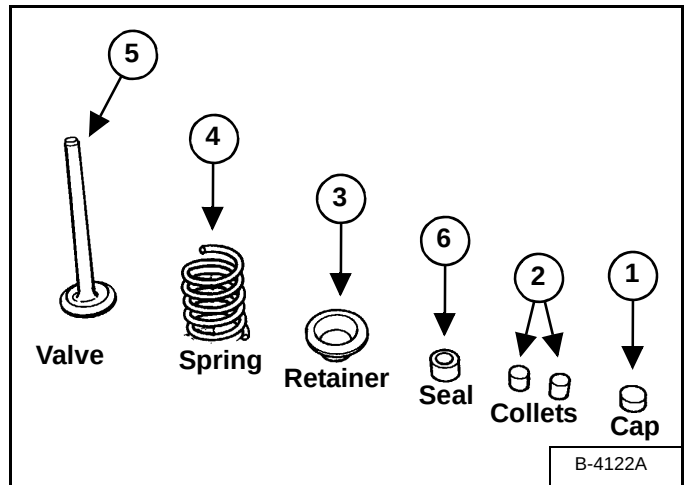


Figure 70-100-7



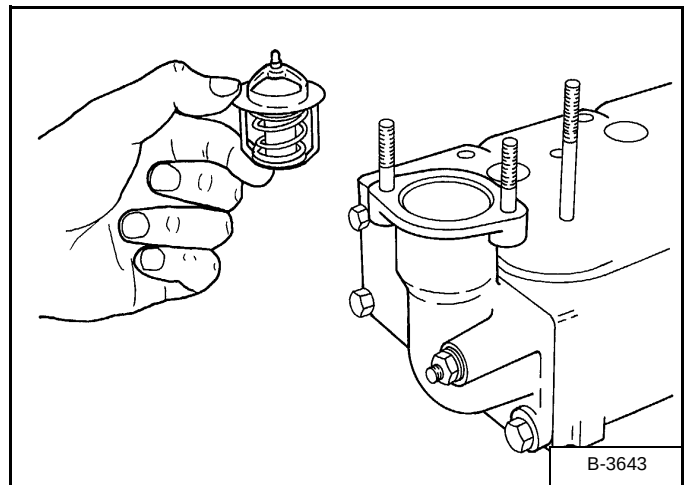
Use a valve spring compressor to compress the valve spring [Figure 70-100-6].

Remove the valve cap (Item 1) [Figure 70-100-6] & [Figure 70-100-7] and valve spring collet (Item 2) [Figure 70-100-6] & [Figure 70-100-7].

Remove the valve spring retainer (Item 3) [Figure 70-100-6] & [Figure 70-100-7] and the spring (Item 4) [Figure 70-100-6] & [Figure 70-100-7].

Remove the seal (Item 6) [Figure 70-100-6] & [Figure 70-100-7] and the valve (Item 5) [Figure 70-100-6] & [Figure 70-100-7].

Figure 70-100-8

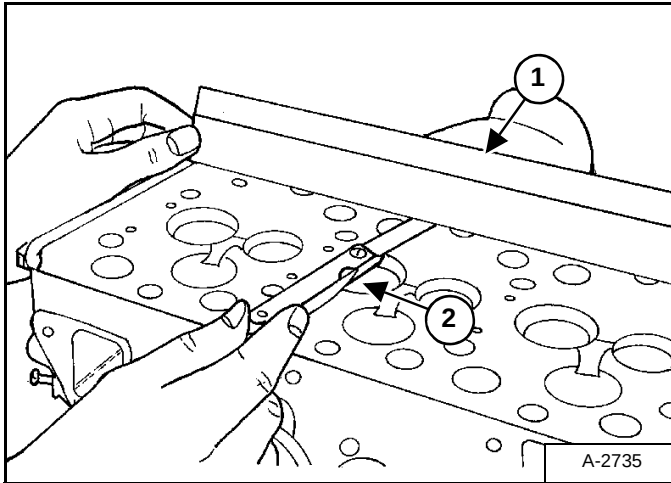


Remove the thermostat housing. Remove the thermostat from the cylinder head [Figure 70-100-8].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Cylinder Head Servicing

Figure 70-100-9



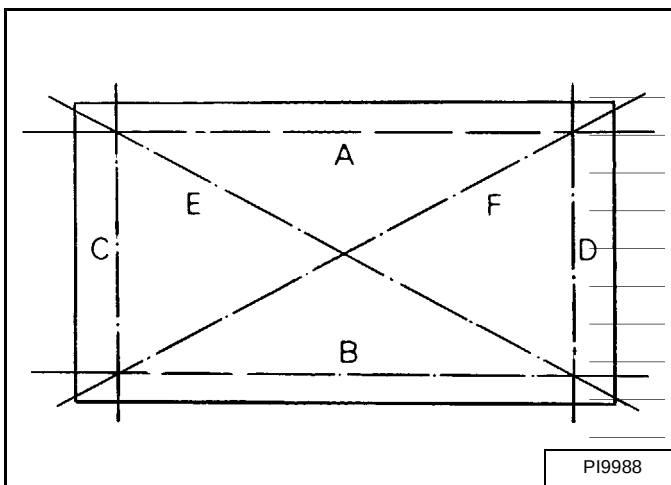
Clean the surface of the cylinder head.

Put a straight edge (Item 1) [Figure 70-100-9] on the cylinder head.

NOTE: Do not put the straight edge across the combustion chambers.

Put the feeler gauge (Item 2) [Figure 70-100-9] between the straight edge and the surface of the cylinder head.

Figure 70-100-10

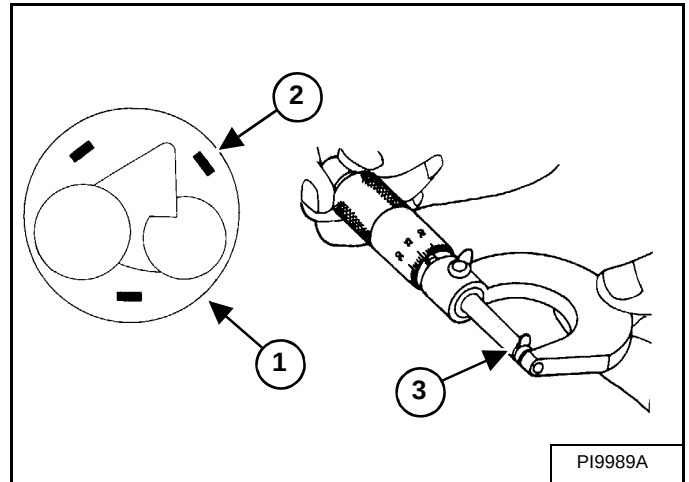


Put the straight edge on the cylinder head's four sides and two diagonal as shown in figure [Figure 70-100-10].

The maximum distortion of the head surface is ± 0.002 inch ($\pm 0,05$ mm). If the measurement exceeds the specification, replace the cylinder head.

Cylinder Head Top Clearance

Figure 70-100-11



Install the cylinder head gasket. Put the piston (Item 1) [Figure 70-100-11] being checked at T.D.C.

Put three pieces of 0.060 inch (1,5 mm) diameter solder (Item 2) [Figure 70-100-11] on the top of the piston. Use grease to hold them in position.

NOTE: Position the solder so they do not touch the valves.

Turn the piston to bottom dead center.

Install the cylinder head and tighten to the correct torque in the correct sequence (See Cylinder Head Removal And Installation on Page 70-100-1.)

Turn the crankshaft until the piston exceeds T.D.C. Remove the cylinder head.

Remove the solder wire (Item 3) [Figure 70-100-11] and measure it.

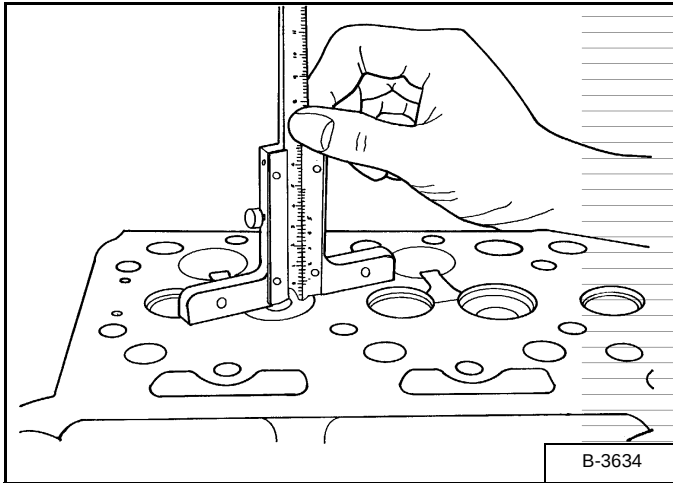
If the measurement exceeds the specifications, check the oil clearance of the crank pin journal or the piston pin.

Top Clearance	0.022-0.025 inch (0,55-0,7 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Checking The Valve Guide

Figure 70-100-12

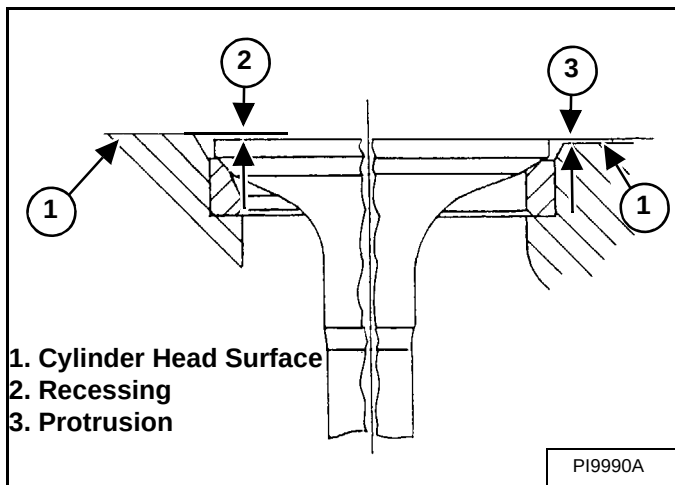


Remove the valve and spring from the cylinder head. (See Cylinder Head Removal And Installation on Page 70-100-1.)

Clean the valve seat and combustion chamber.

Install the valve into the guide. Measure the valve recessing or protrusion with a depth gauge [Figure 70-100-12].

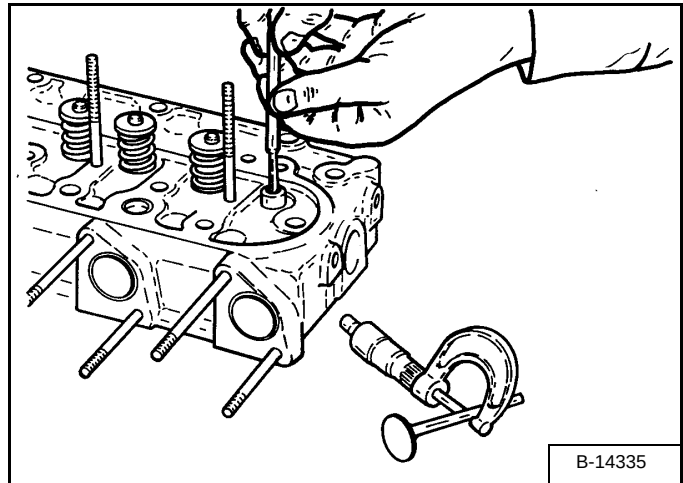
Figure 70-100-13



If the measurement exceeds the allowable limit, replace the valve or cylinder head [Figure 70-100-13].

Protrusion	0.002 inch (0,05 mm)
Recessing	0.006 inch (0,15 mm)
Allowable Limit (Recessing)	0.016 inch (0,4 mm)

Figure 70-100-14



Remove the carbon from the valve guide.

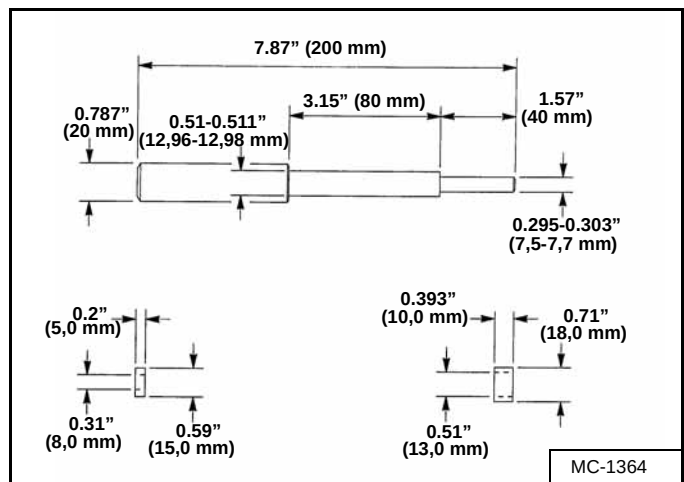
Measure the valve stem O.D. [Figure 70-100-14].

Measure the valve guide I.D. [Figure 70-100-14].

Calculate the clearance, if the clearance exceeds the allowable limit, replace the valve and/or valve guide.

Valve Guide I.D.	0.3156-0.3161 inch (8,015-8,03 mm)
Valve Stem O.D.	0.3134-0.3142 inch (7,96-7,98 mm)
Clearance Between Valve Stem and Guide	0.0016-0.0026 inch (0,04-0,07 mm)
Allowable Limit	0.004 inch (0,1 mm)

Figure 70-100-15

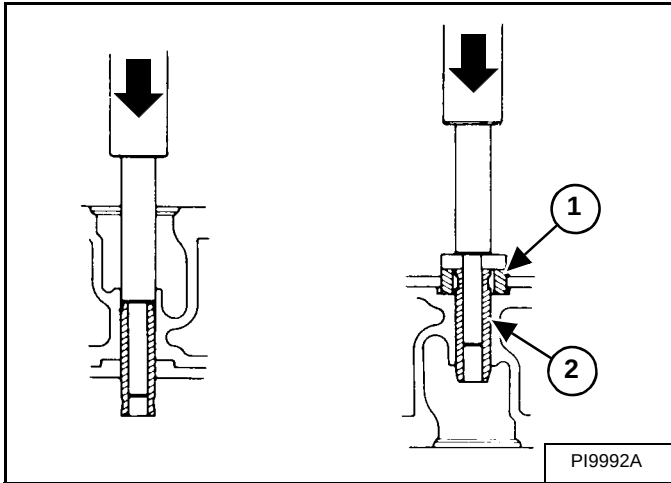


To remove and replace the valve guide, make the driver tool as shown in figure [Figure 70-100-15].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Checking The Valve Guide (Cont'd)

Figure 70-100-16



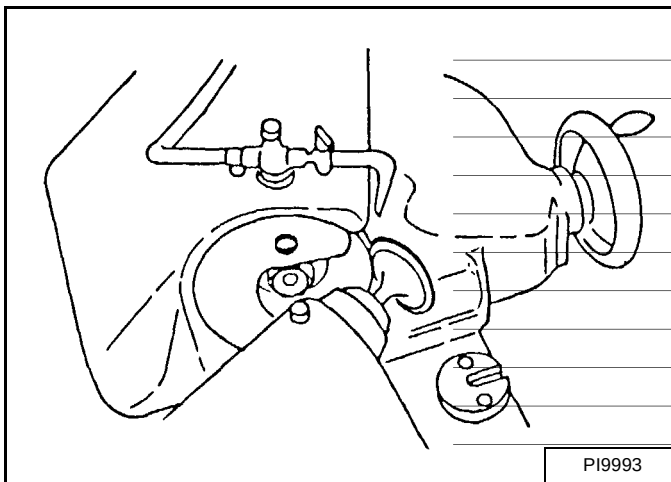
Press the used valve guide out of the cylinder head using the special driver tool [Figure 70-100-16].

Put oil on the outside diameter of the new valve guide. Press the new valve guide into the cylinder head from the top side. Use the special driver tools (Items 1 & 2) [Figure 70-100-16], press the new guide until the tool contacts the cylinder head.

Ream the valve guide to the correct specifications.

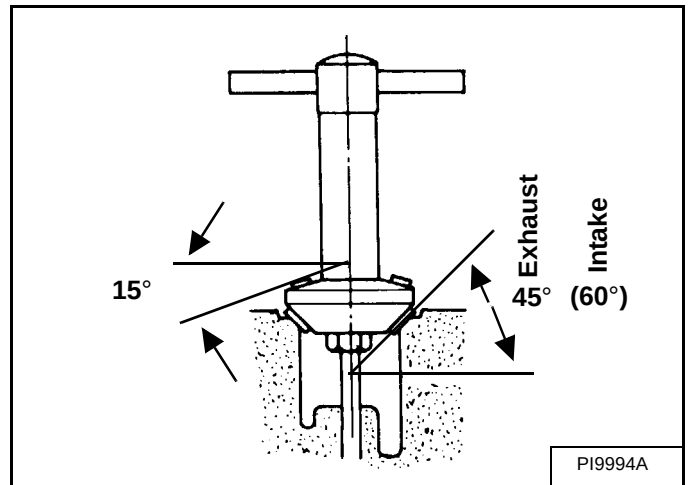
Reconditioning The Valve And Valve Seat

Figure 70-100-17



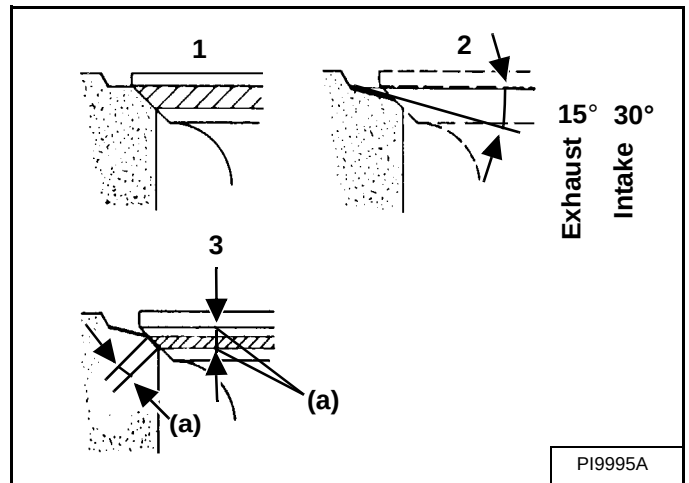
Grind the valve face to the correct angle using a valve refacer [Figure 70-100-17].

Figure 70-100-18



Grind the valve seat surface in the cylinder head to the correct angle [Figure 70-100-18].

Figure 70-100-19



Check the seat surface and valve face (Item 1) [Figure 70-100-19].

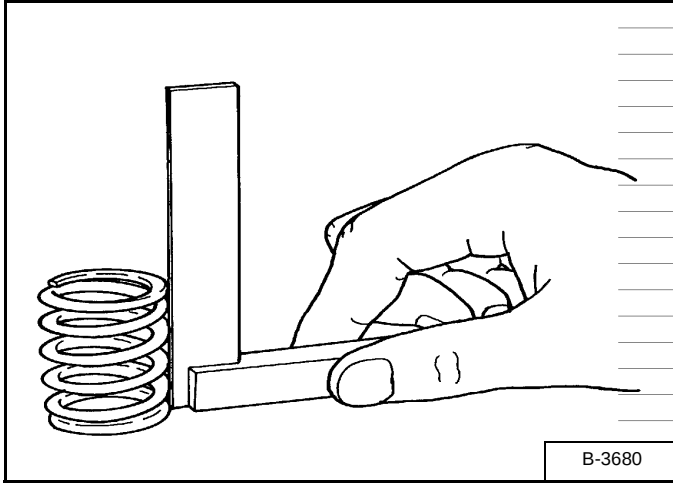
If the seat surface is too wide, use a 15 degree cutter (Item 2) to get the correct width (Item 3) [Figure 70-100-19].

Valve Seat Width	
Intake(a)	0.084 inch (2,12 mm)
Exhaust(a)	0.084 inch (2,12 mm)
Valve Seat & Face Angle	
Intake	60°
Exhaust	45°

RECONDITIONING THE ENGINE-V2003T-EB (TURBO) (CONT'D)

Valve Spring

Figure 70-100-20



Measure the length of the valve spring. If the measurement is less than the allowable limit, replace the spring **[Figure 70-100-20]**.

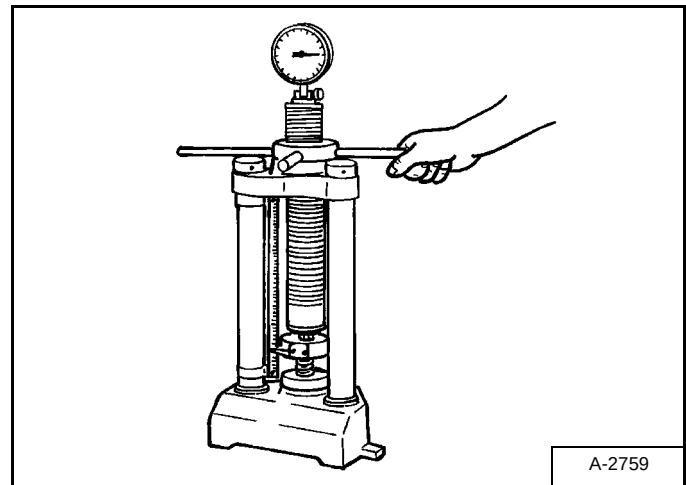
Free Length	1.642-1.661 inch (41,7-42,2 mm)
Allowable Limit	1.622 inch (41,2 mm)

Put the spring on a flat surface, place a square on the side of the spring **[Figure 70-100-20]**.

Rotate the spring and measure the maximum tilt. If the measurement exceeds the allowable limit, replace the spring.

Tilt Allowable Limit	0.040 inch (1,0 mm)
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Figure 70-100-21



Place the spring on a tester and compress to specified length **[Figure 70-100-21]**.

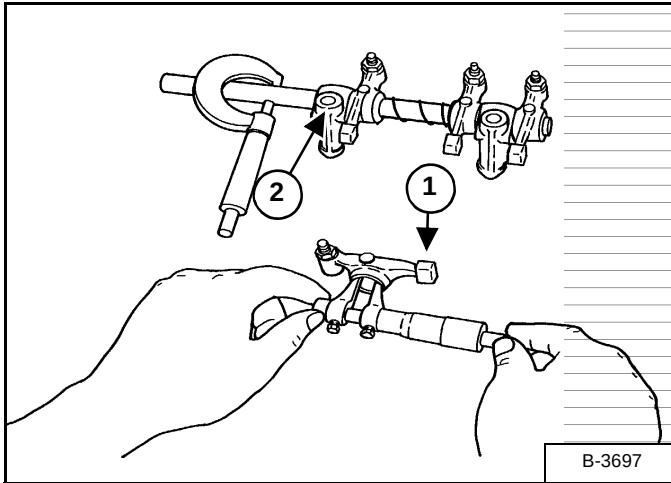
Read the compressed load on the gauge. If the measurement exceeds allowable limit, replace the spring.

Setting Length	1.378 inch (35,0 mm)
Setting Load	26.4 lbs. (117,6 N)
Allowable Limit	22.5 lbs. (100,0 N)

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Rocker Arm And Shaft Checking

Figure 70-100-22



Measure the rocker arm I.D. (Item 1) [Figure 70-100-22] with the inside micrometer.

Measure the rocker arm shaft O.D. (Item 2) [Figure 70-100-22] with a outside micrometer.

If the clearance exceeds the allowable limit, replace the bushing.

If the clearance still exceeds the allowable limit after the bushing is replaced, replace the rocker arm shaft.

Kubota V2203-EB

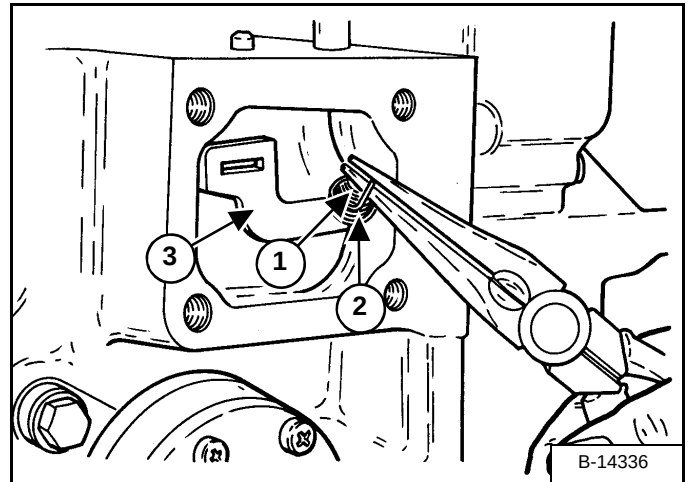
Oil Clearance Between Rocker Arm & Shaft	0.0007-0.0026 inch (0,018-0,070 mm)
Allowable Limit	0.0059 inch (0,15 mm)
Rocker Arm Shaft O.D.	0.5501-0.5506 inch (13,973-13,984 mm)
Rocker Arm I.D.	0.5512-0.5519 inch (14,00-14,01 mm)

Kubota V2003T-EB (Turbo)

Oil Clearance Between Rocker Arm & Shaft	0.0006-0.0018 inch (0,016-0,045 mm)
Allowable Limit	0.006 inch (0,15 mm)
Rocker Arm Shaft O.D.	0.5501-0.5506 inch (13,973-13,984 mm)
Rocker Arm I.D.	0.5512-0.5519 inch (14,0-14,018 mm)

Timing Gearcase Cover Removal And Installation

Figure 70-100-23

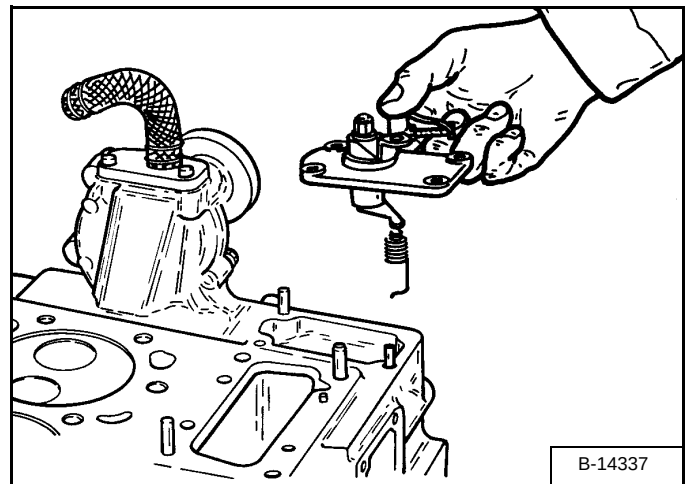


Remove the fuel injection pump. (See Fuel Injector Removal And Installation on Page 70-70-10.)

Remove the cylinder head, rocker arms and push rods. (See Cylinder Head Removal And Installation on Page 70-100-1.)

Disconnect the two governor springs (Item 1 & 2) from the fork lever (Item 3) [Figure 70-100-23].

Figure 70-100-24

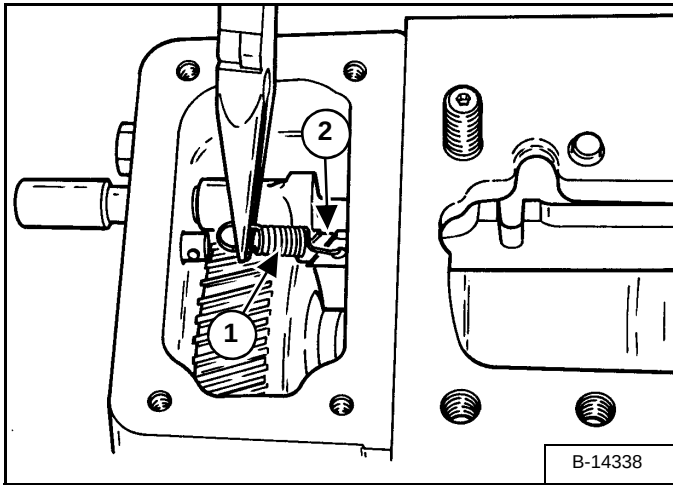


Remove the speed control plate with the governor springs [Figure 70-100-24].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Timing Gearcase Cover Removal And Installation (Cont'd)

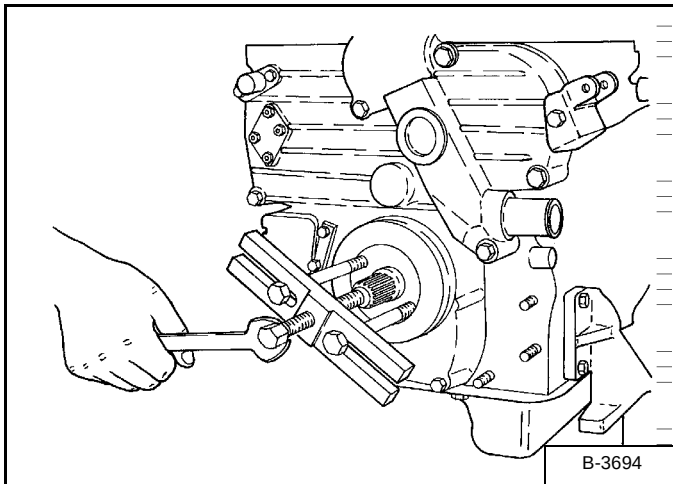
Figure 70-100-25



Remove the start spring (Item 1) from the fork lever (Item 2) [Figure 70-100-25].

Installation: Be careful; do not drop the spring into the gearcase.

Figure 70-100-26

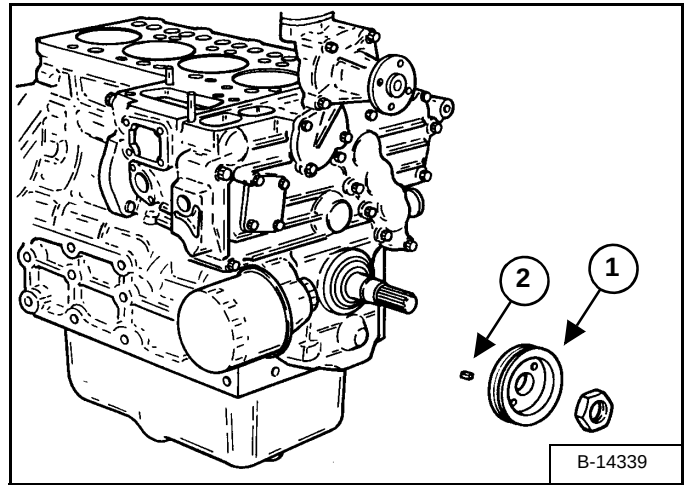


Remove the crankshaft pulley nut.

Installation: Tighten the nut to 101-116 ft.-lbs. (137-157 Nm) torque.

Use a puller and remove the crankshaft pulley [Figure 70-100-26].

Figure 70-100-27

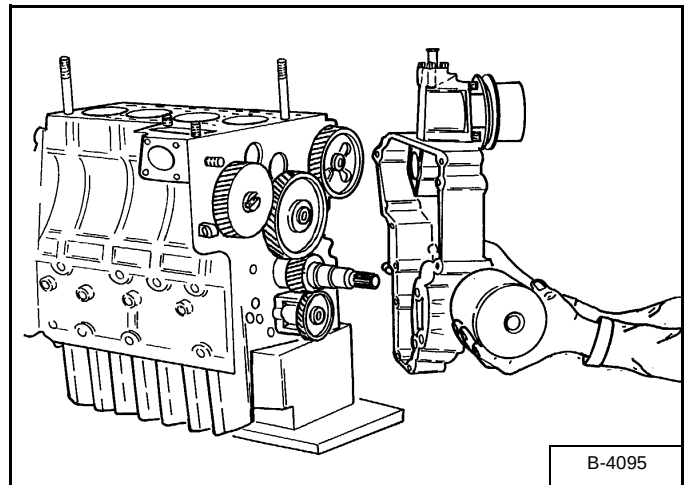


Remove the crankshaft pulley (Item 1) and key (Item 2) [Figure 70-100-27].

Remove the bolts from the timing gearcase cover.

Installation: Tighten the bolts to 13-15 ft.-lbs. (18-20 Nm) torque.

Figure 70-100-28

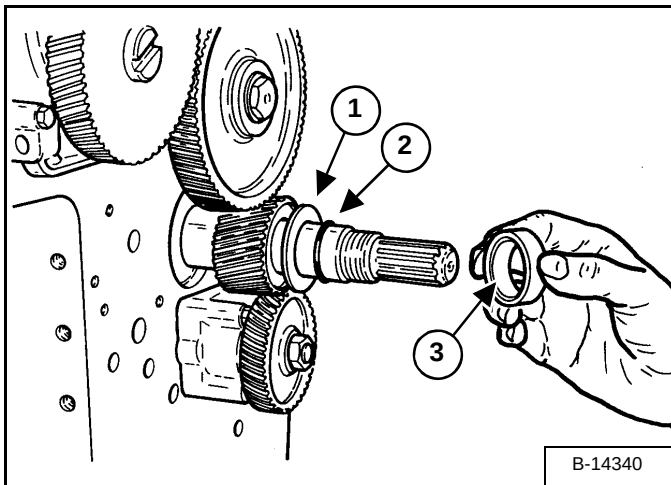


Remove the timing gearcase cover [Figure 70-100-28].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

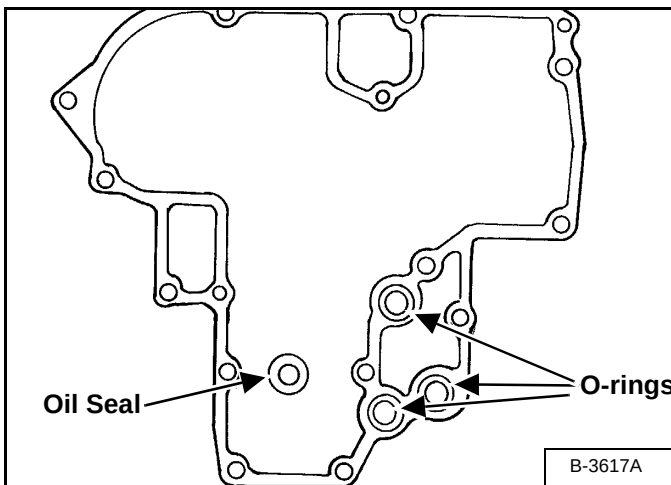
Timing Gearcase Cover Removal And Installation (Cont'd)

Figure 70-100-29



Remove the crankshaft oil slinger (Item 1), O-ring (Item 2) and collar (Item 3) [Figure 70-100-29].

Figure 70-100-30

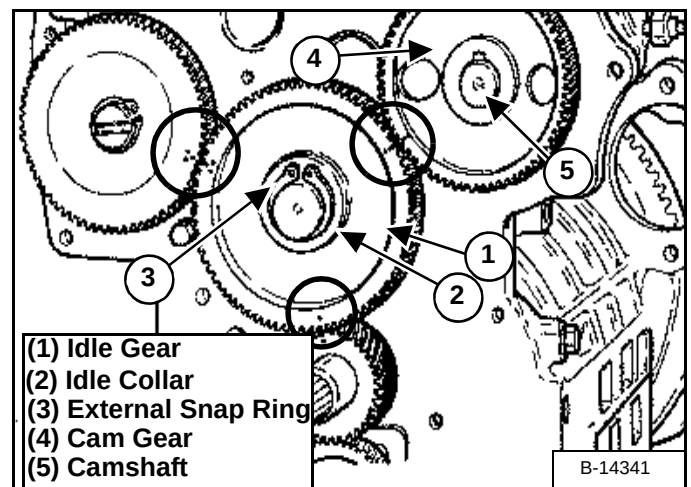


Installation: Install new O-rings and oil seal into the timing gearcase cover [Figure 70-100-30].

NOTE: When a new timing gearcase cover is installed, to establish the correct position of the injection pump fuel rack stop before removing it from the old timing gearcase cover, the distance from the machined surface of the gearcase (gasket surface) to the end of the stop should be measured. The stop should then be installed in the new gearcase and set to the same distance that was previously measured. Do not try to test operate the engine to establish if it has enough power. The adjustment must be set by a qualified service personnel for the injection pump.

Idler Gear And Camshaft Removal And Installation

Figure 70-100-31



Remove the timing gearcase cover. (See Timing Gearcase Cover Removal And Installation on Page 70-100-7.)

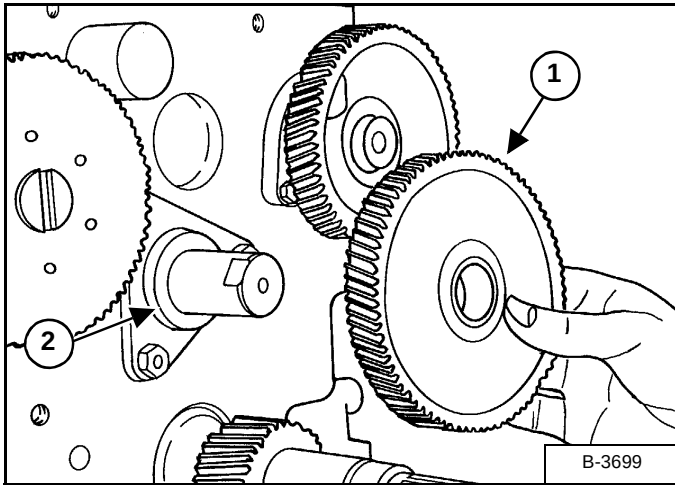
Remove the snap ring (Item 3) from the idler gear shaft (Item 1) [Figure 70-100-31].

Installation: Make sure the timing marks are in correct alignment when installing the timing gears [Figure 70-100-31].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Idler Gear And Camshaft Removal And Installation (Cont'd)

Figure 70-100-32



Remove the idler gear (Item 1) [Figure 70-100-32].

Remove the idler gear collar (Item 2) [Figure 70-100-32].

Remove the idler gear shaft mounting bolts.

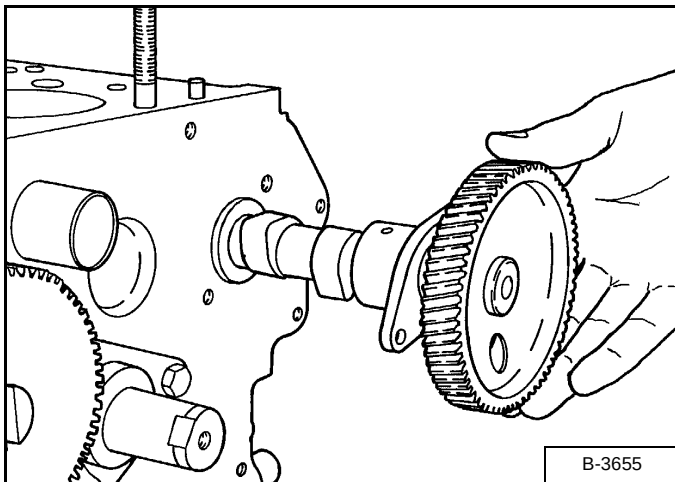
Installation: Tighten the mounting bolts to 17-20 ft.-lbs. (23-27 Nm) torque.

Align the holes on the camshaft gear with the camshaft retainer plate bolts.

Remove the bolts.

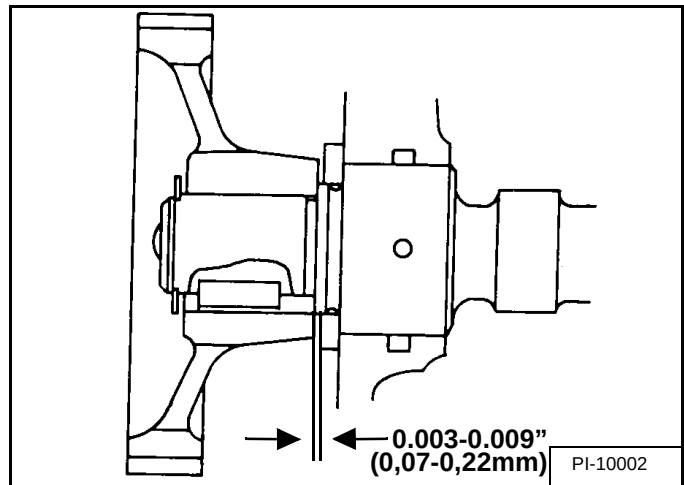
Installation: Tighten the camshaft retainer bolts to 17-20 ft.-lbs. (23-27 Nm) torque.

Figure 70-100-33



Remove the camshaft from the engine block [Figure 70-100-33].

Figure 70-100-34

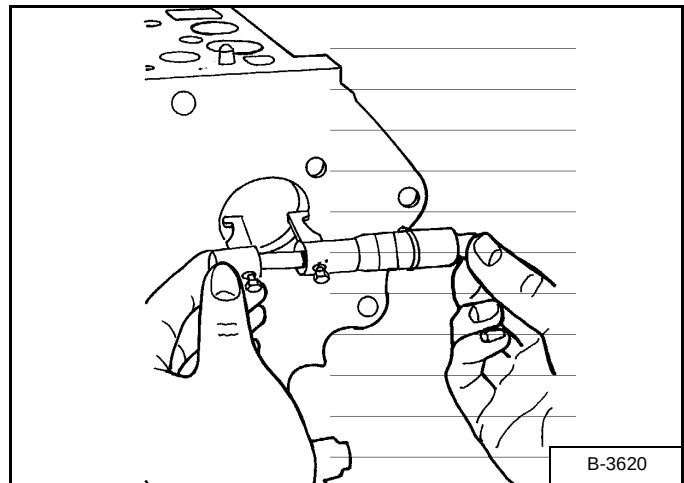


Installation: Check the camshaft end play, if the clearance exceeds the allowable limit, replace the camshaft retainer plate [Figure 70-100-34].

Camshaft End Play	0.003-0.009 inch (0.07-0.22 mm)
Allowable Limit	0.0112 inch (0.3 mm)

Servicing The Camshaft

Figure 70-100-35

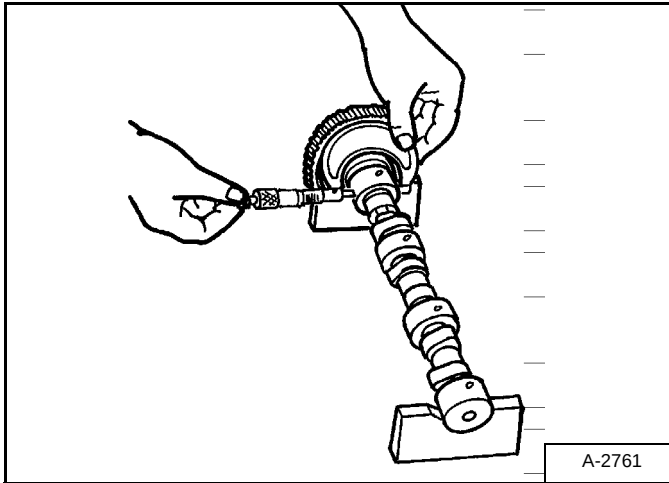


Measure the camshaft bearing in the engine block [Figure 70-100-35].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Servicing The Camshaft (Cont'd)

Figure 70-100-36

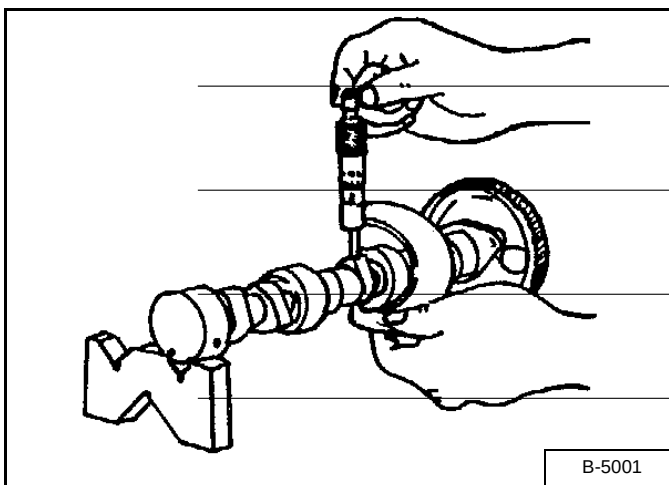


Measure the camshaft journal [Figure 70-100-36].

Calculate the oil clearance. If the clearance exceeds the allowable limit, replace the camshaft.

Bearing I.D.	1.578-1.5758 inch (40,0-40,025) mm
Journal O.D.	1.5722-1.5728 inch (39,934-39,95) mm
Oil Clearance of Camshaft Journal	0.002-0.0036 inch (0,05-0,09) mm
Allowable Limit	0.006 inch (0,15) mm

Figure 70-100-37



Measure the cam lobes at their highest point [Figure 70-100-37].

If the measurement is less than the allowable limit, replace the camshaft.

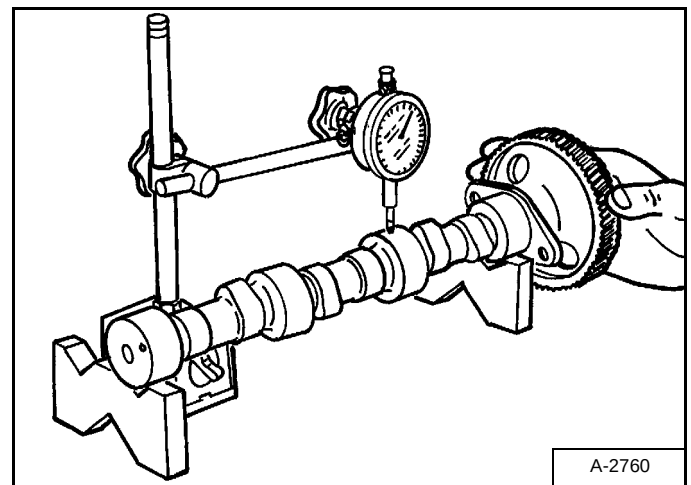
Kubota V2203-EB

Cam Lobe Height	1.3177 inch (33,47 mm)
Allowable Limit	1.3157 inch (33,42 mm)

Kubota V2003T-EB (Turbo)

Cam Lobe Height (Intake)	1.3346 inch (33,90 mm)
Allowable Limit	1.3328 inch (33,85 mm)
Cam Lobe Height (Exhaust)	1.3177 inch (33,47 mm)
Allowable Limit	1.3157 inch (33,42 mm)

Figure 70-100-38



Put the camshaft in V-blocks. Install a dial indicator [Figure 70-100-38].

Turn the camshaft at a slow rate. If the misalignment exceeds the allowable limit, replace the camshaft.

Kubota V2203-EB

Camshaft Alignment Allowable Limit	0.0004 inch (0,01 mm)
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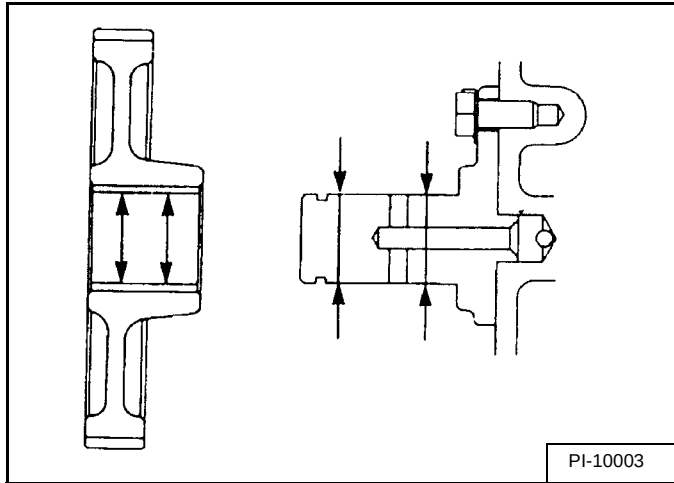
Kubota V2003T-EB (Turbo)

Camshaft Alignment Allowable Limit	0.0004 inch (0,01 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Servicing The Idle Gear And Shaft

Figure 70-100-39



Measure the O.D. of the idler gear shaft [Figure 70-100-39].

Measure the I.D. of the idler gear bushing [Figure 70-100-39].

If the clearance exceeds the allowable limit, replace the bushing.

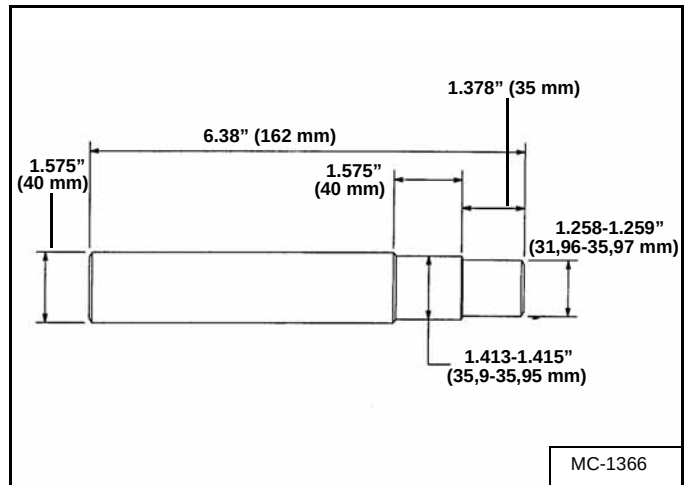
Kubota V2203-EB

Idler Gear Shaft O.D.	1.258-1.259 inch (31,96-31,98 mm)
Idler Gear Bushing I.D.	1.2598-1.2608 inch (32,0-32,03 mm)
Clearance Between Idler Shaft & Gear Bushing	0.001-0.0026 inch (0,025-0,07 mm)
Allowable Limit	0.004 inch (0,1 mm)

Kubota V2003T-EB (Turbo)

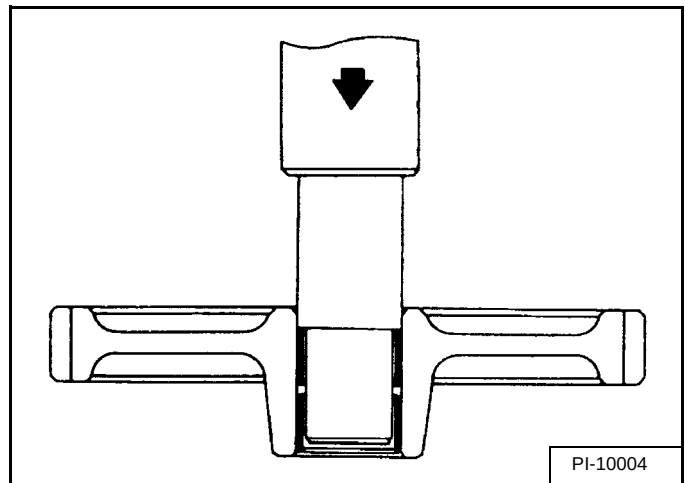
Idler Gear Shaft O.D.	1.4944-1.4951 inch (37,959-37,975 mm)
Idler Gear Bushing I.D.	1.4961-1.4970 inch (38,0-38, 025 mm)
Allowable Limit	0.0039 inch (0,10 mm)
Clearance Between Idler Shaft & Gear Bushing	0.0010-0.0026 inch (0,025-0,066mm)
Allowable Limit	0.0039 inch (0,10 mm)

Figure 70-100-40



To replace the idler gear bushing, make a driver tool as shown in figure [Figure 70-100-40].

Figure 70-100-41

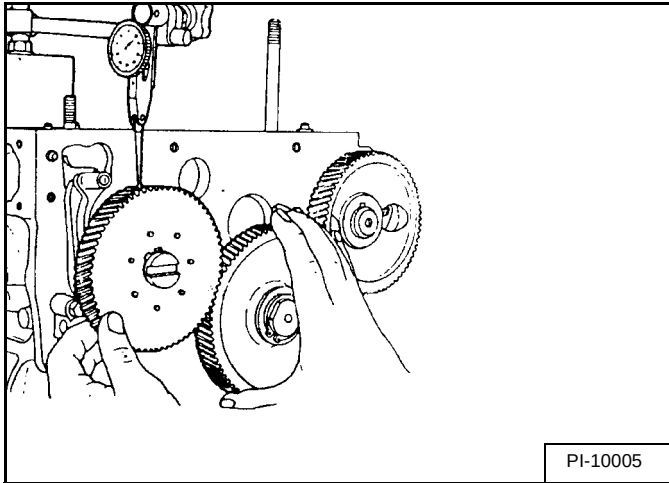


Use a press and special driver tool to remove the old bushing and install the new bushing [Figure 70-100-41].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Timing Gears Checking Backlash

Figure 70-100-42



When the gears are installed, check the backlash of the gears.

Install the dial indicator [Figure 70-100-42].

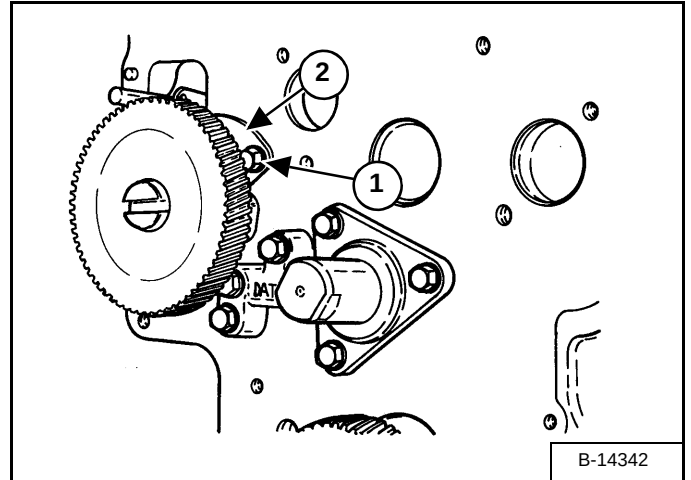
Hold one gear while turning the other gear [Figure 70-100-42].

If the backlash exceeds the allowable limit, check the oil clearance of the shaft and gear. If the oil clearance is correct, replace the gear.

Crank Gear & Idler Gear	0.0016-0.0044 inch (0,0415-0,1122 mm)
Allowable Limit	0.0059 inch (0,15 mm)
Cam Gear & Idler Gear	0.0016-0.0045 inch (0,0415-0,1154 mm)
Allowable Limit	0.0059 inch (0,15 mm)
Injection Pump Gear & Idler Gear	0.0016-0.0045 inch (0,0415-0,1154 mm)
Allowable Limit	0.0059 inch (0,15 mm)
Oil Pump Gear & Crank Gear	0.0016-0.0043 inch (0,0415-0,109 mm)
Allowable Limit	0.0059 inch (0,15 mm)

Fuel Camshaft Removal And Installation

Figure 70-100-43

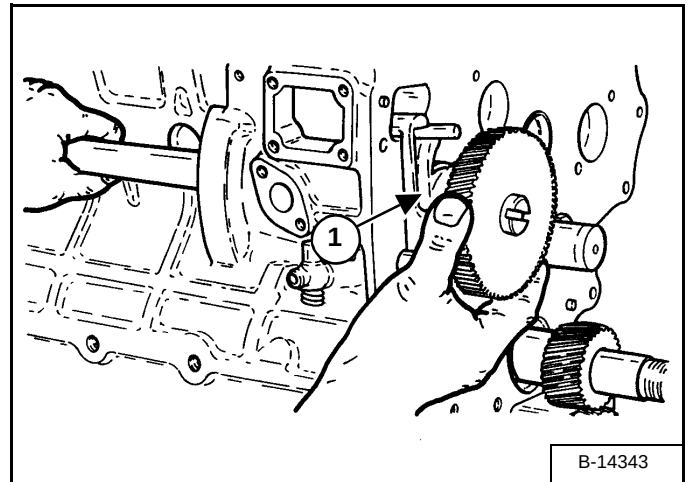


Remove the timing gearcase cover. (See Timing Gearcase Cover Removal And Installation on Page 70-100-7.)

Remove the idler gear. (See Idler Gear And Camshaft Removal And Installation on Page 70-100-9.)

Remove the bolt (Item 1) from the retainer plate (Item 2) [Figure 70-100-43].

Figure 70-100-44

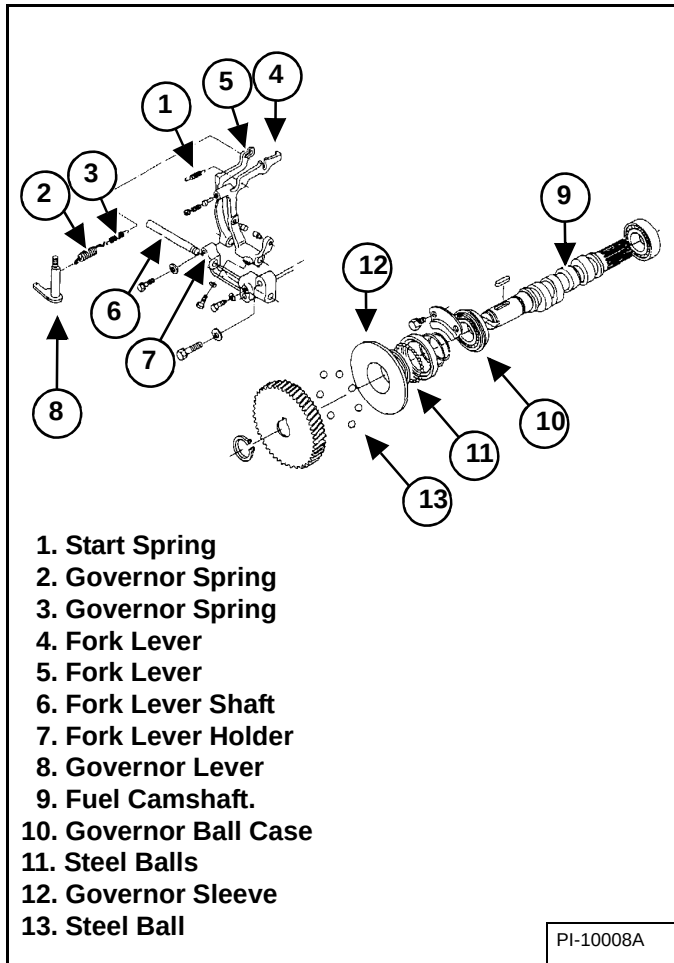


Remove the fuel camshaft and fork lever assembly (Item 1) [Figure 70-100-44] at the same time.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Fuel Camshaft Governor

Figure 70-100-45



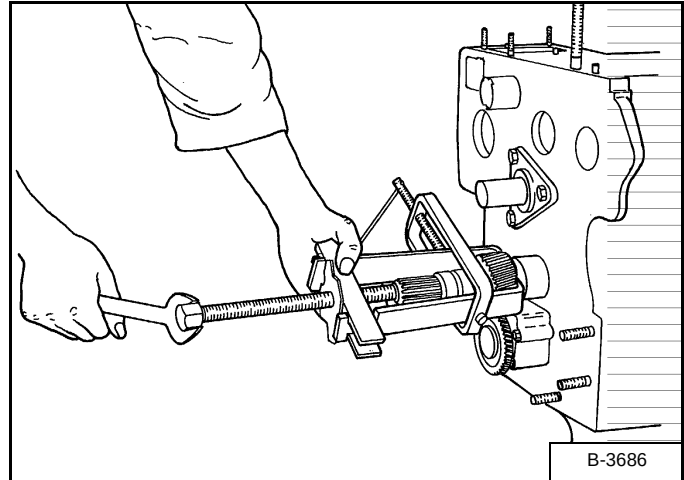
The governor serves to keep the engine speed constant by automatically adjusting the amount of fuel supplied to the engine according to changes in the load.

Disassemble and assemble the governor and fuel camshaft as shown in figure [Figure 70-100-45].

Check all the parts for wear or damage and replace as needed.

Crankshaft Gear Removal And Installation

Figure 70-100-46



Remove the timing gearcase cover. (See Timing Gearcase Cover Removal And Installation on Page 70-100-7.)

Remove the idler gear. (See Idler Gear And Camshaft Removal And Installation on Page 70-100-9.)

Remove the crankshaft gear with a puller [Figure 70-100-46].

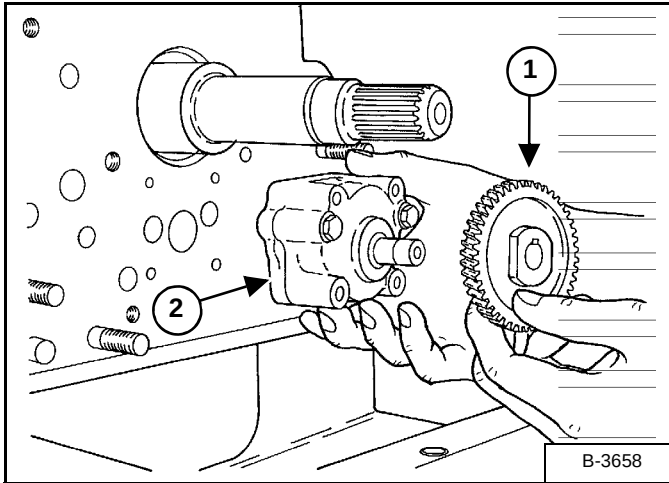
Remove the crankshaft key.

Installation: Install the crankshaft key. Heat the crankshaft gear to 176°F (80°C) and fit it on the crankshaft.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Oil Pump Removal And Installation

Figure 70-100-47



Remove the timing gearcase cover. (See Timing Gearcase Cover Removal And Installation on Page 70-100-7.)

Remove the crankshaft gear.

Remove the nut from the oil pump shaft. Use a puller to remove the oil pump gear (Item 1) [Figure 70-100-47].

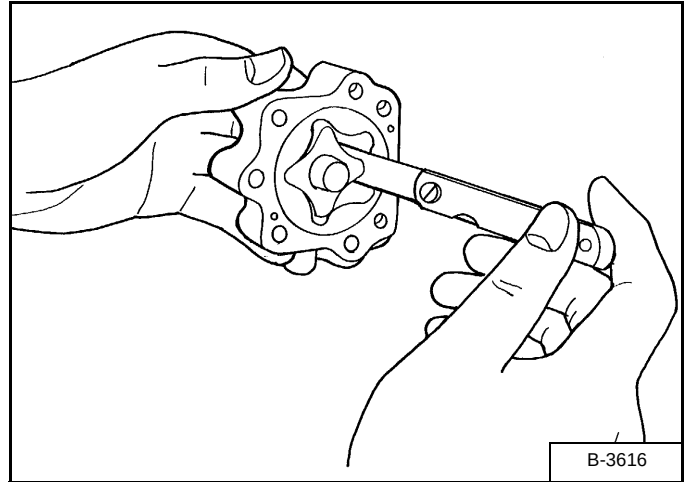
Installation: Tighten the nut on the oil pump shaft to 46-54 ft.-lbs. (62-73 Nm) torque.

Remove the oil pump mounting bolts. Remove the oil pump (Item 2) [Figure 70-100-47].

Installation: Tighten the oil pump mounting bolts to 60-72 in.-lbs. (6,9-8,1 Nm) torque.

Oil Pump Service

Figure 70-100-48

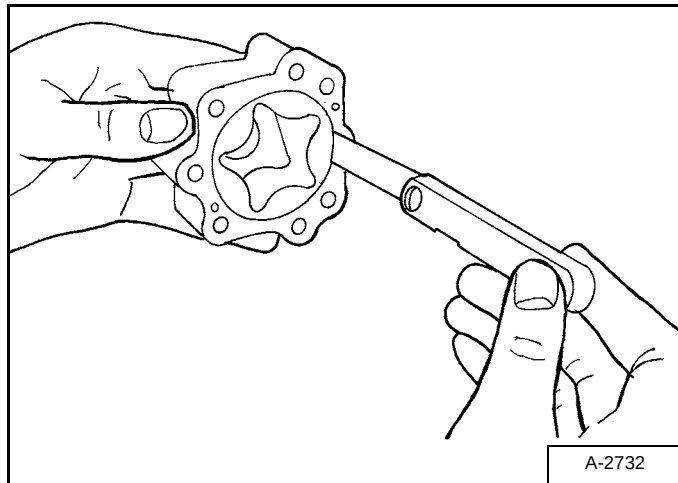


Measure the clearance between the lobes of the inner rotor and outer rotor [Figure 70-100-48].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Oil Pump Service (Cont'd)

Figure 70-100-49

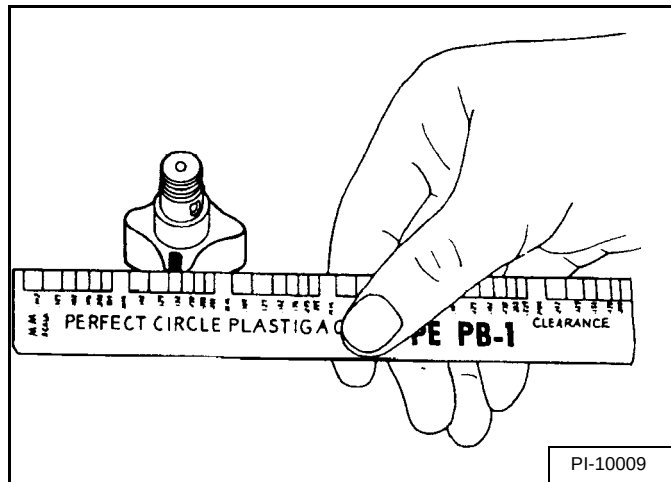


Measure the clearance between the outer rotor and pump body [Figure 70-100-49].

If the clearance exceeds the allowable limit, replace the oil pump.

Clearance Between Inner & Outer Rotor	0.0039-0.0063 inch (0,10-0,16 mm)
Clearance Between Outer Rotor & Body	0.0043-0.0075 inch (0,11-0,19 mm)

Figure 70-100-50



Put a piece of press gauge on the rotor face [Figure 70-100-50].

Install the cover and tighten the bolts.

Remove the cover carefully. Measure the width of the press gauge [Figure 70-100-50].

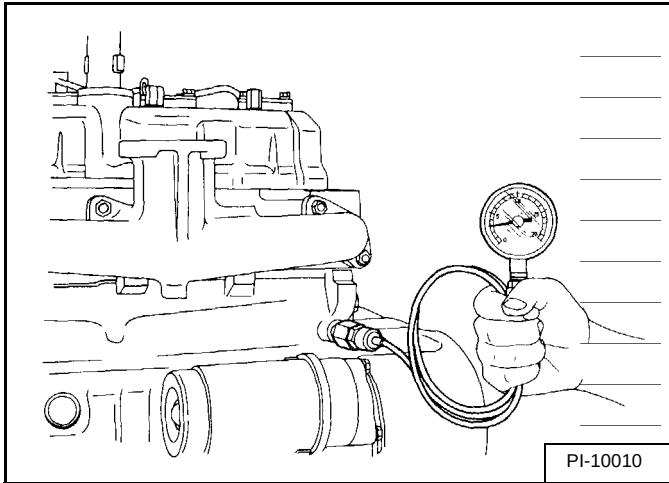
If the clearance exceeds the allowable limit, replace the oil pump.

End Clearance	0.0041-0.0059 inch (0,105-0,15 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Checking Engine Oil Pressure

Figure 70-100-51



Remove the oil pressure sensor.

Install a pressure gauge [Figure 70-100-51].

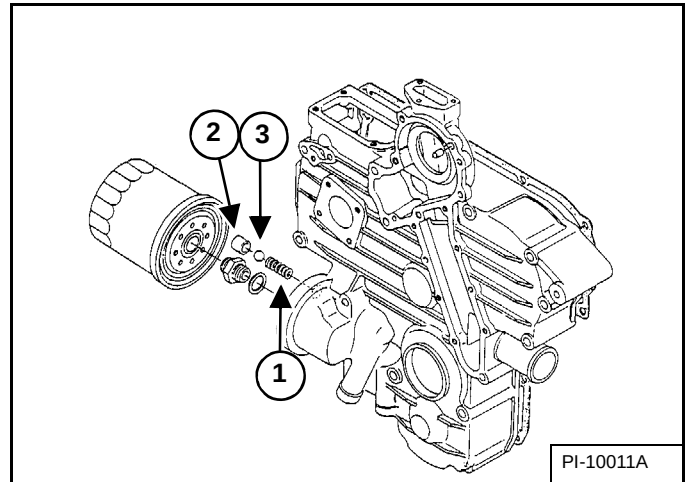
If the oil pressure is less than the allowable limit, check the following items:

- * Engine Oil Level Low
- * Oil Pump Defective
- * Oil Galley Plugged
- * Oil Strainer Plugged
- * Excessive Clearance at the Rod & Main Bearings
- * Relief Valve Stuck

At Idle Speed AllowableLimit	7 PSI (49 kPa)
At Idle Speed	14 PSI (97 kPa)
At RatedSpeed	43-64 PSI (294-441 kPa)
AllowableLimit	36 PSI (245 kPa)

Relief Valve

Figure 70-100-52



The relief valve prevents damage of the lubricating system due to high pressure. This relief valve is a ball type.

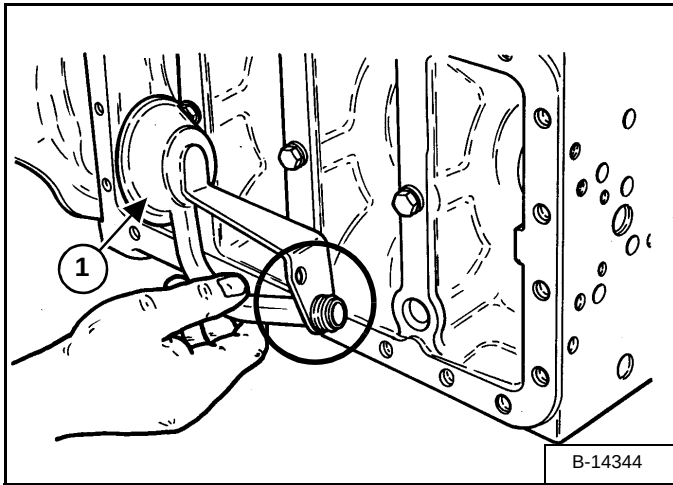
Remove the valve seat (Item 2), ball (Item 3) and spring (Item 1) [Figure 70-100-52].

Check the parts for wear or damage and replace as needed.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Piston And Connecting Rod Removal And Installation

Figure 70-100-53



Remove the cylinder head. (See Cylinder Head Removal And Installation on Page 70-100-1.)

Remove the top edge from the cylinder bore with a ridge reamer.

Remove the oil pan.

Remove the oil pump strainer (Item 1) [Figure 70-100-53].

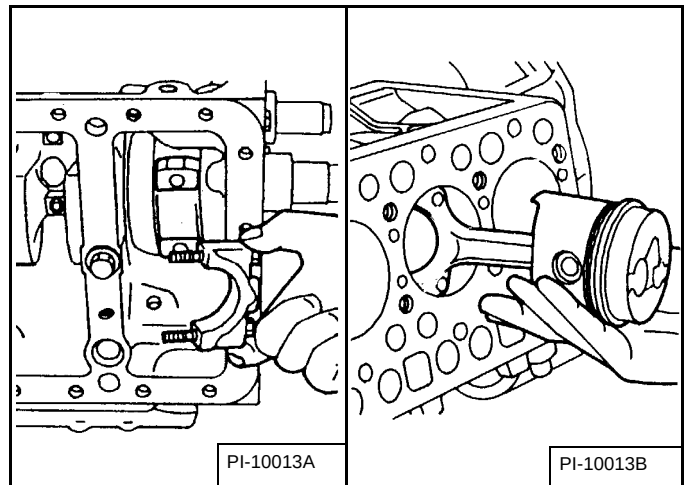
Turn the flywheel and put a pair of connecting rods at bottom dead center.

Remove the connecting rod bolts.

Installation: Tighten the connecting rod bolts to the following torque.

W/O Flange Bolt	27-30 ft.-lbs. (37-41 Nm)
W/Flange Bolt	33-36 ft.-lbs. (45-49 Nm)

Figure 70-100-54

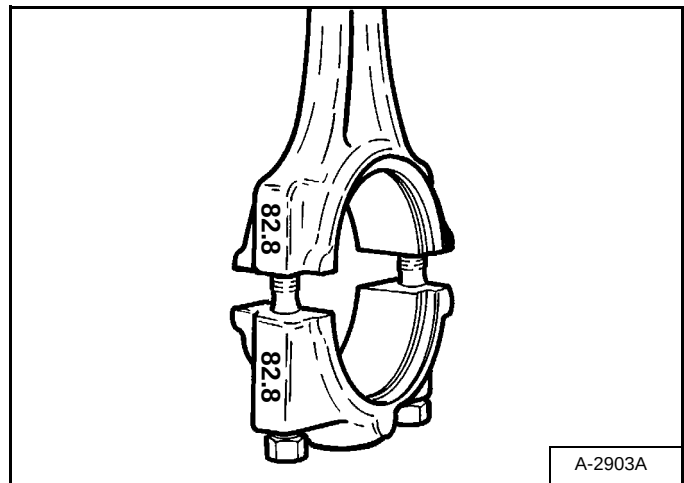


Remove the rod cap and bearing [Figure 70-100-54].

Use a hammer handle and push the piston/connecting rod assembly out of the cylinder bore [Figure 70-100-54].

NOTE: Make sure the pistons are marked so they will be returned to the same cylinder bore.

Figure 70-100-55



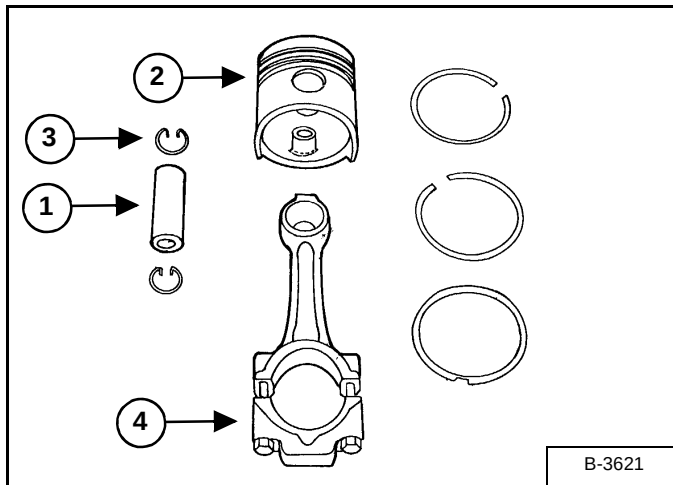
Installation: When inserting the piston into the cylinder, face the mark on the connecting rod to the injection pump [Figure 70-100-55].

Repeat the procedure to remove the other piston/connecting rod assemblies from the engine block.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Piston And Connecting Rod Removal And Installation (Cont'd)

Figure 70-100-56

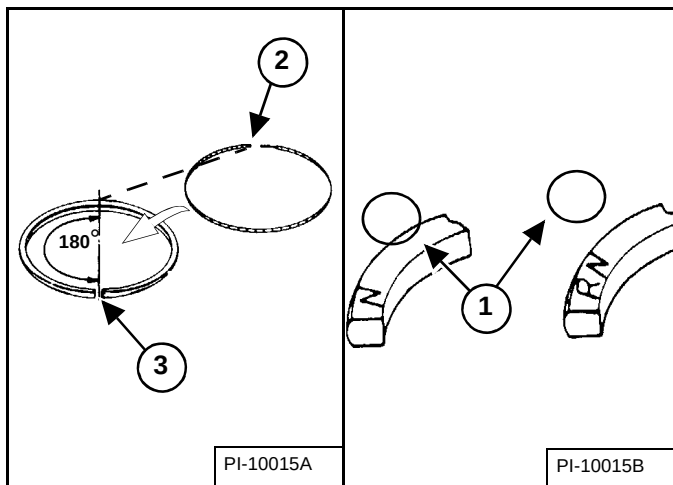


Remove the piston rings [Figure 70-100-56].

Remove the snap ring (Item 3) and piston pin (Item 1) [Figure 70-100-56].

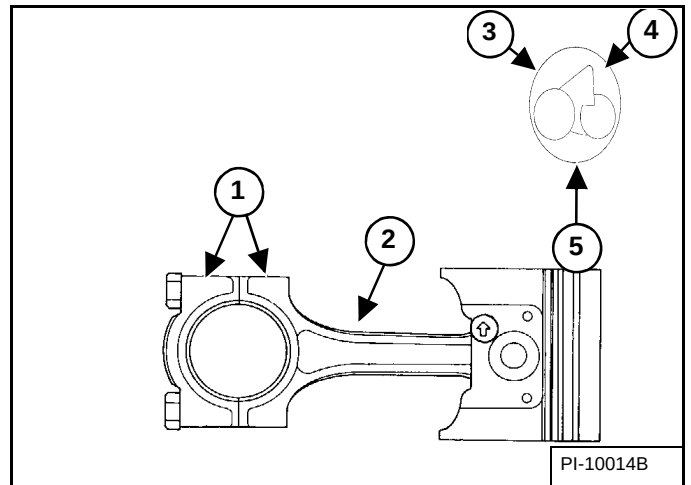
Separate the piston (Item 2) from the connecting rod (Item 4) [Figure 70-100-56].

Figure 70-100-57



Installation: When installing new rings, assemble the ring so the mark (Item 1) near the gap, faces the top of the piston. When installing the oil ring, place the expander joint (Item 2) on the opposite side of the oil ring gap (Item 3) [Figure 70-100-57].

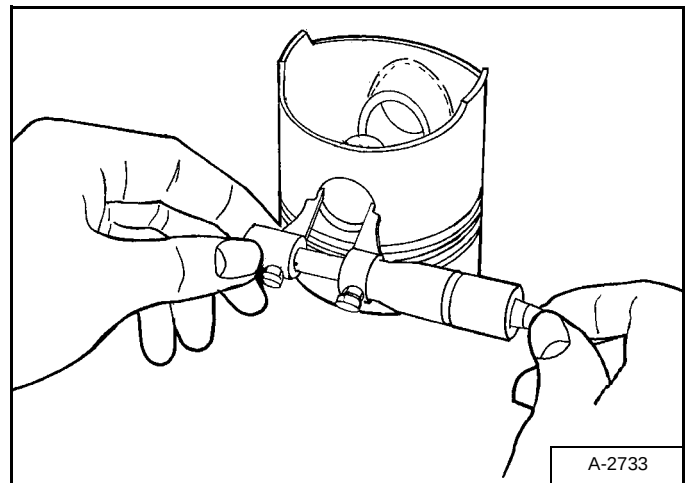
Figure 70-100-58



Installation: When reassembling, align the marks (Item 1) on the connecting rod and piston (Item 2). Heat the piston to 176-212°F. (80-100°C.) and tap the piston pin into position. Place the piston rings so that there are gaps every 120 degrees (Items 3, 4 & 5) [Figure 70-100-58] with no gaps facing the piston pin in the cylinder.

Servicing The Piston And Connecting Rod

Figure 70-100-59



Measure the I.D. of the piston pin bore in both horizontal and vertical directions [Figure 70-100-59].

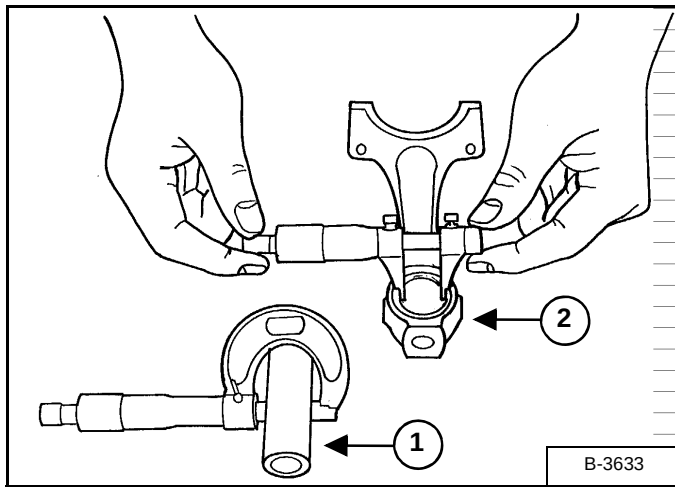
If the measurement exceeds the allowable limit, replace the piston.

Piston Pin Bore I.D.	0.9843-0.9848 inch (25,0-25,013 mm)
Allowable Limit	0.9862 inch (25,05 mm)

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Piston And Connecting Rod Removal And Installation (Cont'd)

Figure 70-100-60



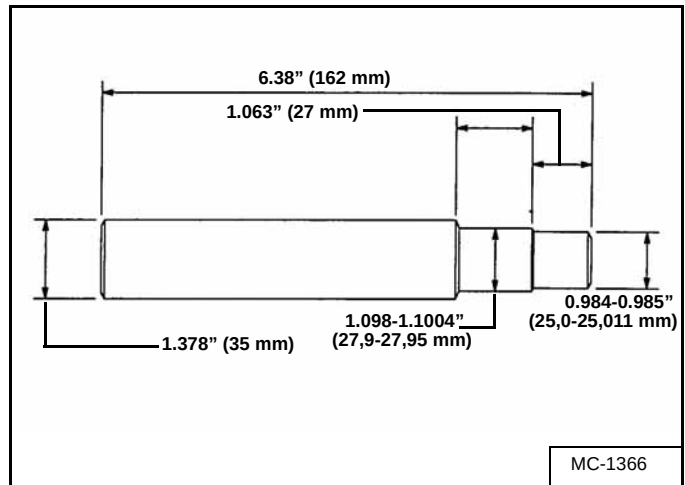
Measure the O.D. of the piston pin (Item 1) [Figure 70-100-60].

Measure the I.D. of the connecting rod small end (Item 2) [Figure 70-100-60].

Calculate the oil clearance. If the clearance exceeds the allowable limit, replace the bushing. If it still exceeds the specifications, replace the piston pin.

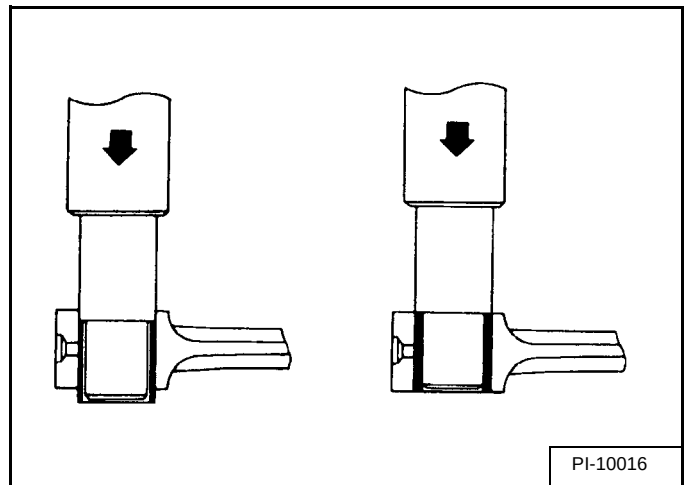
Piston Pin O.D.	0.9843-0.9847 inch (25,002-25,011 mm)
Small End-Bushing I.D.	0.9852-0.9858 inch (25,025-25,04 mm)
Oil Clearance Between Piston Pin & Small End- Bushing	0.006-0.0015 inch (0,014-0,038 mm)
Allowable Limit	0.0059 inch (0,15 mm)

Figure 70-100-61



To replace the connecting rod small end bushing, make a driver tool as shown in figure [Figure 70-100-61].

Figure 70-100-62



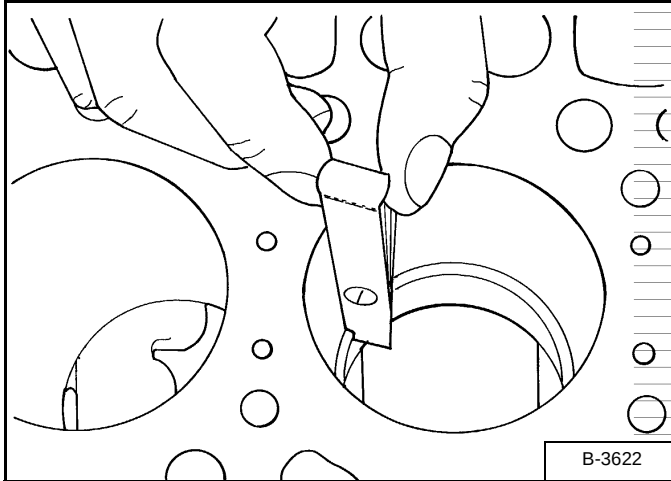
Use a press and special driver tool to remove the small end bushing [Figure 70-100-62].

Installation: Clean the small end bushing and bore. Put oil on the bushing and press into the connecting rod until it is flush [Figure 70-100-62].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Servicing The Piston And Connecting Rod (Cont'd)

Figure 70-100-63

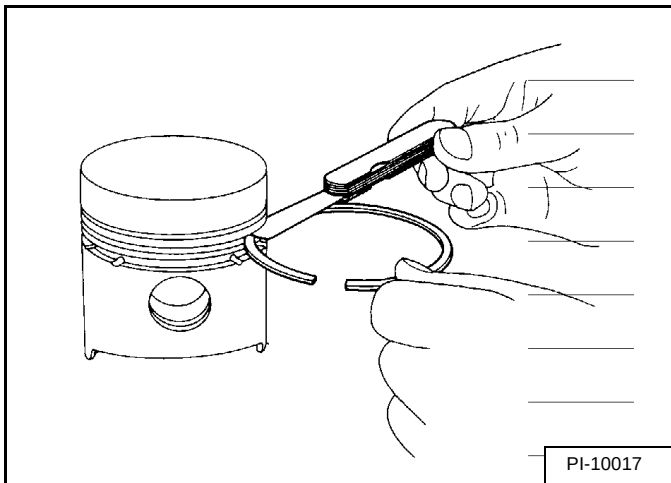


Install new piston ring into the lower part of the cylinder bore. Measure the ring gap with a feeler gauge [Figure 70-100-63].

If the gap exceeds the allowable limit, replace the cylinder liner.

Compression Ring Gap	0.0118-0.0177 inch (0,3-0,45 mm)
Oil Ring Gap	0.0098-0.0177 inch (0,25-0,45 mm)
Allowable Limit	0.0492 inch (1,25 mm)

Figure 70-100-64



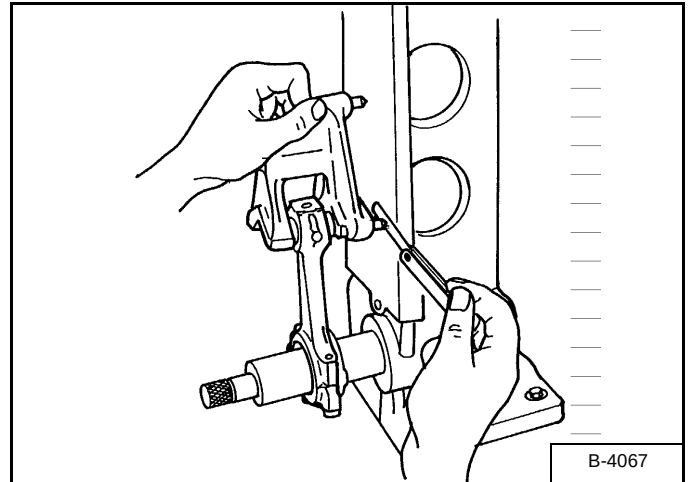
Remove the carbon from the ring grooves. Measure the clearance between the ring and groove with a feeler gauge [Figure 70-100-64].

If the clearance exceeds the allowable limit, replace the piston.

Compression Ring	0.0037-0.0047 inch (0,093-0,120 mm)
Allowable Limit	0.0079 inch (0,2 mm)
Oil Ring	0.0008-0.002 inch (0,02-0,052 mm)
Allowable Limit	0.0059 inch (0,15 mm)

Connecting Rod Alignment

Figure 70-100-65



NOTE: The small end bushing is the basis of this check, check the bushing for wear before doing this check.

Install the piston pin into the connecting rod.

Install the connecting rod on an alignment tool.

Put the gauge over the piston pin and move it against the face plate.

If the gauge does not fit squarely against the face plate, measure the space between the gauge and face plate [Figure 70-100-65].

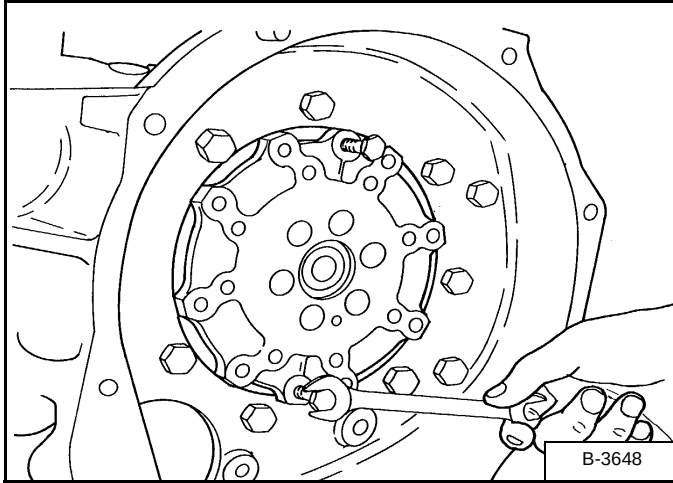
If the measurement exceeds the allowable limit, replace the connecting rod.

Rod Alignment	0.002 inch (0,05 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Crankshaft And Bearings Removal And Installation

Figure 70-100-66



Remove the piston and connecting rod assemblies (See Piston And Connecting Rod Removal And Installation on Page 70-100-18.)

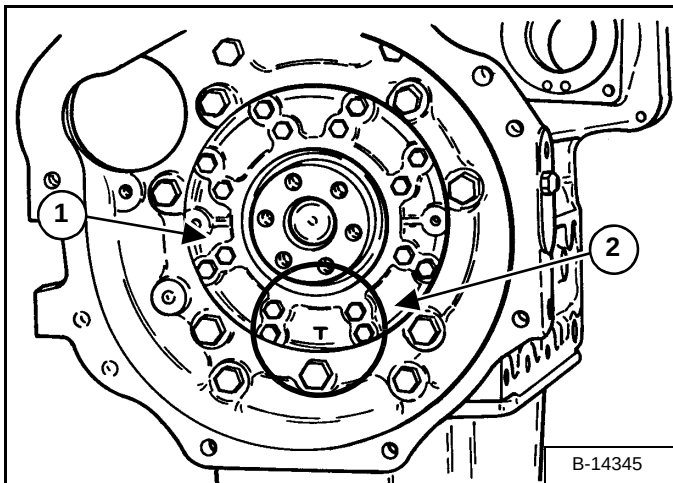
Remove the engine flywheel. (See Flywheel Removal And Installation on Page 70-90-1.)

Remove the bolts which fasten the bearing case cover to the block.

Installation: Tighten the bearing case cover bolts to 13-15 ft.-lbs. (18-21 Nm) torque.

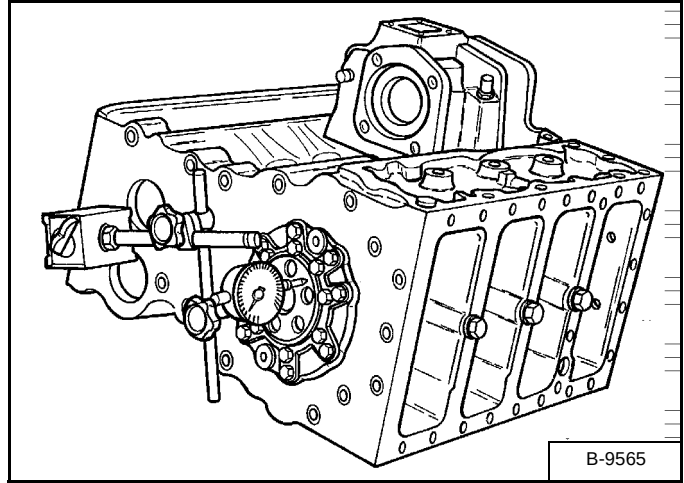
Install two bolts into the bearing case cover and pull the cover out [Figure 70-100-66].

Figure 70-100-67



Installation: When installing the cover (Item 1), make sure the casting mark (Item 2) [Figure 70-100-67] is in the down position.

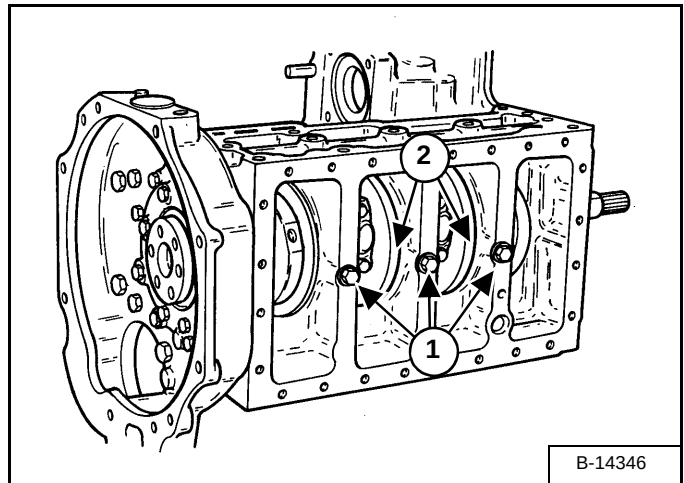
Figure 70-100-68



Before removing the crankshaft/main bearings, check the end play. Install a dial indicator. Measure the end play by moving the crankshaft back and forth [Figure 70-100-68].

End Play	0.0059-0.0122 inch (0,15-0,31 mm)
Allowable Limit	0.0197 inch (0,5 mm)

Figure 70-100-69



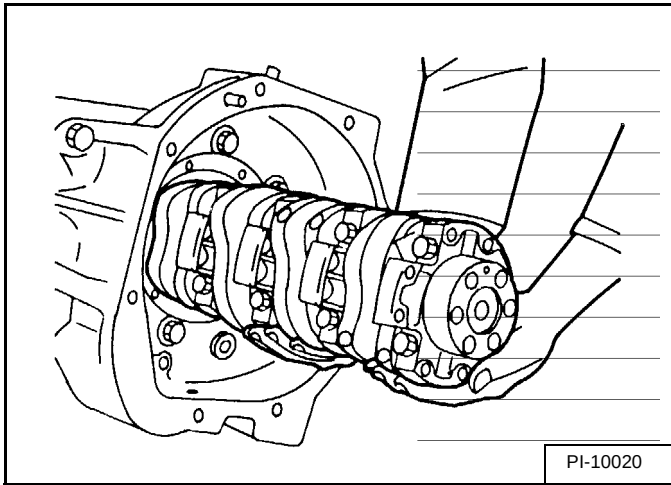
Remove the main bearing case bolt (Item 1) [Figure 70-100-69].

Installation: Make alignment of the bearing case hole (Item 2) [Figure 70-100-69] with the hole in the block. Put oil on the bolt threads and tighten to 51-54 ft.-lbs. (69-73 Nm) torque.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Crankshaft And Bearings Removal And Installation (Cont'd)

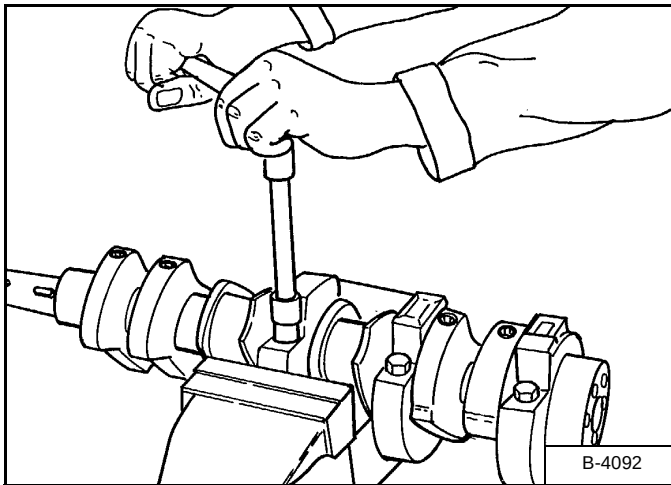
Figure 70-100-70



Remove the crankshaft/main bearing assembly from the engine block [Figure 70-100-70].

Mark the bearing case halves for correct installation.

Figure 70-100-71

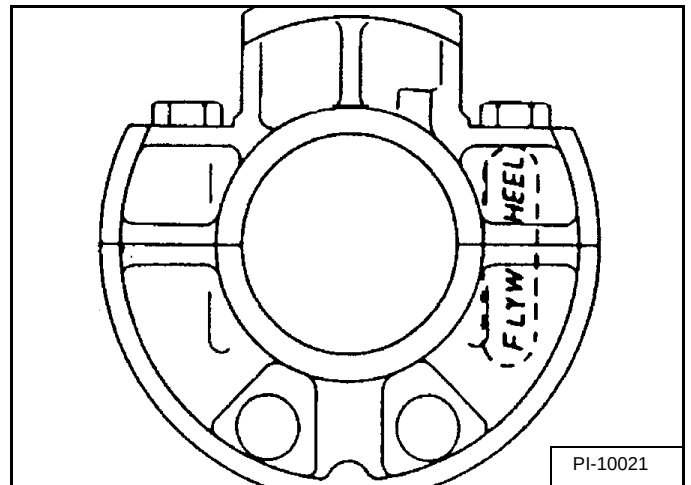


Remove the two bearing case bolts [Figure 70-100-71].

Remove the bearing case and bearing.

Installation: Tighten the bearing case bolts to 34-38 ft.-lbs. (46-52 Nm) torque.

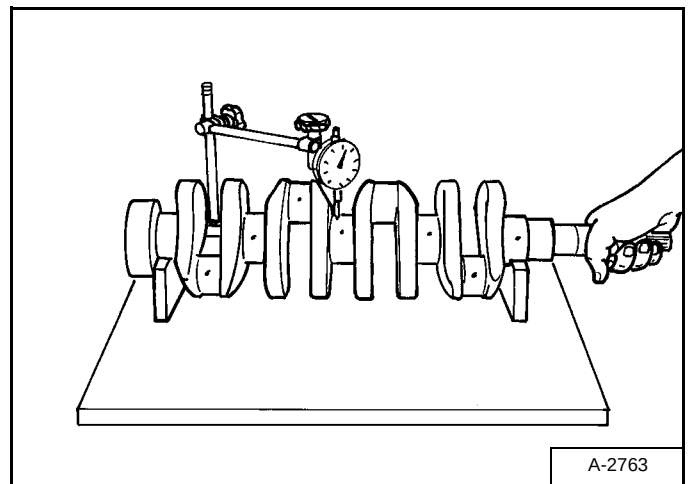
Figure 70-100-72



Installation: When installing the main bearing case assemblies, face the mark FLYWHEEL to the flywheel side of the engine block [Figure 70-100-72]. Be sure the thrust washers with its oil grooves face outward.

Servicing The Crankshaft And Bearings

Figure 70-100-73



Put the crankshaft on V-blocks. Install a dial indicator on the center journal [Figure 70-100-73].

Turn the crankshaft at a slow rate.

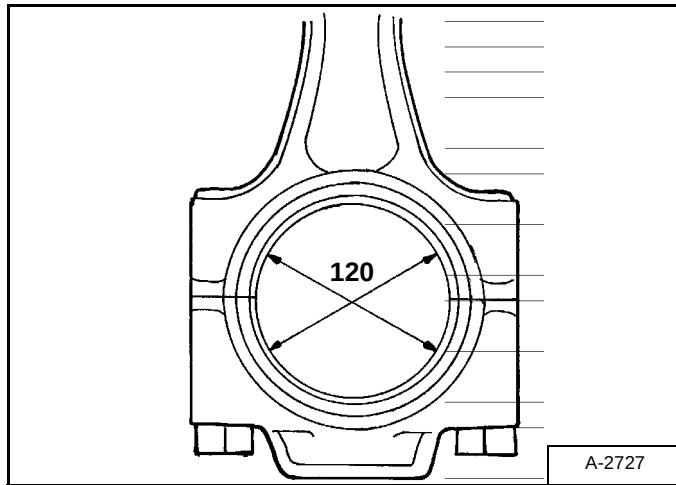
If the misalignment exceeds the allowable limit, replace the crankshaft.

Alignment (Allowable Limit)	0.0008 inch (0,02 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Servicing The Crankshaft And Bearings (Cont'd)

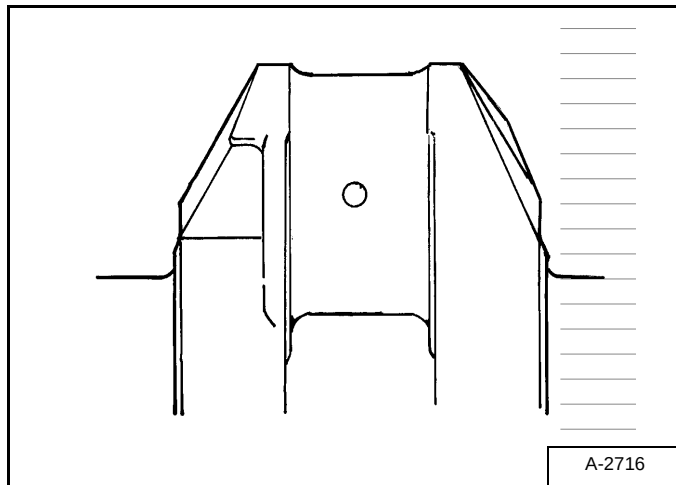
Figure 70-100-74



Tighten the connecting rod cap bolts as follows [Figure 70-100-74].

W/O Flange Bolt	27-30 ft.-lbs. (37-41 Nm)
W/Flange Bolt	33-36 ft.-lbs. (45-49 Nm)

Figure 70-100-75

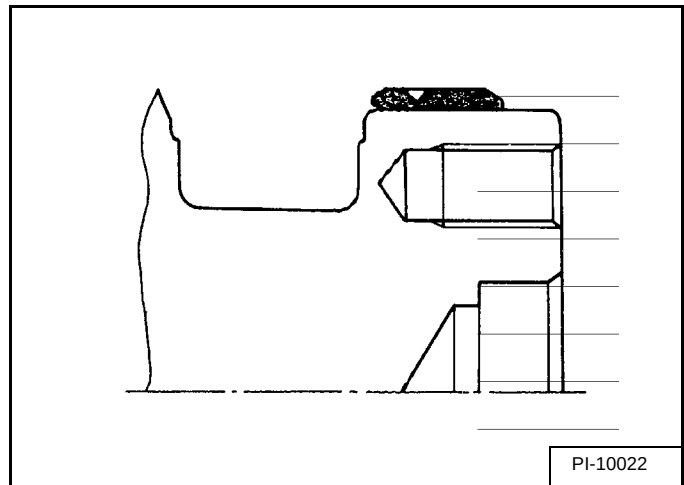


Measure the crankpin O.D. [Figure 70-100-75].

Calculate the oil clearance.

Crankpin Bearing I.D.	1.8504-1.8522 inch (47,0-47,046 mm)
Crankpin O.D.	1.8488-1.8494 inch (46,959-46,975 mm)
Oil Clearance	0.0009-0.0034 inch (0,025-0,087 mm)
Allowable Limit	0.0079 inch (0,2 mm)

Figure 70-100-76



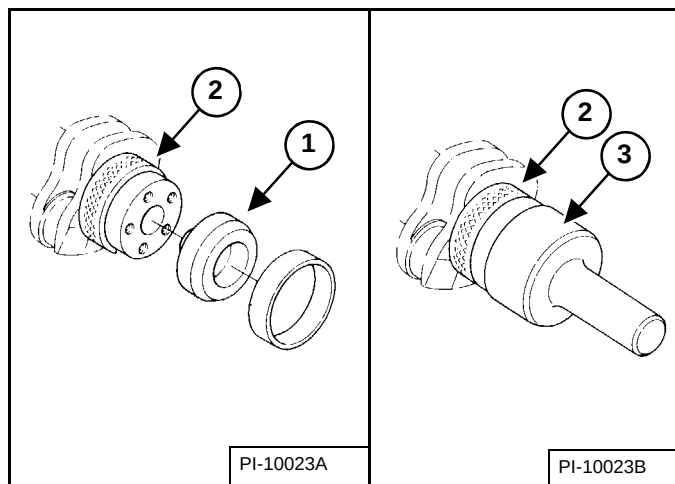
Check the wear on the crankshaft sleeve [Figure 70-100-76].

Wear of Sleeve	0.004 inch (0,1 mm)
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RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

Servicing The Crankshaft And Bearings (Cont'd)

Figure 70-100-77



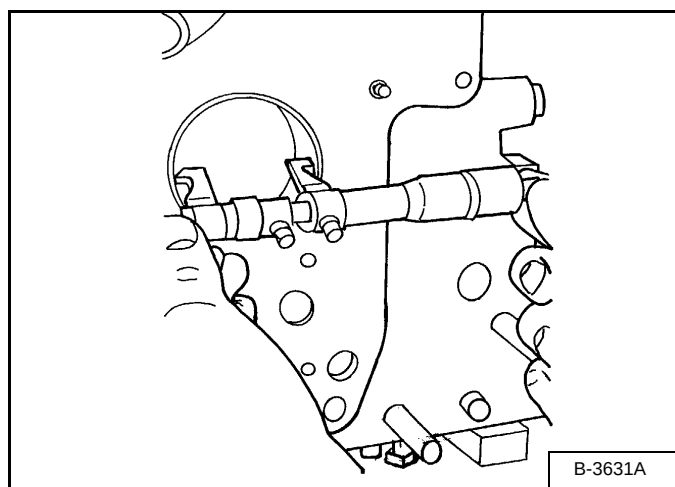
The special tool set (Kubota Code Number: 07916-32091) will be needed to replace the crankshaft sleeve.

Remove the sleeve.

Install the sleeve guide (Item 1) and stop (Item 2) [Figure 70-100-77].

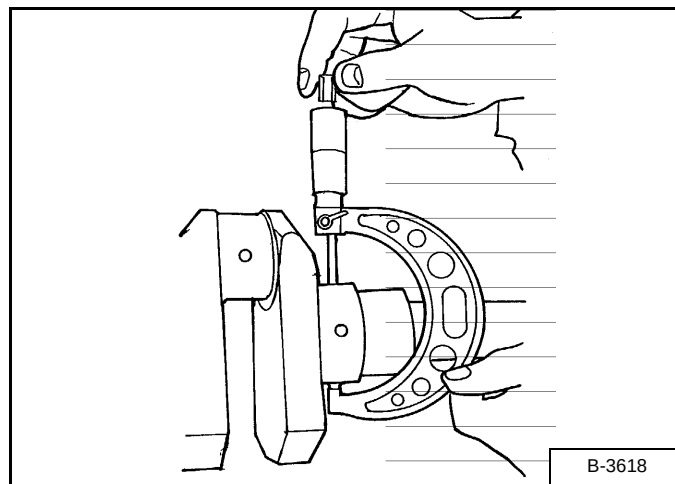
Heat the sleeve to about 300°F (150°C). Install the sleeve on the crankshaft using the special driver tool (Item 3) [Figure 70-100-77].

Figure 70-100-78



Measure the I.D. of the No. 1 crankshaft bearing [Figure 70-100-78].

Figure 70-100-79



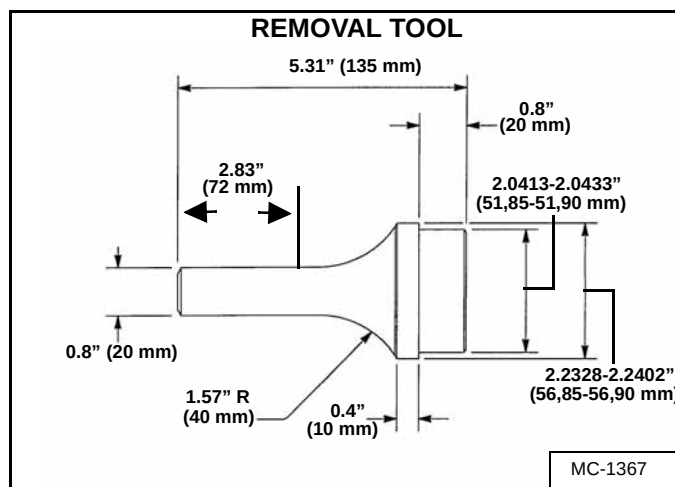
Measure the O.D. of the crankshaft journal [Figure 70-100-79].

Calculate the oil clearance.

If the clearance exceeds the allowable limit, replace the crankshaft bearing.

Bearing I.D.	2.0465-2.0488 inch (51,98-52,039 mm)
Journal O.D.	2.0441-2.0449 inch (51,921-51,94 mm)
Oil Clearance	0.0016-0.0046 inch (0,04-0,118 mm)
Allowable Limit	0.0079 inch (0,2 mm)

Figure 70-100-80

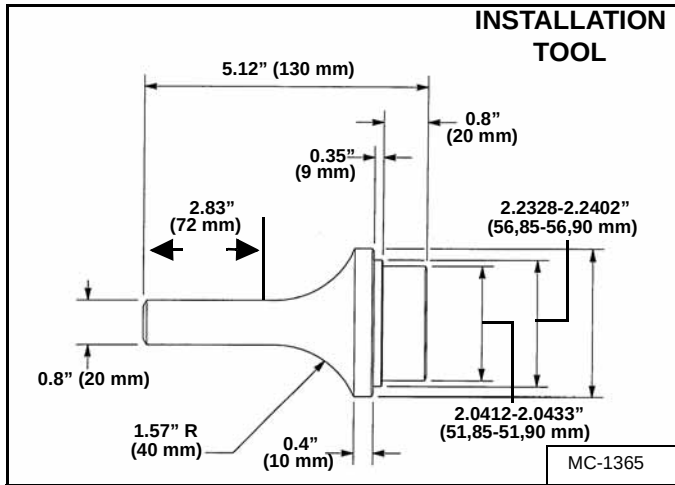


To remove the front bearing make the driver tool as shown in figure [Figure 70-100-80].

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

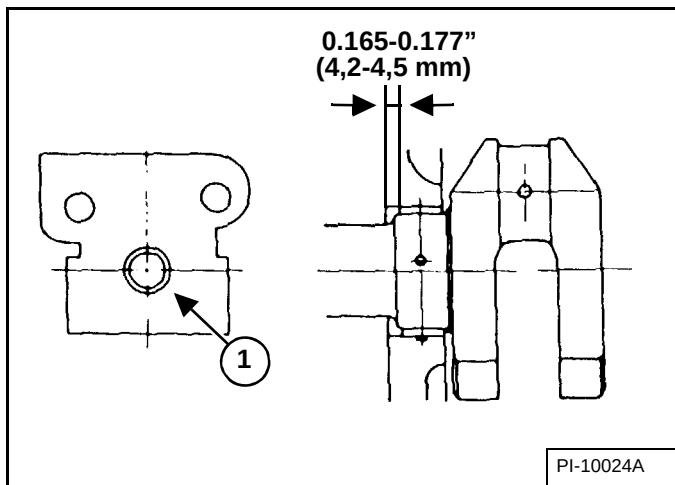
Servicing The Crankshaft And Bearings (Cont'd)

Figure 70-100-81



To install the front bearing make the driver tool as shown in figure [Figure 70-100-81].

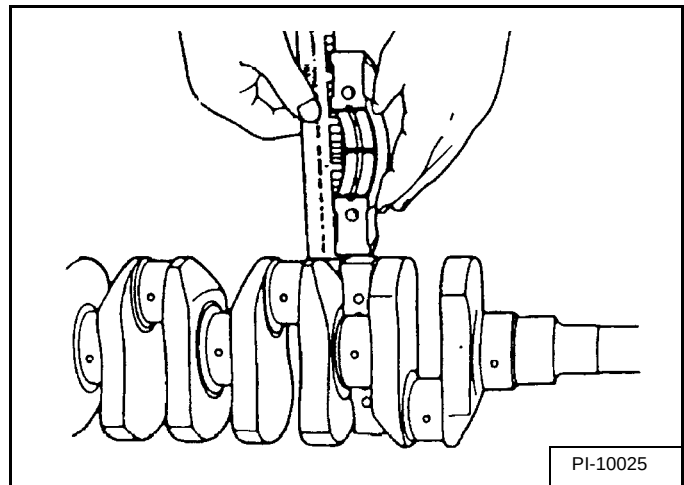
Figure 70-100-82



Remove the front bearing (Item 1) [Figure 70-100-82] with the special removal tool.

Installation: Clean the new bearing and bore, apply oil on them. Install the new bearing with the installation driver tool [Figure 70-100-82].

Figure 70-100-83



Clean the crankshaft journal and bearing. Put a strip of press gauge on the center journal.

Install the main bearing case halves and tighten the bolts. Remove the bearing case halves.

Measure the flattened press gauge [Figure 70-100-83].

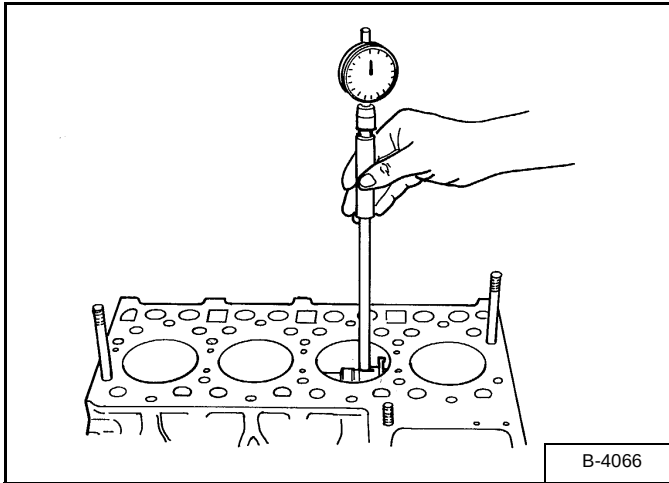
If the clearance exceeds the allowable limit, replace the crankshaft bearing.

Crankshaft Journal O.D.	2.0441-2.0449 inch (51,92-51,94 mm)
Bearing I.D.	2.0465-2.0482 inch (51,98-52,03 mm)
Oil Clearance	0.0016-0.0041 inch (0,04-0,104 mm)
Allowable Limit	0.0079 inch (0,2 mm)

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

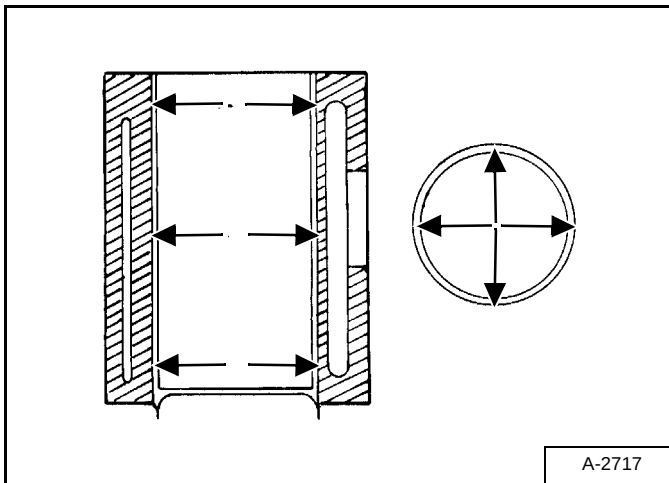
Checking The Cylinder Bore

Figure 70-100-84



Use a gauge to check the inside measurement of the cylinder bore [Figure 70-100-84].

Figure 70-100-85



Measure the six points show in figure [Figure 70-100-85] to find the maximum wear.

Kubota V2203-EB

The specification is 3.4252-3.4261 inches (87,0-87,022 mm). The wear limit is +0.0059 inch (+0,15 mm)

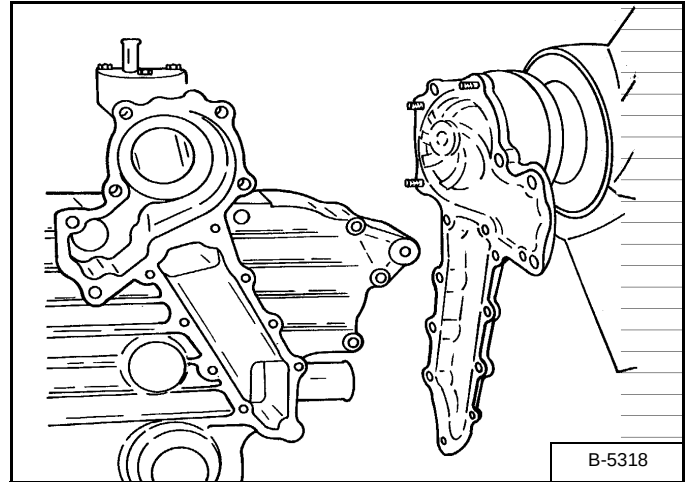
Kubota V2003T-EB (Turbo)

The specification is 3.2677-3.2686 inches (83,0-83,022 mm). The wear limit is +0.0059 inch (+0,15 mm).

If the cylinder bore is not within specifications, re-bore the cylinder for oversize piston.

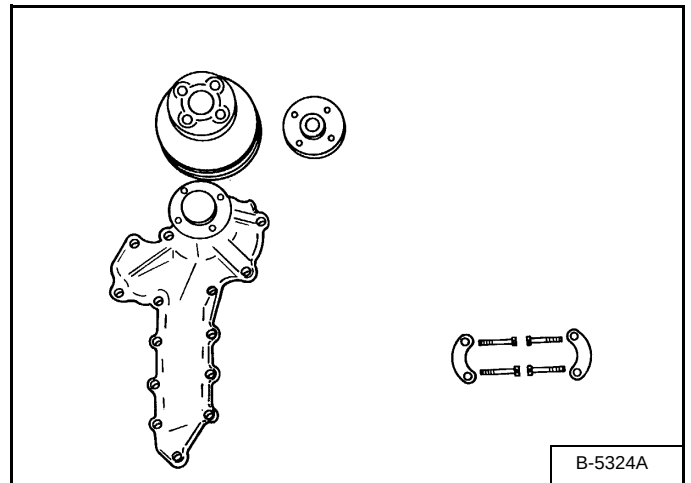
Water Pump Disassembly And Assembly

Figure 70-100-86



Remove the water pump from the timing gearcase cover [Figure 70-100-86].

Figure 70-100-87



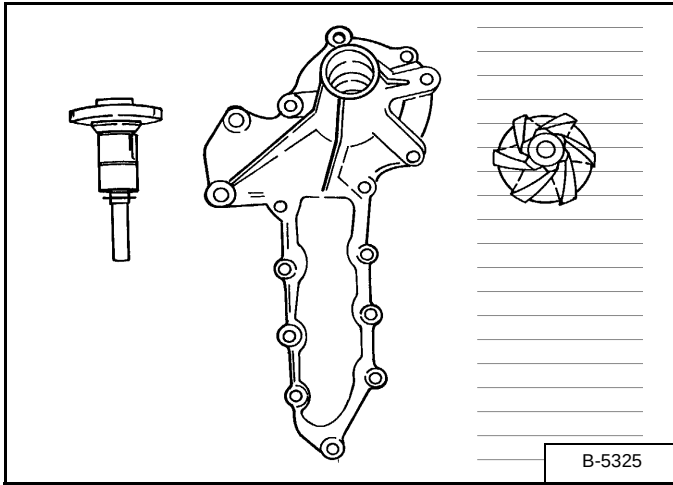
Put the water pump in a vise and remove the nut [Figure 70-100-87].

Remove the pulley using a puller. Remove the key and snap ring.

RECONDITIONING THE ENGINE-KUBOTA V2203-EB AND V2003T-EB (TURBO) (CONT'D)

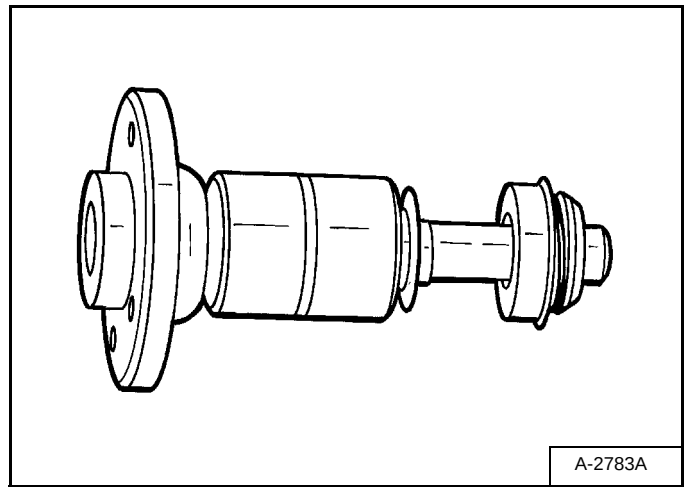
Water Pump Disassembly And Assembly (Cont'd)

Figure 70-100-88



Drive the shaft out of the impeller side of the water pump housing [Figure 70-100-88].

Figure 70-100-89



Install the new seals [Figure 70-100-89]. Install the shaft.

Installation: Put the water pump in a vise and tighten the new to 50-57 ft.-lbs. (68-77 Nm) torque. Always use a new gasket when installing the water pump on the timing gearcase cover.

TURBOCHARGER

Troubleshooting

The chart below is given to assist in the correct diagnosis of turbocharger faults.

PROBLEM	CAUSE
Not enough power	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28
Black Smoke	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28
Blue Smoke	1, 2, 4, 6, 8, 9, 17, 19, 20, 21, 22, 30, 31, 32
High Lubricating Oil Consumption	2, 8, 15, 17, 19, 20, 28, 29, 31, 32
Too Much Lubricating Oil at Turbine End	2, 7, 8, 17, 19, 20, 22, 28, 30, 31, 32
Too Much Lubricating Oil at Compressor End	1, 2, 4, 5, 6, 8, 19, 20, 21, 28, 31, 32
Not Enough Lubrication	8, 12, 14, 15, 16, 23, 24, 29, 32, 33, 34, 35
Lubricating Oil In the Exhaust Manifold	2, 7, 17, 18, 19, 20, 22, 28, 31, 32
Inside the Induction Manifold Wet	1, 2, 3, 4, 5, 6, 8, 10, 11, 17, 18, 19, 20, 21, 28, 32, 36, 37
Damaged Compressor Impeller	3, 4, 6, 8, 12, 15, 16, 20, 21, 23, 24, 29, 32, 33, 35, 36
Damaged Turbine Rotor	7, 8, 12, 13, 14, 15, 16, 18, 20, 22, 23, 24, 25, 27, 29, 32, 33, 34, 35
Rotating Assembly Does Not Turn Freely	3, 6, 7, 8, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 34, 35
Worn Bearings, Bearing Bores, Journals	6, 7, 8, 12, 13, 14, 15, 16, 23, 24, 29, 33, 34, 35
Noise From Turbocharger	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 29, 32, 33, 34, 35
Sludge or Carbon Deposit In Bearing Housing	2, 11, 13, 14, 15, 17, 18, 24, 29, 33, 34, 35

KEY TO CORRECT THE CAUSE	
1. Air filter element dirty.	19. Leakage from turbocharger seals.
2. Restricted crankcase breather.	20. Worn turbocharger bearings.
3. Air filter element missing, leaking or not sealing correctly. Loose connection to turbocharger,	21. Excessive dirt in turbocharger housing.
4. Internal distortion or restriction in pipe from air filter to turbocharger.	22. Excessive carbon behind turbine rotor.
5. Damaged/restricted crossover pipe, turbocharger to induction manifold.	23. Engine speed raised too rapidly at initial start.
6. Restriction between air filter and turbocharger.	24. Insufficient engine idle period.
7. Restriction in exhaust system.	25. Faulty fuel injection pump.
8. Turbocharger loose or clamps/setscrews loose.	26. Worn or damaged fuel injectors.
9. Induction manifold cracked or loose, flanges distorted.	27. Valves burned.
10. Exhaust manifold cracked or loose, flanges distorted.	28. Worn piston rings.
11. Restricted exhaust system.	29. Lubricating oil leakage from supply pipe.
12. Delay of lubricating oil to turbocharger at engine start.	30. Excessive starting fluid (on initial engine start).
13. Insufficient lubrication.	31. Excessive engine idle period.
14. Dirty lubricating oil.	32. Restriction in turbocharger bearing housing.
15. Incorrect lubricating oil.	33. Restriction in lubricating oil filter.
16. Restricted lubricating oil supply pipe.	34. Engine stopped too soon from high load.
17. Restricted lubricating oil drain pipe.	35. Insufficient lubricating oil.
18. Turbine housing damaged or restricted.	36. Fuel leakage from fuelled starting aid.
	37. Crack in back plate of compressor.

TURBOCHARGER (CONT'D)

Description

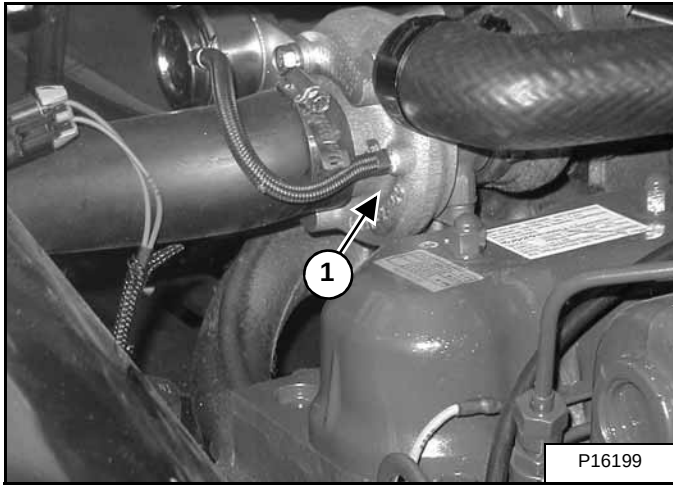


WARNING

Turbochargers, operate at high speed and high temperatures. Keep fingers, tools and other objects away from the inlet and outlet ports. Avoid contact with hot surfaces.

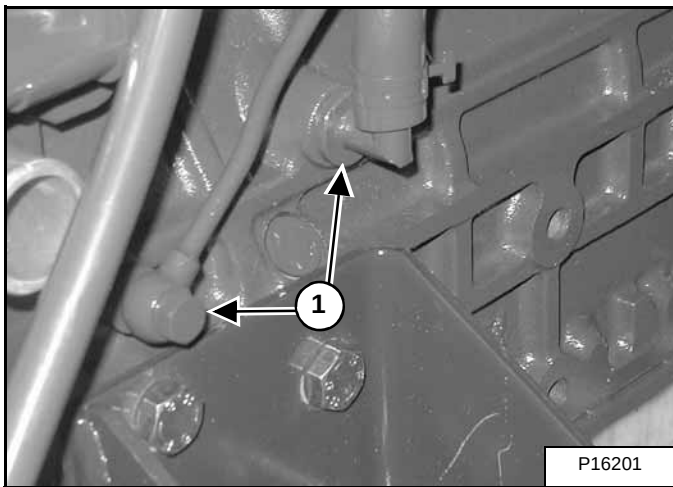
W-2257-1196

Figure 70-110-1



The turbocharger (Item 1) [Figure 70-110-1] is placed between the exhaust and intake manifolds. It is driven by hot exhaust gases and supplies air at more than atmospheric pressure to the intake. It is lubricated by oil from the main oil galley.

Figure 70-110-2

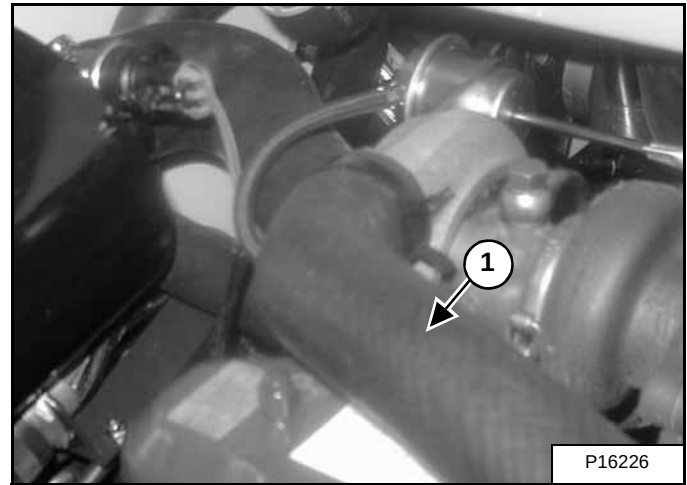


The oil flows from the fittings (Item 1) [Figure 70-110-2] on the front of the engine.

The turbocharger should only be serviced by an authorized dealer or repair shop.

Removal and Installation

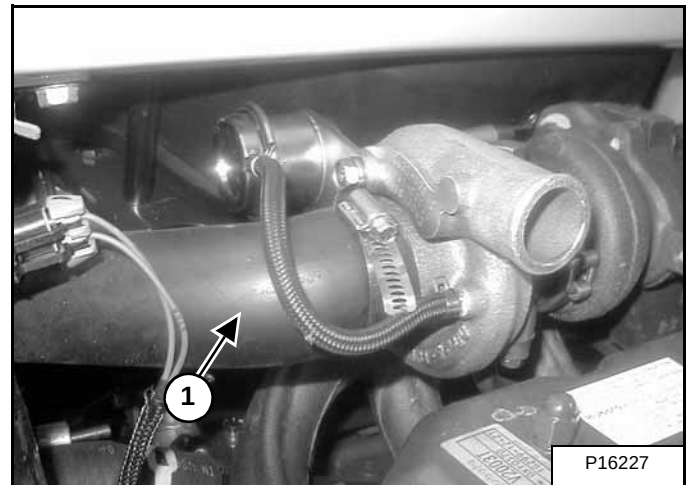
Figure 70-110-3



Remove the muffler. (See Removal And Installation on Page 70-30-1.)

Remove the compressor outlet hose (Item 1) [Figure 70-110-3] from the turbo.

Figure 70-110-4



Remove the air cleaner hose (Item 1) [Figure 70-110-4] from the turbocharger.

TURBOCHARGER (CONT'D)

Removal and Installation (Cont'd)

Figure 70-110-5

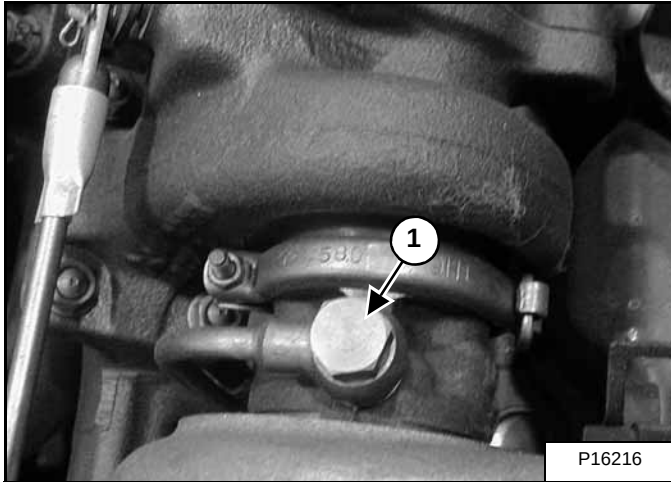
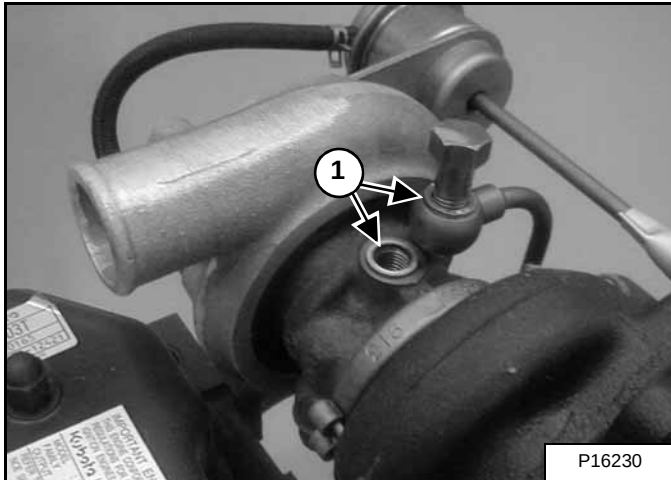


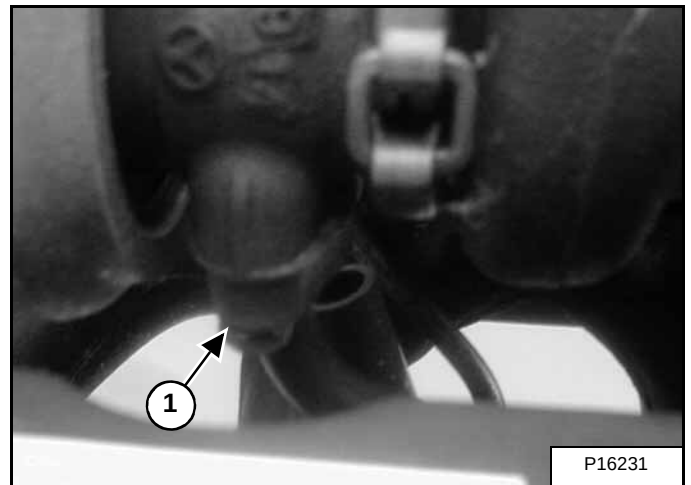
Figure 70-110-6



Remove the oil supply line fitting (Item 1) [Figure 70-110-5] and the brass washer(s) (Item 1) [Figure 70-110-6] from the turbocharger.

Installation: Tighten to 12-15 ft.-lbs. (16,0-20,3 Nm) torque.

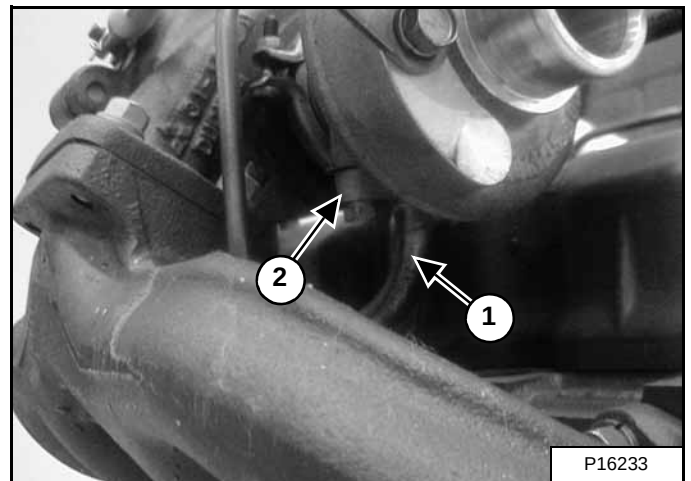
Figure 70-110-7



Remove the mounting bolt (Item 1) [Figure 70-110-7] from the oil return line (Item 1) [Figure 70-110-8].

Installation: Tighten to 84-132 in.-lbs. (9,5-15,0 Nm) torque.

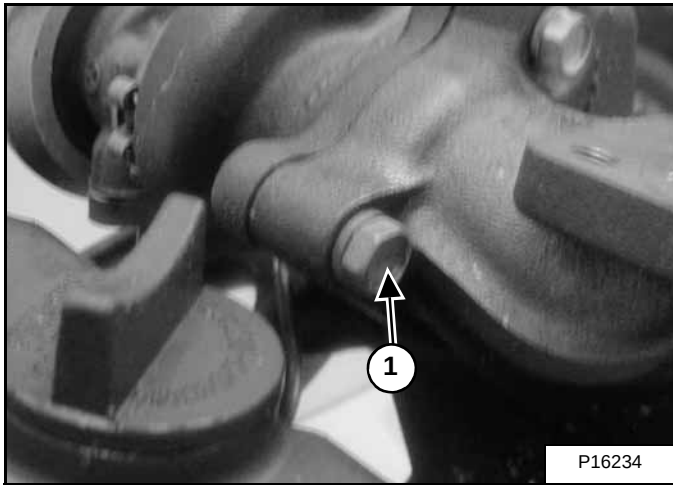
Figure 70-110-8



Remove the mounting bolt (Item 2) [Figure 70-110-8] from the oil return line.

Installation: Tighten to 84-132 in.-lbs. (9,5-15,0 Nm) torque.

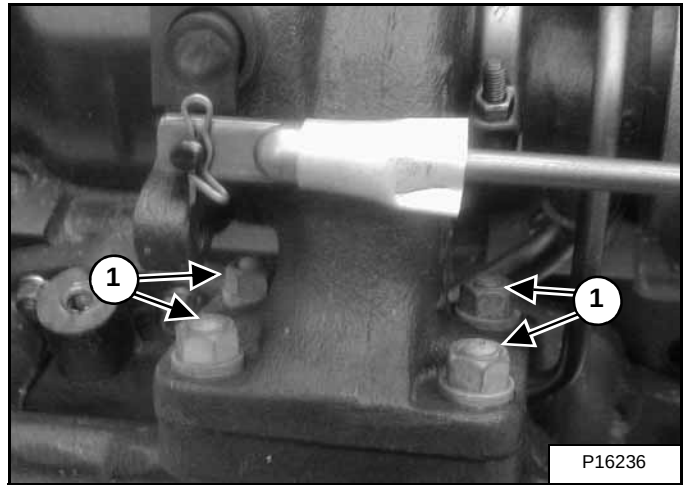
Figure 70-110-9



Remove the mounting bolt (Item 1) [Figure 70-110-9] from the exhaust muffler flange.

Installation: Tighten to 17-20 ft.-lbs. (23,0-27,0 Nm) torque.

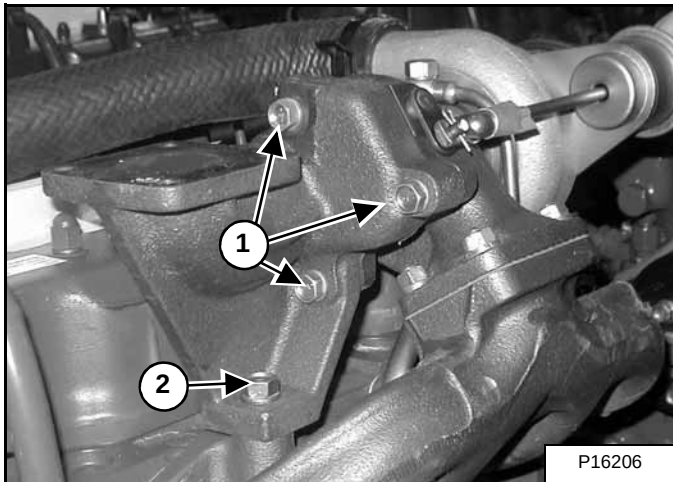
Figure 70-110-11



Remove the mounting nut and washer (Item 1) [Figure 70-110-11] from the turbocharger.

Installation: Tighten to 17-20 ft.-lbs. (23,0-27,0 Nm) torque.

Figure 70-110-10



Remove the mounting bolt (Item 1) [Figure 70-110-10] from the exhaust muffler flange.

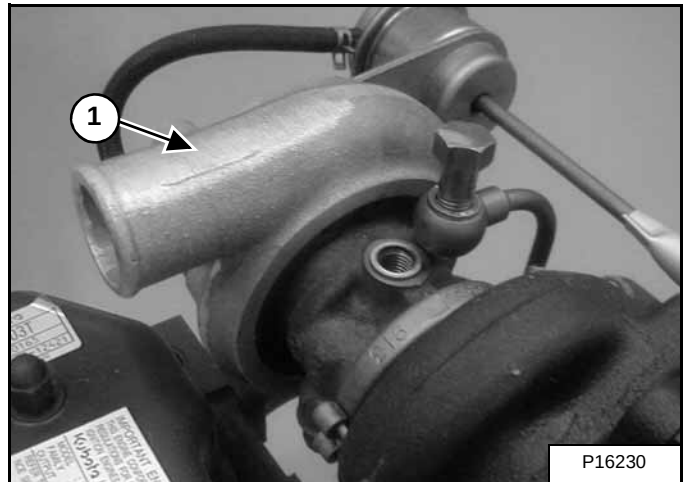
Installation: Tighten to 17-20 ft.-lbs. (23,0-27,0 Nm) torque.

Remove the mounting bolt (Item 2) [Figure 70-110-10].

Installation: Tighten to 12-15 ft.-lbs. (16,0-20,3 Nm) torque.

Remove the flange.

Figure 70-110-12



Remove the turbocharger assembly (Item 1) [Figure 70-110-12] from the engine.

Reverse the removal procedure to install the turbocharger.

HEATING, VENTILATION, AIR CONDITIONING

AIR CONDITIONING SERVICE	80-90-1
Chart	80-90-1
AIR CONDITIONING SYSTEM FLOW	80-10-2
Chart	80-10-3
Principals	80-10-2
BASIC TROUBLESHOOTING	80-50-1
Checking The Electrical System	80-50-4
Cleaning The A/C Evaporator Coil & Heater Coil	80-50-1
Compressor Drive Belt Inspection:	80-50-4
Engine Coolant By-Passing The Heater Valve	80-50-12
Heater Valve Not Opening Or Closing	80-50-13
Poor A/C Performance	80-50-1
COMPONENTS	80-20-1
Identification	80-20-1
COMPRESSOR	80-110-1
Compressor Clutch Disassembly	80-110-2
Removal And Installation	80-110-1
CONDENSER	80-120-1
Removal And Installation	80-120-1
EVAPORATOR	80-190-1
Removal And Installation	80-190-1
EVAPORATOR/HEATER UNIT	80-160-1
Disassembly And Assembly	80-160-3
Removal And Installation	80-160-1
EXPANSION VALVE	80-180-1
Removal And Installation	80-180-1
GENERAL AIR CONDITIONING SERVICE GUIDELINES ...	80-60-1
Component Replacement And Refrigeration Leaks.	80-60-3
Compressor Oil	80-60-1
Compressor Oil Check	80-60-2
HEATER COIL	80-200-1
Removal And Installation With A/C	80-200-1
Removal And Installation Without A/C	80-200-2

HVAC

Continued On Next Page

HEATING, VENTILATION, AIR CONDITIONING (CONT'D)

HEATER/AC FAN	80-210-1
Disassembly And Assembly.	80-210-2
Removal And Installation	80-210-1
Wire Connector Removal and Installation	80-210-4
HEATER VALVE	80-220-1
Disassembly And Assembly.	80-220-1
Removal and Installation	80-220-1
PRESSURE RELIEF VALVE.	80-140-1
Removal And Installation	80-140-1
PRESSURE SWITCH	80-150-1
Removal And Installation	80-150-1
RECEIVER/DRIER	80-130-1
Removal And Installation	80-130-1
REGULAR MAINTENANCE	80-40-1
Cleaning The Condenser.	80-40-2
Compressor Drive Belt Inspection	80-40-2
Filter Elements Removal And Installation	80-40-1
SAFETY	80-30-1
Safety Equipment.	80-30-1
SYSTEM CHARGING AND RECLAMATION	80-100-1
Charging Procedure.	80-100-5
Charging Procedure With A Manifold Gauge Set	80-100-4
Reclamation Procedure	80-100-1
SYSTEM TROUBLESHOOTING CHART	80-70-1
Gauge Pressure Related Troubleshooting.	80-70-2
TEMPERATURE/PRESSURE.	80-80-1
Chart	80-80-1
THERMOSTAT	80-170-1
Removal And Installation	80-170-1



AIR CONDITIONING SYSTEM FLOW

Principals

In an air conditioning system the refrigerant is circulated under pressure through five major components in a closed circuit. At these five points in the system the refrigerant goes through pressure and temperature changes.

The compressor (Item 1) See Chart on Page 80-10-3. takes in heated, low pressure refrigerant gas through the suction valve (low pressure side) and as the name indicates, pressurizes the heated refrigerant and forces it through the discharge valve (high pressure side) on the condenser (Item 2) See Chart on Page 80-10-3.

Ambient air passing through the condenser removes the heat from refrigerant resulting in physical state change in the refrigerant from a gas to a liquid.

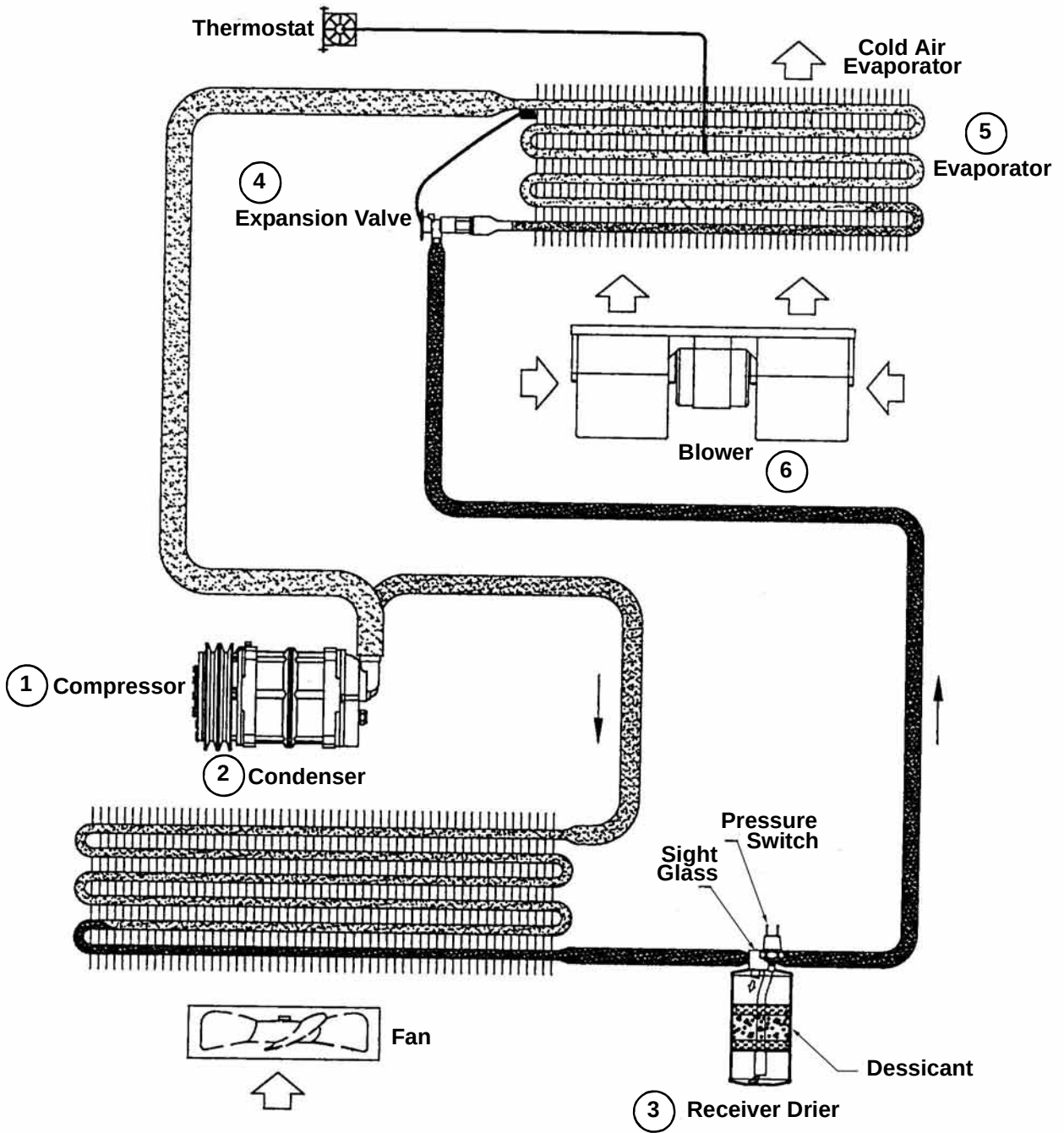
The liquid refrigerant moves on to the receiver/drier (Item 3) See Chart on Page 80-10-3. where impurities such as moisture and dirt are filtered out. The receiver/drier also serves as the storage tank for the liquid refrigerant. The liquid refrigerant (still under high pressure) flows to the expansion valve (Item 4) See Chart on Page 80-10-3.

The expansion valve meters the amount of refrigerant into the evaporator coil (Item 5) See Chart on Page 80-10-3. As the refrigerant passes through the expansion valve, it again changes its physical state. It becomes a low temperature, low-pressure liquid and saturated vapor. The low pressure liquid immediately starts to boil and vaporize as it enters the evaporator. The hot humid air of the machine's cab is drawn through or blown into the evaporator by the evaporator fan (Item 6) See Chart on Page 80-10-3. Since the refrigerant is colder than the air, it absorbs the heat from the air and produces cooled air, which is pushed into the cab by the fan. The moisture in the air condenses on the evaporator coil and drips into the drain pan, which directs the water out of the cab.

The refrigerant cycle is completed when the heated low pressure gas is again drawn into the compressor.

AIR CONDITIONING SYSTEM FLOW (CONT'D)

Chart



Status Of R134a

	High Pressure Gas		Low Pressure Liquid
	High Pressure Liquid		Low Pressure Gas

b-16691

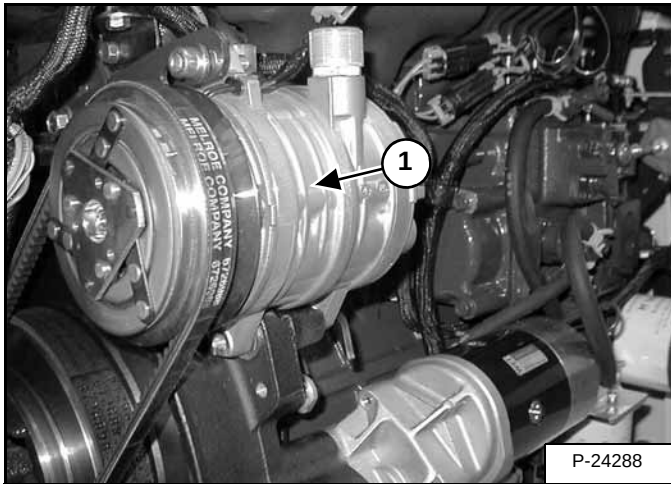


Bobcat®

COMPONENTS

Identification

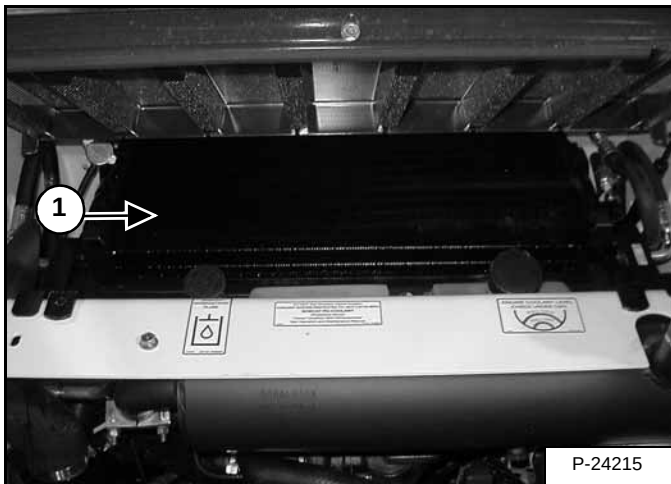
Figure 80-20-1



Compressor: The compressor (Item 1) [Figure 80-20-1] is the pump that circulates the refrigerant throughout the system. It raises the pressure of the refrigerant for heat transfer through the condenser and evaporator.

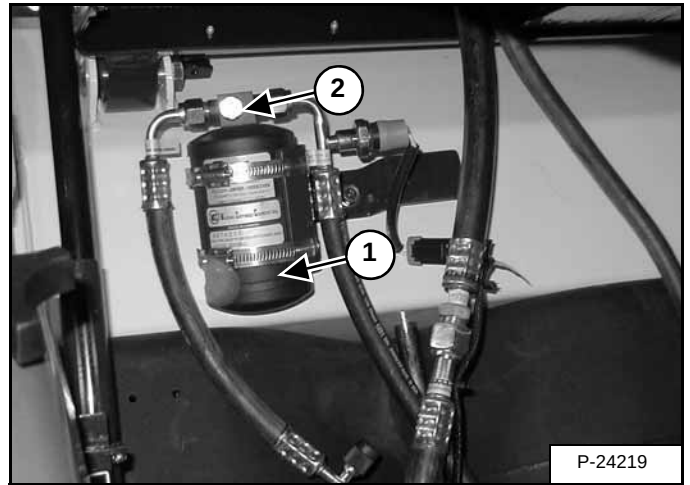
NOTE: The A/C system (Compressor) is recommended to be turned on for at least 5 minutes weekly throughout the year to lubricate the internal components.

Figure 80-20-2



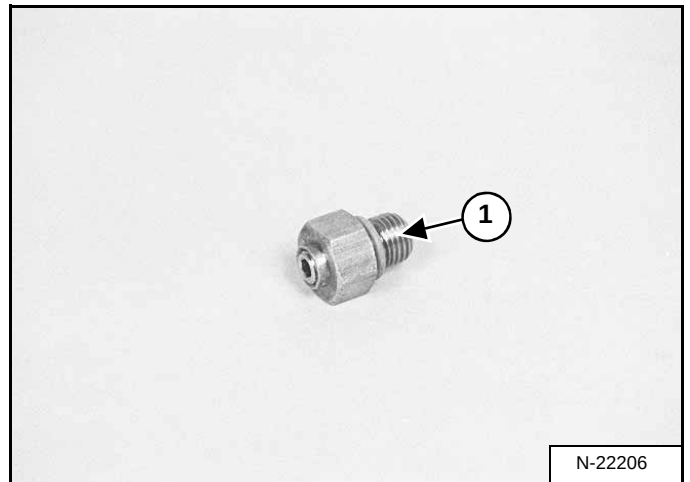
Condenser: The condenser (Item 1) [Figure 80-20-2] is the unit that receives the high pressure, high temperature refrigerant vapor from the compressor and condenses it into a high temperature liquid.

Figure 80-20-3



Receiver/Drier: The receiver/drier (Item 1) [Figure 80-20-3] is the unit that receives the liquid refrigerant from the condenser and removes moisture and foreign matter from the system. It also serves as a storage tank for the extra liquid refrigerant until it is needed by the evaporator.

Figure 80-20-4

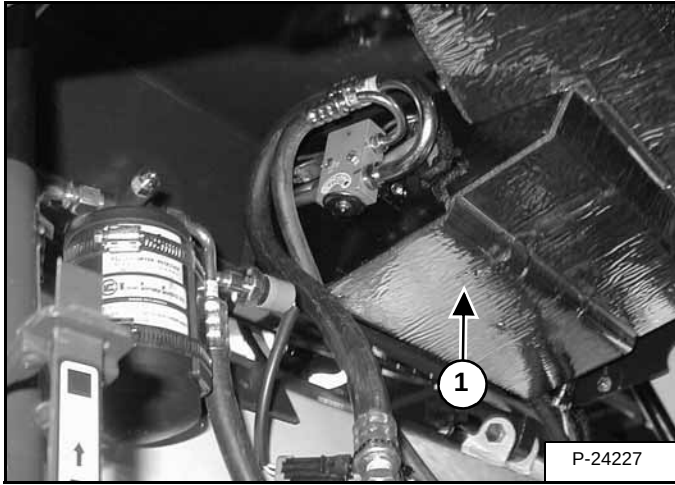


Pressure Relief Valve: The pressure relief valve (Item 2) [Figure 80-20-3] is located on the receiver drier assembly. This small brass valve (Item 1) [Figure 80-20-4] is a safety feature that is designed to open and release the A/C charge if the pressure reaches 535 PSI.

COMPONENTS (CONT'D)

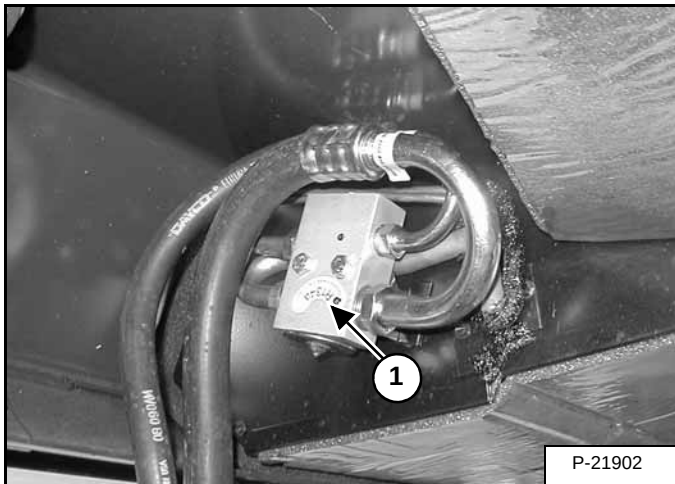
Identification (Cont'd)

Figure 80-20-5



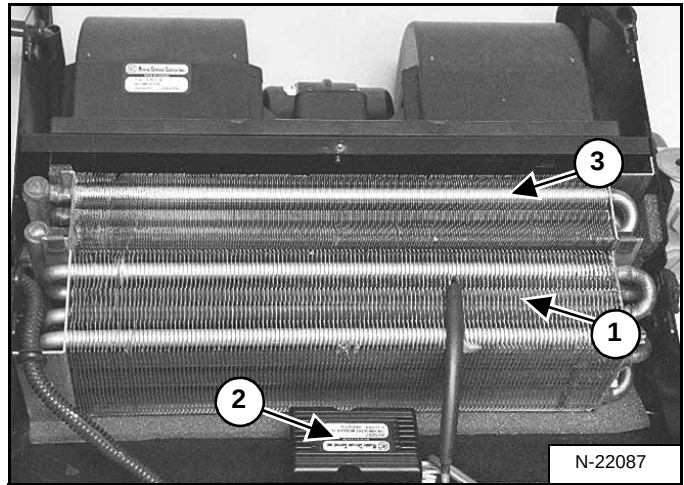
Heater/evaporator Unit: The heater/evaporator unit (Item 1) [Figure 80-20-5] is located behind the loader cab. The unit delivers the cold air for the A/C and warm air for heat into the cab. The unit contains the blower, heat & A/C coils, thermostat and expansion valve.

Figure 80-20-6



Expansion Valve: The expansion valve (Item 1) [Figure 80-20-6] controls the amount of refrigerant entering the evaporator coil.

Figure 80-20-7

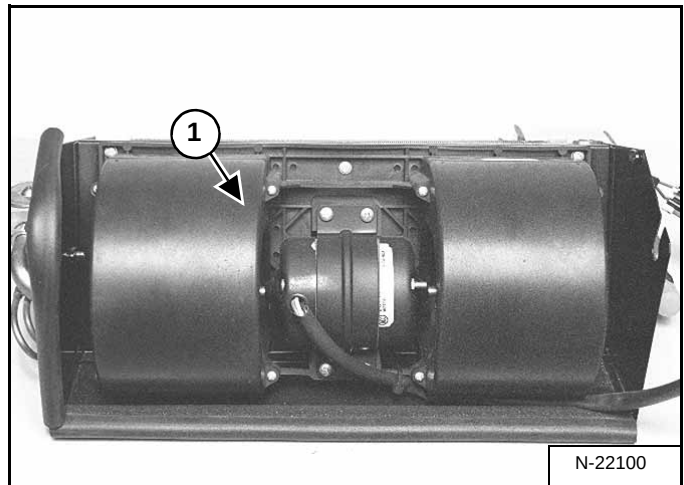


Evaporator Coil: The evaporator coil (Item 1) [Figure 80-20-7] cools and dehumidifies the air before it enters the cab.

Thermostat: The thermostat (Item 2) [Figure 80-20-7] controls the temperature of the evaporator coil.

Heater Coil: The heater coil (Item 3) [Figure 80-20-7] supplies the warm air into the cab by passing air through the coil.

Figure 80-20-8

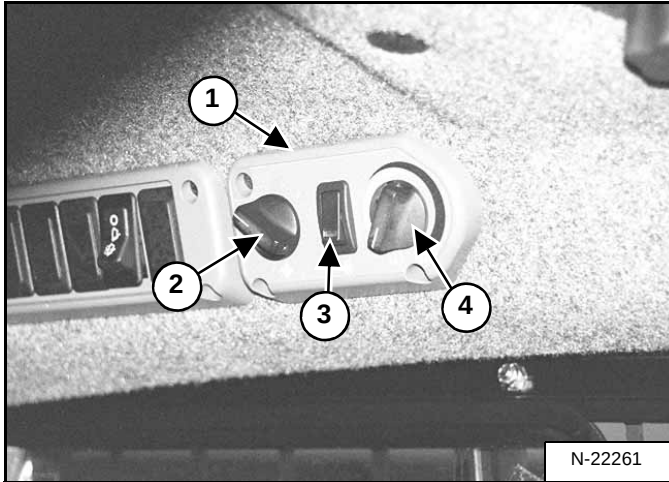


Heater/evaporator Blower: The blower (Item 1) [Figure 80-20-8] is used to push air through the heater and evaporator coils and into the cab.

COMPONENTS (CONT'D)

Identification (Cont'd)

Figure 80-20-9



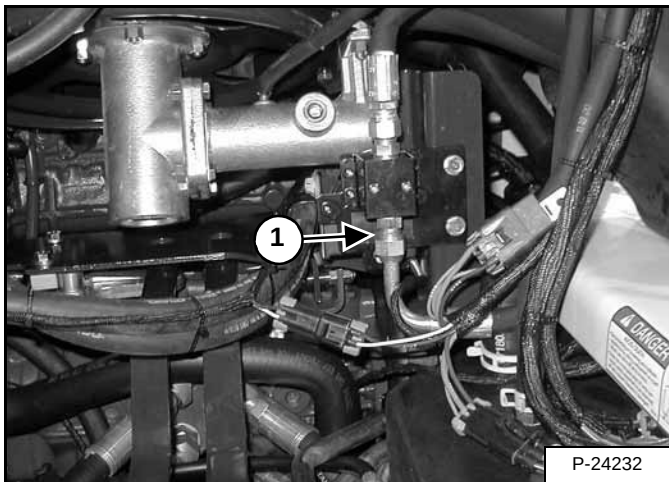
Control Panel: The panel (Item 1) [Figure 80-20-9] has three separate components.

Fan Switch: This is a four position rotary switch (Item 2) [Figure 80-20-9]. When the fan switch is in the off position the A/C will not engage, but the heat valve will operate, as it is controlled by the ignition power.

A/C Switch: The rocker switch (Item 3) [Figure 80-20-9] will be illuminated when the A/C is engaged.

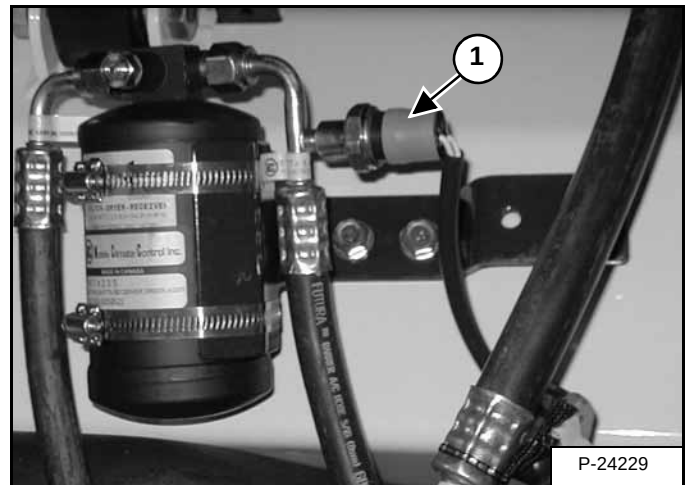
Potentiometer: The potentiometer (Item 4) [Figure 80-20-9] controls the Heat Valve from fully Off to fully On. This can be used in conjunction with the A/C for defrost of the windows and temperature control.

Figure 80-20-10



Heater Valve: The heater valve (Item 1) [Figure 80-20-10] is used to control the amount of engine coolant that flows to the heater coil.

Figure 80-20-11



Pressure Switch: The pressure switch (Item 1) [Figure 80-20-11] will disengage the compressor clutch at high pressure readings over 384 PSI. (2647 kPa) on the high side, or at very low pressure of 28 PSI (193 kPa) or less on the high side, which indicates loss of refrigerant.



Bobcat®

SAFETY

Safety Equipment

Figure 80-30-1

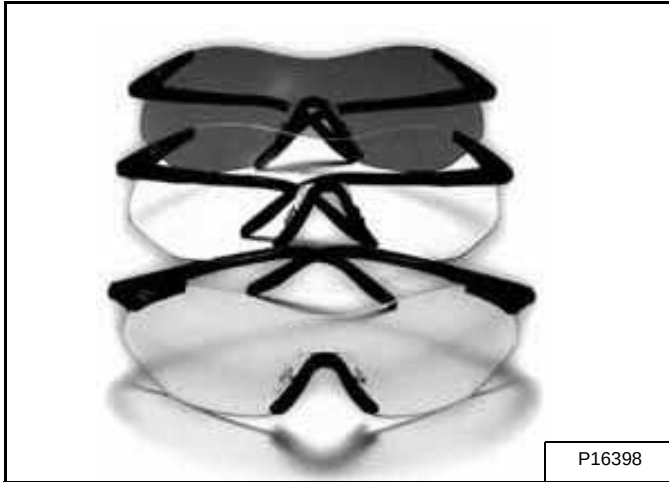


Figure 80-30-2



In servicing A/C and heater systems you will be exposed to high pressures, temperatures and several chemical hazards. Moving belts and pulleys are normal shop hazards.

In addition to exercising caution in your work, **DO WEAR SAFETY GLASSES OR A FACE SHIELD [Figure 80-30-1]** when you are using R-134a or a leak detector, adjusting service valves or the manifold gage set connectors. Safety glasses or a transparent face shield are practical safety items and one or the other is absolutely required.

WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

W-2371-0500

R-134a inside a canister or in an A/C system is a liquid under pressure. When it escapes or releases into the air, **ITS TEMPERATURE DROPS TO 21.6 F DEGREES "INSTANTLY"**. If it spills on your skin or in your eyes you should flood the area with cool water and **SEEK MEDICAL ATTENTION FAST!** It is a good idea to wear gloves [Figure 80-30-2] to prevent frost bite if you should get refrigerant on your hands.

WARNING

HFC 134A refrigerant can be dangerous if not properly handled. Liquid 134A may cause blindness if it contacts the eyes and may cause serious frostbite if it contacts the skin.

- Gaseous 134A becomes lethal (phosgene) gas when it contacts open flame or very hot substances.
- **NEVER SMOKE** when there is the possibility of even small amounts of 134A in the air.

Any servicing work that involves release or addition of 134A to the system must be done by a competent refrigeration dealer who has the proper equipment, knowledge, and experience to service refrigeration equipment.

W-2373-0500

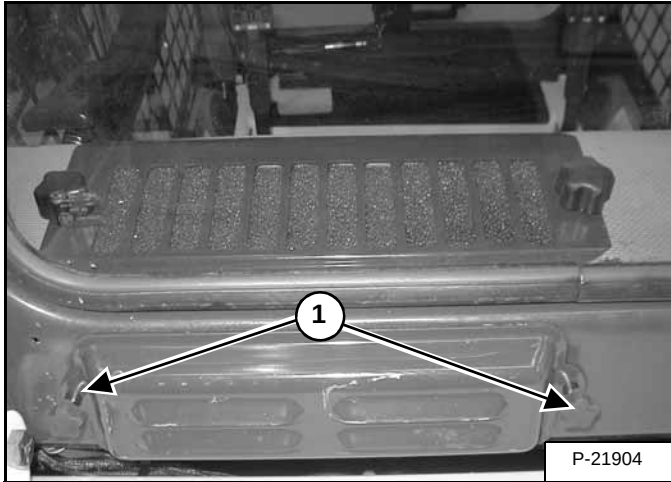


Bobcat®

REGULAR MAINTENANCE

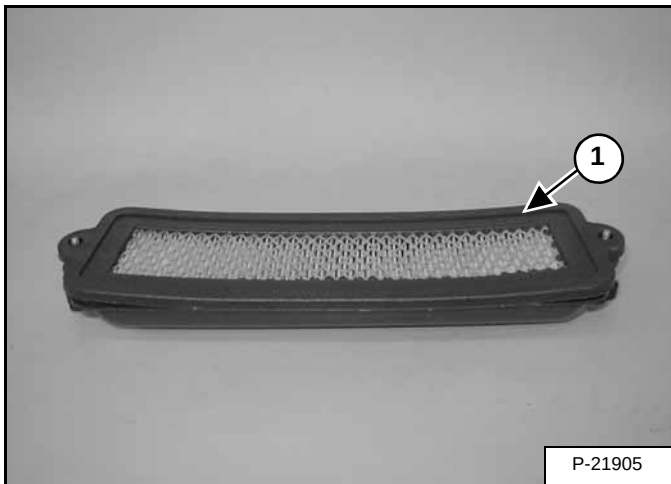
Filter Elements Removal And Installation

Figure 80-40-1



Remove the two mount bolts (Item 1) [Figure 80-40-1] from the fresh air filter cover at the rear of the loader cab.

Figure 80-40-2



Remove the filter cover and filter (Item 1) [Figure 80-40-2] from the loader.

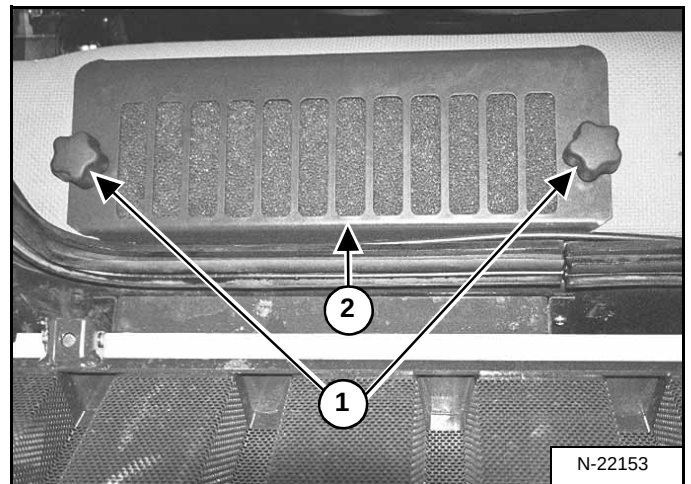
Figure 80-40-3



Remove the filter (Item 1) [Figure 80-40-3] from the cover.

The fresh air filter must be cleaned sometimes as often as twice a day, depending on the operating environment. The filter can be cleaned by removing and shaking it. A small amount of air pressure can be used to clean the filter. However the fresh air filter should be changed at least 2-4 times per year in normal conditions. In extremely dusty conditions the fresh air filter may need to be changed weekly.

Figure 80-40-4



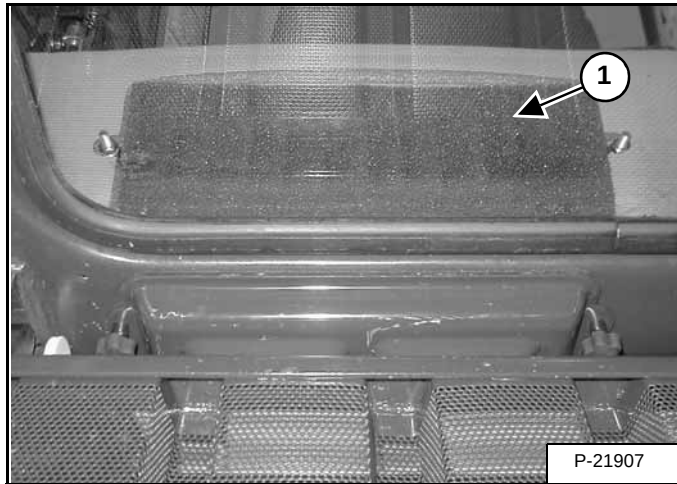
Remove the two retaining knobs (Item 1) [Figure 80-40-4] from the recirculating air filter cover, at the back of the cab.

Remove the retaining cover (Item 2) [Figure 80-40-4] from the loader cab.

REGULAR MAINTENANCE (CONT'D)

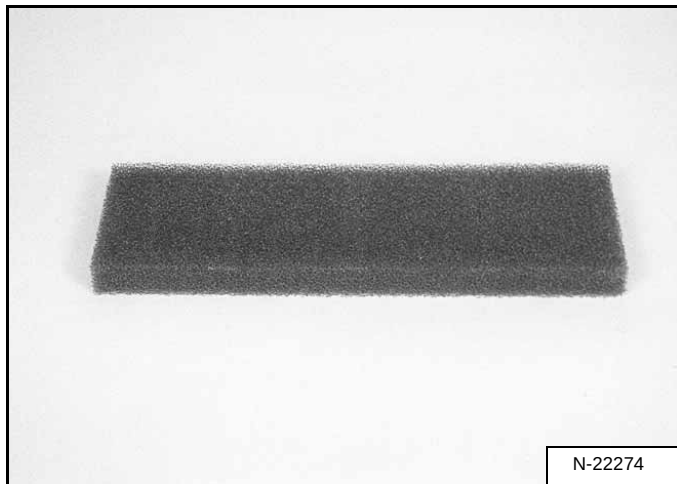
Filter Elements Removal And Installation (Cont'd)

Figure 80-40-5



Remove the recirculating air filter (Item 1) [Figure 80-40-5] from the rear of the cab.

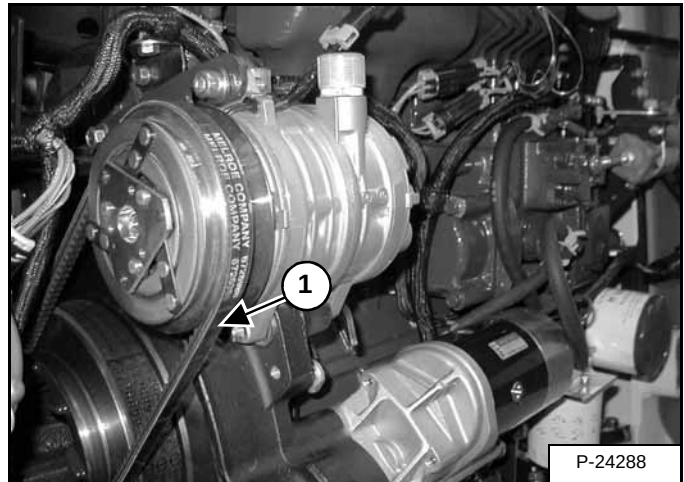
Figure 80-40-6



The recirculating air filter [Figure 80-40-6] is made of open cell foam and should be cleaned with water. A mild detergent may also be used. It does not require cleaning as frequently as the fresh air intake filter.

Compressor Drive Belt Inspection

Figure 80-40-7



It is a good rule to regularly inspect (weekly) the compressor drive belt for tension and wear.

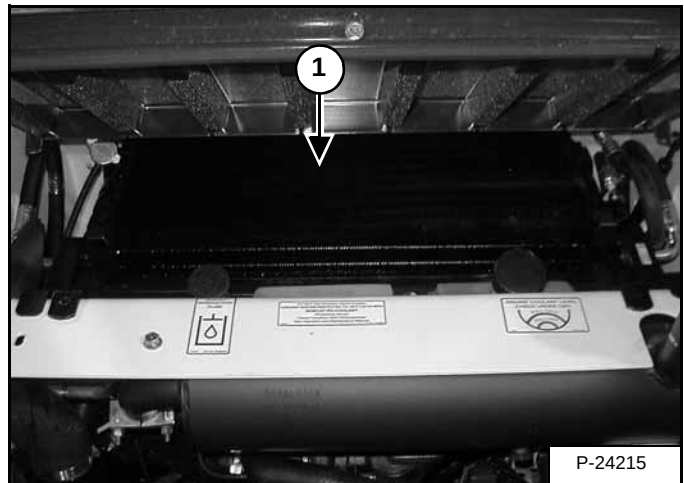
Open the rear door.

Remove the drive belt cover.

Check the tension on the compressor belt (Item 1) [Figure 80-40-7].

Cleaning The Condenser

Figure 80-40-8



Open the rear door.

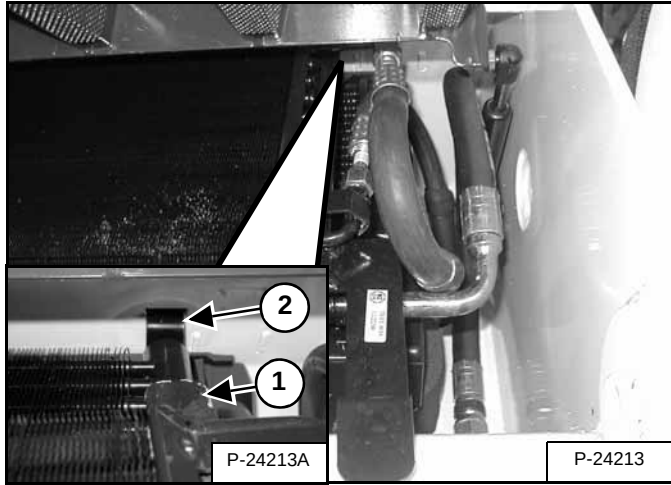
Raise the rear grill on the loader.

Check the condenser (Item 1) [Figure 80-40-8] for mud or dirt.

REGULAR MAINTENANCE (CONT'D)

Cleaning The Condenser (Cont'd)

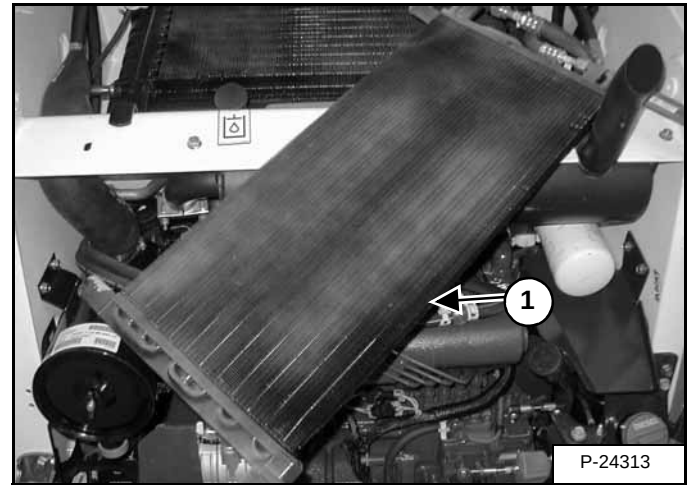
Figure 80-40-9



Lift the rear of the condenser and pull towards rear of machine until the front tabs (Item 1) slide out of mount (Item 2) [Figure 80-40-9].

With the condenser removed from the machine, the oil cooler can also be lifted.

Figure 80-40-10



With water or air, the condenser (Item 1) [Figure 80-40-10] can be cleaned.



Bobcat®

BASIC TROUBLESHOOTING

Poor A/C Performance

Figure 80-50-1

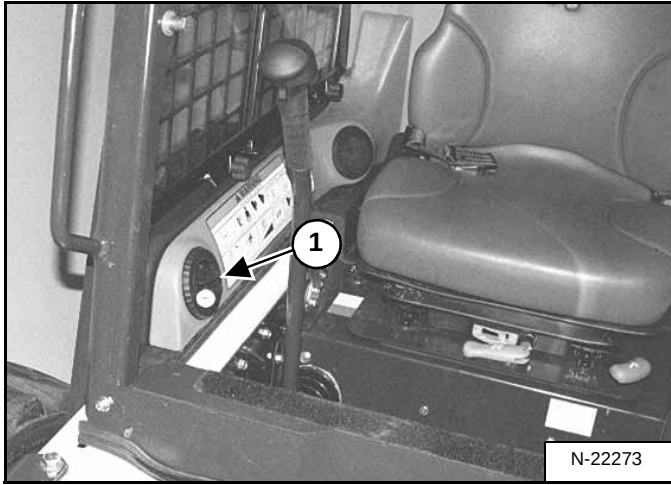
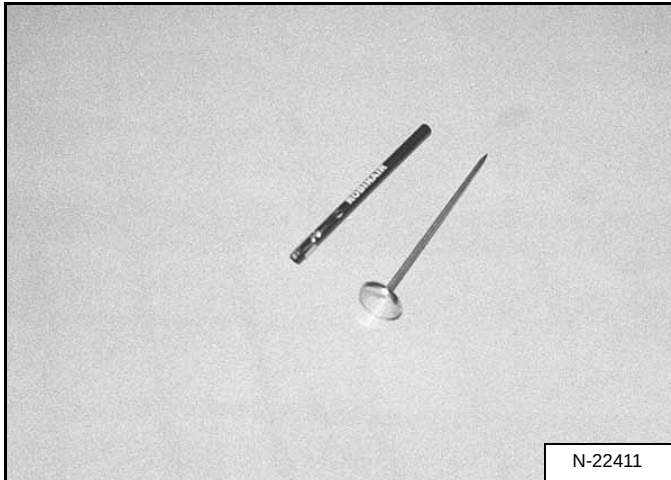


Figure 80-50-2



Start the loader, engage the parking brake. Engage the A/C system with the blower fan on high. Run the loader at full RPM for approximately 15 minutes, with the loader cab door closed.

Check the temperature at the louvers (Item 1) [Figure 80-50-1] with a thermometer [Figure 80-50-2].

The louver temperature should be between 36-53°F. (2,2-11,6°C) depending on the amount of humidity in the air.

If louver temperature is too high, (See SYSTEM TROUBLESHOOTING CHART on Page 80-70-1.)

Check the blower fan for proper operation or noise, and replace if necessary. (See Removal And Installation on Page 80-210-1.)

Check the belt tension on the A/C compressor. (See Compressor Drive Belt Inspection: on Page 80-50-4.)

Check the A/C condenser for dirt or mud, and clean if necessary. (See Poor A/C Performance on Page 80-50-1.)

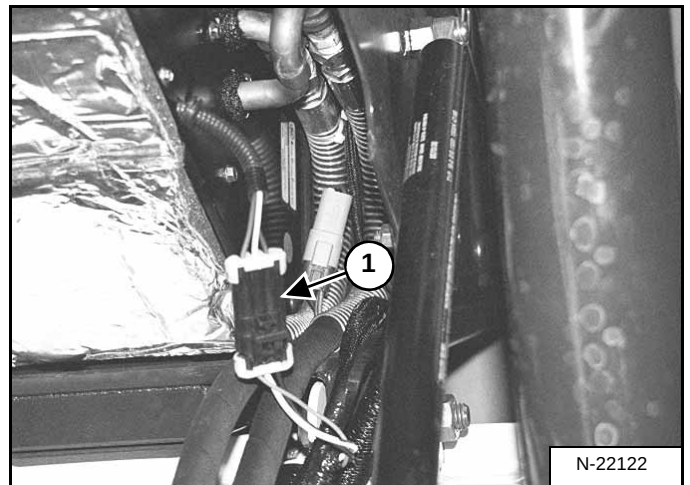
Check the A/C evaporator coil for dirt or mud, and clean if necessary. (See Poor A/C Performance on Page 80-50-1.)

Inspect the sight glass located on the receiver/drier for air bubbles. (See RECEIVER/DRIER on Page 80-130-1.)

Check the engine coolant to see if it is bypassing the heater valve. (See Engine Coolant By-Passing The Heater Valve on Page 80-50-12.)

Cleaning The A/C Evaporator Coil & Heater Coil

Figure 80-50-3



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

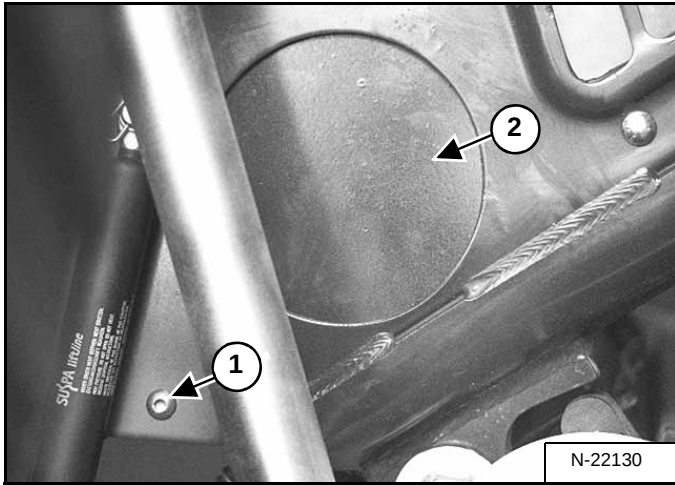
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

At the rear of the cab, disconnect the thermostat wiring connector (Item 1) [Figure 80-50-3].

BASIC TROUBLESHOOTING (CONT'D)

Cleaning The A/C Evaporator Coil & Heater Coil (Cont'd)

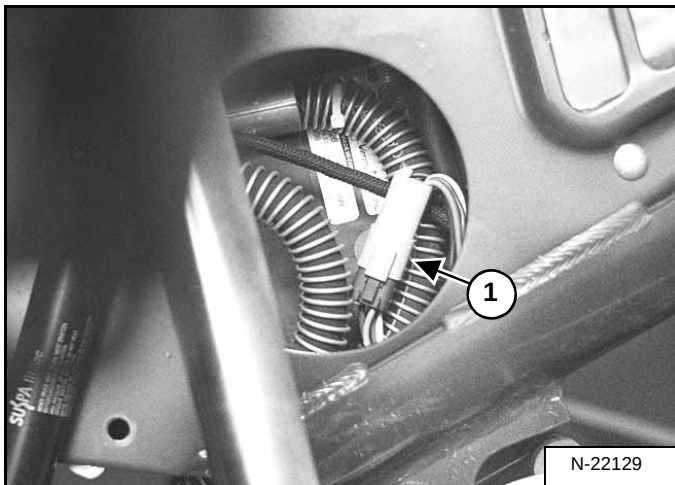
Figure 80-50-4



Remove the mount bolt (Item 1) [Figure 80-50-4] from the left side cab access cover.

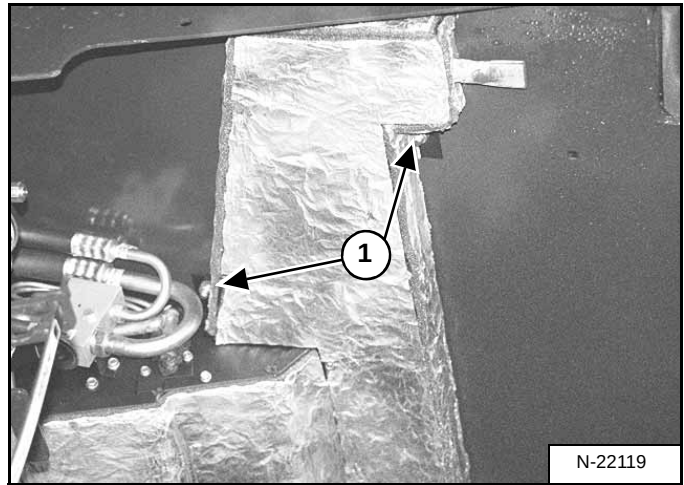
Remove the access cover (Item 2) [Figure 80-50-4] from the loader.

Figure 80-50-5



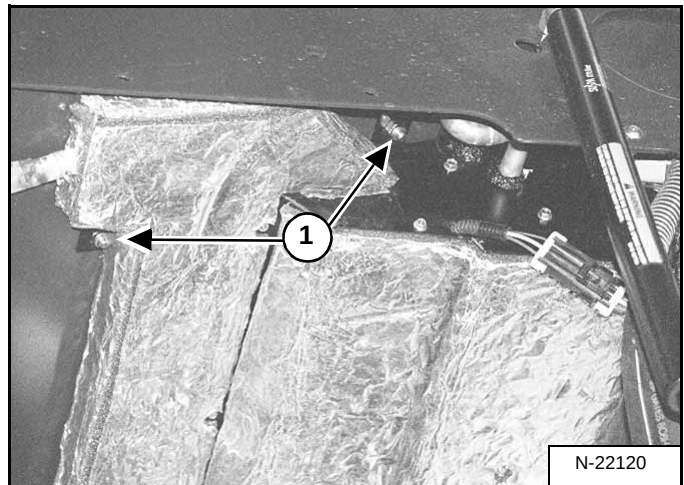
Disconnect the blower fan wiring connector (Item 1) [Figure 80-50-5] from the loader wiring harness.

Figure 80-50-6



Remove the two mounting nuts (Item 1) [Figure 80-50-6]

Figure 80-50-7

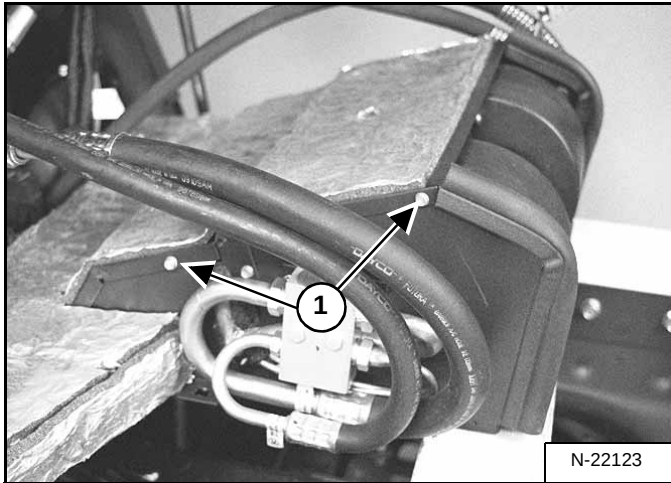


Remove the two mounting nuts (Item 1) [Figure 80-50-7]

BASIC TROUBLESHOOTING (CONT'D)

Cleaning The A/C Evaporator Coil & Heater Coil (Cont'd)

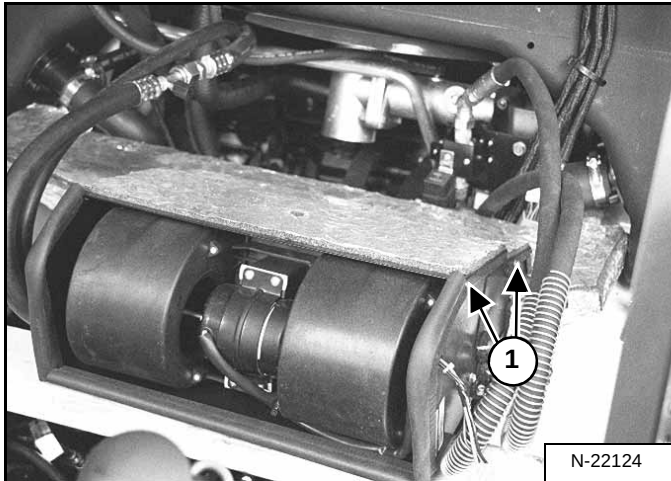
Figure 80-50-8



Remove the Evaporator/Heater Unit from the rear of the cab. Place it on the fenders of the loader supported with 2x4's (blocking) [Figure 80-50-8].

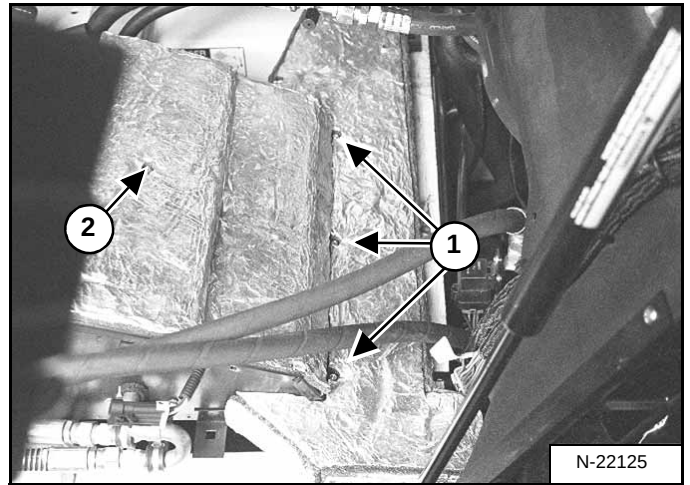
Remove the two mount bolts (Item 1) [Figure 80-50-8] from the Evaporator/Heater Unit rear cover.

Figure 80-50-9



Remove the two mount bolts (Item 1) [Figure 80-50-9] from the Evaporator/Heater Unit rear cover.

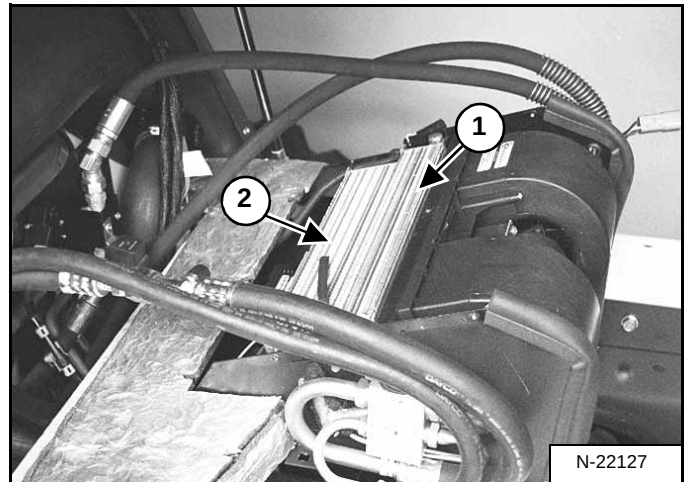
Figure 80-50-10



Remove the three mount bolts (Item 1) and the one center mount bolt (Item 2) [Figure 80-50-10] from the Evaporator/Heater Unit rear cover.

Remove the rear cover from the unit.

Figure 80-50-11

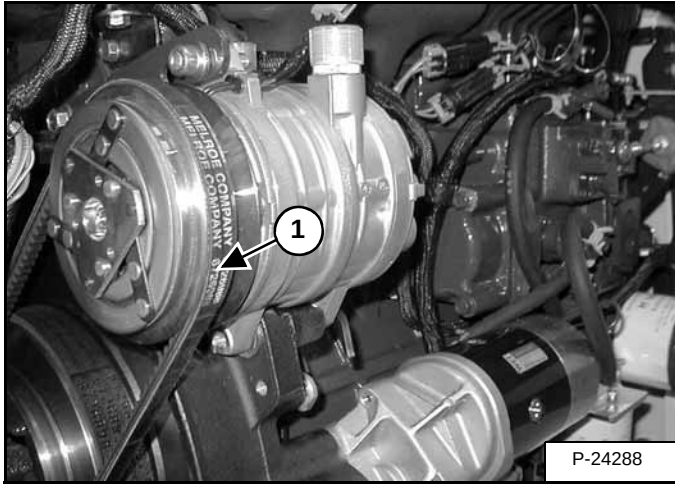


With air or water, clean the heater coil (Item 1) and evaporator coil (Item 2) [Figure 80-50-11]

BASIC TROUBLESHOOTING (CONT'D)

Compressor Drive Belt Inspection:

Figure 80-50-12



Regularly inspect (weekly) the compressor drive belt for wear.

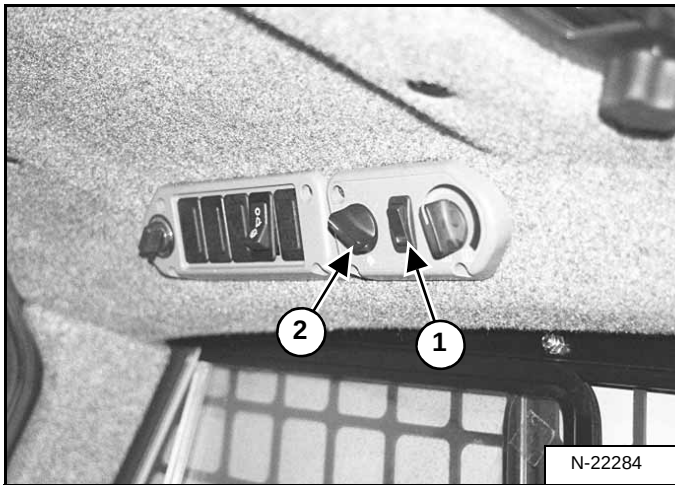
Open the rear door.

Remove the drive belt cover.

Check the tension on the compressor belt (Item 1) [Figure 80-50-12].

Checking The Electrical System

Figure 80-50-13



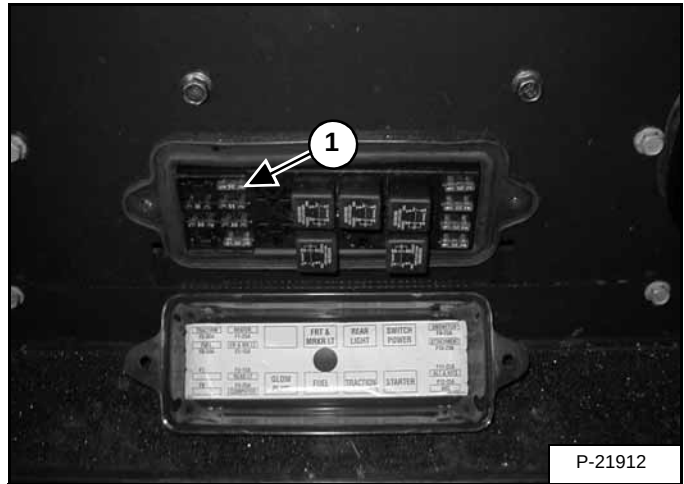
Check to see if the compressor clutch is engaging.

With an operator in the loader seat and the cab door open, turn the loader key switch to RUN (Standard Panel) OR press the RUN/ENTER Button (Deluxe Panel), without starting the loader.

Push the A/C switch (Item 1) to the ON position. Turn the blower fan switch (Item 2) [Figure 80-50-13] to the first ON position.

The compressor clutch should make a click sound, which indicates the clutch is engaging.

Figure 80-50-14



If the compressor clutch does not engage, check the loader fuse (Item 1) [Figure 80-50-14] located on the control panel in the loader cab.

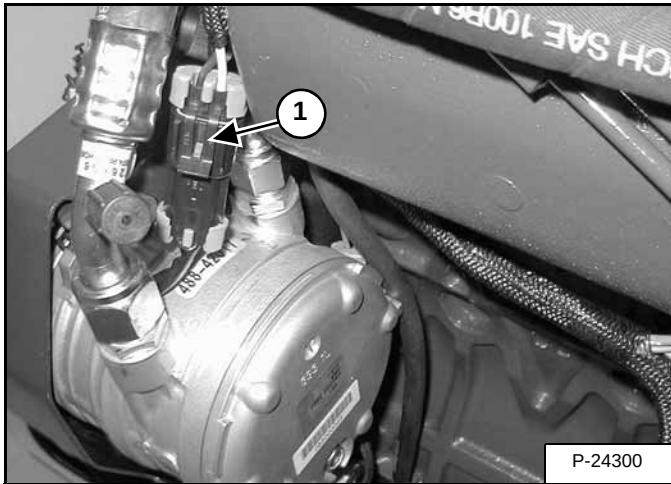
Replace the fuse if burned out.

NOTE: The decal inside the fuse cover, refers to the fuse as **HEATER**. This fuse controls the power for both the Heater and the A/C systems.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-15

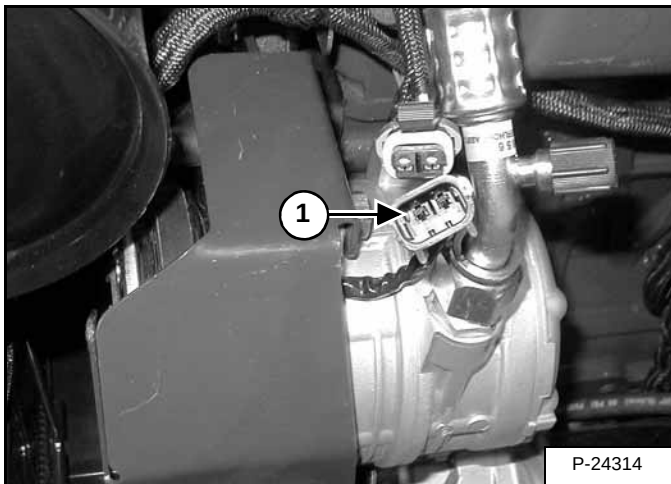


Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect the loader harness (Item 1) [Figure 80-50-15] from the compressor clutch wire.

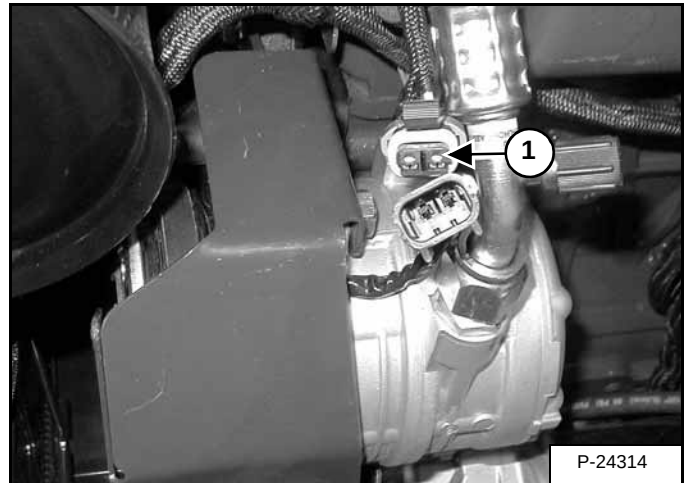
Figure 80-50-16



With a multimeter, check the resistance to the compressor clutch (Item 1) [Figure 80-50-16].

If there is no resistance value, replace the compressor clutch. (See Compressor Clutch Disassembly on Page 80-110-2.)

Figure 80-50-17



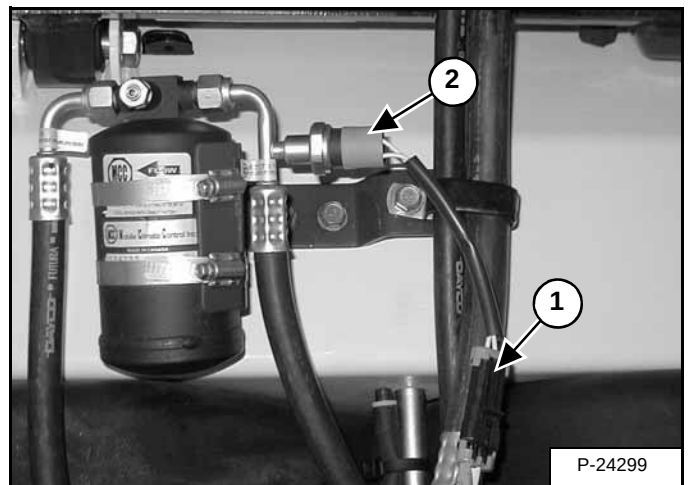
With a multimeter, check the voltage to the compressor clutch at the loader harness (Item 1) [Figure 80-50-17]

The voltage reading should be around 12 volts.

If there is no power at the clutch, check the wiring harness for broken wires.

If there is power at the clutch, reconnect the wiring harness to the compressor clutch.

Figure 80-50-18

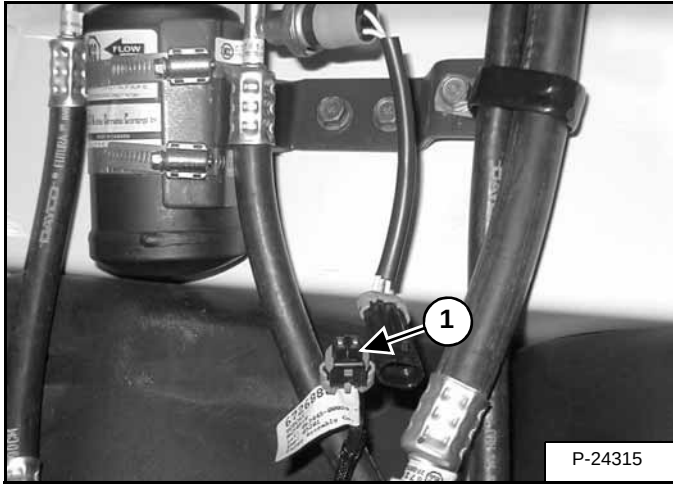


Disconnect the loader harness (Item 1) from the pressure switch (Item 2) [Figure 80-50-18].

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-19

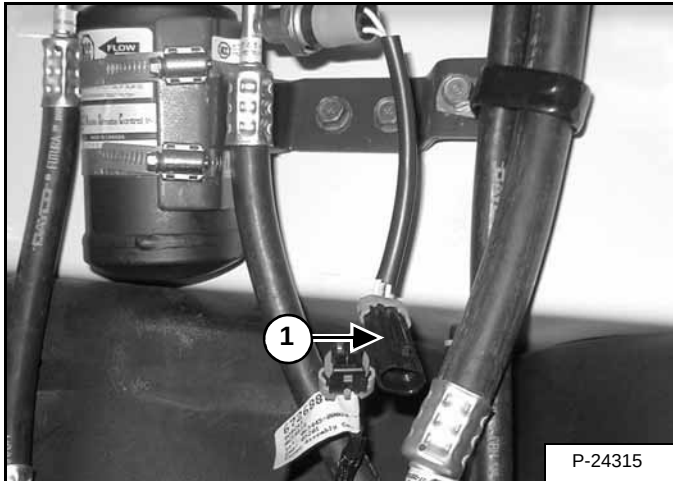


Using a multimeter check the loader wiring harness (Item 1) [Figure 80-50-19] for voltage.

The voltage should be around 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

Figure 80-50-20



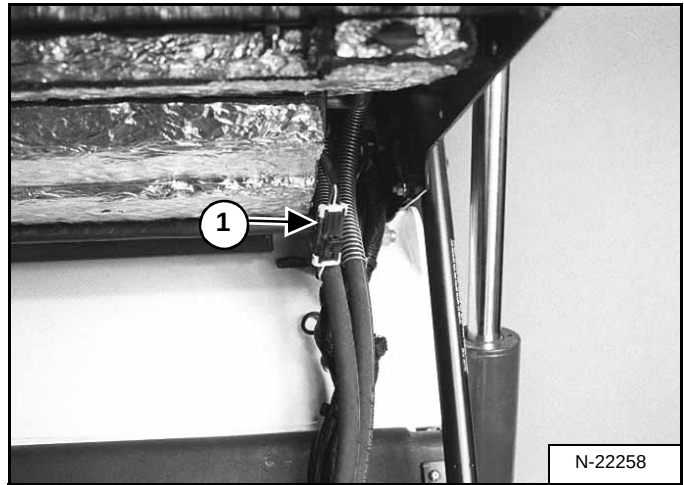
If there is voltage at the harness, check the resistance at the pressure switch (Item 1) [Figure 80-50-20].

If there is no resistance value, check for low refrigerant level. (See Component Replacement And Refrigeration Leaks on Page 80-60-3.)

If a resistance value is observed, the pressure switch is good.

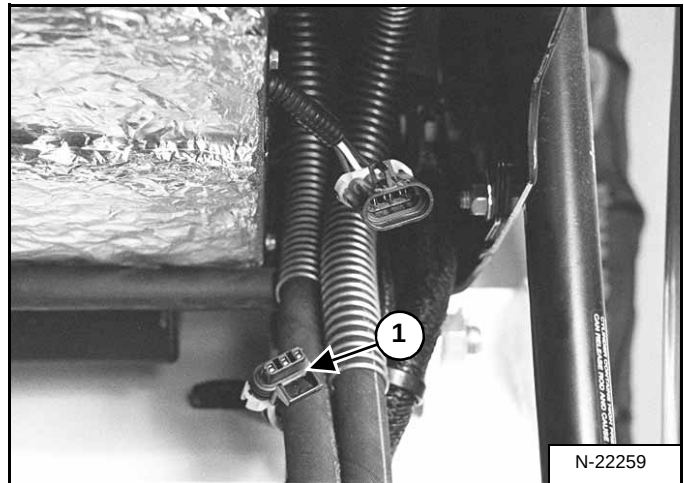
Reconnect the loader harness to the pressure switch.

Figure 80-50-21



Disconnect the thermostat wiring connector (Item 1) [Figure 80-50-21] from the loader wiring harness.

Figure 80-50-22



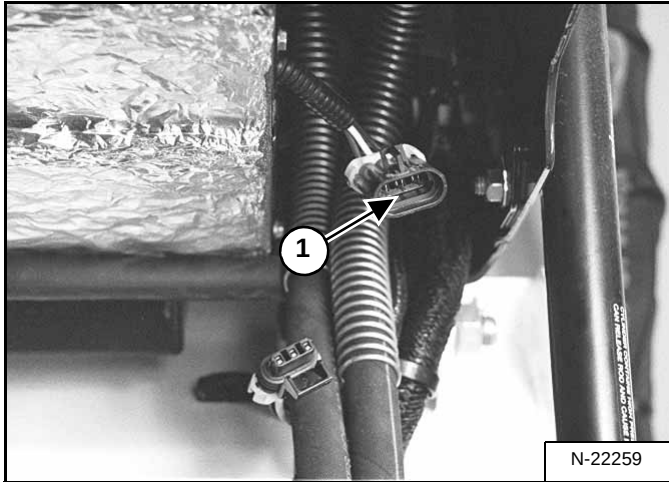
Check the loader harness (Item 1) [Figure 80-50-22] for voltage. The voltage should be 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-23



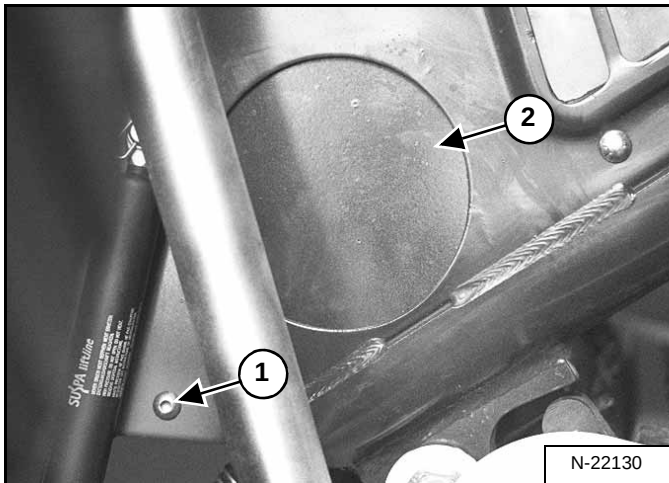
If there is voltage at the wiring harness, check the thermostat (Item 1) [Figure 80-50-23] for resistance.

The resistance value of the thermostat should be 10 Ohms at 68° F (20° C).

If there is no resistance value, replace the thermostat. (See Removal And Installation on Page 80-170-1.)

If there is a resistance value, check the blower fan.

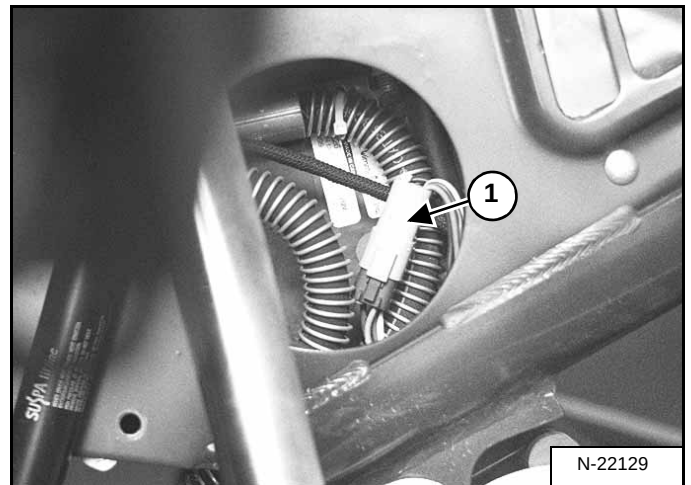
Figure 80-50-24



Remove the mount bolt (Item 1) [Figure 80-50-24] from the left side cab access cover.

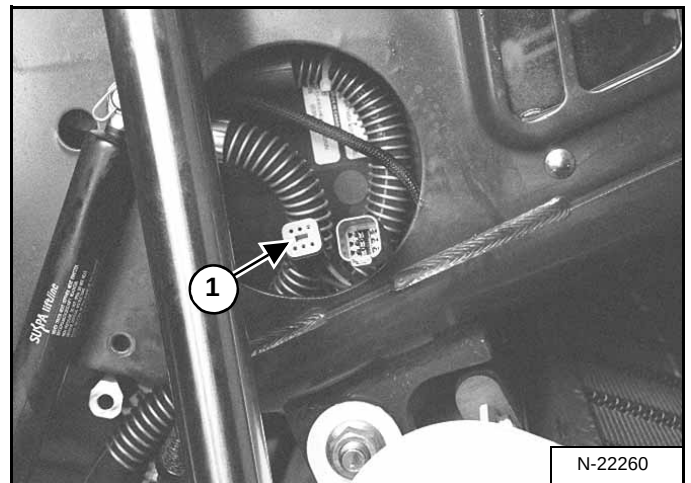
Remove the access cover (Item 2) [Figure 80-50-24] from the loader.

Figure 80-50-25



Disconnect the blower fan wiring connector (Item 1) [Figure 80-50-25] from the loader wiring harness.

Figure 80-50-26



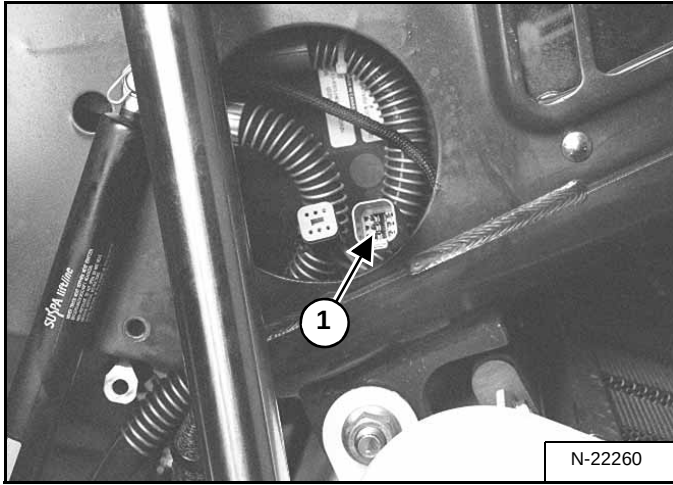
Check the loader harness (Item 1) [Figure 80-50-26] for voltage. The voltage should be 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-27

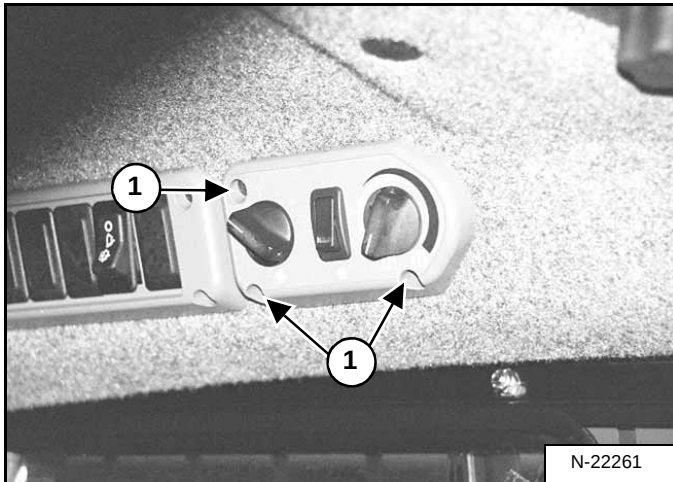


If there is voltage at the wiring harness, check the resistance to the blower fan at the blower fan wiring connector (Item 1) [Figure 80-50-27].

If there is no resistance value replace the blower fan. (See Removal And Installation on Page 80-210-1.)

If there is a resistance value check the climate controls at the control panel inside the loader cab.

Figure 80-50-28



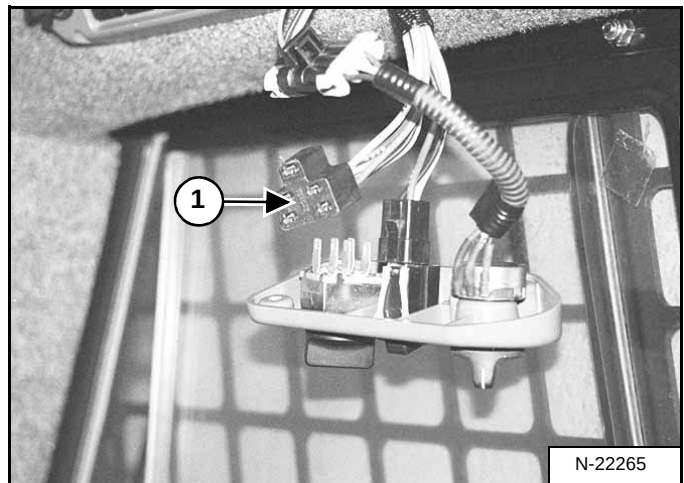
Remove the three mount bolts (Item 1) [Figure 80-50-28] from the cab control panel.

Figure 80-50-29



Remove the control panel and wiring harness from the cab [Figure 80-50-29].

Figure 80-50-30



Disconnect the loader wiring harness (Item 1) [Figure 80-50-30] from the blower switch.

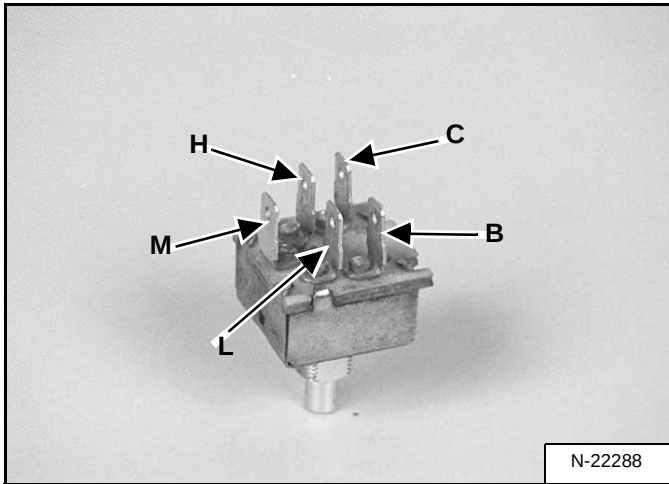
Check the loader harness for voltage. The voltage should be 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-31



If there is voltage at the wiring harness, check the blower switch [Figure 80-50-31] for resistance.

With the switch in the OFF position, there should be zero resistance between all terminals.

With the switch in the 1 position, there should be resistance between **C** terminal and the **B** terminal, between the **C** terminal and the **L** terminal, and also between the **B** terminal and the **L** terminal [Figure 80-50-31].

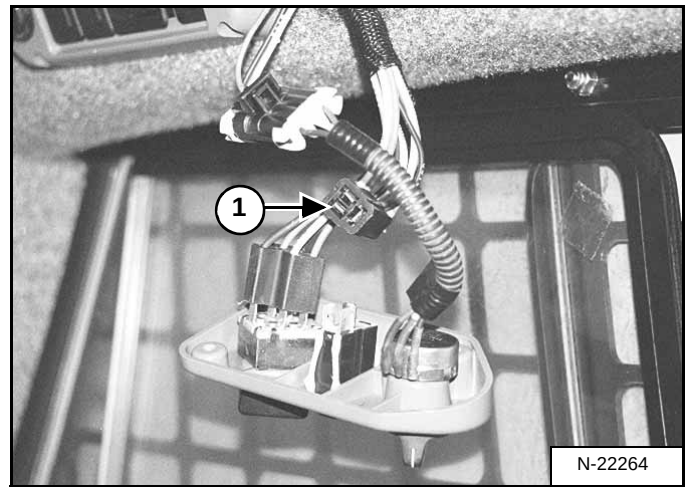
With the switch in the 2 position, there should be resistance between **C** terminal and the **B** terminal, between the **C** terminal and the **M** terminal, and also between the **B** terminal and the **M** terminal [Figure 80-50-31].

With the switch in the 3 position, there should be resistance between **C** terminal and the **B** terminal, between the **C** terminal and the **H** terminal, and also between the **B** terminal and the **H** terminal [Figure 80-50-31].

If any of the above resistance tests fail, replace the blower switch.

If the above resistance tests are good, check the A/C switch.

Figure 80-50-32



At the loader cab, disconnect the loader harness (Item 1) [Figure 80-50-32] from the A/C switch.

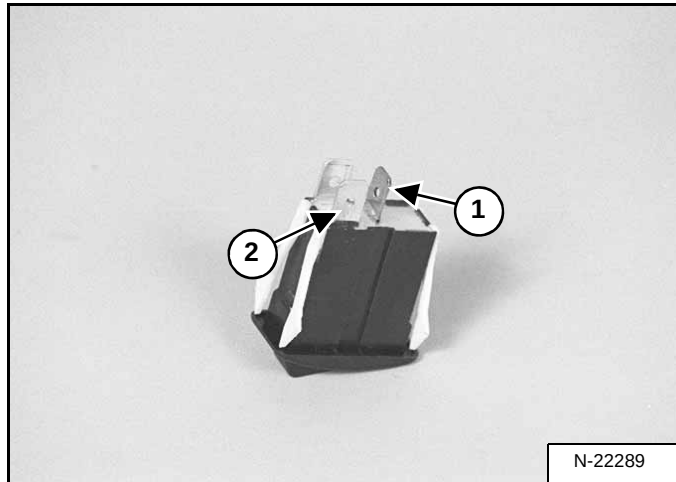
Check the harness for voltage. The voltage should be 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-33



If there is voltage at the wiring harness, check the A/C switch [Figure 80-50-33] for resistance.

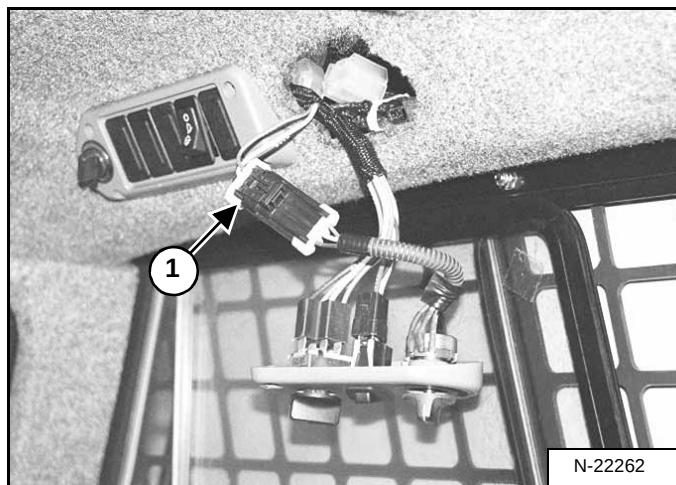
With the switch in the OFF position there should be no resistance between any of the three terminals on the A/C switch.

With the switch in the ON position there should be resistance between both terminals (Item 1) and (Item 2) [Figure 80-50-33].

If no resistance value is found, replace the A/C switch.

If a resistance value is found, check the potentiometer.

Figure 80-50-34

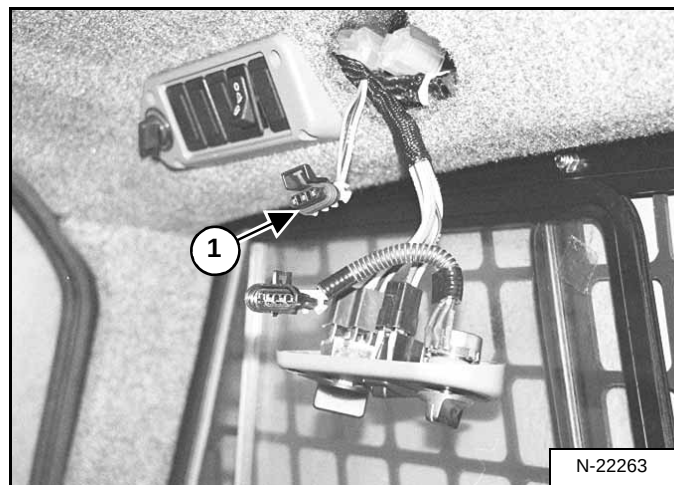


The potentiometer will effect the A/C system and also affect the operation of the heater.

If heater valve does not open, or close, or the A/C does not work, check the potentiometer.

At the loader cab, disconnect the loader harness (Item 1) [Figure 80-50-34] from the potentiometer.

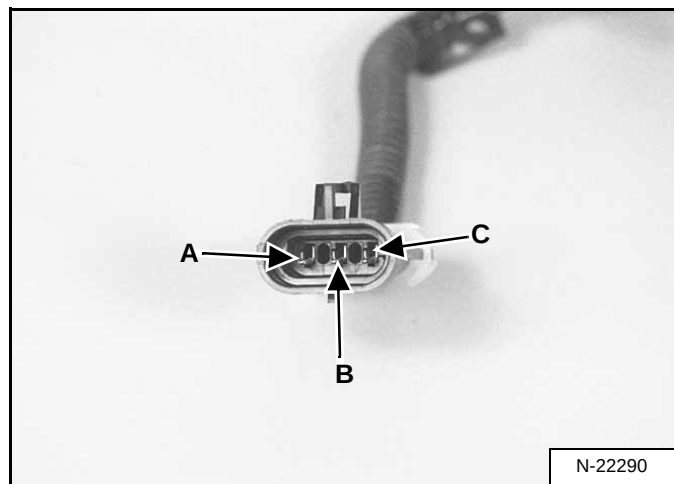
Figure 80-50-35



Check the loader harness (Item 1) [Figure 80-50-35] for voltage. The voltage should be 12 volts.

If there is no voltage at the wiring harness, check the harness for broken wires.

Figure 80-50-36



If there is voltage at the wiring harness, check the potentiometer [Figure 80-50-36] for resistance.

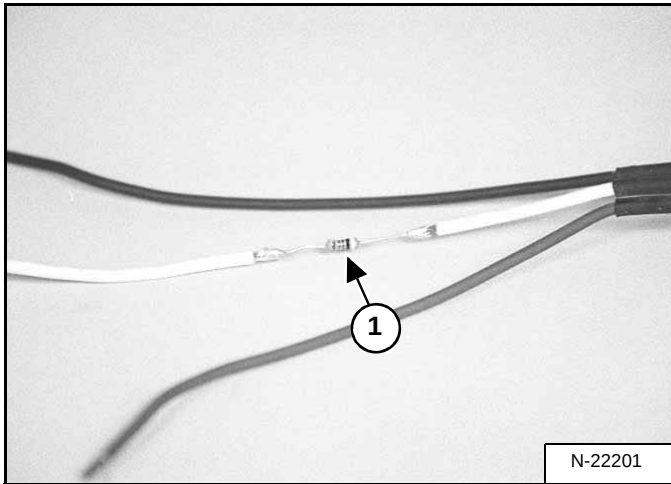
The resistance should be 10 K Ohm's between wire terminal A and wire terminal C frame [Figure 80-50-36].

If no resistance is found replace the potentiometer.

BASIC TROUBLESHOOTING (CONT'D)

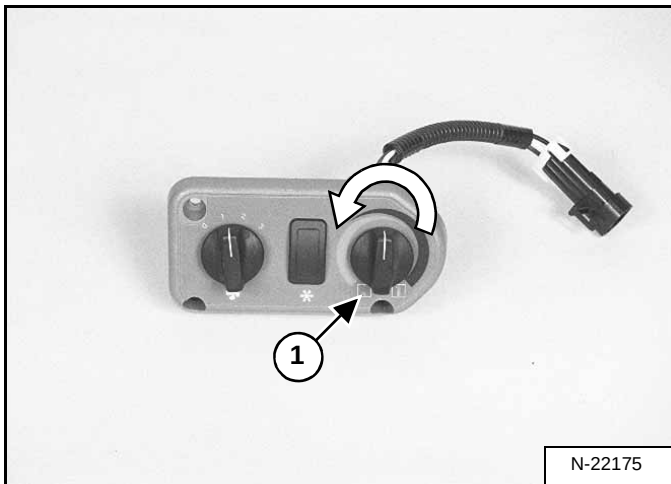
Checking The Electrical System (Cont'd)

Figure 80-50-37



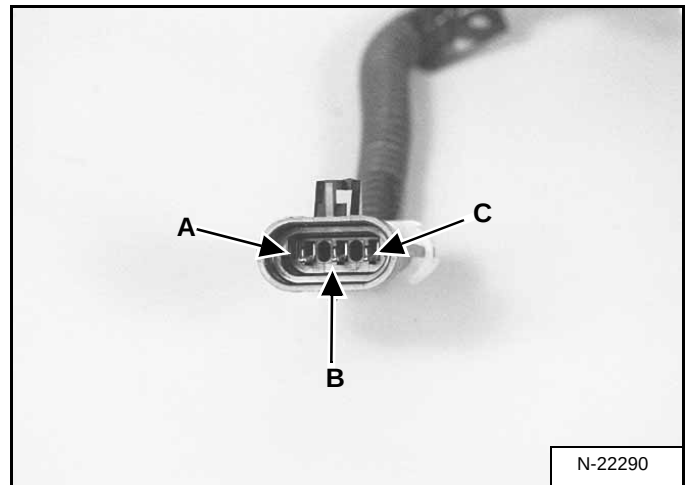
The white wire B, (Item 1) [Figure 80-50-37], on the potentiometer, is a resistor wire.

Figure 80-50-38



To check the resistance of the white wire, turn the potentiometer control (Item 1) to the full A/C position [Figure 80-50-38].

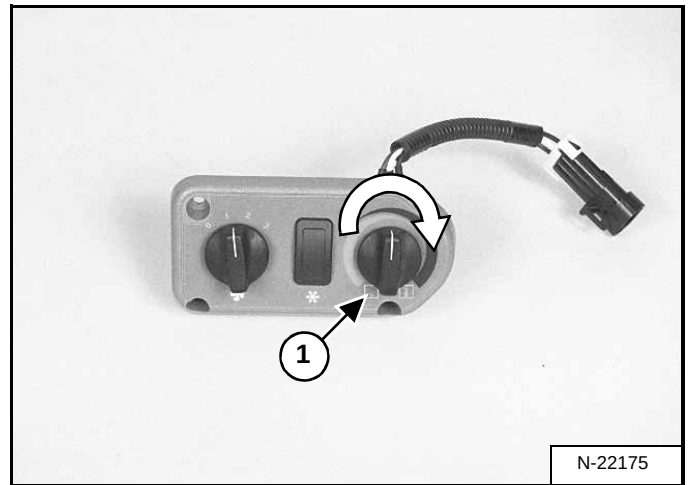
Figure 80-50-39



The resistance between the wire terminal A and wire terminal B frame [Figure 80-50-39] should be approximately 49 K Ohm's.

Check the resistance between the wire terminal C and wire terminal B frame [Figure 80-50-39] should be approximately 39 K Ohm's.

Figure 80-50-40

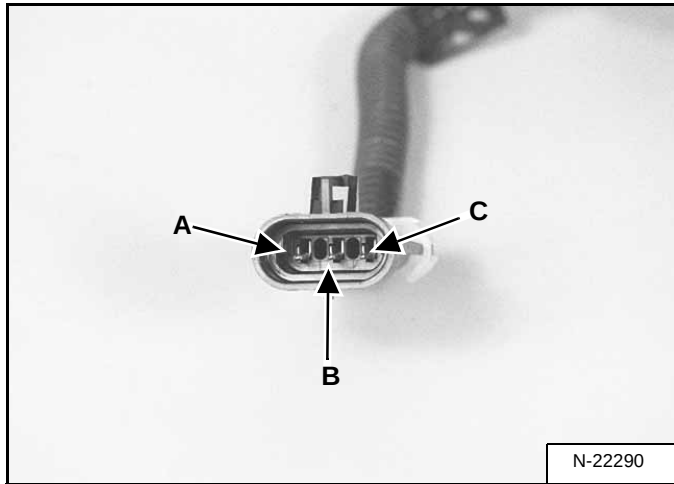


To check the resistance of the white wire, turn the potentiometer control (Item 1) [Figure 80-50-40] to the full Heater position.

BASIC TROUBLESHOOTING (CONT'D)

Checking The Electrical System (Cont'd)

Figure 80-50-41



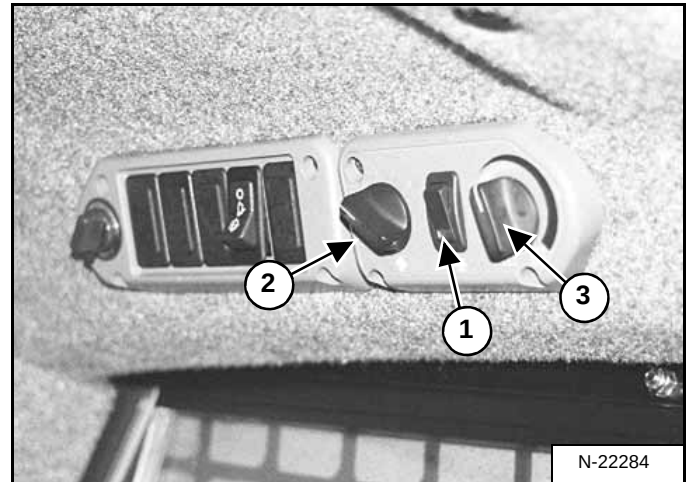
Check the resistance between the wire terminal A and wire terminal B frame [Figure 80-50-41] should be approximately 39 K Ohm's.

Check the resistance between the wire terminal C and wire terminal B frame [Figure 80-50-41] should be approximately 49 K Ohm's.

If the resistance is not found replace the potentiometer.

Engine Coolant By-Passing The Heater Valve

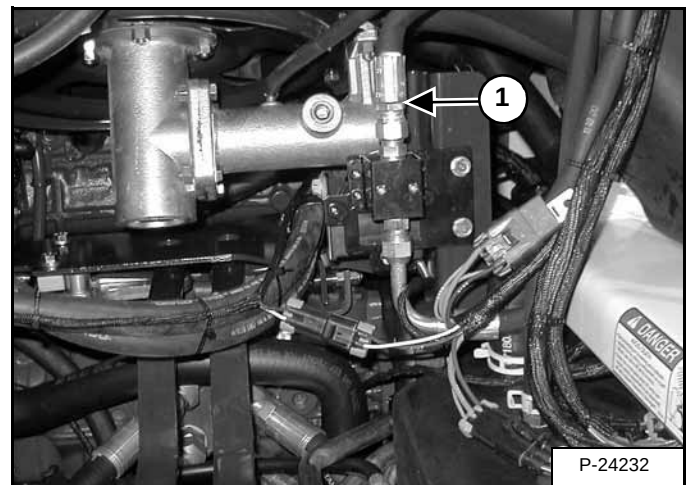
Figure 80-50-42



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Push the A/C switch (Item 1) to the OFF position. Turn the fan switch (Item 2) to the High Speed position. Turn the temperature control (Item 3) [Figure 80-50-42] to the High A/C position, with the loader ignition switch OFF.

Figure 80-50-43



Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Connect the remote start tool to the loader. (See REMOTE START on Page 10-60-1.)

Start the loader and run at high idle, for ten minutes.

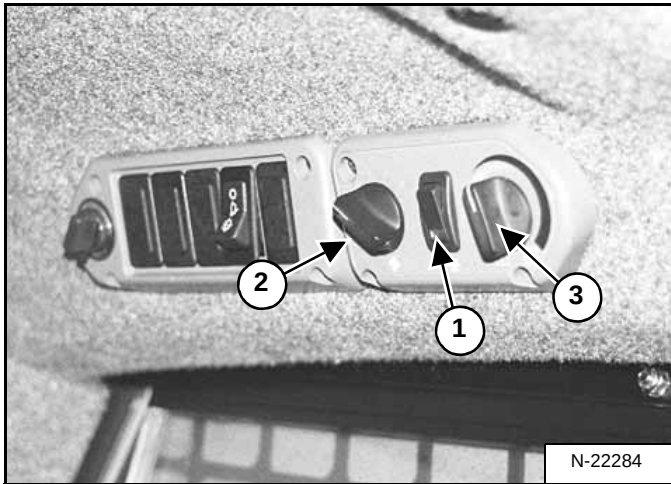
Check the heater hose (Item 1) [Figure 80-50-43] for temperature.

If the hose is hot, the heater valve is leaking by, and needs to be replaced.

BASIC TROUBLESHOOTING (CONT'D)

Heater Valve Not Opening Or Closing

Figure 80-50-44



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Push the A/C switch (Item 1) to the OFF position. Turn the fan switch (Item 2) to position 1. Turn the temperature control (Item 3) **[Figure 80-50-44]** to the High A/C position, with the loader ignition switch OFF.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Connect the remote start tool to the loader. (See REMOTE START on Page 10-60-1.)

Place the remote start tool on the left fender of the loader, so the heater valve can be clearly seen. Watch the valve shaft (Item 1) **[Figure 80-50-45]**, as the key of the remote start tool is turned to the ON position without starting the loader. The heater valve should rotate. Place a mark on the loader shaft.

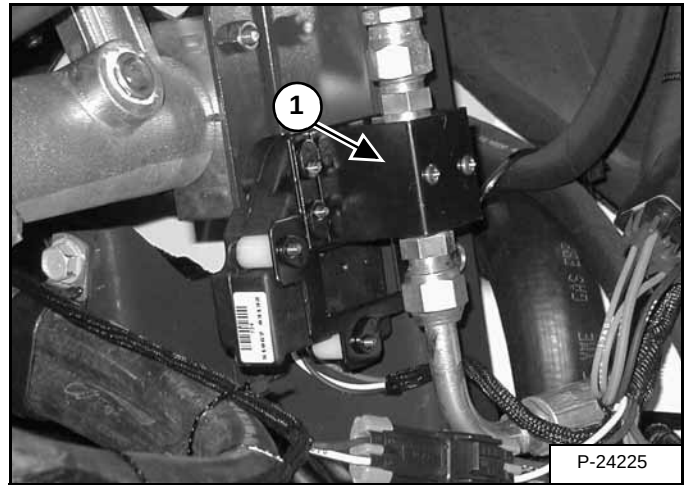
Turn the key of the remote start tool to the OFF position and remove the remote start tool from fender.

Lower operator cab.

Turn the temperature control (Item 3) **[Figure 80-50-44]** to the High Heater position, with the loader ignition switch OFF.

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Figure 80-50-45



Place the remote start tool on the left fender of the loader, so the heater valve can be clearly seen. Watch the valve shaft (Item 1) **[Figure 80-50-45]**, as the key of the remote start is turned to the ON position without starting the loader. The heater valve should rotate.

See Heater Valve Not Opening Or Closing on Page 80-50-13. If it does not rotate, check the potentiometer for proper function.

Replace the heater valve. (See Removal and Installation on Page 80-220-1.)

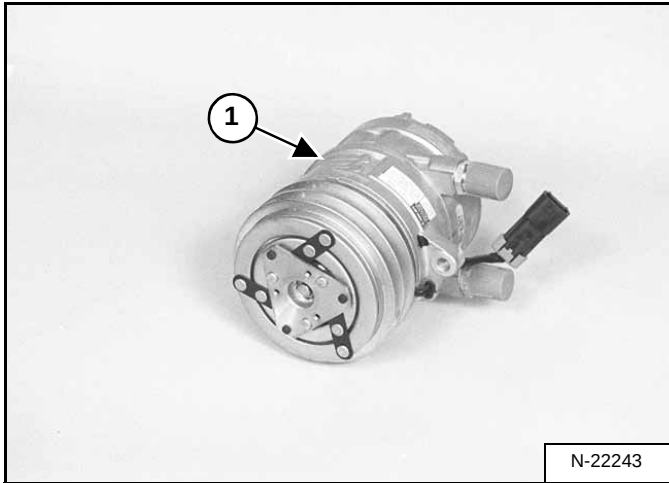


Bobcat®

GENERAL AIR CONDITIONING SERVICE GUIDELINES

Compressor Oil

Figure 80-60-1



The compressor (Item 1) **[Figure 80-60-1]** is factory filled with 150-170 cc's of PAG oil (Poly Alkelene Glycol).

Unlike engine oil, it is not necessary to frequently check or change the compressor oil.

It is necessary to check, replenish or replace the compressor oil in the following cases:

1. When the evaporator, condenser or receiver-drier is replaced.
2. When refrigerant has leaked from the system.
3. When refrigerant is suddenly released from the cooling cycle.
4. When any oil related problems occur in the cooling cycle.

When one of the components (the evaporator, condenser or receiver-drier) is replaced, one ounce (30 cc) of PAG oil should be added for each component replaced.

If the A/C compressor is changed, no oil should be added to the system, because the compressor comes factory filled with oil.

NOTE: Only PAG oil should be used. Never mix R-12 and R-134a Oils.

GENERAL AIR CONDITIONING SERVICE GUIDELINES (CONT'D)

Compressor Oil Check

Figure 80-60-2

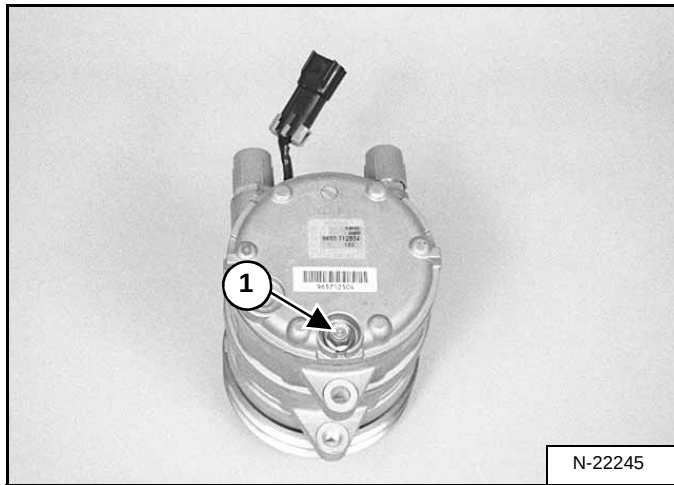
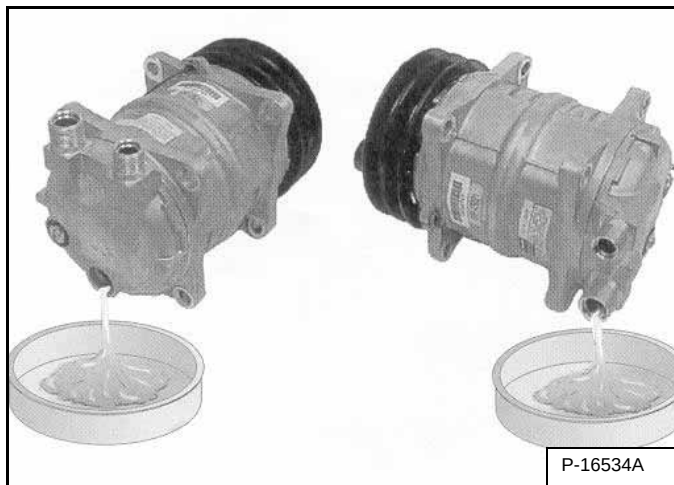


Figure 80-60-3



The compressor oil should be checked as follows when oil is being added to an in service loader.

There is a close affinity between oil and refrigerant. During normal operation, part of the oil circulates with the refrigerant in the system. Therefore, when checking the amount of oil in the system or replacing any system component, the compressor must be run in advance to insure return of oil to the compressor.

If the amount of refrigerant in the system has decreased, charge the system. (See SYSTEM CHARGING AND RECLAMATION on Page 80-100-1.)

Open the cab door and windows.

Run the blower at maximum speed.

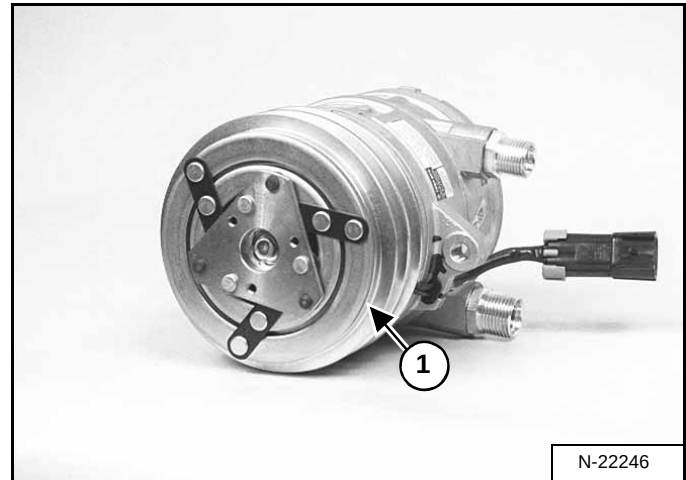
Run the compressor for at least 20 minutes at 800-1200 RPM.

Remove the compressor from the loader. (See Removal And Installation on Page 80-110-1.)

Remove the oil drain plug (Item 1) [Figure 80-60-2] and drain the oil through the connectors and the oil drain hole [Figure 80-60-3].

Installation: Tighten the oil drain plug to 9.4-10.8 ft.-lbs. (13-15 Nm) torque.

Figure 80-60-4

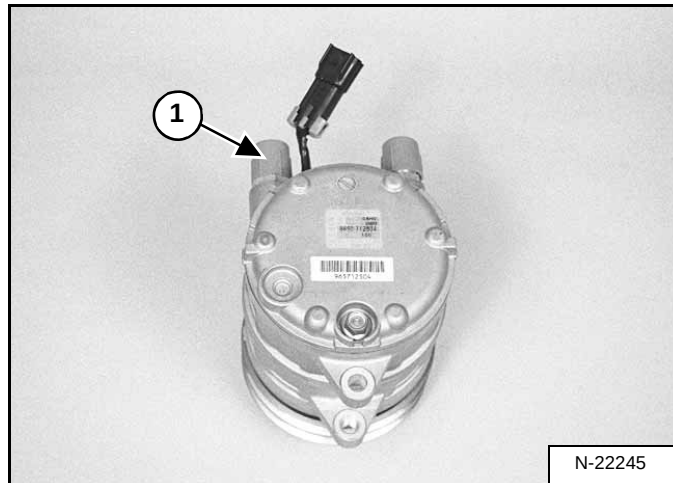


NOTE: After draining the oil through the drain hole and the connectors, extract the remaining oil through the discharge-side connector by rotating the drive pulley (Item 1) [Figure 80-60-4] several times by hand.

GENERAL AIR CONDITIONING SERVICE GUIDELINES (CONT'D)

Compressor Oil Check (Cont'd)

Figure 80-60-5



Measure the drained oil in a measuring cylinder.

Check the oil for contamination, dirt, metal shavings, or varnish color, discard the oil if contaminated.

NOTE: If metal shavings are found in the compressor oil, replace the complete compressor assembly.

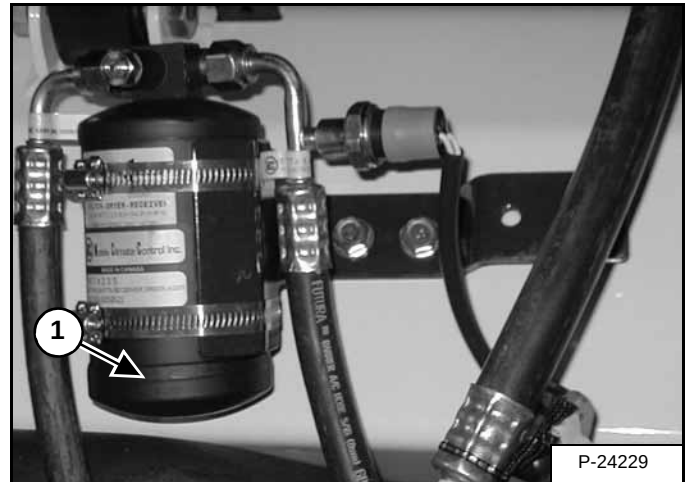
Add new compressor oil through the suction side connector (Item 1) [Figure 80-60-5].

Installation: Add 150 -170 cc's of PAG oil.

NOTE: The suction port on the compressor is marked with an S and is the larger port on the compressor.

Component Replacement And Refrigeration Leaks

Figure 80-60-6



Whenever the A/C system is opened to the atmosphere or there has been a leak in the system, the receiver/drier (Item 1) [Figure 80-60-6] must be changed.

Never leave hose fittings, compressor fittings or components uncapped while working on the A/C system.



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SYSTEM TROUBLESHOOTING CHART

Blower motor does not operate

Possible Cause	Inspection	Solution
1. Blown fuse.	Inspect the fuse/wiring.	Replace fuse/repair wiring.
2. Broken wiring or bad connection.	Check the fan motor ground and connectors.	Repair the wiring or connector.
3. Fan motor malfunction.	Check the lead wires form the motor with a circuit tester.	Replace Motor.
4. Resistor malfunction.	Check resistor using a circuit tester.	Replace Resistor.
5. Fan motor malfunction.	Check power into and out of the fan switch.	Replace Fan Switch.

Blower motor operates normally, but air flow is insufficient

Possible Cause	Inspection	Solution
1. Evaporator inlet obstruction.	Check evaporator for plugging.	Remove obstruction and clean evaporator fins with air or water.
2. Air leak.	Check to make sure air hoses are properly hooked to Louvers, and air ducts.	Repair or adjust.
3. Defective thermo. switch (frozen evaporator).	Check thermostat using a circuit tester.	Replace thermostat.

Insufficient cooling although air flow and compressor operation are normal

Possible Cause	Inspection	Solution
1. System low on refrigerant.	The high side pressure will be low and bubbles may be present in sight glass on receive drier.	Repair any leaks and recharge the refrigerant to the correct level.
2. Excessive refrigerant.	The high pressure side pressure will be high.	Use refrigerant recovery equipment to capture excess refrigerant. Charge to the correct refrigerant level.

The compressor does not operate at all, or operates improperly

Possible Cause	Inspection	Solution
1. Loose drive belt.	The belt is vibrating or oscillating.	Adjust tension.
2. Internal compressor malfunction.	The compressor is locked up and the belt slips.	Replace compressor.
Magnetic clutch related		
3. Low battery voltage.	Clutch slips.	Recharge the battery.
4. Faulty coil.	Clutch slips.	Replace the magnetic clutch.
5. Oil on the clutch surface.	Clutch slips.	Replace or clean the clutch surface.
6. Open oil.	Clutch does not engage and there is no reading when a circuit tester is connected between the coil and terminals.	Replace clutch.
7. Broken wiring or poor ground.	Clutch will not engage. Inspect the ground and connections.	Repair.
8. Wiring harness components.	Test the conductance of the pressure switch, thermostat, Relay, etc.	Check operation.

SYSTEM TROUBLESHOOTING CHART (CONT'D)

Gauge Pressure Related Troubleshooting

Normal compressor suction (low side) and discharge (high side) pressure at ambient temperatures of 86-96 degrees F (30-38 degrees C) and compressor speed of approximately 2000 RPM are:

High pressure side pressure: 210-265 PSI

Low pressure side pressure: 15-33 PSI

As a rule of thumb the high side pressure will be around eight times greater than the low side pressure.

Possible Cause	Inspection	Solution
Low pressure side Too high.	The low pressure side pressure normally becomes too high when the high pressure side pressure is too high. As this is explained below, the following inspection is only used when the low pressure side is too high.	
1. Expansion valve opens too far.	Frost is present on the suction hose.	Replace expansion valve.
2. Dective compressor.	The high and low pressure side gauge pressures equalize when the magnetic clutch is disengaged.	Replace compressor.
Low pressure side Too low.		
1. Low refrigerant charge.	The high side pressure will be low and bubbles may be present in sight glass on receive drier.	Repair any leaks and recharge the refrigerant to the correct level.
2. Clogged or closed expansion valve.	The expansion valve's inlet side is frosted. Moisture or other Contaminants can be the cause.	Clean or replace the expansion Valve.
3. Restriction between drier and expansion valve.	Frost on the line between drier and expansion valve. A Negative low pressure reading may be shown.	Flush system or replace hose.
High pressure side Too high.		
1. Poor condenser performance.	Dirty or clogged condenser fins. Condenser fans not Operating.	Clean fins, and/or repair the fan.
2. Excessive refrigerant.	The high pressure side pressure will be high.	Use refrigerant recovery equipment to capture excess refrigerant. Charge to the correct refrigerant level.
3. Excessive oil charge.	The high pressure side will be high.	Evacuate system. Remove oil from condenser and compressor. Measure oil from compressor and add correct oil charge back into compressor. Flush system with nitrogen. Replace drier.
4. Air in system.	Pressure is high on both high and low sides.	Evacuate and recharge with Refrigerant.
5. Restriction in drier, condenser or high pressure line.	High pressure side will be high, and low pressure side will be low.	Evacuate and flush system replacing defective parts.
High pressure side Too low.		
1. Low refirgerant charge.	The high side pressure will be low and bubbles may be present in sight glass on receive drier.	Repair any leaks and recharge the refrigerant to the correct level.

SYSTEM TROUBLESHOOTING CHART (CONT'D)

Gauge Pressure Related Troubleshooting (Cont'd)

Possible Cause	Inspection	Solution
System pressures Equal		
1. Clutch not operating.	See magnetic clutch related topics above.	
2. Compressor not pumping.	Equal high and low pressures.	Replace compressor.



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TEMPERATURE/PRESSURE

Chart

NORMAL EVAPORATOR RANGE		NORMAL CONDENSER RANGE	
TEMP F.	PSIG	TEMP F.	PSIG
16	15.69	93	110.20
18	17.04	94	112.10
20	18.43	95	114.10
22	19.87	100	124.30
24	21.35	102	128.50
26	22.88	104	132.90
28	24.47	106	137.30
30	26.10	108	141.90
32	27.79	110	146.50
34	29.52	112	151.30
36	31.32	114	156.10
38	33.17	116	161.10
40	35.07	118	166.10
42	37.03	120	171.30
44	39.05	122	176.60
45	40.09	124	182.00
50	45.48	126	187.50
55	51.27	128	193.10
60	57.47	130	198.90
65	64.10	135	213.70
70	71.19	140	229.40
75	78.75	145	245.80
80	86.80	150	263.00
85	95.40	155	281.10
90	104.40	160	300.10
91	106.30	165	320.10
92	108.20	170	340.80

Evaporator

Pressures represent gas temperatures inside the coil. not the coil surface. For an estimate of the temperature of the air coming off the coil add 8-10 degrees F. to the temperature on the chart.

Condenser

Temperatures are not ambient temperatures but condensing temperatures. Add 40 degrees F. to the ambient temperature to get the condensing temperature and then refer to the pressure chart to see appropriate pressure for ambient temperature.

Example: Ambient Temperature=90 degrees F.
 90 degrees F.
 +40 degrees F.
 130 degrees F. condenser temperature=200 psig

Conditions and pressures will vary from system to system.



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AIR CONDITIONING SERVICE

Chart

Service Company/Phone Number:

Date:

Machine Model:

Machine Dealer:

Machine Serial Number:

Customer:

Machine Hours:

Pre Service Conditions	15 Minutes	30 Minutes	Notes
Ambient Temperature:			
Louver Temperature:			
Cab Temperature At Head Position:			
Temperature Into Condenser:			
High Side Pressure			
Low Side Pressure			
Ambient Humidity			
Observations:			

Explain Services Required:

Post Service Conditions	15 Minutes	30 Minutes	Notes
Ambient Temperature:			
Louver Temperature:			
Cab Temperature at Head Position:			
Temperature Into Condenser:			
High Side Pressure			
Low Side Pressure			
Ambient Humidity			
Observations:			



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SYSTEM CHARGING AND RECLAMATION

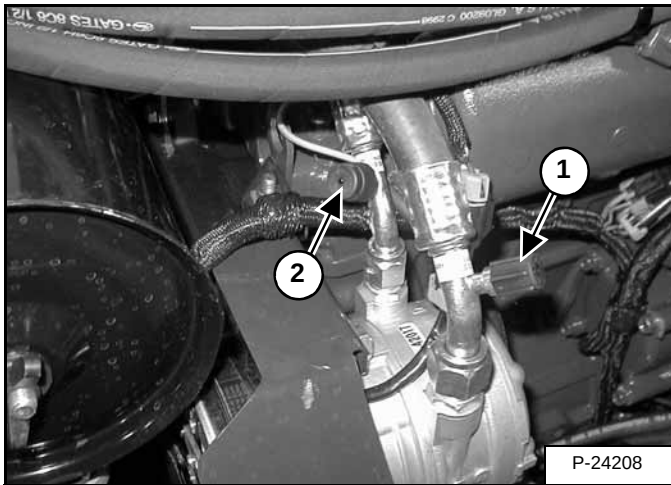
Reclamation Procedure



In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

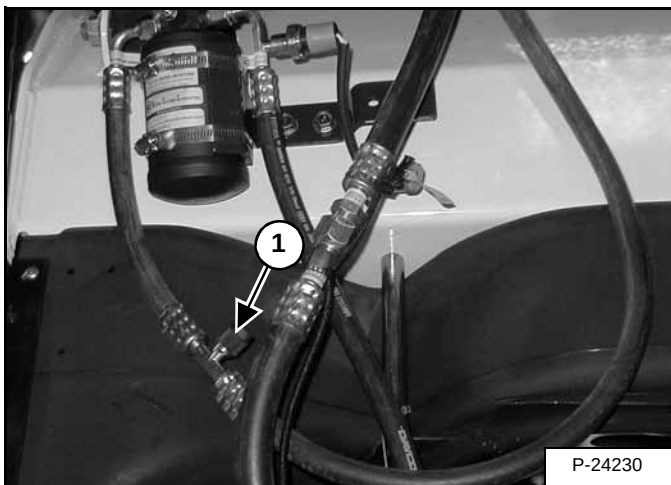
W-2371-0500

Figure 80-100-1



Open the tailgate and locate the low pressure port (Item 1), and high pressure port (Item 2) [Figure 80-100-1].

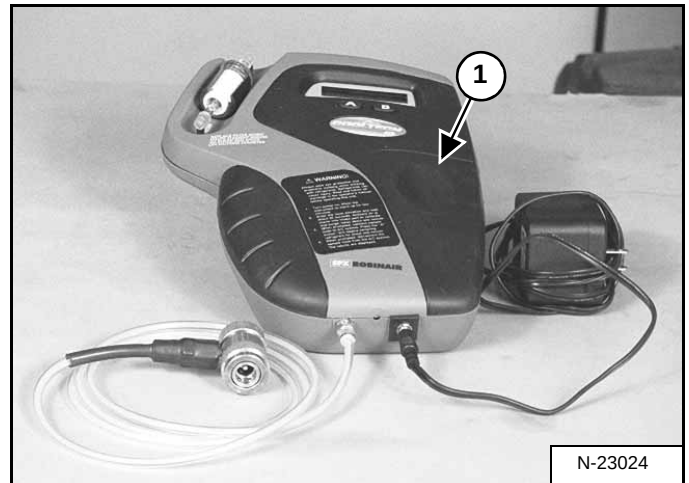
Figure 80-100-2



NOTE: Do not use this port (Item 1) [Figure 80-100-2] for testing or charging.

NOTE: This test is run with the loader engine OFF, and the A/C switch in the OFF position.

Figure 80-100-3

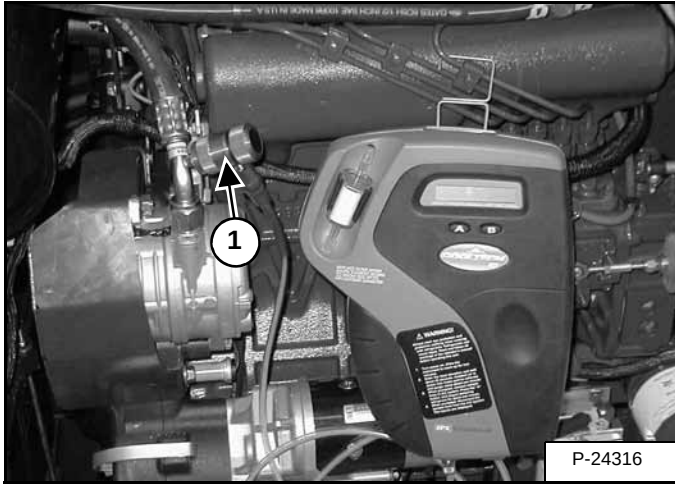


NOTE: Before reclaiming a refrigeration system, it is recommended to identify the type of refrigerant that is in the A/C system and if it is pure enough to use. The tool MEL 1592, Refrigerant Identifier (Item 1) [Figure 80-100-3] will determine, the kind of refrigerant and any possible harmful or dangerous substances that may be present in the system. Thus preventing mixing of dangerous material with your reclaimed R-134a in your reclaimer, and further contamination to other A/C systems that are reclaimed and charged from your MEL 1581 Recovery/Recycling/Recharging Machine.

SYSTEM CHARGING AND RECLAMATION (CONT'D)

Reclamation Procedure (Cont'd)

Figure 80-100-4



Remove the protective cap and connect the Refrigerant Identifier to the low pressure hose (Item 1) [Figure 80-100-4].

Connect the Refrigerant Identifier to its power source.

Follow the steps displayed on the refrigerant identifier screen.

Allow two minutes for the refrigerant identifier to display the type of refrigerant and air content. An alarm will sound if potentially flammable hydrocarbons are present and will also indicate on the visual display.

Disconnect the refrigerant identifier from the loader A/C.

If the refrigerant is dangerous or flammable, it must be evacuated from the A/C system into a separate container and properly and safely disposed of.

If R134a is found, evacuate the system.

WARNING

HFC 134A refrigerant can be dangerous if not properly handled. Liquid 134A may cause blindness if it contacts the eyes and may cause serious frostbite if it contacts the skin.

- Gaseous 134A becomes lethal (phosgene) gas when it contacts open flame or very hot substances.
- NEVER SMOKE when there is the possibility of even small amounts of 134A in the air.

Any servicing work that involves release or addition of 134A to the system must be done by a competent refrigeration dealer who has the proper equipment, knowledge, and experience to service refrigeration equipment.

W-2373-0500

Figure 80-100-5



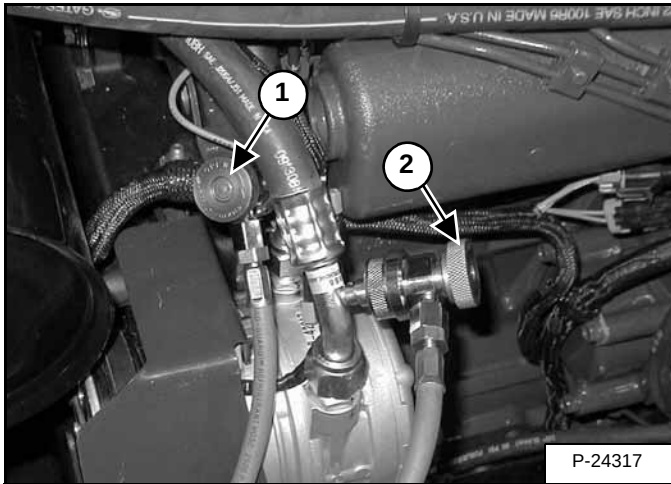
IMPORTANT: Only A/C trained technicians should perform the reclaiming and recharging.

Use an approved recovery/charging unit [Figure 80-100-5] to evacuate the system.

SYSTEM CHARGING AND RECLAMATION (CONT'D)

Reclamation Procedure (Cont'd)

Figure 80-100-6

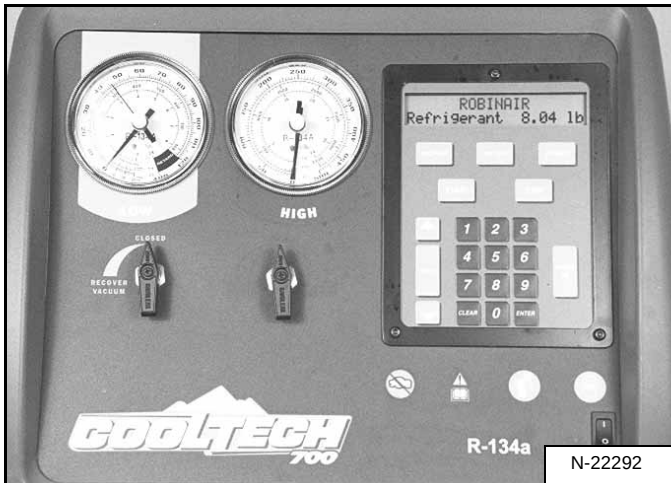


Connect the reclaimer to the loader A/C charge ports.

Connect the Red hose (Item 1) [Figure 80-100-6] to the high pressure port and open the valve.

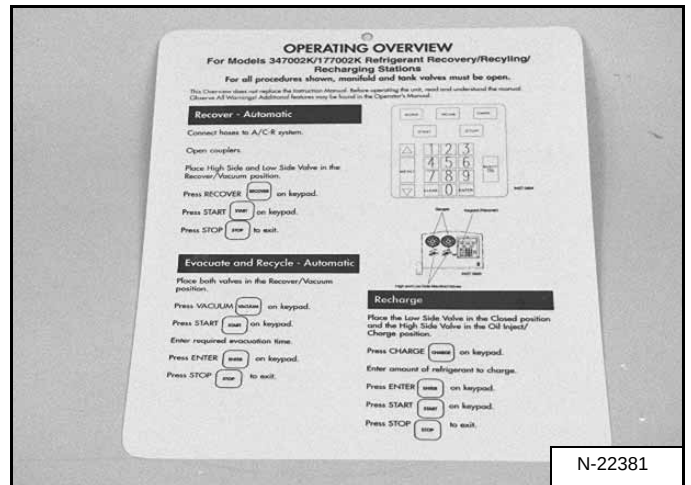
Connect the Blue hose (Item 2) [Figure 80-100-6] to the low pressure port and open the valve.

Figure 80-100-7



Turn the reclaimer unit [Figure 80-100-7] to the ON position and follow the on screen instructions.

Figure 80-100-8



NOTE: The reclaimer unit, has a complete step by step set of instructions [Figure 80-100-8] to follow for reclamation and recharging of the A/C system. A trained technician should follow these instructions as they may very slightly depending on the model and brand of reclaimer used.

SYSTEM CHARGING AND RECLAMATION (CONT'D)

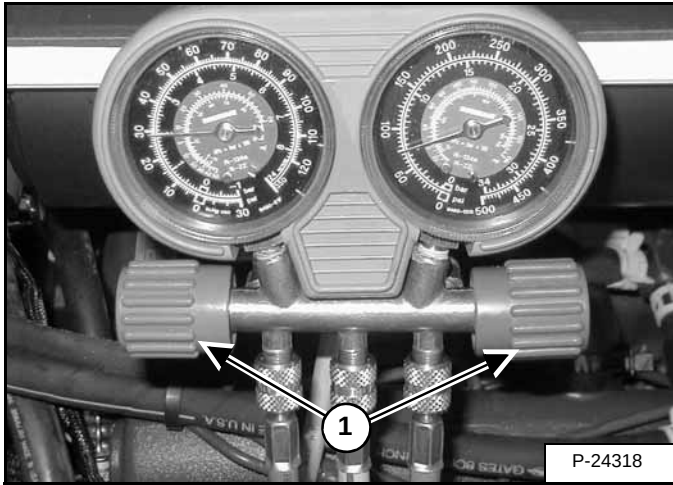
Charging Procedure With A Manifold Gauge Set

! WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

W-2371-0500

Figure 80-100-9

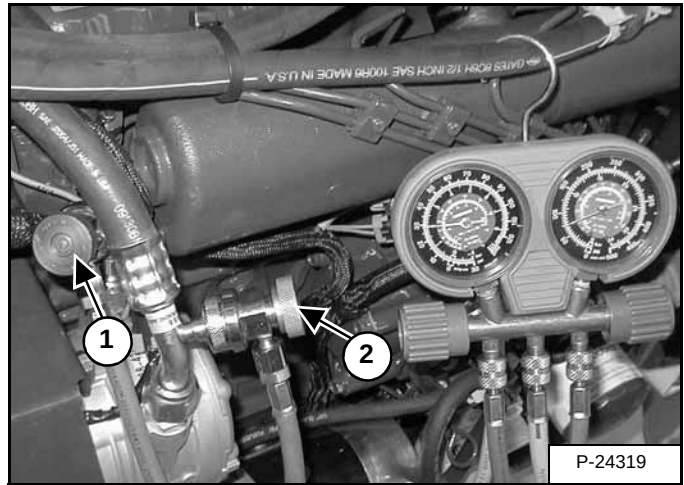


Open the rear door.

Check to see that the hand valves (Item 1) [Figure 80-100-9] are closed on the manifold gauge set.

If there is any refrigerant in the A/C system, it must be recovered by an approved A/C reclamation procedure. (See Reclamation Procedure on Page 80-100-1.)

Figure 80-100-10

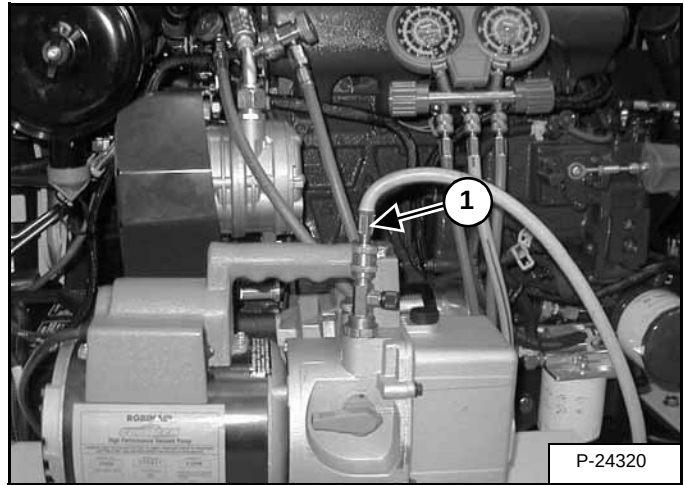


Connect the gauges to the loader A/C charge ports.

Connect the Red hose (Item 1) [Figure 80-100-10] to the high pressure port and open the valve.

Connect the Blue hose (Item 2) [Figure 80-100-10] to the low pressure port and open the valve.

Figure 80-100-11

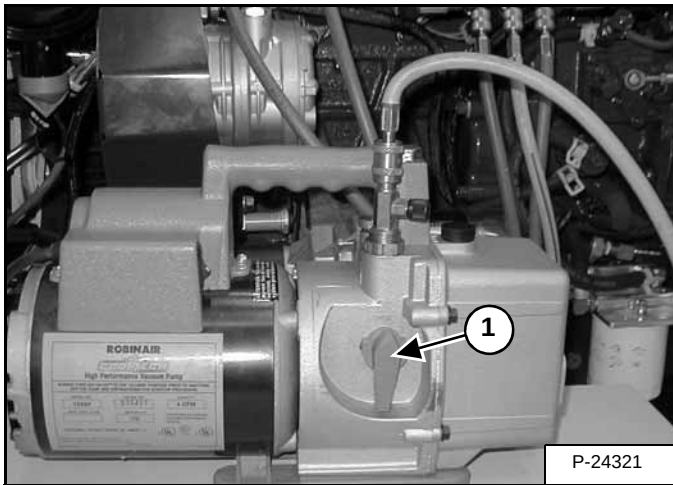


Connect the Yellow hose (Item 1) [Figure 80-100-11] to the vacuum pump.

SYSTEM CHARGING AND RECLAMATION (CONT'D)

Charging Procedure With A Manifold Gauge Set (Cont'd)

Figure 80-100-12



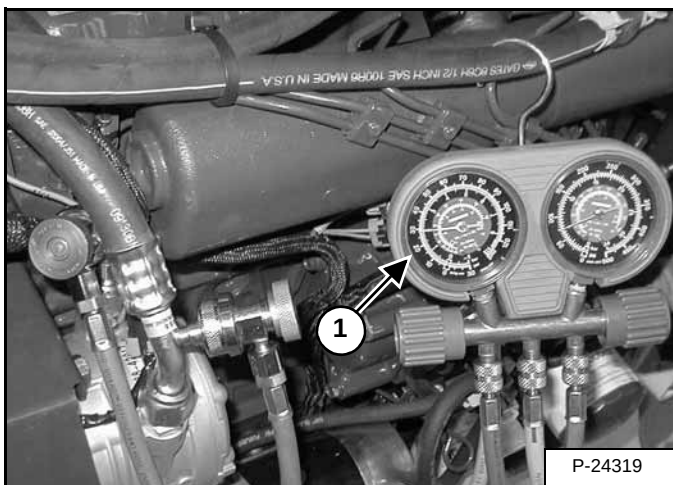
Start the vacuum pump and open ISO-valve (Item 1) [Figure 80-100-12] on the vacuum pump.

Run the vacuum pump for at least 5-10 minutes to insure that a vacuum has been pulled on the system.

Close the ISO-valve (Item 1) [Figure 80-100-12] (which isolates the vacuum pump from the A/C system) and turn OFF the vacuum pump.

Charging Procedure

Figure 80-100-13

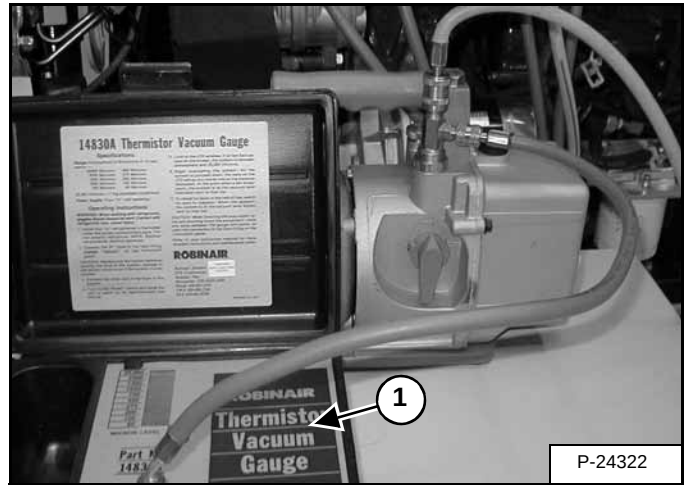


Note vacuum pressure indicated on the low pressure (Blue) gauge (Item 1) [Figure 80-100-13]. Let stand for 5-10 min. and recheck the pressure for changes.

If the pressure drops, this may be an indication of a leak in the A/C system.

Determine the problem with the A/C system and repair it.

Figure 80-100-14



A thermistor vacuum gauge (Item 1) [Figure 80-100-14] can be used to determine the critical vacuum level during evacuation. It is a solid state instrument that constantly monitors and visually indicates the vacuum level.

The thermistor vacuum gauge is used with the vacuum pump [Figure 80-100-14].

Start the vacuum pump and open ISO-valve on the vacuum pump.

Be sure that both hand valves, and both charge port valves are open.

Run the vacuum pump for at least 45 minutes to insure that all the moisture is boiled out of the system.

Stop the vacuum pump and close the ISO-valve on the vacuum pump.

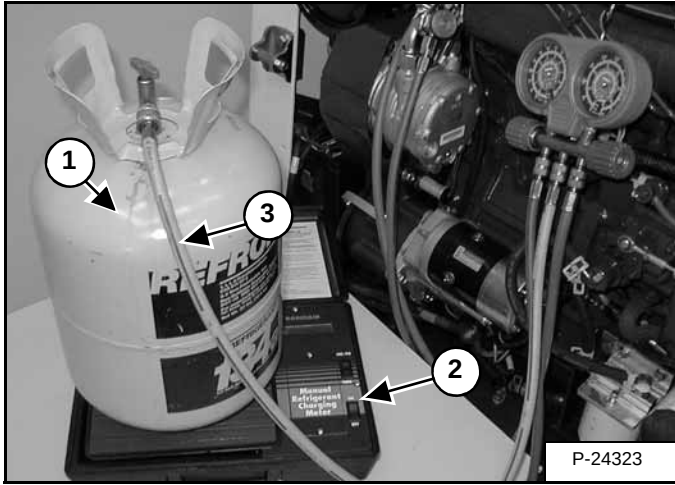
Close both hand valves on the manifold gauge set and remove the yellow hose from the vacuum pump that goes to the manifold gauge set.

Remove the vacuum pump and thermister vacuum gauge.

SYSTEM CHARGING AND RECLAMATION (CONT'D)

Charging Procedure (Cont'd)

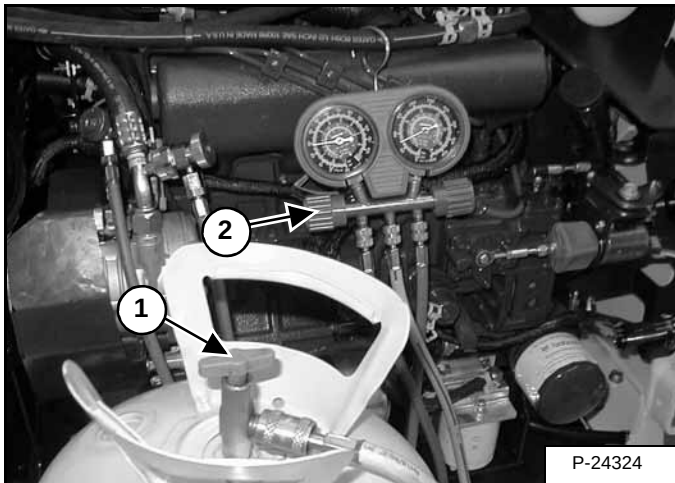
Figure 80-100-15



Place a refrigerant container with R134a (Item 1) on a charging scale (Item 2) [Figure 80-100-15] and zero out the scale.

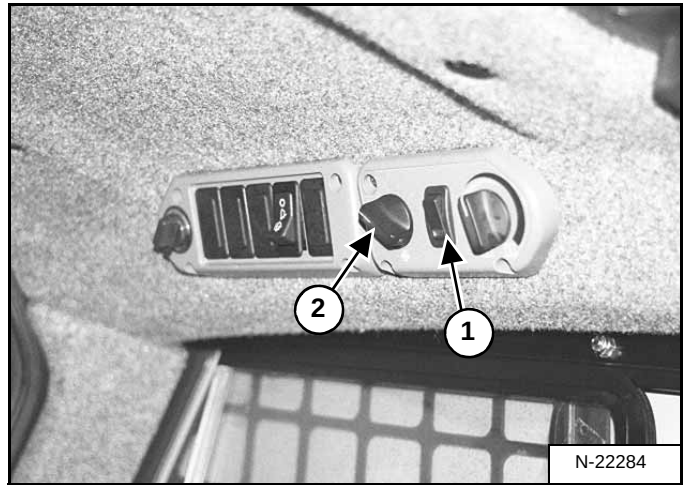
Connect the yellow hose (Item 3) [Figure 80-100-15] from the manifold gauge set to the valve on the refrigerant tank.

Figure 80-100-16



Open the valve on the refrigerant container (Item 1) and open the low pressure hand valve (Blue) (Item 2) [Figure 80-100-16] on the manifold gauge set. Allow the vacuum to pull in the refrigerant until the pressure stabilizes.

Figure 80-100-17



Connect the remote start tool to the loader. (See REMOTE START on Page 10-60-1.)

Press the A/C (Item 1) [Figure 80-100-17] switch to ON position.

Turn fan switch (Item 2) [Figure 80-100-17] to HIGH position.

Start loader engine, with the remote start switch, and run at medium speed.

Watch the scale and run system until the predetermined amount of refrigerant is added to the A/C system.

The A/C system holds 2.0 lbs. (1,13 kg) of refrigerant.

Turn OFF the valve on the refrigerant container, and hand valves on the manifold gauge set.

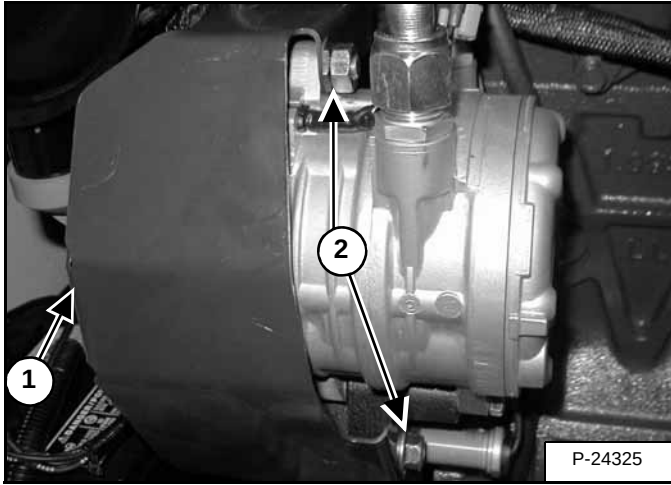
Turn OFF the engine, and remove the A/C charging equipment from the loader.

Lower the operator cab. (See Lowering The Operator Cab on Page 10-30-2.)

COMPRESSOR

Removal And Installation

Figure 80-110-1



Remove drive belt guard.

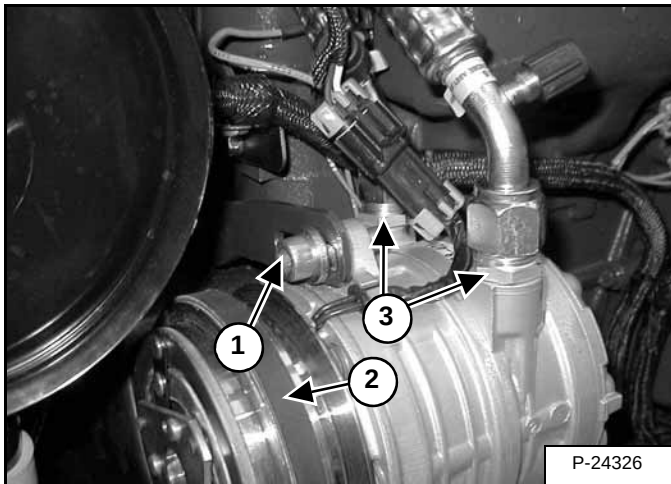
Remove A/C belt guard (Item 1) by removing the mounting bolt and nut (Item 2) [Figure 80-110-1].

Evacuate the A/C system. (See SYSTEM CHARGING AND RECLAMATION on Page 80-100-1.)

Remove the compressor adjustment bolt (Item 1) [Figure 80-110-1].

Installation: Tighten the compressor adjustment bolt to 34 ft.-lbs. (46 Nm) torque.

Figure 80-110-2



Remove the compressor belt (Item 2) [Figure 80-110-2].

Mark the compressor hoses for proper installation.

! WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

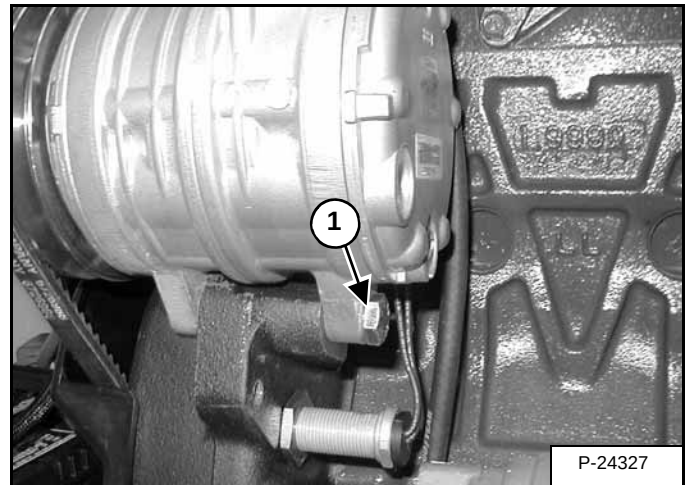
W-2371-0500

Remove the compressor hoses (Item 3) [Figure 80-110-2] from the compressor.

Installation: Tighten the compressor hoses to 22 ft.-lbs. (29,8 Nm) torque.

Cap and plug the compressor hoses and the fittings with with the proper A/C caps and plugs.

Figure 80-110-3



Remove the compressor mount bolt (Item 1) [Figure 80-110-3].

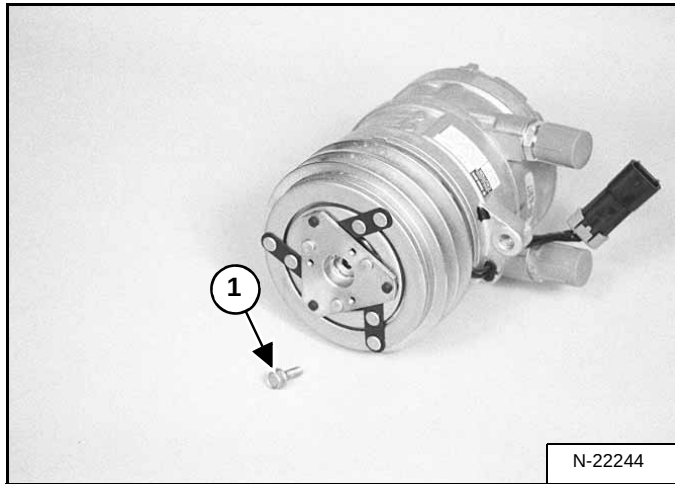
Remove the compressor from the loader.

Reverse the removal procedure to install the compressor.

COMPRESSOR (CONT'D)

Compressor Clutch Disassembly

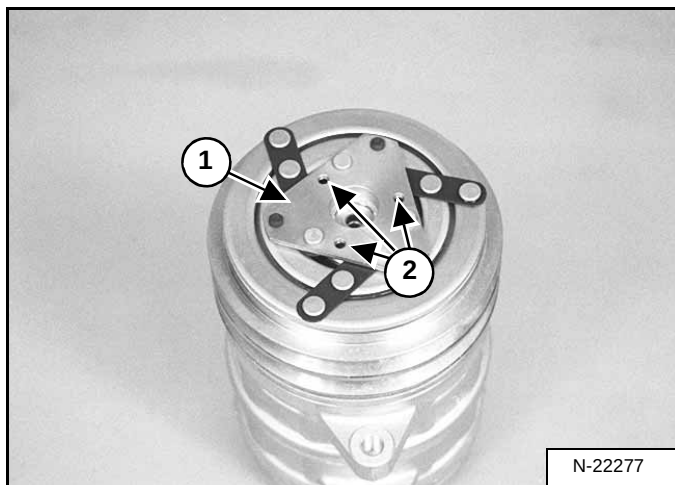
Figure 80-110-4



Remove the center armature bolt (Item 1) [Figure 80-110-4].

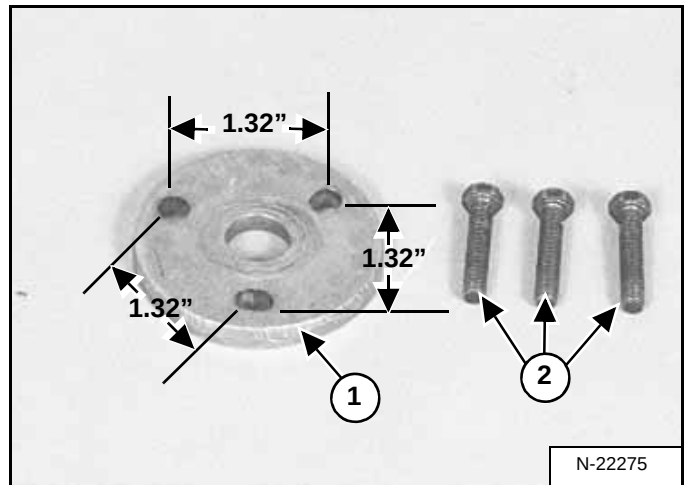
Installation: Tighten the armature bolt to 8-10 ft.-lbs. (12-14 Nm) torque.

Figure 80-110-5



To remove the armature plate (Item 1) [Figure 80-110-5] from the clutch face, you must make an armature plate puller.

Figure 80-110-6



The armature plate puller, (Item 1) can be constructed by drilling three 10 mm holes in a flat circular plate, located 1.32 inches apart [Figure 80-110-6].

Attach the puller to the armature plate using three 8 mm bolts (Item 2) [Figure 80-110-6].

Figure 80-110-7

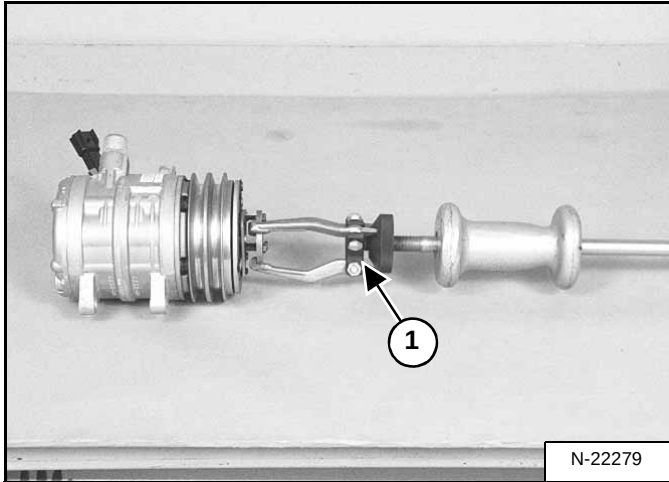


Turn the bolts into the three 8 mm holes (Item 2) on the armature plate as shown in Fig. [Figure 80-110-7].

COMPRESSOR (CONT'D)

Compressor Clutch Disassembly (Cont'd)

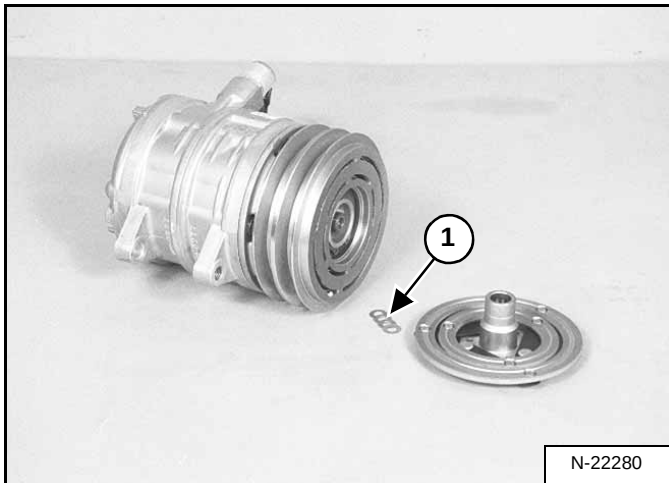
Figure 80-110-8



Attach a slide hammer puller (Item 1) [Figure 80-110-8] to the armature puller disk.

Remove the armature plate from the compressor clutch.

Figure 80-110-9



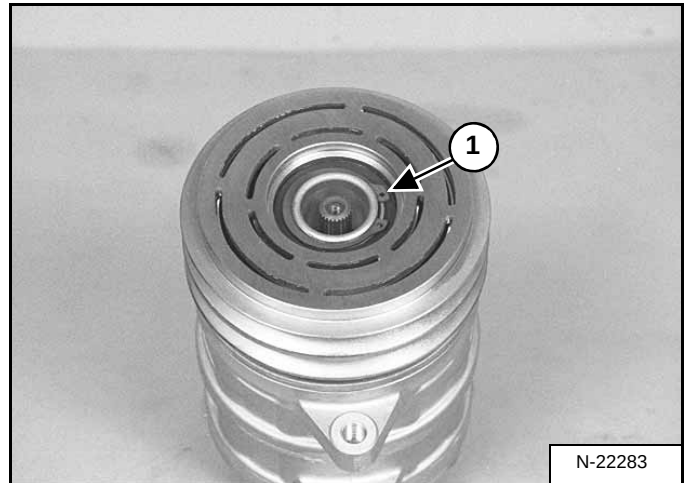
Remove the shims (Item 1) [Figure 80-110-9] from either the armature shaft or armature plate.

Installation: Insure that the clutch has the correct clearance by adding the shims (Item 1) [Figure 80-110-9].

The specified clearance for the clutch is 0.01-0.02 in. (0.3-0.6 mm). Adjusting shims are available in the following thicknesses:

- 0.0039 in. (0.1 mm)
- 0.0118 in. (0.3 mm)
- 0.0197 in. (0.5 mm)

Figure 80-110-10



Remove the snap ring (Item 1) [Figure 80-110-10] from the pulley assembly.

Figure 80-110-11



Install the pulley puller tool MEL 1595 on the compressor pulley [Figure 80-110-11].

COMPRESSOR (CONT'D)

Compressor Clutch Disassembly (Cont'd)

Figure 80-110-12



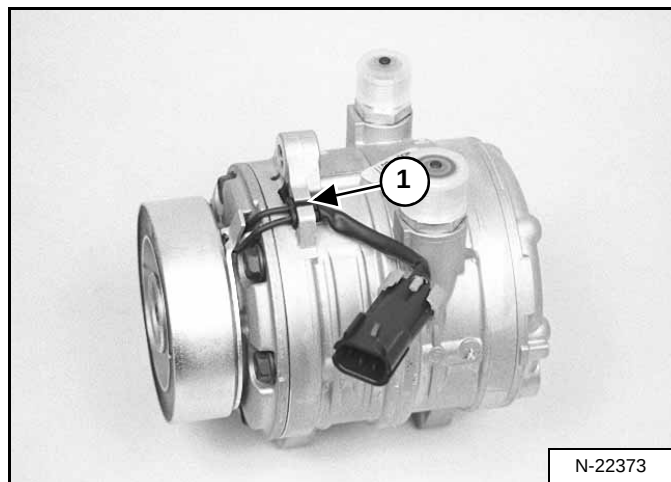
Remove the pulley from the compressor [Figure 80-110-12].

Figure 80-110-13



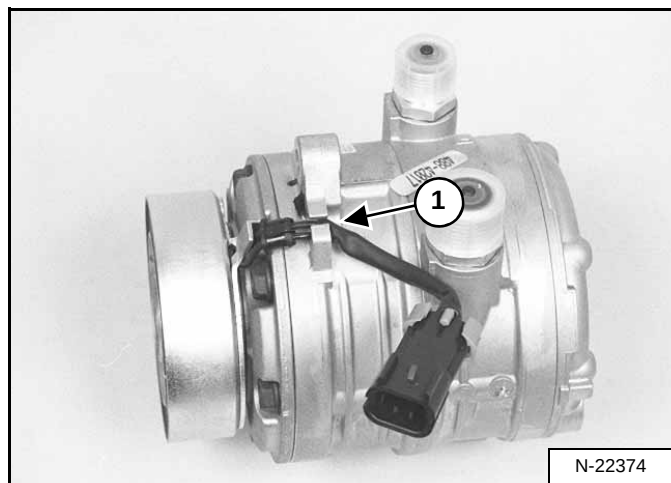
The pulley assembly and bearing [Figure 80-110-13] must be replaced as a complete unit.

Figure 80-110-14



Slide the wire grommet (Item 1) [Figure 80-110-14] from the wire holder.

Figure 80-110-15

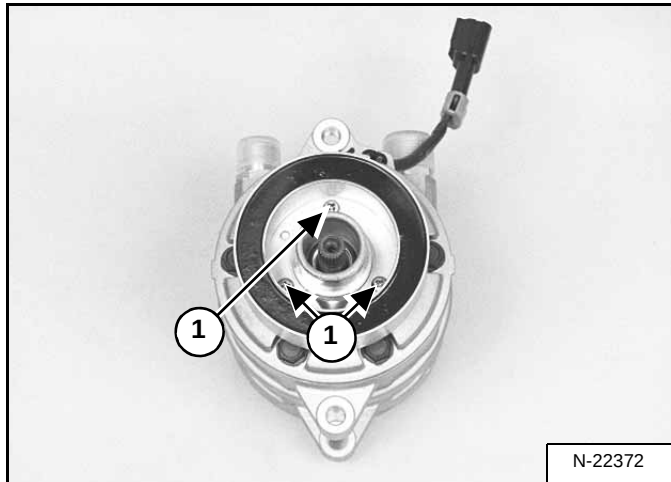


Remove the coil lead wire (Item 1) [Figure 80-110-15] from the wire holder on the compressor.

COMPRESSOR (CONT'D)

Compressor Clutch Disassembly (Cont'd)

Figure 80-110-16

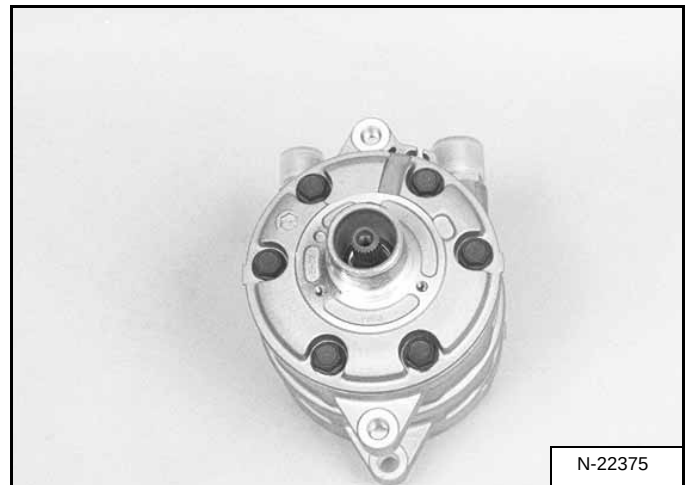


Remove the three coil mount bolts (Item 1) [Figure 80-110-16] from the compressor.

Installation: Tighten the mount bolts to 2.9-4.3 ft.-lbs. (4-6 Nm) torque.

Remove the coil from the compressor.

Figure 80-110-17



The compressor [Figure 80-110-17] must be replaced as a complete unit.



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CONDENSER

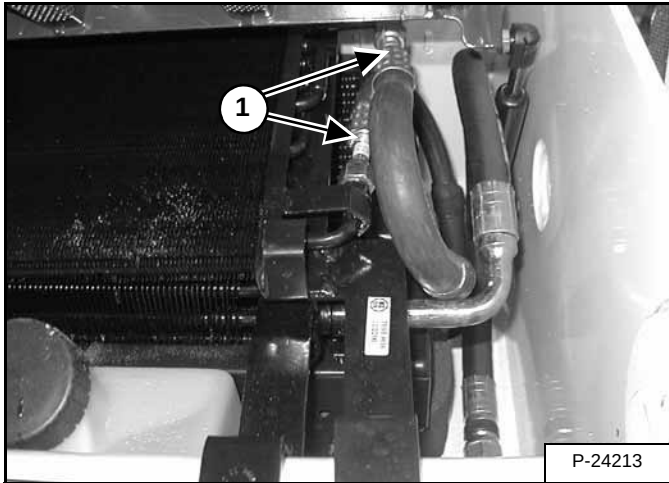
Removal And Installation

WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

W-2371-0500

Figure 80-120-1



Remove the refrigerant from the A/C system. (See GENERAL AIR CONDITIONING SERVICE GUIDELINES on Page 80-60-1.)

Open the rear door of the loader.

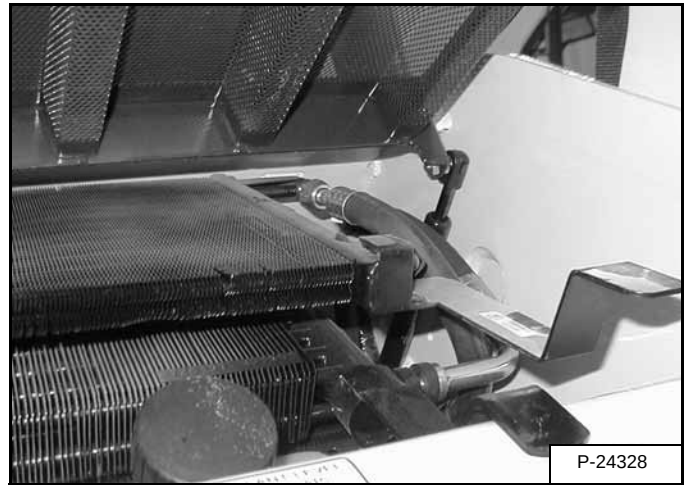
Open the rear grill on the loader.

Mark the two A/C hoses (Item 1) [Figure 80-120-1] for proper installation.

Disconnect the two hoses from the condenser (Item 1) [Figure 80-120-1].

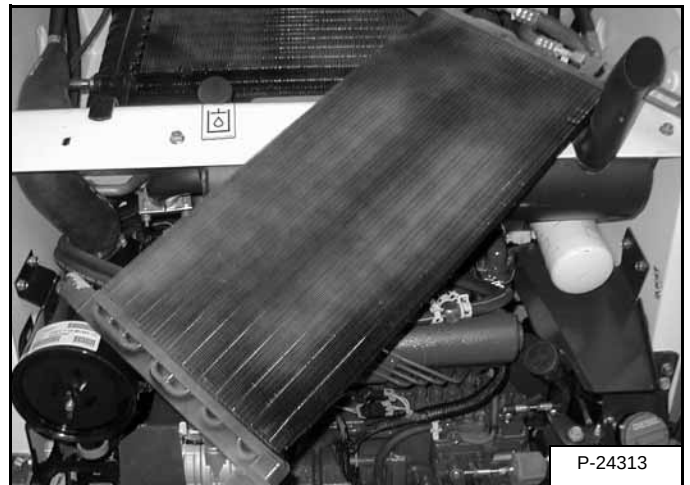
Cap and plug the hoses and the condenser fittings with the proper A/C caps and plugs.

Figure 80-120-2



Lift the rear of the condenser [Figure 80-120-2], and pull toward the rear of the loader until the front tabs (Item 1) [Figure 80-120-4] slide out of bracket (Item 2) [Figure 80-120-4]

Figure 80-120-3

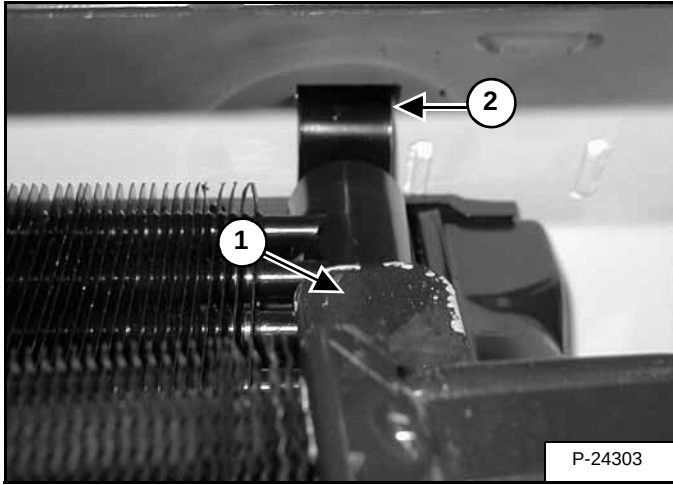


Remove the condenser from the loader [Figure 80-120-3].

CONDENSER (CONT'D)

Removal And Installation (Cont'd)

Figure 80-120-4

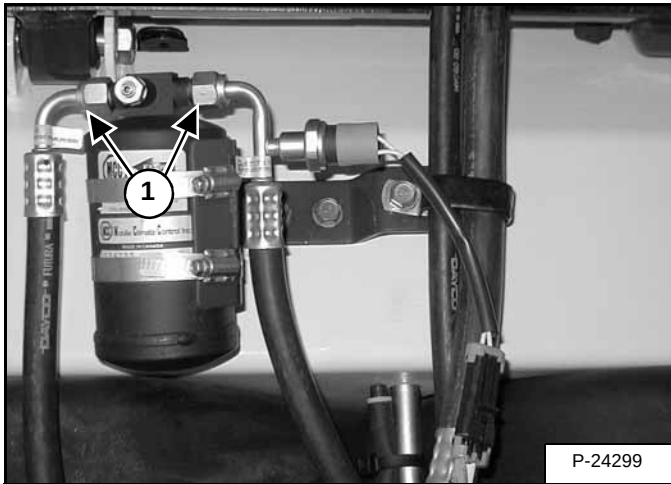


Installation: Make sure to insert tabs (Item 1), into the mounts (Item 2) [Figure 80-120-4], evenly for ease of installation.

RECEIVER/DRIER

Removal And Installation

Figure 80-130-1



Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

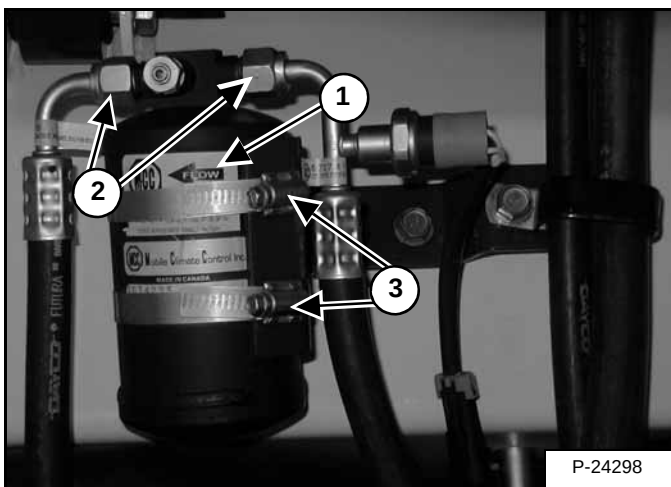
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the refrigerant from the A/C system. (See GENERAL AIR CONDITIONING SERVICE GUIDELINES on Page 80-60-1.)

Mark the A/C hoses (Item 1) [Figure 80-130-1] for proper installation.

NOTE: Both fittings on the drier are the same size, so the hoses can be hooked up incorrectly.

Figure 80-130-2



Note the flow direction on the drier (Item 1) [Figure 80-130-2] for proper installation.

! WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

W-2371-0500

Remove the two A/C hoses (Item 2) [Figure 80-130-2] from the receiver/drier.

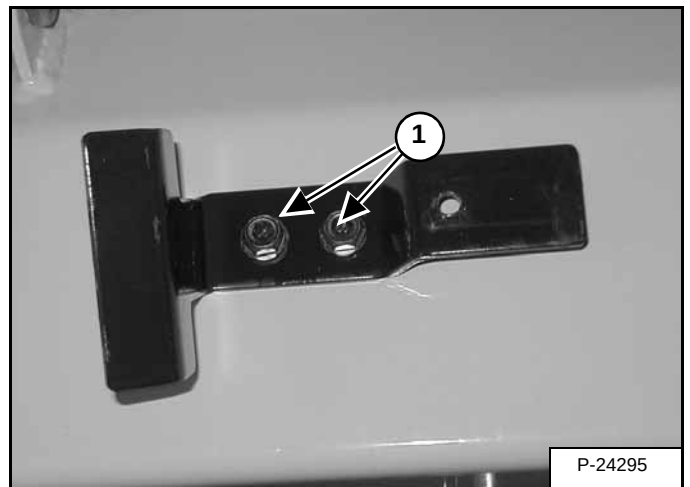
Cap and plug the hoses and the receiver/drier fittings with the proper A/C caps and plugs.

Loosen the hose clamps (Item 3) [Figure 80-130-2] that holds the receiver/drier to the mount.

Remove the receiver/drier from the loader.

NOTE: When replacing a receiver/drier in an A/C system 1 fl. oz. (30 cc) of PAG oil must be added to the system when recharging.

Figure 80-130-3



Remove the two mount bolts (Item 1) [Figure 80-130-3] from the receiver/drier mount bracket.

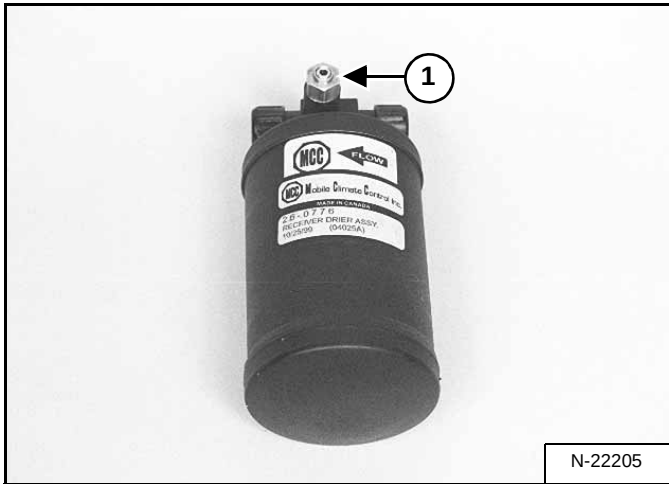


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PRESSURE RELIEF VALVE

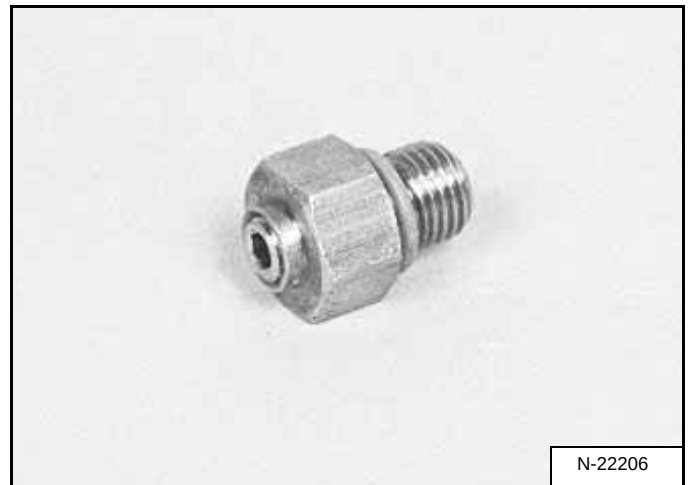
Removal And Installation

Figure 80-140-1



The pressure relief valve (Item 1) [Figure 80-140-1] is located on the receiver drier assembly.

Figure 80-140-2



The pressure relief valve [Figure 80-140-2] is designed to open and release the A/C charge if the pressure reaches 535 PSI (3689 kPa).

This will cause the A/C system to shut down, saving the compressor.

The Pressure Relief Valve is a secondary protection device in the A/C system, with the Pressure Switch shutting down the system at 384 PSI (2648 kPa).

NOTE: If a Pressure Relief Valve is found open, check the A/C system for problems. Replace the complete receiver/drier unit.

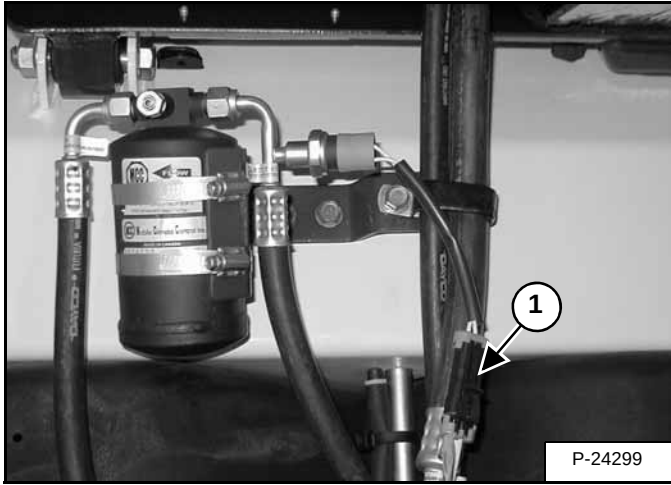


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PRESSURE SWITCH

Removal And Installation

Figure 80-150-1



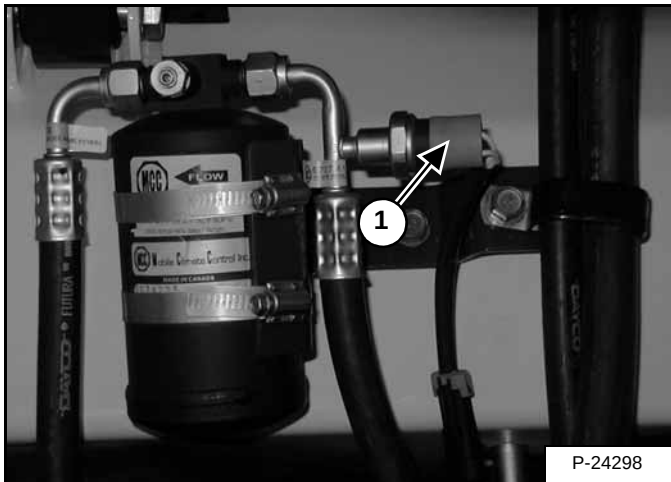
Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Disconnect the loader wire harness (Item 1) [Figure 80-150-1] from the pressure switch wire harness.

NOTE: The pressure switch can be changed without evacuating the A/C system.

Figure 80-150-2



WARNING

In the event of a leakage, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives a toxic gas.

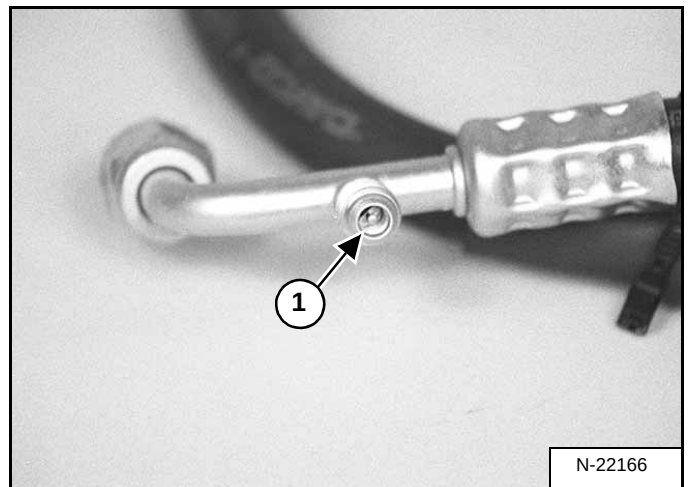
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Remove the pressure switch (Item 1) [Figure 80-150-2] from the A/C high pressure hose.

Remove the pressure switch from the loader.

Schraeder Valve Removal And Installation

Figure 80-150-3



The schraeder valve (Item 1) [Figure 80-150-3] is located in the A/C high pressure hose and is located under the pressure switch.

Raise the loader lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the refrigerant from the A/C system. (See SYSTEM CHARGING AND RECLAMATION on Page 80-100-1.)

Remove the pressure switch.

With a tire valve core removal tool, remove the valve core from the hose.

Replace with a new core.

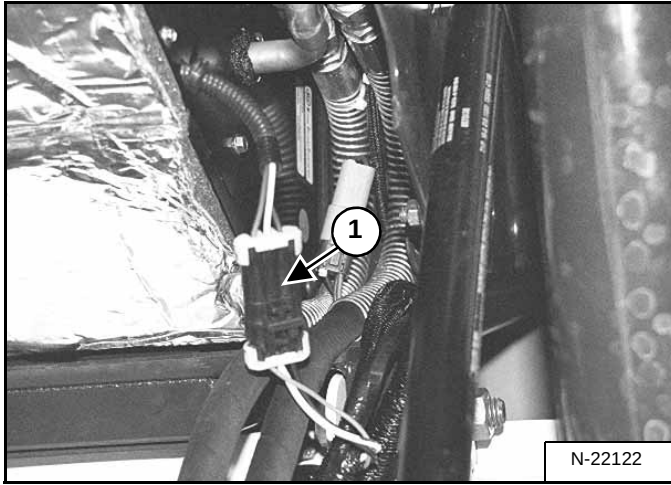


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EVAPORATOR/HEATER UNIT

Removal And Installation

Figure 80-160-1



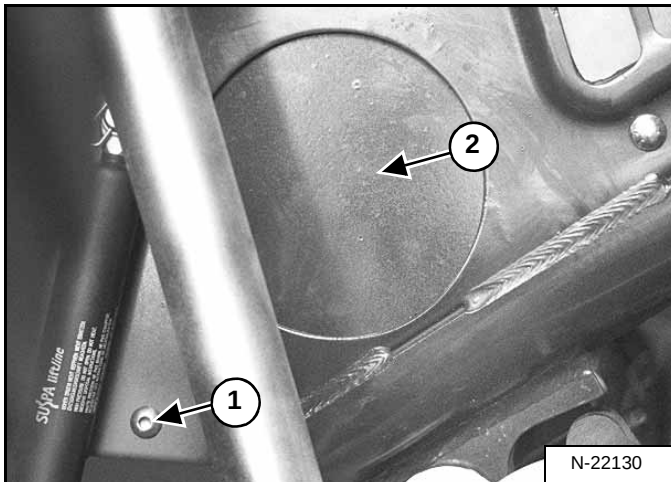
Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Evacuate the A/C system. (See SYSTEM CHARGING AND RECLAMATION on Page 80-100-1.)

At the rear of the cab, disconnect the thermostat wiring connector (Item 1) [Figure 80-160-1].

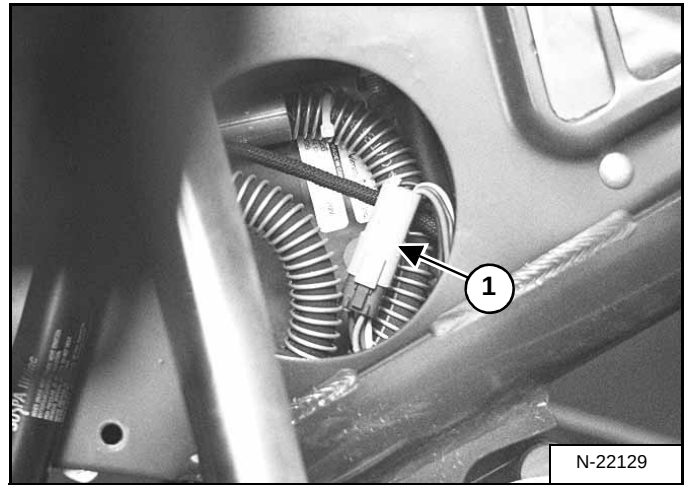
Figure 80-160-2



Remove the mount bolt (Item 1) [Figure 80-160-2] from the left side cab access cover.

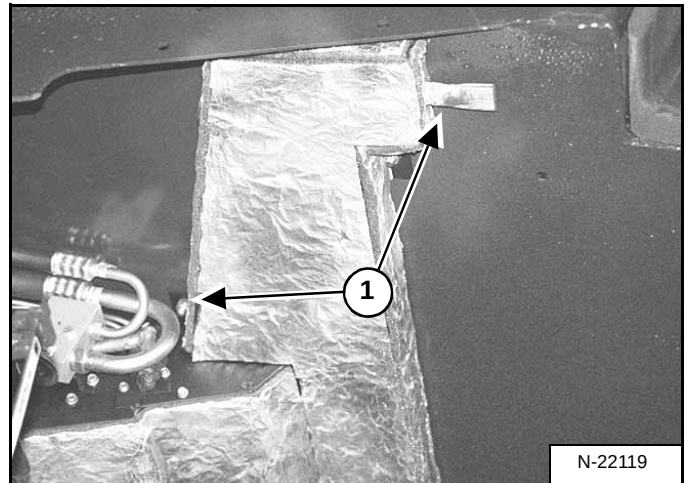
Remove the access cover (Item 2) [Figure 80-160-2] from the loader.

Figure 80-160-3



Disconnect the blower fan wiring connector (Item 1) [Figure 80-160-3] from the loader wiring harness.

Figure 80-160-4



Remove the two mounting nuts (Item 1) [Figure 80-160-4].

EVAPORATOR/HEATER UNIT (CONT'D)

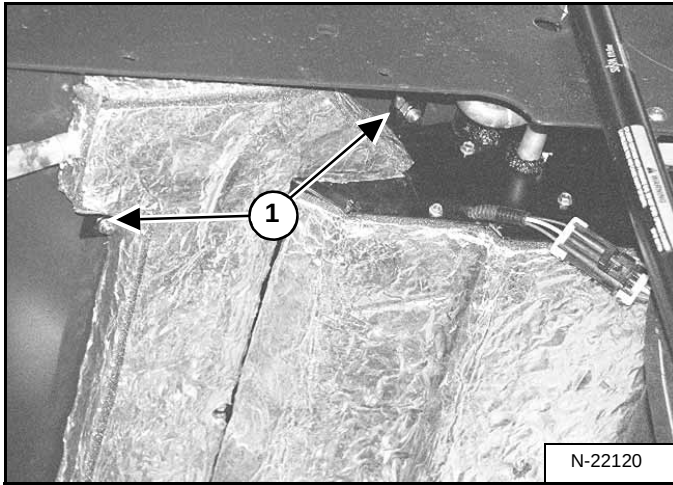
Removal And Installation (Cont'd)

! WARNING

In the event of a leak, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives off a toxic gas.

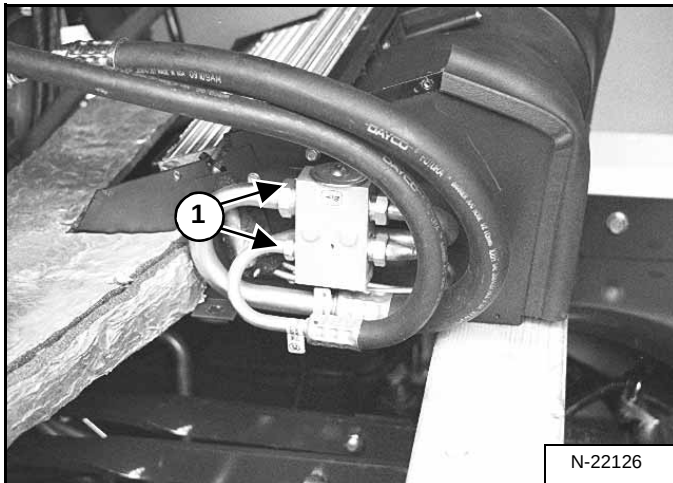
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Figure 80-160-5



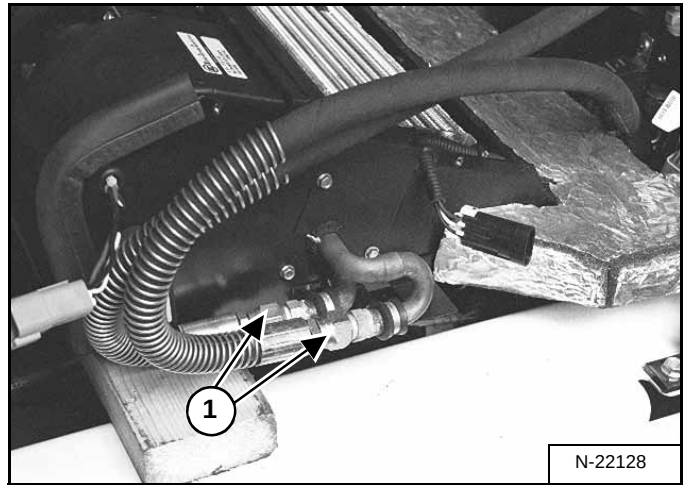
Remove the two mounting nuts (Item 1) [Figure 80-160-5].

Figure 80-160-6



Remove the Evaporator/Heater Unit from the rear of the cab. Place it on the fenders of the loader supported by 2X4's (blocking) [Figure 80-160-6].

Figure 80-160-7



Remove the two A/C hoses (Item 1) [Figure 80-160-6] from the expansion valve.

Installation: Tighten the A/C hoses to 22 ft.-lbs. (29,8 Nm) torque.

Cap and plug the hoses and the expansion valve fittings with the proper A/C caps and plugs.

Remove the heater hoses (Item 1) [Figure 80-160-7] from the heater coil.

Installation: Tighten the Heater hoses to 22 ft.-lbs. (29,8 Nm) torque.

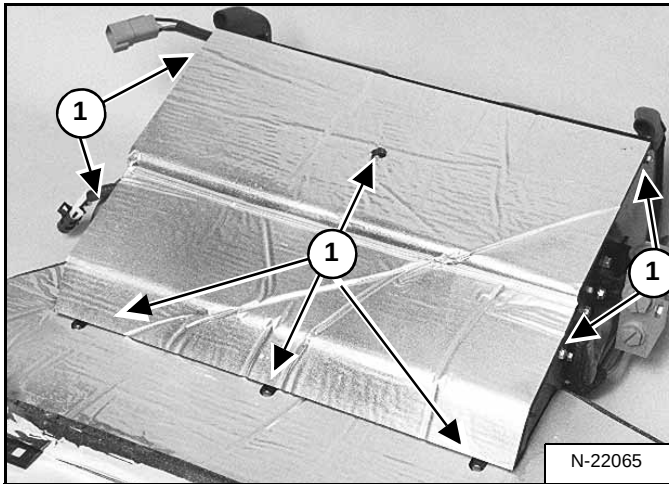
Remove the evaporator/heater unit from the loader.

Reverse the removal procedure to install the evaporator/heater unit.

EVAPORATOR/HEATER UNIT (CONT'D)

Disassembly And Assembly

Figure 80-160-8



Remove the eight mount bolts (Item 1) **[Figure 80-160-8]** from the Evaporator/Heater Unit rear cover.

Remove the rear cover from the unit.

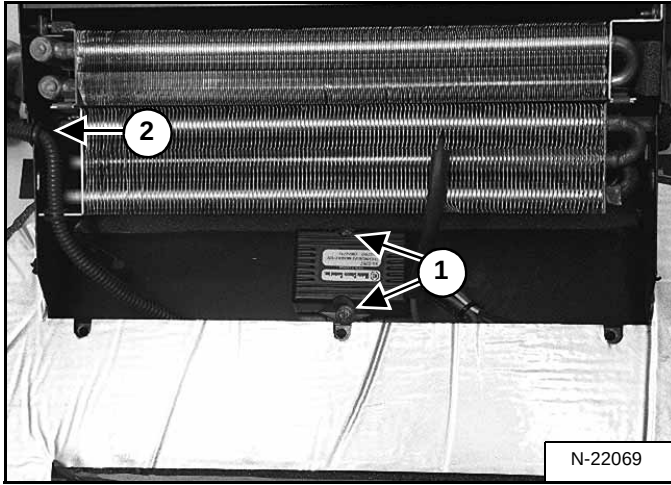


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THERMOSTAT

Removal And Installation

Figure 80-170-1

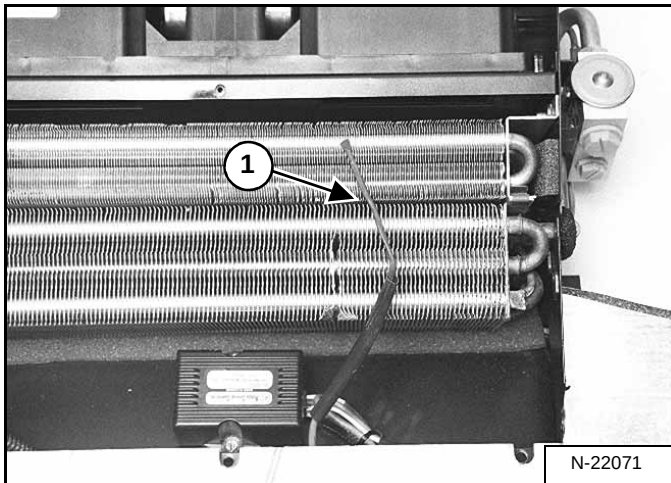


NOTE: The thermostat can be changed without evacuating the A/C system, or removing the evaporator/heater unit from the loader.

Remove the rear cover from the evaporator/heater unit. (See Removal And Installation on Page 80-160-1.)

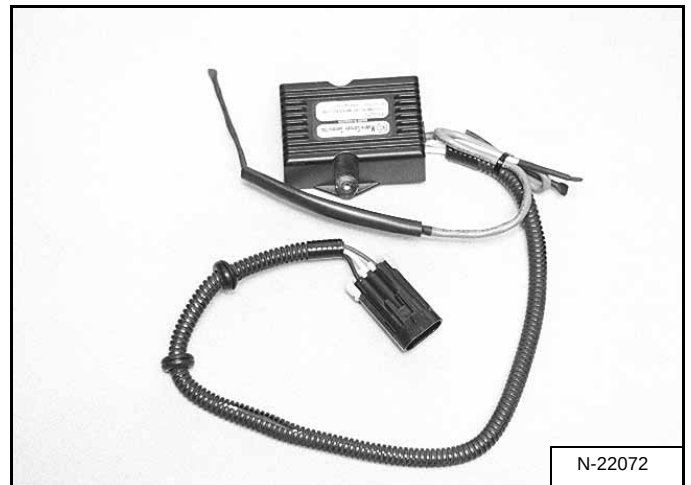
Remove the two thermostat mount bolts (Item 1), and remove the wiring harness and grommet (Item 2) [Figure 80-170-1] from the evaporator/heater housing.

Figure 80-170-2



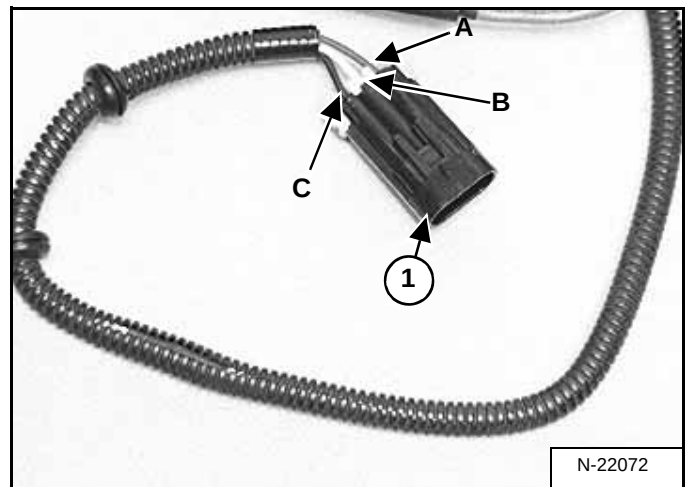
Remove the thermostat probe (Item 1) [Figure 80-170-2] from the A/C evaporator coil.

Figure 80-170-3



Remove the thermostat from the unit [Figure 80-170-3].

Figure 80-170-4



The wire connector (Item 1) [Figure 80-170-4] can be changed. The wiring position and color in the connector is:

- | | |
|----------|-------|
| A | Blue |
| B | White |
| C | Black |

Reverse the removal procedure to install the thermostat.



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EXPANSION VALVE

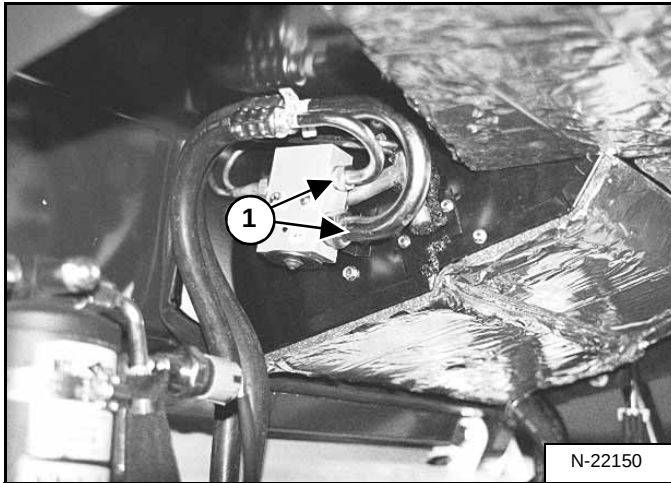
Removal And Installation

WARNING

In the event of a leak, wear safety goggles. Escaping refrigerant can cause severe injuries to eyes. In contact with a flame, R134a refrigerant gives off a toxic gas.

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Figure 80-180-1



NOTE: The expansion valve can be changed without removing the evaporator/heater unit from the loader.

Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

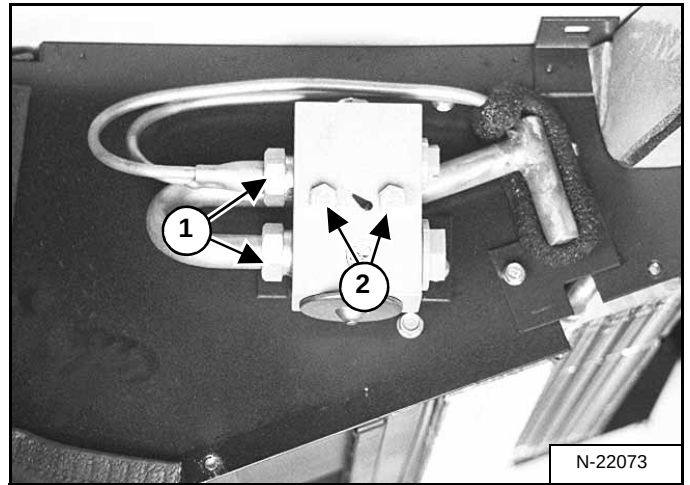
Evacuate the A/C system. (See SYSTEM CHARGING AND RECLAMATION on Page 80-100-1.)

Remove the two A/C hoses (Item 1) [Figure 80-180-1] from the expansion valve.

Installation: Tighten the two A/C hose fittings to 22 ft.-lbs. (29,8 Nm) torque.

Cap and plug the hoses and the expansion valve fittings with the proper A/C caps and plugs.

Figure 80-180-2



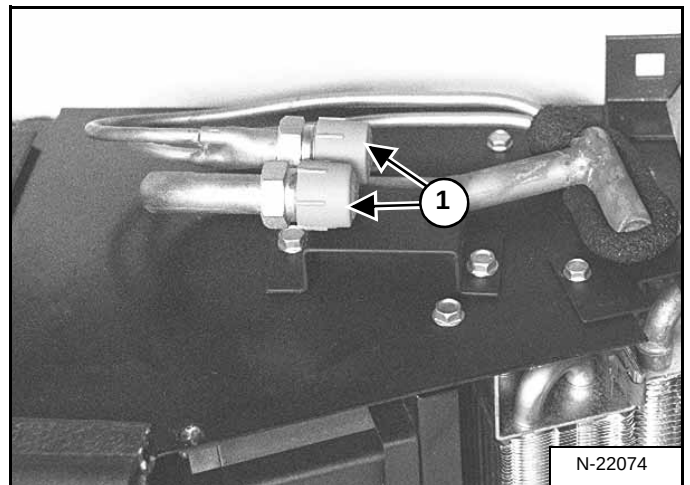
Remove the two evaporator fittings (Item 1) [Figure 80-180-2] from the expansion valve.

Installation: Tighten the two evaporator fittings to 22 ft.-lbs. (29,8 Nm) torque.

Remove the two mount bolts (Item 2) [Figure 80-180-2].

Remove the expansion valve from the loader.

Figure 80-180-3

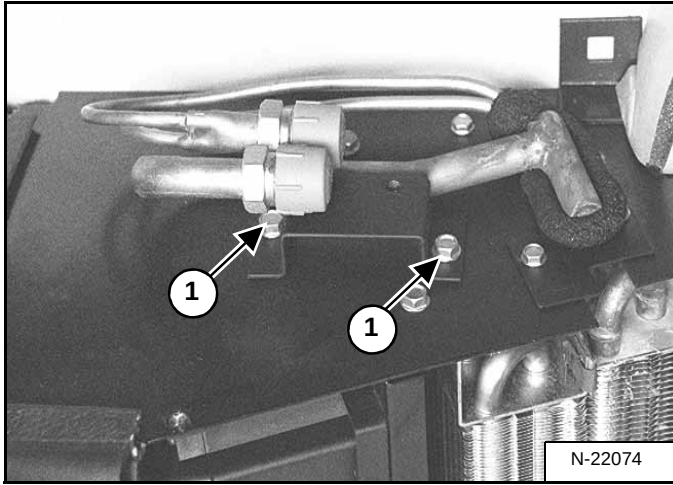


Cap and plug the evaporator tubelines (Item 1) [Figure 80-180-3] and the expansion valve fittings with the proper A/C caps and plugs.

EXPANSION VALVE (CONT'D)

Removal And Installation (Cont'd)

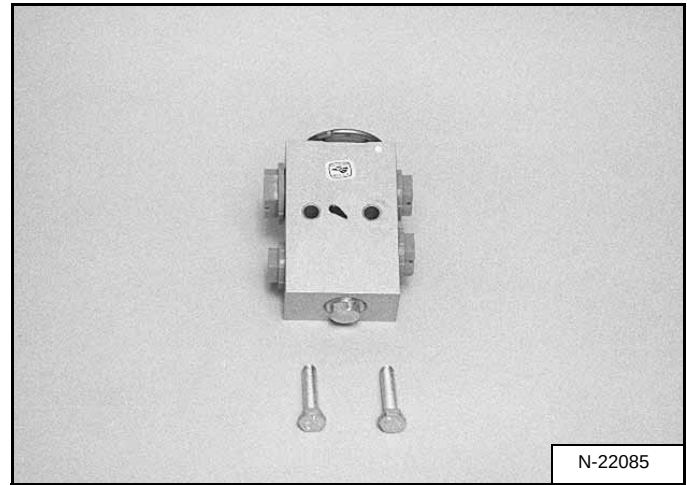
Figure 80-180-4



Remove the two mount bolts (Item 1) [Figure 80-180-4] from the expansion valve mount.

Remove the expansion valve mount from the unit.

Figure 80-180-5



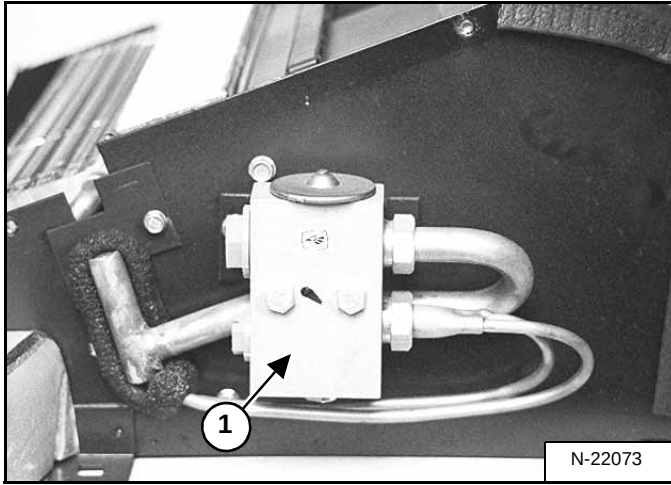
The expansion valve [Figure 80-180-5] is replaced as a complete unit.

Reverse the removal procedure to install the expansion valve.

EVAPORATOR

Removal And Installation

Figure 80-190-1



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

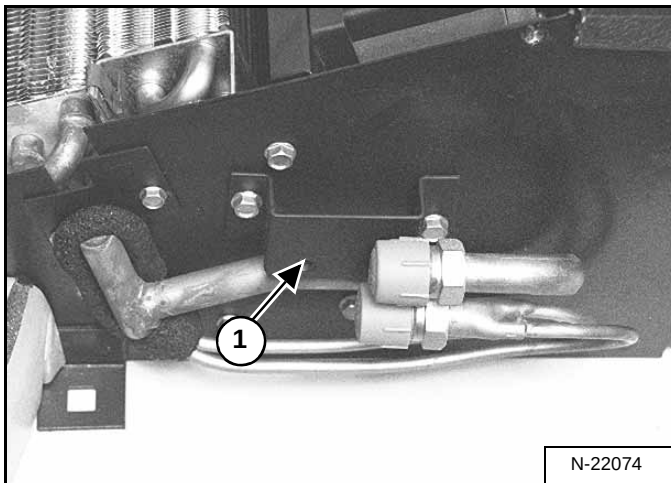
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Evacuate the A/C system. (See Reclamation Procedure on Page 80-100-1.)

Remove the evaporator/heater unit from the back of the cab. (See Removal And Installation on Page 80-160-1.)

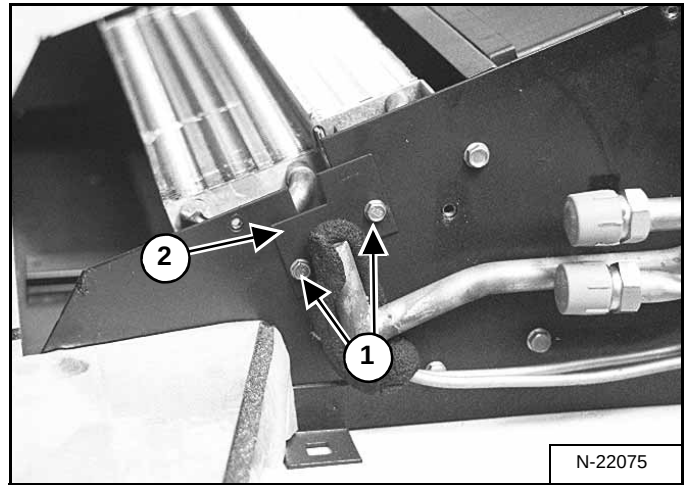
Remove the expansion valve (Item 1) [Figure 80-190-1] from the unit. (See Removal And Installation on Page 80-180-1.)

Figure 80-190-2



Remove the expansion valve mount bracket (Item 1) [Figure 80-190-2] from the unit.

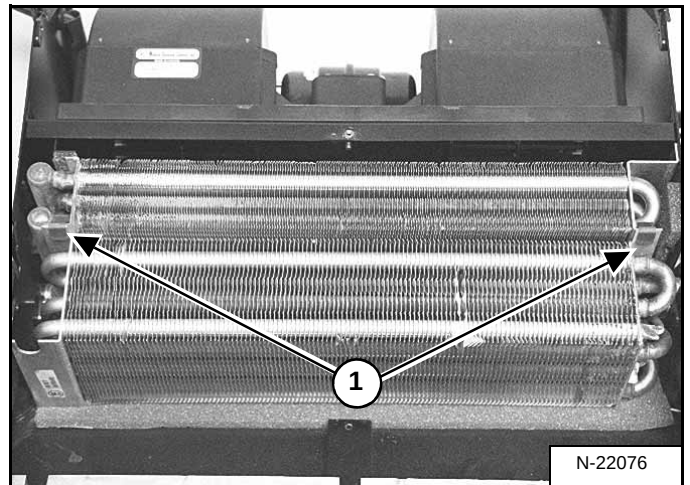
Figure 80-190-3



Remove the two mount bolts (Item 1) from the mount plate (Item 2) [Figure 80-190-3].

Remove the mount plate from the unit.

Figure 80-190-4



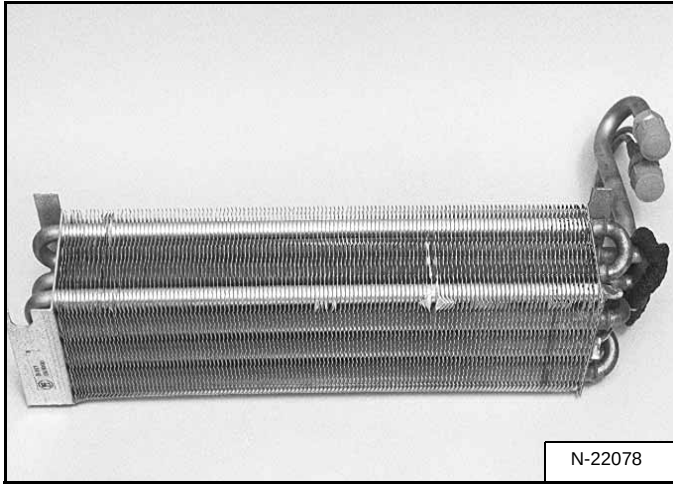
Remove the two retaining clips (Item 1) [Figure 80-190-4] that connect the evaporator coil, to the heater coil.

Remove the evaporator coil from the unit.

EVAPORATOR (CONT'D)

Removal And Installation (Cont'd)

Figure 80-190-5



Inspect the evaporator coil **[Figure 80-190-5]** for leaks, and replace as needed.

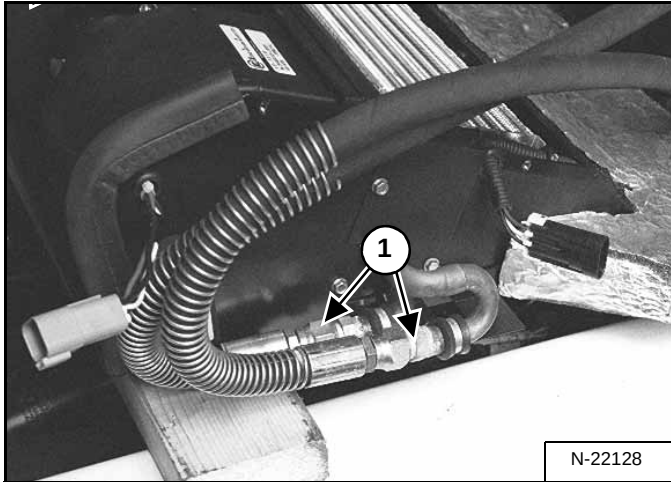
Clean with low water or air pressure.

Reverse the removal procedure to install the evaporator.

HEATER COIL

Removal And Installation With A/C

Figure 80-200-1



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the evaporator/heater unit from the back of the cab. (See Removal And Installation on Page 80-160-1.)

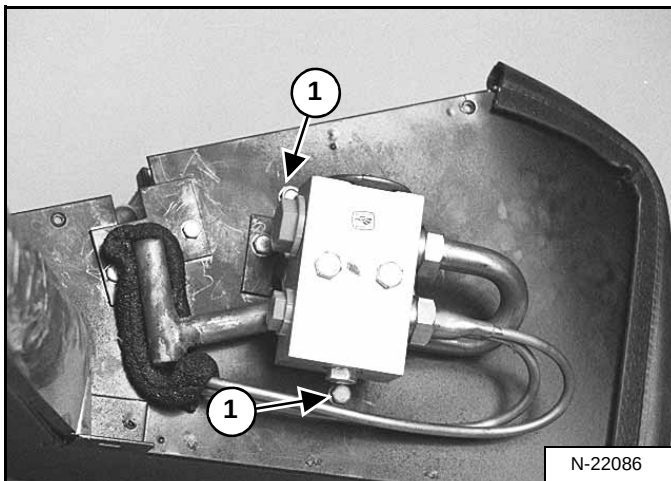
Mark the heater hoses (Item 1) [Figure 80-200-1] for proper installation.

Remove the two heater hoses from the heater coil.

Cap the hoses and the heater coil with hydraulic caps and plugs to prevent oil loss from the system.

Installation: Tighten the two heater hose fittings to 22 ft.-lbs. (29,8 Nm) torque.

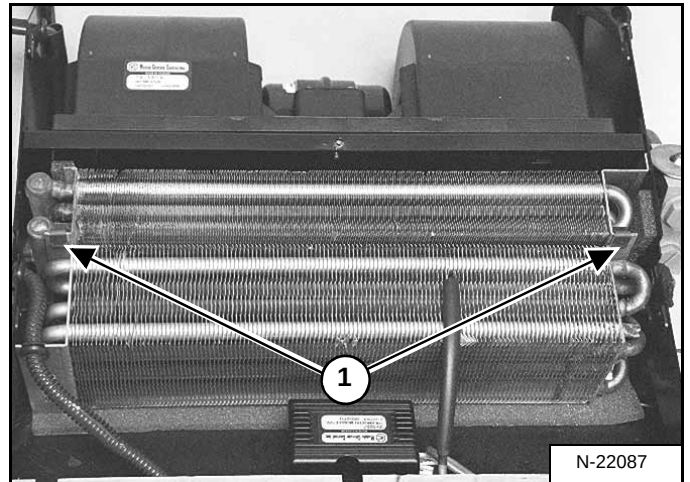
Figure 80-200-2



Remove the rear cover from the evaporator/heater unit. (See Removal And Installation on Page 80-160-1.)

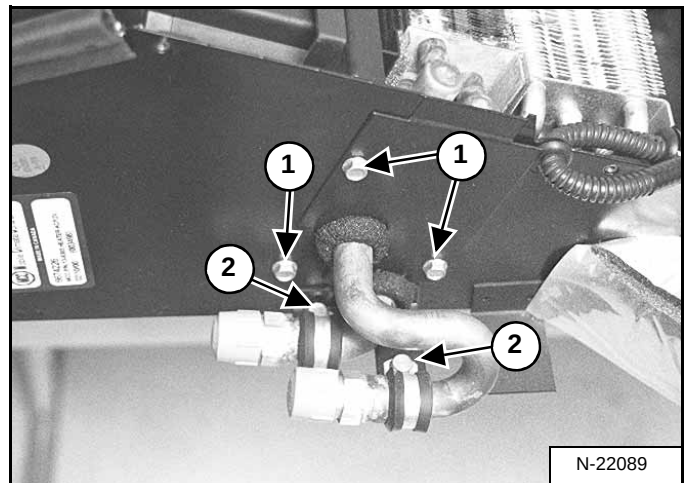
Remove the two mount bolts (Item 1) [Figure 80-200-2] from the heater coil at the expansion valve end of the unit.

Figure 80-200-3



Remove the two retaining clips (Item 1) [Figure 80-200-3] that connect the evaporator coil, to the heater coil.

Figure 80-200-4



Remove the three mount bolts (Item 1) [Figure 80-200-4] and remove the mount plate from the end of the unit.

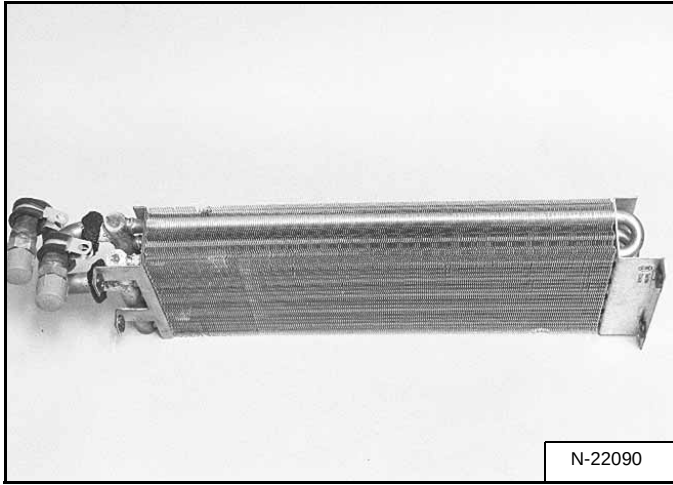
Remove the two mount bolts (Item 2) [Figure 80-200-4] that support the heater coil tubelines to the unit.

Remove the heater coil from the unit.

HEATER COIL (CONT'D)

Removal And Installation With A/C (Cont'd)

Figure 80-200-5

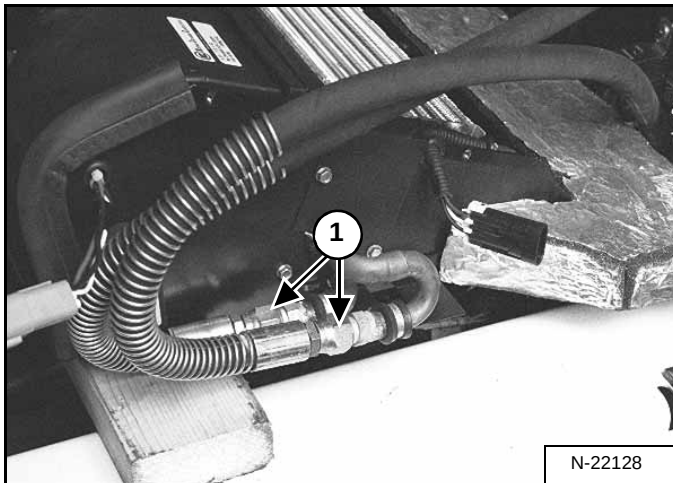


The heater coil [Figure 80-200-5] can be cleaned with low air or water pressure.

If the heater coil needs replacement it must be replaced as complete unit.

Removal And Installation Without A/C

Figure 80-200-6



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the heater unit from the back of the cab. (See Removal And Installation on Page 80-160-1.)

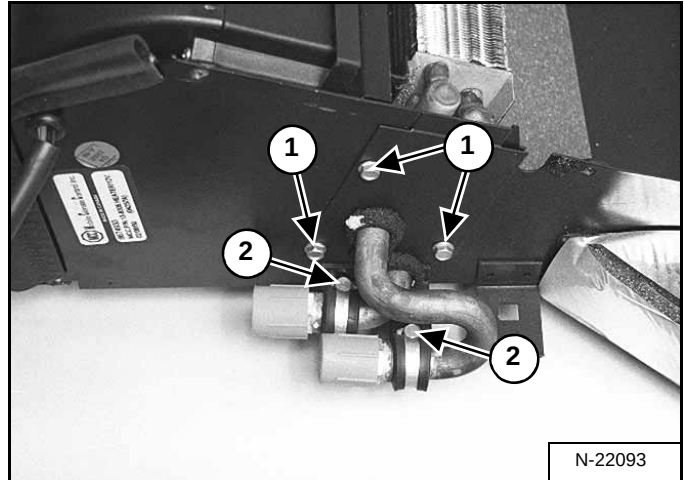
Mark the heater hoses (Item 1) [Figure 80-200-6] for proper installation.

Remove the two heater hoses from the heater coil.

Cap the hoses and the heater coil with hydraulic caps and plugs to prevent oil loss from the system.

Installation: Tighten the two heater hose fittings to 22 ft.-lbs. (29,8 Nm) torque.

Figure 80-200-7

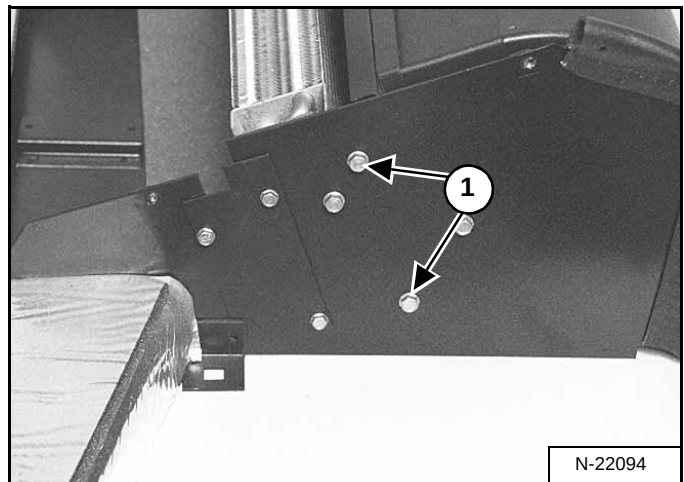


Remove the rear cover from the evaporator/heater unit. (See Removal And Installation on Page 80-160-1.)

Remove the three mount bolts (Item 1) [Figure 80-200-7] and remove the mount plate from the end of the unit.

Remove the two mount bolts (Item 2) [Figure 80-200-7] that support the heater coil tubelines to the unit.

Figure 80-200-8



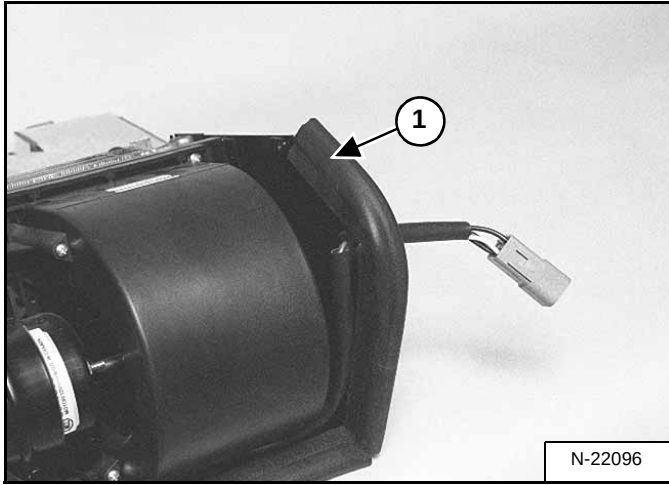
Remove the two mount bolts (Item 1) [Figure 80-200-8] from the heater coil.

Remove the heater coil from the unit.

HEATER/AC FAN

Removal And Installation

Figure 80-210-1



Raise the lift arms and install an approved lift arm support device. (See Installing Lift Arm Support Device on Page 10-20-1.)

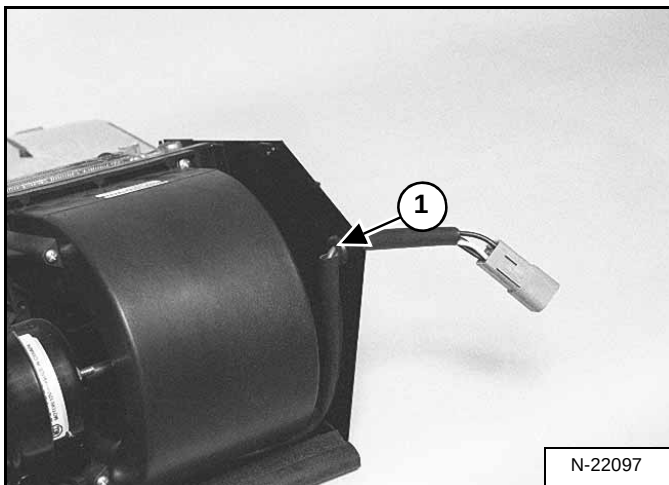
Raise the operator cab. (See Raising The Operator Cab on Page 10-30-1.)

Remove the evaporator/heater unit from the back of the cab. (See Removal And Installation on Page 80-160-1.)

NOTE: The heater/AC fan assembly can be removed from the evaporator/heater unit without disconnecting the heater or A/C plumbing. The unit is removed here for photo clarity.

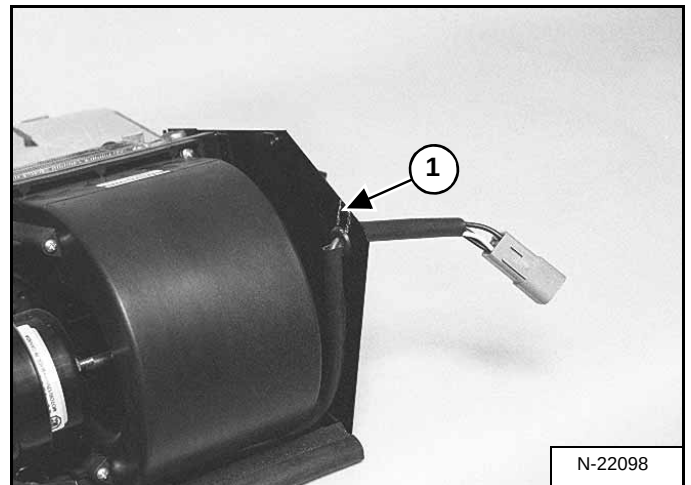
Remove the grommet (Item 1) [Figure 80-210-1] from the side of the evaporator/heater unit.

Figure 80-210-2



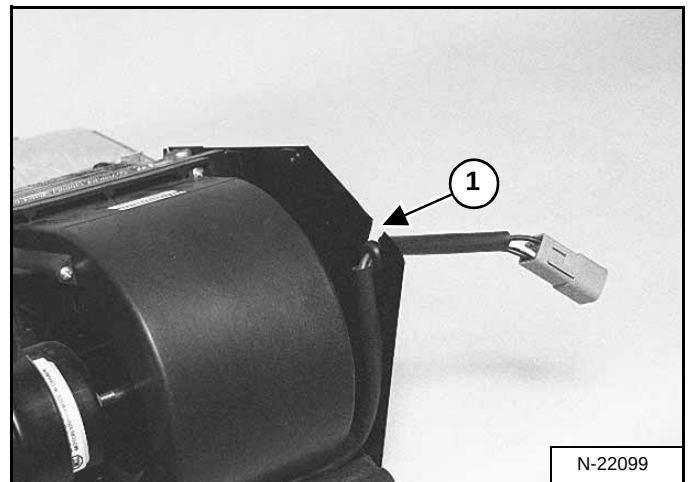
NOTE: On some early evaporator/heater units the metal was not cut out, so the blower wiring harness (Item 1) [Figure 80-210-2] could not be removed without removing the wiring connector.

Figure 80-210-3



If the metal is not cut out on the housing, mark the area (Item 1) [Figure 80-210-3] and remove it with a metal shears.

Figure 80-210-4

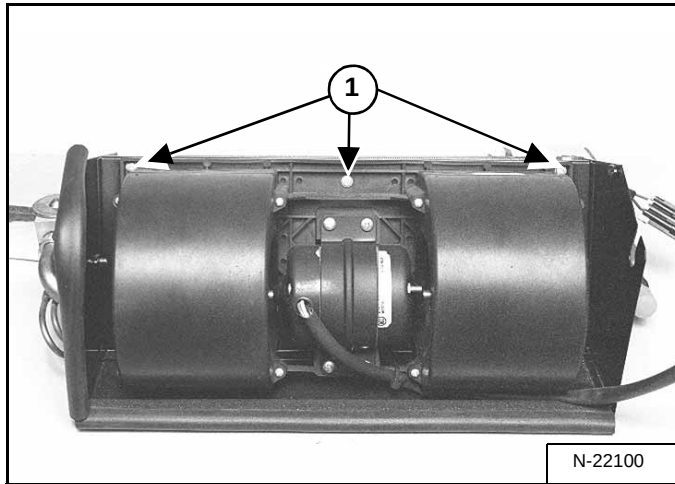


Remove the blower fan wiring harness and grommet (Item 1) [Figure 80-210-4] from the unit

HEATER/AC FAN (CONT'D)

Removal And Installation (Cont'd)

Figure 80-210-5



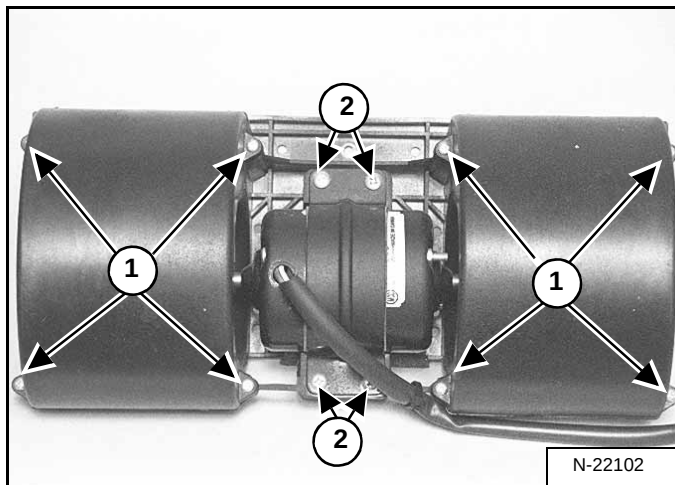
Remove the three mount bolts (Item 1) [Figure 80-210-5] from the blower fan housing.

Remove the blower fan housing from the evaporator/heater unit.

Reverse the removal procedure to install the heater/AC fan.

Disassembly And Assembly

Figure 80-210-6



Remove the eight mount bolts (Item 1) [Figure 80-210-6] from the blower wheel cover.

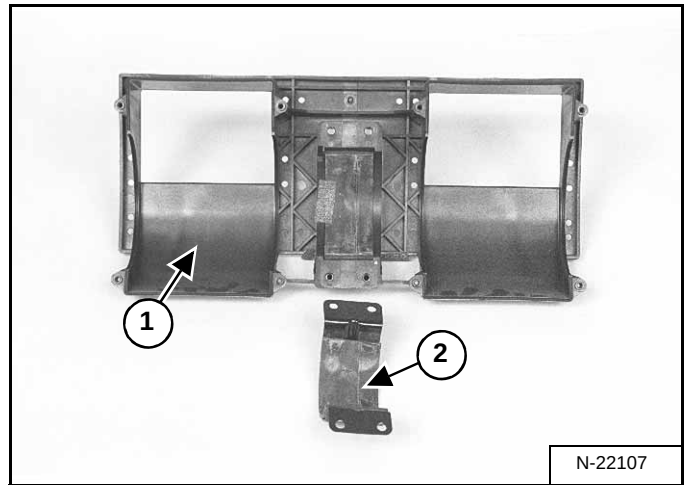
Remove the blower wheel cover from the fan housings.

Remove the four mount bolts (Item 2) [Figure 80-210-6] from the fan motor mount.

Remove the fan motor mount.

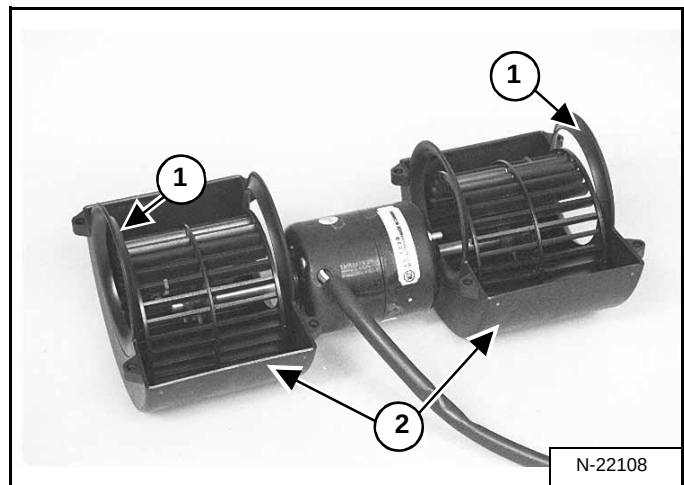
Remove the fan motor assembly from the housing.

Figure 80-210-7



Check the blower housing (Item 1) and fan motor mount (Item 2) [Figure 80-210-7] for wear and replace as needed.

Figure 80-210-8

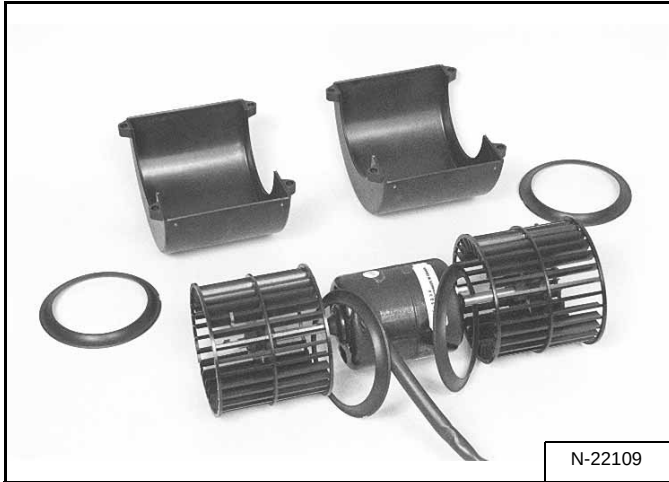


Remove the outside rings (Item 1) and fan wheel covers (Item 2) [Figure 80-210-8] from the fan motor and blower wheels.

HEATER/AC FAN (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 80-210-9



Inspect the end rings and fan wheel covers for wear and replace as needed [Figure 80-210-9].

Figure 80-210-10

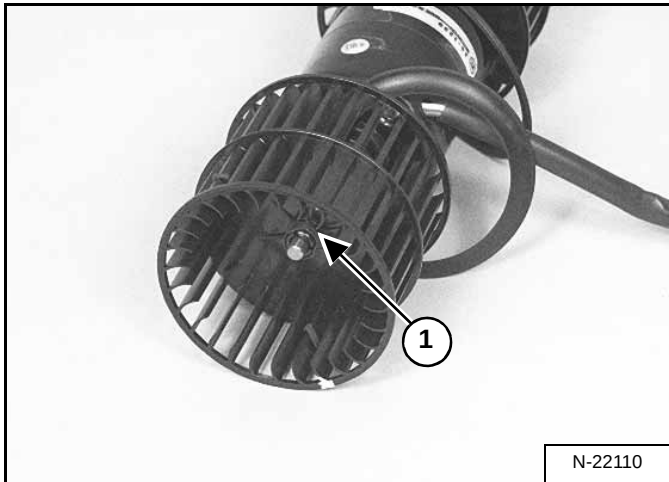
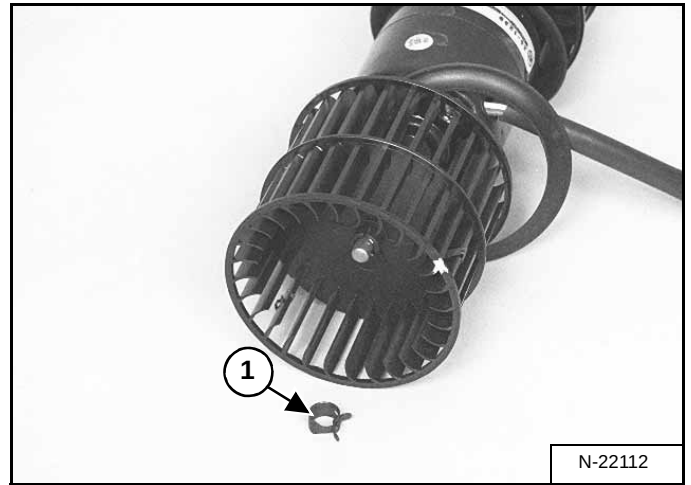
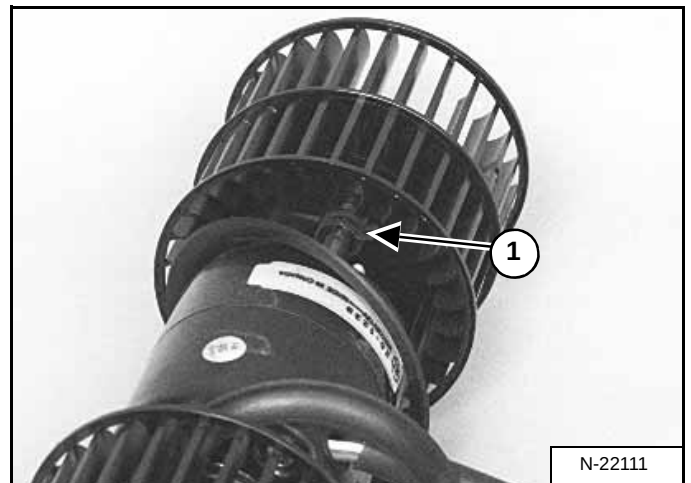


Figure 80-210-11



Remove the outside blower wheel clamp (Item 1) [Figure 80-210-10] & [Figure 80-210-11] from the blower wheel.

Figure 80-210-12

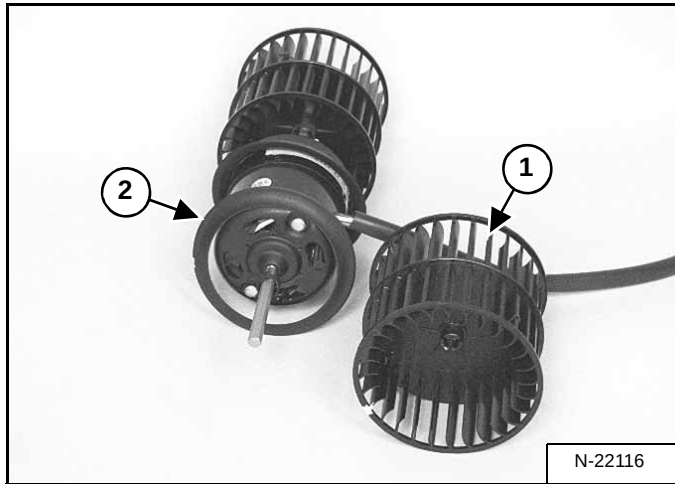


Remove the inside blower wheel clamp (Item 1) [Figure 80-210-12] from the blower wheel.

HEATER/AC FAN (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 80-210-13



NOTE: Before removing the blower wheels, mark their orientation to ensure the wheels are assembled back on the correct side and the fins are facing the same direction as before.

Remove the blower wheel (Item 1) and inside ring (Item 2) [Figure 80-210-13] from the blower fan motor shaft.

Repeat the procedure for the other blower wheel.

Reverse the disassembly procedure to assemble the heater/AC fan.

Wire Connector Removal and Installation

Figure 80-210-14

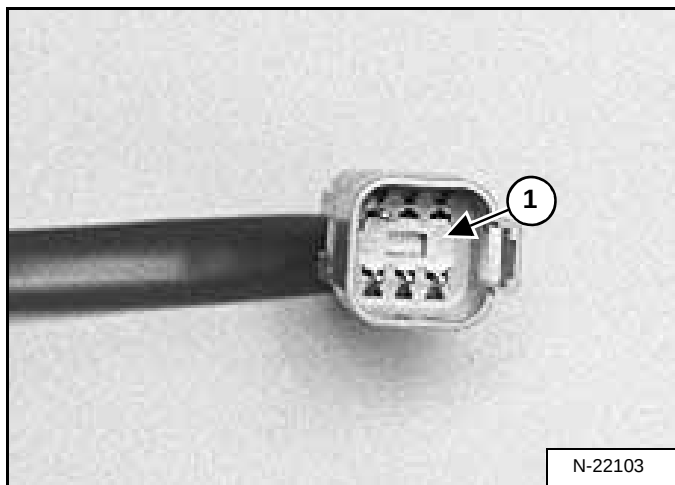
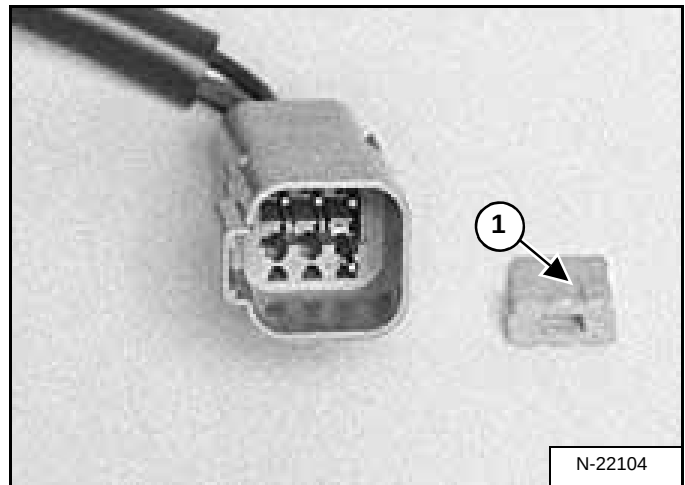
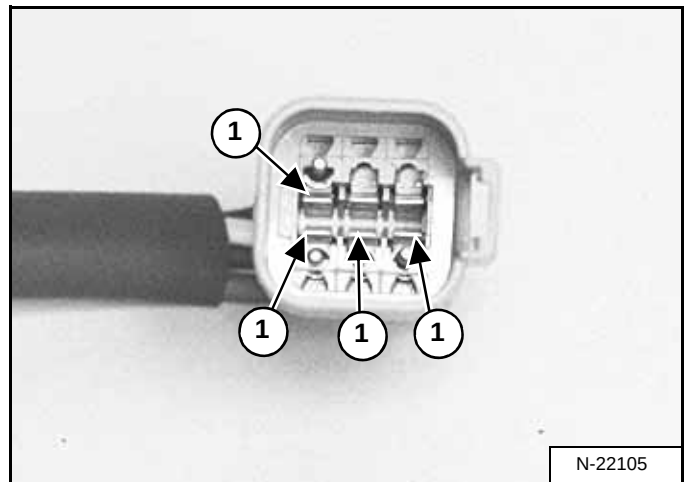


Figure 80-210-15



Remove the plastic wedge (Item 1) [Figure 80-210-14] & [Figure 80-210-15] from the center of the blower fan motor wiring connector.

Figure 80-210-16

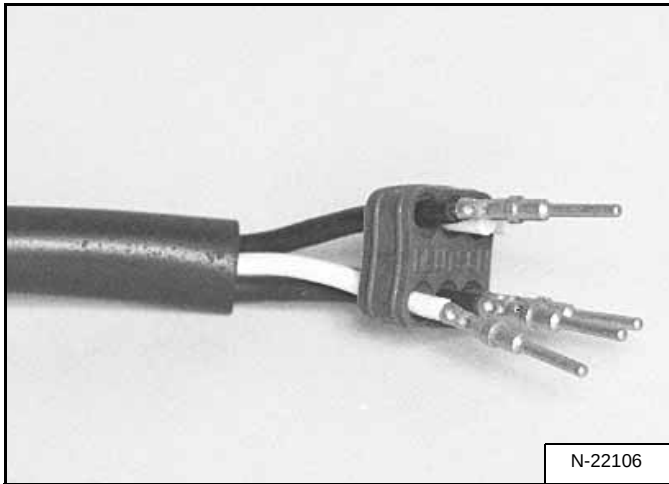


With a pointed screw driver lightly press in on the tabs (Item 1) [Figure 80-210-16] and remove the individual wires from the connector.

HEATER/AC FAN (CONT'D)

Wire Connector Removal and Installation (Cont'd)

Figure 80-210-17



The wiring code for the blower fan connector **[Figure 80-210-17]** is:

<u>Number on Connector</u>	<u>Wire Color</u>
1	Orange
2	Red
3	Yellow
4	Black
5	Open
6	Open

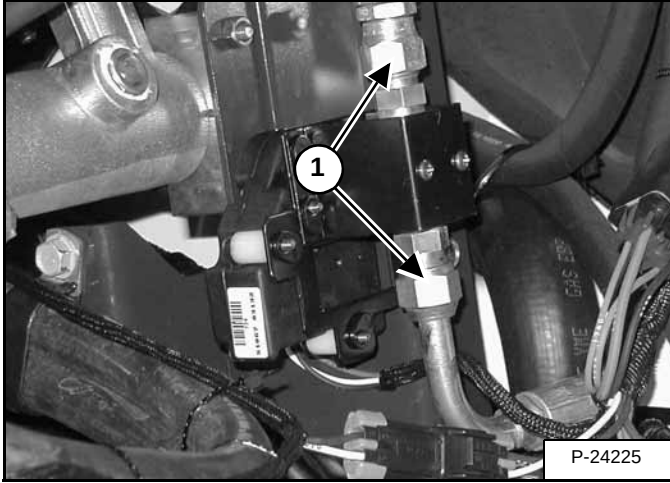


Bobcat®

HEATER VALVE

Removal and Installation

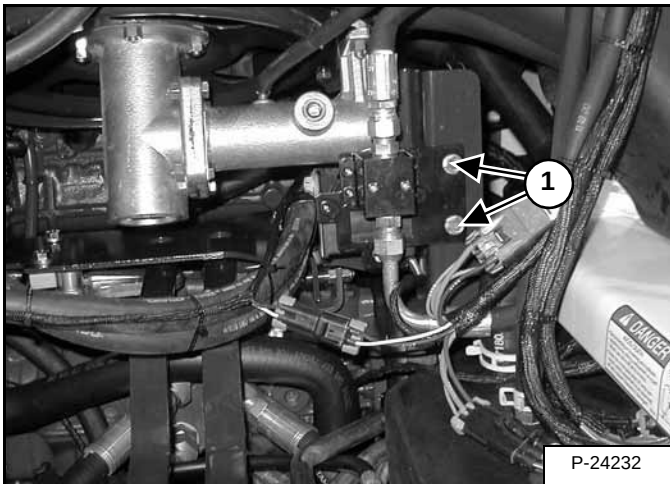
Figure 80-220-1



Remove the two heater hoses (Item 1) [Figure 80-220-1] from the heater valve.

Cap the hoses and the heater valve with hydraulic caps and plugs to prevent oil loss from the system.

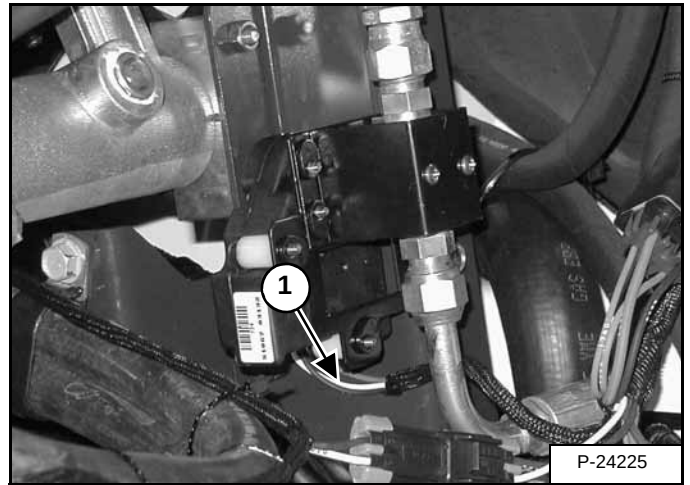
Figure 80-220-2



Remove the two mount bolts (Item 1) [Figure 80-220-2] from the heater valve mount bracket.

Remove the heater valve and mount bracket from the loader.

Figure 80-220-3

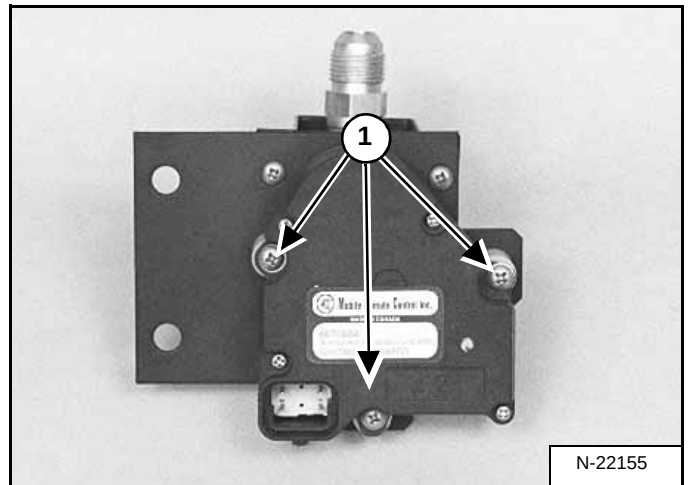


Disconnect the loader wiring harness (Item 1) [Figure 80-220-3] from the heater valve.

Reverse the removal procedure to install the heater valve.

Disassembly And Assembly

Figure 80-220-4

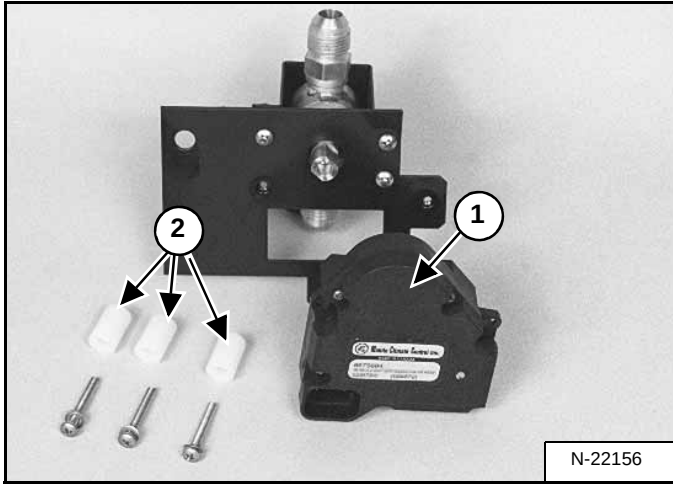


Remove the three mount bolts (Item 1) [Figure 80-220-4] from the heater valve actuator.

HEATER VALVE (CONT'D)

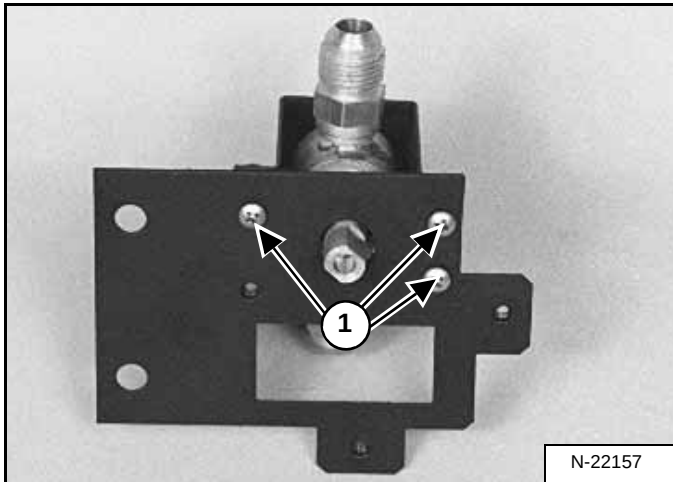
Disassembly And Assembly (Cont'd)

Figure 80-220-5



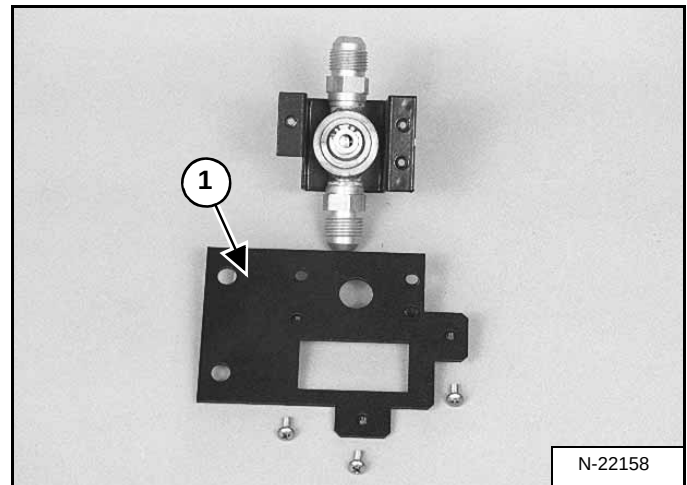
Remove the actuator (Item 1) and the three mounting spacers (Item 2) [Figure 80-220-5] from the heater valve mount plate.

Figure 80-220-6



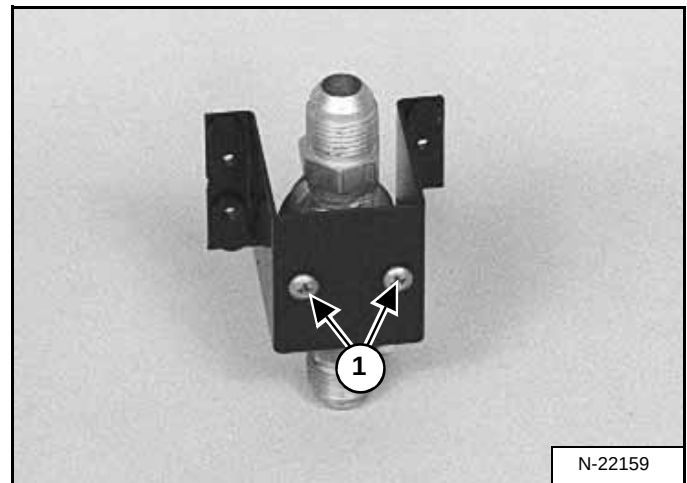
Remove the three mounting bolts (Item 1) [Figure 80-220-6] from the heater valve mount plate.

Figure 80-220-7



Remove the mount plate (Item 1) [Figure 80-220-7] from the heater valve bracket.

Figure 80-220-8

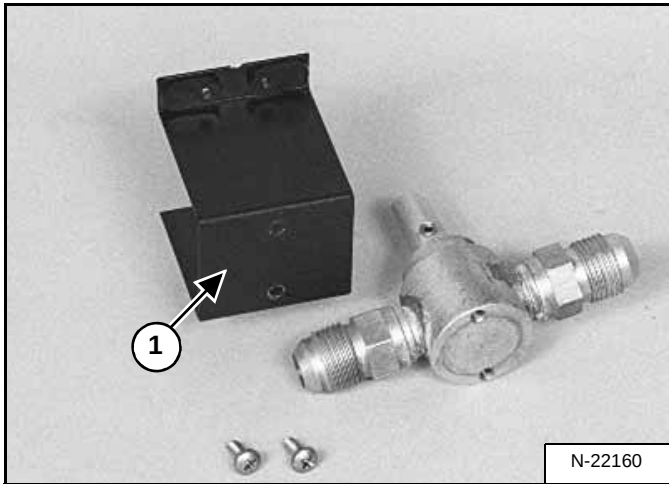


Remove the two mounting bolts (Item 1) [Figure 80-220-8] from the heater valve.

HEATER VALVE (CONT'D)

Disassembly And Assembly (Cont'd)

Figure 80-220-9



Remove the heater valve mount bracket (Item 1) [Figure 80-220-9] from the heater valve.

Replace the parts as needed.

Reverse the disassembly procedure to assemble the heater valve.



Bobcat®

SPECIFICATIONS

CONVERSIONS	SPEC-60-1
Decimal And Millimeter Equivalents	SPEC-60-1
U.S. To Metric Conversion	SPEC-60-1
ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO)...	SPEC-21-1
Camshaft	SPEC-21-2
Connecting Rod	SPEC-21-3
Crankshaft	SPEC-21-4
Crankshaft Re-Grind Data	SPEC-21-5
Cylinder Head	SPEC-21-1
Cylinder Liner	SPEC-21-3
Fuel Injection Nozzles	SPEC-21-1
Fuel Injection Pump	SPEC-21-1
Oil Pump	SPEC-21-3
Pistons	SPEC-21-3
Piston Rings	SPEC-21-3
Rocker Arms	SPEC-21-2
Tappet	SPEC-21-2
Thermostat	SPEC-21-4
Timing Gear	SPEC-21-4
Valves	SPEC-21-1
Valve Springs	SPEC-21-2
Valve Timing	SPEC-21-2
ENGINE SPECIFICATIONS - KUBOTA V2203-EB	SPEC-20-1
Camshaft	SPEC-20-2
Connecting Rod	SPEC-20-3
Crankshaft	SPEC-20-4
Crankshaft Re-Grind Data	SPEC-20-5
Cylinders	SPEC-20-3
Cylinder Head	SPEC-20-1
Fuel Injection Nozzles	SPEC-20-1
Fuel Injection Pump	SPEC-20-1
Oil Pump	SPEC-20-3
Pistons	SPEC-20-3
Piston Rings	SPEC-20-3
Rocker Arms	SPEC-20-2
Tappet	SPEC-20-2
Thermostat	SPEC-20-4
Timing Gear	SPEC-20-4
Valves	SPEC-20-1
Valve Springs	SPEC-20-2
Valve Timing	SPEC-20-2

SPECIFICATIONS

Continued On Next Page

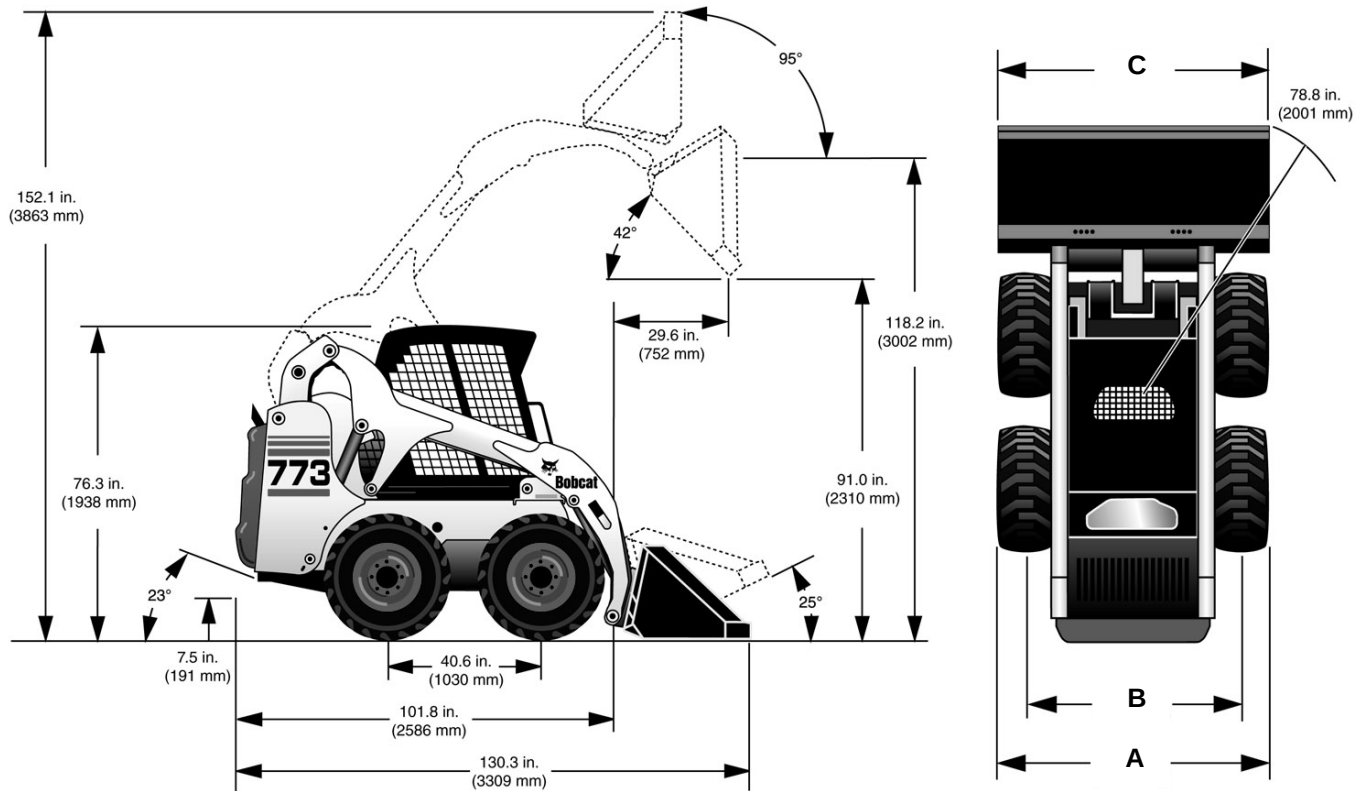
SPECIFICATIONS (CONT'D)

HYDRAULIC CONNECTION SPECIFICATIONS	SPEC-40-1
Flare Fitting	SPEC-40-2
O-ring Face Seal Connection.	SPEC-40-1
O-ring Flare Fitting	SPEC-40-3
Port Seal Fitting	SPEC-40-5
Straight Thread O-ring Fitting.	SPEC-40-1
Tubelines And Hoses.	SPEC-40-1
 HYDRAULIC/HYDROSTATIC FLUID SPECIFICATIONS .	SPEC-50-1
Specifications.	SPEC-50-1
 LOADER SPECIFICATIONS (773)	SPEC-10-1
Capacities	SPEC-10-4
Controls	SPEC-10-2
Drive System	SPEC-10-4
Electrical	SPEC-10-4
Engine	SPEC-10-2
Hydraulic System.	SPEC-10-3
Loader Dimensions	SPEC-10-1
Performance	SPEC-10-2
Tires	SPEC-10-5
 TORQUE SPECIFICATIONS FOR BOLTS	SPEC-30-1
Torque For General Metric Bolts	SPEC-30-2
Torque For General SAE Bolts.	SPEC-30-1

LOADER SPECIFICATIONS (773)

Loader Dimensions

- Dimensions are given for loader equipped with standard tires and dirt bucket and may vary with other bucket types. All dimensions are shown in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.
- Where applicable, specification conform to SAE or ISO standards and are subject to change without notice.



TIRE DESCRIPTION	"A"	"B"
10-16.5 Tires	66.0" (1676mm) or 60.0" (1524mm)	54.5" (1385mm) or 48.5" (1232mm)
31x15.5-15 Tires	72.0" (1829mm)	55.9" (1420mm)

* Recommended Pressure-Inflate tires to MAXIMUM pressure shown on the side wall of the tire. DO NOT mix brands of tires used on the same loader.

BUCKET WIDTH	"C"
62"	62.0" (1575mm)
68"	68.0" (1727mm)
74"	74.0" (1880mm)

Changes of structure or weight distribution of the loader can cause changes in control and steering response and can cause failure of the loader parts.

LOADER SPECIFICATIONS (773) (CONT'D)

Performance

	773/773H	773T
Rated Operating Capacity (ISO)	1750 lbs. (794kg)	1850 lbs. (839kg)
Tipping Load (SAE)	3900 lbs. (1769 kg)	
Operating Weight (SAE)	5808 lbs. (2635 kg)	
SAE Breakout Force-Lift	3400 lbs. (15123 N)	
-Tilt	3240 lbs. (14412 N)	
Axel Torque	4900 ft.-lbs. (6644Nm)	
Travel Speed	7 MPH (11,3 km/hr.)	

Controls

Vehicle Steering	Direction and speed controlled by two hand levers
Loader Hydraulics Lift and Tilt	Controlled by separate foot pedals or optional hand controls.
Front Auxiliary (Std.)	Controlled by electrical switch on RH steering lever.
Rear Auxiliary (Option)	Controlled by electrical switch on LH steering lever.
Engine	Hand lever throttle: Key-type starter switch and shutdown. Keyless start and shutdown with deluxe instrumentation.
Starting Aid	Glow Plugs Automatically activated by standard or deluxe instrumentation.
Service Brake	Two independent hydrostatic systems controlled by two hand operated steering levers.
Secondary Brake	One of the hydrostatic transmissions.
Parking Brake	Mechanical Disc, foot operated pedal or switch in control panel.

Engine

Make/Model	Kubota V2203-B	Kubota V2003-T-EB
Fuel/Cooling	Diesel/Liquid	Diesel/Liquid
Horsepower (SAE Net)	46 HP (34kW)	56 HP (42kW)
Maximum Governed RPM	2800 RPM	2800 RPM
Torque @ 2600 RPM (SAE Net)	102.5 ft.-lbs. (139Nm)	120.8 ft.-lbs. (164Nm)
Number of Cylinders	Four	Four
Displacement	134 cu.in. (2,2L)	122 cu.in. (2,0L)
Bore/Stroke	3.425/3.638 (87.0/92.4)	3.268/3.638 (83.0/92.4)
Lubrication	Pressure System W/Filter	Pressure System W/Filter
Crankcase Ventilation	Open Breathing	Open Breathing
Air Induction	Naturally aspirated	Turbocharged
Air Cleaner	Dry replaceable cartridge w/safety element	Dry replaceable cartridge w/safety element
Ignition	Diesel-Compression	Diesel-Compression
Maximum Governed RPM	2800 RPM	2800 RPM
High Idle RPM	2860-3000	2860-3000
Low Idle RPM	1125-1175	1125-1175

LOADER SPECIFICATIONS (773) (CONT'D)

Hydraulic System

	773I 773H	773T
Pump	Engine driven, Gear type	
Pump Capacity	16.7 GPM (63,1 L/min.) at High Idle	
High Flow (Option)	27 GPM (102 L/min.) at High Idle	
System Relief at Quick Couplers	3000 PSI (206 Bar)	
Filter	Full flow replaceable, 3 micron synthetic media element	
Hydraulic Cylinders	Doubleacting; Tilt cylinders have cushioning feature on dump	
Bore Diameter: Lift Cylinder (2)	2.50 (63,5)	
Tilt Cylinder (1)	2.75 (69,9)	
Rod Diameter: Lift Cylinder (2)	1.50 (38,1)	
Tilt Cylinder (1)	1.375 (34,9)	
Stroke: Lift Cylinder (2)	23.67 (601,2)	
Tilt Cylinder (1)	13.19 (335,0)	
Control Vavle	3-spool, open center type w/float detent on lift and electrically controlled auxiliary spool.	
Fluid Type	Bobcat Fluid (P/N 6563328). If fluid is not available, use 10W-30/10W-40 Class SE motor oil for temperatures above 0°F (-18°C) or 5W-30 motor oil for temperatures below 0°F (-18°C).	
Fluid Lines	SAE standard tubelines, hoses and fittings.	
Hydraulic Function Time:		
Raise Lift Arms	3.62 Seconds	
Lower Lift Arms	2.54 Seconds	
Bucket Dump	2.37 Seconds	
Bucket Rollback	1.85 Seconds	

LOADER SPECIFICATIONS (773) (CONT'D)

Electrical

Alternator	Belt driven, 50 amp. or 90 amp., open
Battery	12 volt, 600 cold cranking amps. @ 0°F. (-18°C); 115 minute reserve capacity at 25 amps.
Starter	12 volt; Gear Reduction Type; 3.62 HP (2,7 kW)
Instrumentation	Gauges: Hourmeter, Fuel, Engine Temperature. Warning lights: Engine Coolant Temperature, Engine Oil Pressure, Hydraulic Oil Temperature & Charge Pressure, Hydraulic Filter, Engine Air Filter, SeatBelt, FuelLevel, GeneralWarning, SystemVoltage. Indicators: Attachment Control Device (ACD), Advanced Hand Controls (AHC) or Advanced Control System (ACS), BICS Functions, glow plugs, Headlights, Bucket Positioning, Attachment Auxiliary Hydraulics modes Optional Deluxe Instrumentation: * Same gauges and warning lights as standard Instrumentation. *Additional bar-type gauges for: Engine Oil Pressure, System Voltage, Hydrostatic Charge Pressure and Hydraulic Oil Temperature. Additional Features Incl.: Keyless Start with password capability, Digital Clock, Attachments, Attachments Information, Digital Tachometer, High Flow & Two-Speed Lockouts, Multi-Language Display, Help Screens, Diagnostic Capability & Engine/Hydraulic Systems Shutdown Function.

Drive System

	773/773H	773T
Main Drive	Hydrostatic 4 wheel drive	
Transmission	Infinitely variable tandem hydrostatic piston pumps, driving 2 fully reversing hydrostatic motors.	
Final Drive	#80 HSOC endless roller chain & sprockets in sealed chaincase with oil lubrication.	
Total Engine to Wheel Reduction	33:1	
Axle Size	2.00 (50,8)	
Wheel Bolts	(8) 9/16"	

Capacities

Cooling System	13.5 qts. (12,8 L)	11.5 qts. (10,9 L)
Fuel	23.0 gals. (87,1 L)	23.0 gals. (87,1 L)
Engine/Cooling Oil W/Filter	7.5 qts. (7,1 L)	7.5 qts. (7,1 L)
Hydraulic/Hydro. Reservoir	4.8 gals. (18,2 L)	4.8 gals. (18,2 L)
Hydraulic/Hydro. System	8.5 gals. (32,2 L)	8.5 gals. (32,2 L)
Chaincase Reservoir	9 gals. (34,1 L)	9 gals. (34,1 L)

LOADER SPECIFICATIONS (773) (CONT'D)

Tires

Flotation	10-16.5, 8 Ply Rating
Ultra Grip	31 x 15.5-15, 8 Ply Rating
Recommended Pressure	Inflate Tires to Maximum Pressure Shown On The Side Wall Of The Tire. Do Not Mix Brands Of Tires Used On The Same Loader.



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ENGINE SPECIFICATIONS - KUBOTA V2203-EB

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Fuel Injection Nozzles

Opening Pressure	1991-2133 PSI (13721-14707 kPa)
Fuel Tightness Nozzle Seat	Dry Nozzle at 1849 PSI (12749 kPa)

Fuel Injection Pump

Fuel Tightness Plunger	10 sec: initial pressure 2133-1990 PSI (14707-13721 kPa)
Limit Permitted	5 seconds
Injection Timing	17-19 degrees B.T.D.C.
High Idle	2860-3000 RPM
Low Idle	1125-1175 RPM
Cylinder Bore	
I.D. of Bore	3.4252-3.4261 (87,0-87,022)
Allowable Limit	+0.006 (+0,15)

Cylinder Head

Cylinder Head Surface Distortion	0.002 (0,05) Max.
Thickness of Gasket (Used)	0.0453-0.0492 (1,15-1,25)
(New)	0.0512-0.0551 (1,3-1,4)
Top Clearance (Piston to Head)	0.0217-0.0276 (0,55-0,70)
Compression	512-540 PSI (3,53-3,72 MPa)
Allowable	355 PSI (2,45 MPa)
Difference Between Cylinders	10% or less

Valves

Valve Seat Width (Intake & Exhaust)	0.0835 (2,12)
Valve Seat Angle	Intake 60 degrees, exhaust 45 degrees
O.D. of Valve Stems	0.3134-0.3140 (7,96-7,98)
I.D. of Valve Guides	0.3156-0.3161 (8,015-8,03)
Clearance Between Valve Stem & Guide	0.0016-0.0026 (0,04-0,07)
Allowable Limit	0.0039 (0,1)
Valve Clearance (Cold)	0.0071-0.0087 (0,18-0,22)
Valve Recessing (Protrusion)	0.002 (0,05)
(Recess)	0.006 (0,15)

**ENGINE SPECIFICATIONS - KUBOTA V2203-EB
(CONT'D)**

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Valve Springs

Free Length	1.6417-1.6614 (41,7-42,2)
Allowable Limit	1.622 (41,2)
Fitted Length	1.378 (35,0)
Compress to Fitted Length	26.4 lbs. (117,4 N)
Allowable Limit	22.5 lbs. (100,0 N)
Tilt Allowable Limit	0.039 (1,0)

Valve Timing

Intake Valve (Open)	12 degrees B.T.D.C.
(Close)	36 degrees A.T.D.C.
Exhaust Valve (Open)	60 degrees B.T.D.C.
(Close)	12 degrees A.T.D.C.

Rocker Arms

O.D. of Rocker Arm Shaft	0.5501-0.5506 (13,973-13,884)
I.D. of Rocker Arm Bushings	0.5512-0.5519 (14,0-14,018)
Clearance Between Rocker Arm & Bushing	0.0006-0.0018 (0,016-0,045)
Allowable Limit	0.0059 (0,15)

Camshaft

Journal O.D.	1.5722-1.5728 (39,934-39,95)
Bearing I.D.	1.5748-1.5758 (40,0-40,025)
Oil Clearance	0.002-0.0036 (0,05-0,091)
Allowable Limit	0.0059 (0,15)
Alignment Allowable Limit	0.0004 (0,01)
Cam Lobe Height	1.318 (33,47)
Allowable Limit	1.316 (33,42)
End Clearance	0.0028-0.0087 (0,07-0,22)
Allowable Limit	0.012 (0,3)

Tappet

Clearance Between Tappet & Guide	0.0008-0.0024 (0,02-0,062)
Allowable Limit	0.0028 (0,07)
Tappet O.D.	0.9433-0.9441 (23,959-23,98)
Tappet Guide I.D.	0.9449-0.9457 (24,0-24,021)

ENGINE SPECIFICATIONS - KUBOTA V2203-EB (CONT'D)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Cylinders

Cylinder Bore I.D.	3.4252-3.4261 (87,00-87,022)
Allowable Limit	+0.0059 (+0,15)

Piston Rings

Ring Gap (Top & 2nd Ring)	0.0118-0.0177 (0,3-0,45)
Allowable Limit	0.0492 (1,25)
Ring Gap (Oil Ring)	0.0098-0.0177 (0,25-0,45)
Allowable Limit	0.0492 (1,25)
Side Clearance of Ring Groove:	
Top Ring	Zero Clearance
Second Ring	0.0037-0.0047 (0,093-0,12)
Allowable Limit	0.0079 (0,20)
Oil Ring	0.0008-0.002 (0,02-0,052)
Allowable Limit	0.0059 (0,15)

Pistons

Piston Pin Bore	0.9843-0.9848 (25,0-25,013)
Allowable Limit	0.9862 (25,05)

Connecting Rod

Piston Pin O.D.	0.9843-0.9847 (25,002-25,011)
Small End Bushing I.D.	0.9852-0.9858 (25,025-25,04)
Clearance Between Piston Pin & Small End Bushing	0.0006-0.0015 (0,014-0,038)
Allowable Limit	0.0059 (0,15)
Connecting Rod Alignment Allowable Limit	0.002 (0,05)

Oil Pump

Oil Pressure Rated RPM	42.7-64 PSI (294,2-441 kPa)
Allowable Limit	36 PSI (245 kPa)
Idle Speed	14 PSI (98 kPa)
Allowable Limit	7 PSI (49 kPa)
Clearance Between Inner Rotor & Outer Rotor	0.0039-0.0063 (0,1-0,16)
Clearance Between Outer Rotor & Pump Body	0.0043-0.0075 (0,11-0,19)
End Clearance Between Inner Rotor & Cover	0.0041-0.0059 (0,105-0,15)

ENGINE SPECIFICATIONS - KUBOTA V2203-EB (CONT'D)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Crankshaft

Crankshaft Alignment Allowable Limit	0.00079 (0,02)
Oil Clearance Between Crankshaft Journal & Bearing #1	0.0016-0.0046 (0,04-0,118)
Allowable Limit	0.0079 (0,2)
Crankshaft Journal O.D. #1	2.0441-2.0449 (51,921-51,94)
Crankshaft Bearing I.D. #1	2.0465-2.0488 (51,98-52,039)
Oil Clearance Between Crankshaft Journal & Bearing #2	0.0016-0.0041 (0,04-0,104)
Allowable Limit	0.0079 (0,2)
Crankshaft Journal O.D. #2	2.0441-2.0449 (51,921-51,94)
Crankshaft Bearing I.D. #2	2.0465-2.0482 (51,98-52,025)
Oil Clearance Between Crank Pin & Bearing	0.0009-0.0034 (0,025-0,087)
Allowable Limit	0.0079 (0,2)
Crank Pin O.D.	1.8488-1.8494 (46,959-46,975)
Crank Pin Bearing I.D.	1.8504-1.8522 (47,0-47,046)
Crankshaft Side Clearance	0.0059-0.0122 (0,15-0,31)
Allowable Limit	0.0197 (0,5)

Timing Gear

Timing Gear Backlash:	
Crank Gear-Idle Gear	0.0016-0.0044 (0,0415-0,1122)
Allowable Limit	0.0059 (0,15)
Idle Gear-Cam Gear	0.0016-0.0045 (0,0415-0,1154)
Allowable Limit	0.0059 (0,15)
Idle Gear-Injection Pump Gear	0.0016-0.0046 (0,0415-0,1154)
Allowable Limit	0.0059 (0,15)
Crank Gear-Oil Pump Gear	0.0016-0.0043 (0,0415-0,109)
Allowable Limit	0.0059 (0,15)
Clearance Between Idle Gear Shaft & Idle Gear Bushing	0.001-0.0026 (0,025-0,066)
Allowable Limit	0.0039 (0,10)
Idle Gear Bushing I.D.	1.2598-1.2608 (32,0-32,025)
Idle Gear Shaft O.D.	1.2582-1.2589 (31,959-31,975)
Idle Gear Side Clearance Idle Gear	0.0079-0.020 (0,2-0,51)
Allowable Limit	0.0354 (0,9)

Thermostat

Valve Opening Temperature	157.1-162.5°F (69.5-72.5°C)
Valve Fully Open	185°F (85°C)

ENGINE SPECIFICATIONS - KUBOTA V2203-EB (CONT'D)

Crankshaft Re-Grind Data

If the standard size bearing cannot be employed due to excessive wear of the crank pin and crank journal use undersize or oversize bearings.

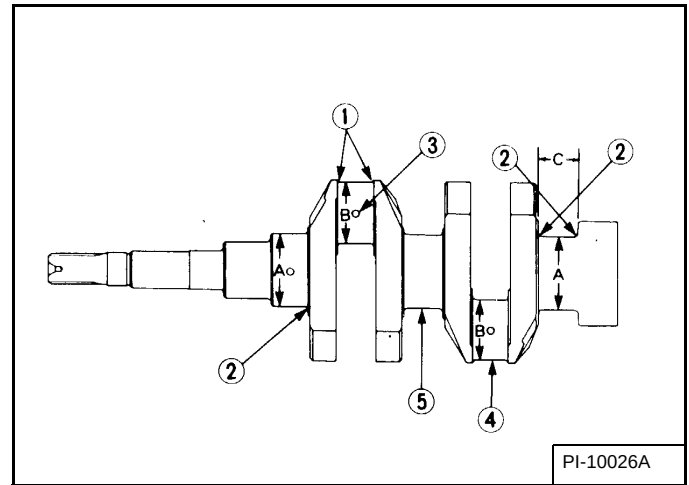
For undersize or oversize bearing use, follow the precautions noted below.

Grind the crankpin and journal with a wheel which has specified round corner and width without shoulder [Figure SPEC-20-1].

1. 0.1299-0.1457" (3,3-3,7 mm)
2. 0.1102-0.1260" (2,8-3,2 mm)
3. Be sure to chamfer the oil hole circumference to 0.0394-0.0591" (1,0-1,5 mm) radius width and oil stone.
4. The crankpin must be fine finished to higher than .04-S (0.000016"-S)
5. The crank journal must be fine-finished to higher than 0.4-S (0.000016"-S)

6. The crank journal side surface must be fine-finished to higher than 0.4-S (0.000016"-S).

Figure SPEC-20-1



SIZE	CODE NO.	NAME OF BEARING	BEARING MARK	CRANKSHAFT PROCESSING DIM.	
-0.008" (-0,2 mm)	17331-2391-1	Crankshaft Bearing 1 0.008" minus (0,2 minus)	020 US	A	2.0363-2.037" (51,721-51,74mm)
-0.008" (-0,2 mm)	17331-2393-1	Crankshaft Bearing 2 0.008" minus (0,2 minus)	020 US		
-0.016" (-0,4 mm)	17331-2392-1	Crankshaft Bearing 1 0.016" minus (0,4 minus)	040 US		2.0284-2.0291" (51,521-51.54mm)
-0.016" (-0,4 mm)	17331-2394-1	Crankshaft Bearing 2 0.016" minus (0,4 minus)	040 US		
-0.008" (-0,2 mm)	17331-2297-1	Crank Pin Bearing 0.008" minus (0,2 minus)	020 US	B	1.8409-1.8415" (46,759-46,775mm)
-0.016" (-0,4 mm)	17331-2298-1	Crank Pin Bearing 0.016" minus (0,4 minus)	040 US		1.8330-1.8337" (46,559-46,575mm)
+0.008" (+0,2 mm)	15221-2395-1	Thrust Bearing 1-0.008"plus (0,2 mm plus)	020 OS	C	1.0315-1.0335" (26,20-26,25mm)
	19202-2397-1	Thrust Bearing 2-0.008"plus (0,2 mm plus)			
+0.016" (+0,4 mm)	15221-2396-1	Thrust Bearing 1-0.016"plus (0,4 mm plus)	040 OS		1.0394-1.0413" (26,40-26,45mm)
	19202-2398-1	Thrust Bearing 2-0.016"plus (0,4 mm plus)			



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ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Fuel Injection Nozzles

Opening Pressure	1991-2133 PSI (13721-14707 kPa)
Fuel Tightness Nozzle Seat	Dry Nozzle at 1849 PSI (12749 kPa)

Fuel Injection Pump

Fuel Tightness Plunger	10 sec: initial pressure 2133-1990 PSI (14707-13721 kPa)
Limit Permitted	5 seconds
Injection Timing	17-19 degrees B.T.D.C.
High Idle	2860-3000 RPM
Low Idle	1125-1175 RPM
Cylinder Bore	
I.D. of Bore	3.2677-3.2686 (83,0-83,022)
Allowable Limit	+0.006 (+0,15)

Cylinder Head

Cylinder Head Surface Distortion	0.002 (0,05) Max.
Thickness of Gasket (Used)	N/A
(New)	N/A
Top Clearance (Piston to Head)	0.0217-0.0276 (0,55-0,70)
Compression	512-540 PSI (3,53-3,72 MPa)
Allowable	355 PSI (2,45 MPa)
Difference Between Cylinders	10% or less

Valves

Valve Seat Width (Intake & Exhaust)	0.0835 (2,12)
Valve Seat Angle	Intake 60 degrees, exhaust 45 degrees
O.D. of Valve Stems	0.3134-0.3140 (7,96-7,98)
I.D. of Valve Guides	0.3156-0.3161 (8,015-8,03)
Clearance Between Valve Stem & Guide	0.0016-0.0026 (0,04-0,07)
Allowable Limit	0.0039 (0,1)
Valve Clearance (Cold)	0.0071-0.0087 (0,18-0,22)
Valve Recessing (Protrusion)	0.002 (0,05)
(Recess)	0.006 (0,15)

ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO) (CONT'D)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Valve Springs

Free Length	1.6417-1.6614 (41,7-42,2)
Allowable Limit	1.622 (41,2)
Fitted Length	1.378 (35,0)
Compress to Fitted Length	26.4 lbs. (117,4 N)
Allowable Limit	22.5 lbs. (100,0 N)
Tilt Allowable Limit	0.039 (1,0)

Valve Timing

Intake Valve (Open)	20 degrees B.T.D.C.
(Close)	45 degrees A.B.D.C.
Exhaust Valve (Open)	55 degrees B.B.D.C.
(Close)	14 degrees A.T.D.C.

Rocker Arms

O.D. of Rocker Arm Shaft	0.5501-0.5506 (13,973-13,884)
I.D. of Rocker Arm Bushings	0.5512-0.5519 (14,0-14,018)
Clearance Between Rocker Arm & Bushing	0.0006-0.0018 (0,016-0,045)
Allowable Limit	0.0059 (0,15)

Camshaft

Journal O.D.	1.5722-1.5728 (39.934-39,95)
Bearing I.D.	1.5748-1.5758 (40,0-40,025)
Oil Clearance	0.002-0.0036 (0,05-0,091)
Allowable Limit	0.0059 (0,15)
Alignment Allowable Limit	0.0004 (0,01)
Cam Lobe Height (Intake)	1.3346 (33,90)
Allowable Limit (Intake)	1.3328 (33,85)
Cam Lobe Height (Exhaust)	1.3177 (33,47)
Allowable Limit (Exhaust)	1.3157 (33,42)
End Clearance	0.0028-0.0087 (0,07-0,22)
Allowable Limit	0.0118 (0,3)

Tappet

Clearance Between Tappet & Guide	0.0008-0.0024 (0,02-0,062)
Allowable Limit	0.0028 (0,07)
Tappet O.D.	0.9433-0.9441 (23,959-23,98)
Tappet Guide I.D.	0.9449-0.9457 (24,0-24,021)

ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO) (CONT'D)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Cylinder Liner

Cylinder Liner I.D.	3.2677-3.2686 (83,0-83,022)
Allowable Limit	+0.0059 (+0,15)
Oversized Cylinder Liner I.D.	3.2874-3.2883 (83,5-83,522)
Allowable Limit	+0.0059 (+0,15)

Piston Rings

Ring Gap (Top & 2nd Ring)	0.0118-0.0170 (0,3-0,45)
Allowable Limit	0.0492 (1,25)
Ring Gap (Oil Ring)	0.0098-0.0177 (0,25-0,45)
Allowable Limit	0.0492 (1,25)
Side Clearance of Ring Groove:	
Top Ring	Zero Clearance
Second Ring	0.0037-0.0047 (0,093-0,12)
Allowable Limit	0.20 (0,0079)
Oil Ring	0.0008-0.002 (0,02-0,052)
Allowable Limit	0.0059 (0,15)

Pistons

Piston Pin Bore	0.9843-0.9848 (25,0-25,013)
Allowable Limit	0.9862 (25,05)

Connecting Rod

Piston Pin O.D.	0.9843-0.9847 (25,002-25,011)
Small End Bushing I.D.	0.9852-0.9858 (25,025-25,04)
Clearance Between Piston Pin & Small End Bushing	0.0006-0.0015 (0,014-0,038)
Allowable Limit	0.0059 (0,15)
Connecting Rod Alignment Allowable Limit	0.002 (0,05)

Oil Pump

Oil Pressure Rated RPM	42.7-64 PSI (294,2-441 kPa)
Allowable Limit	36 PSI (245 kPa)
Idle Speed	14 PSI (98 kPa)
Clearance Between Inner Rotor & Outer Rotor	0.0039-0.0063 (0,1-0,16)
Clearance Between Outer Rotor & Pump Body	0.0043-0.0075 (0,11-0,19)
End Clearance Between Inner Rotor & Cover	0.0041-0.0059 (0,105-0,15)

ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO) (CONT'D)

All dimensions are given in inches. Respective metric dimensions are given in millimeters enclosed by parentheses.

Crankshaft

Crankshaft Alignment Allowable Limit	0.0008 (0,02)
Oil Clearance Between Crankshaft Journal & Bearing #1	0.0016-0.0046 (0,04-0,118)
Allowable Limit	0.0079 (0,2)
Crankshaft Journal O.D. #1	2.0441-2.0449 (51,921-51,94)
Crankshaft Bearing I.D. #1	2.0465-2.0488 (51,98-52,039)
Oil Clearance Between Crankshaft Journal & Bearing #2	0.0016-0.0041 (0,04-0,104)
Allowable Limit	0.0079 (0,2)
Crankshaft Journal O.D. #2	2.0441-2.0449 (51,921-51,94)
Crankshaft Bearing I.D. #2	2.0465-2.0482 (51,98-52,025)
Oil Clearance Between Crank Pin & Bearing	0.0009-0.0034 (0,025-0,087)
Allowable Limit	0.0079 (0,2)
Crank Pin O.D.	1.8488-1.8494 (46,959-46,975)
Crank Pin Bearing I.D.	1.8504-1.8522 (47,0-47,046)
Crankshaft Side Clearance	0.0059-0.0122 (0,15-0,31)
Allowable Limit	0.0197 (0,5)

Timing Gear

Timing Gear Backlash:	
Crank Gear-Idle Gear	0.0016-0.0044 (0,0415-0,1122)
Allowable Limit	0.0059 (0,15)
Idle Gear-Cam Gear	0.0016-0.0045 (0,0415-0,1154)
Allowable Limit	0.0059 (0,15)
Idle Gear-Injection Pump Gear	0.0016-0.0045 (0,0415-0,1154)
Allowable Limit	0.0059 (0,15)
Crank Gear-Oil Pump Gear	0.0016-0.0043 (0,0415-0,109)
Allowable Limit	0.0059 (0,15)
Clearance Between Idle Gear Shaft & Idle Gear Bushing:	
Idle Gear	0.001-0.0026 (0,025-0,066)
Allowable Limit	0.0039 (0,10)
Idle Gear Bushing I.D.	1.4961-1.4970 (38,0-38,025)
Allowable Limit	0.0039 (0,10)
Idle Gear Shaft O.D.	1.4944-1.4951 (37,959-37,975)
Idle Gear Side Clearance Idle Gear	0.0079-0.020 (0,2-0,51)
Allowable Limit	0.0315 (0,8)

Thermostat

Valve Opening Temperature	157.1-162.5°F (69.5-72.5°C)
Valve Fully Open	185°F (85°C)

ENGINE SPECIFICATIONS - KUBOTA V2003T-EB (TURBO) (CONT'D)

Crankshaft Re-Grind Data

If the standard size bearing cannot be employed due to excessive wear of the crank pin and crank journal use undersize or oversize bearings.

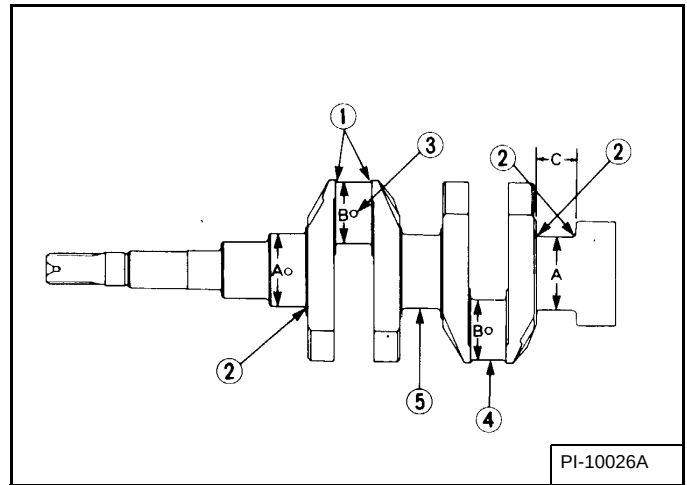
For undersize or oversize bearing use, follow the precautions noted below.

Grind the crankpin and journal with a wheel which has specified round corner and width without shoulder [Figure SPEC-21-2].

1. 0.1299-0.1457" (3,3-3,7 mm)
2. 0.1102-0.1260" (2,8-3,2 mm)
3. Be sure to chamfer the oil hole circumference to 0.0394-0.0591" (1,0-1,5 mm) radius width and oil stone.
4. The crankpin must be fine finished to higher than .04-S (0.000016"-S)
5. The crank journal must be fine-finished to higher than 0.4-S (0.000016"-S)

6. The crank journal side surface must be fine-finished to higher than 0.4-S (0.000016"-S).

Figure SPEC-21-2



SIZE	CODE NO.	NAME OF BEARING	BEARING MARK	CRANKSHAFT PROCESSING DIM.	
-0.008" (-0,2 mm)	17331-2391-1	Crankshaft Bearing 1 0.008" minus (0,2 minus)	020 US	A	2.0363-2.037" (51,721-51,74mm)
-0.008" (-0,2 mm)	17331-2393-1	Crankshaft Bearing 2 0.008" minus (0,2 minus)	020 US		
-0.016" (-0,4 mm)	17331-2392-1	Crankshaft Bearing 1 0.016" minus (0,4 minus)	040 US		2.0284-2.0291" (51,521-51.54mm)
-0.016" (-0,4 mm)	17331-2394-1	Crankshaft Bearing 2 0.016" minus (0,4 minus)	040 US		
-0.008" (-0,2 mm)	17331-2297-1	Crank Pin Bearing 0.008" minus (0,2 minus)	020 US	B	1.8409-1.8415" (46,759-46,775mm)
-0.016" (-0,4 mm)	17331-2298-1	Crank Pin Bearing 0.016" minus (0,4 minus)	040 US		1.8330-1.8337" (46,559-46,575mm)
+0.008" (+0,2 mm)	15221-2395-1	Thrust Bearing 1-0.008"plus (0,2 mm plus)	020 OS	C	1.0315-1.0335" (26,20-26,25mm)
	19202-2397-1	Thrust Bearing 2-0.008"plus (0,2 mm plus)			
+0.016" (+0,4 mm)	15221-2396-1	Thrust Bearing 1-0.016"plus (0,4 mm plus)	040 OS		1.0394-1.0413" (26,40-26,45mm)
	19202-2398-1	Thrust Bearing 2-0.016"plus (0,4 mm plus)			



TORQUE SPECIFICATIONS FOR BOLTS

Torque For General SAE Bolts

The following table shows standard torque specifications for bolts with zinc phosphate coating. Bolts purchased from Melroe that have zinc phosphate coating are specified by the letter H following the part number.

	Thread size	sae grade 5	sae grade 8
INCH. LBS. (Nm)	.250	80-90 (9,0-10,2)	110-120 (12,4-13,6)
	.3125	180-200 (20,3-22,6)	215-240 (24,2-27-1)
FOOT LBS. (Nm)	.375	25-28 (34-38)	35-40 (47-54)
	.4375	40-45 (54-61)	60-65 (81-88)
	.500	65-70 (88-95)	90-100 (122-136)
	.5625	90-100 (122-136)	125-140 (170-190)
	.625	125-140 (170-190)	175-190 (240-260)
	.750	220-245 (300-330)	300-330 (410-450)
	.875	330-360 (450-490)	475-525 (645-710)
	1.000	475-525 (645-710)	725-800 (985-1085)
	1.125	650-720 (880-975)	1050-1175 (1425-1600)
	1.250	900-1000 (1200-1360)	1475-1625 (2000-2200)
	1.375	1200-1350 (1630-1830)	2000-2200 (2720-2980)
	1.500	1500-1650 (2040-2240)	2600-2850 (3530-3870)
	1.625	2000-2800 (2720-2980)	3450-3800 (4680-5150)
	1.750	2500-2750 (3390-3730)	4300-4800 (5830-6500)
	1.875	3150-3500 (4270-4750)	5500-6100 (7450-8300)
	2.000	3800-4200 (5150-5700)	6500-7200 (8800-9800)

TORQUE SPECIFICATIONS FOR BOLTS (CONT'D)

Torque For General Metric Bolts

THREAD SIZE (DIA. X PITCH)	MATERIAL		
	HEAD MARK 4	HEAD MARK 7	HEAD MARK 10
M 5 x 0.8		3-4 ft.-lbs. (4-5 Nm)	
M 6 x 1.0		6-7 ft.-lbs. (8-9 Nm)	6-9 ft.-lbs. (8-12 Nm)
M 8 x 1.25	6-9 ft.-lbs. (8-12 Nm)	11-16 ft.-lbs. (15-22 Nm)	18-25 ft.-lbs. (24-34 Nm)
M 10 x 1.25	13-18 ft.-lbs. (18-24 Nm)	22-30 ft.-lbs. (30-41 Nm)	36-50 ft.-lbs. (49-68 Nm)
M 12 x 1.25	22-30 ft.-lbs. (30-41 Nm)	40-54 ft.-lbs. (54-73 Nm)	69-87 ft.-lbs. (94-118 Nm)
M 14 x 1.25	36-50 ft.-lbs. (49-68 Nm)	58-80 ft.-lbs. (79-108 Nm)	116-137 ft.-lbs. (157-186 Nm)

HYDRAULIC CONNECTION SPECIFICATIONS

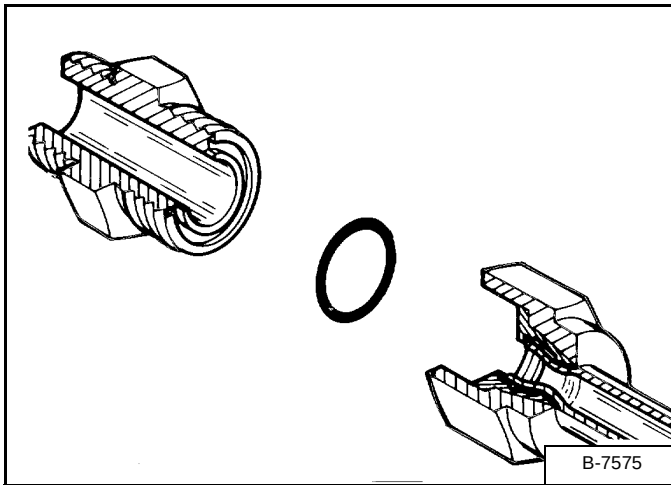
O-ring Face Seal Connection

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

I-2003-0888

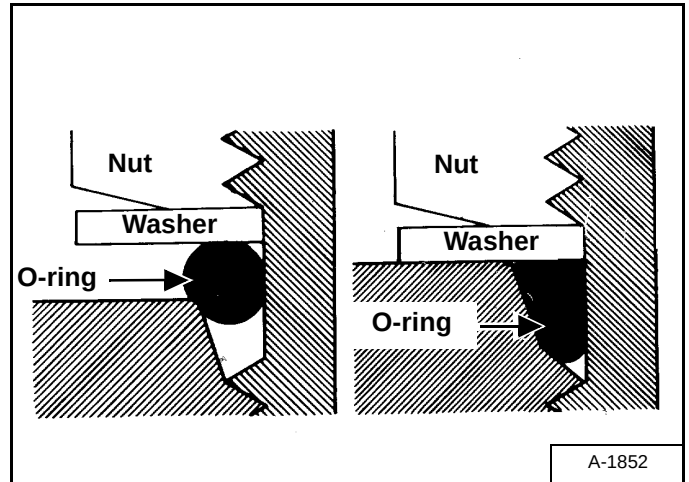
Figure SPEC-40-3



When the fitting is tightened, you can feel when the fitting is tight to eliminate leakage caused by under or over torqued fittings. Use vaseline petroleum jelly to hold the O-ring in position until the fittings are assembled [Figure SPEC-40-3].

Straight Thread O-ring Fitting

Figure SPEC-40-4



Lubricate the O-ring before installing the fitting. Loosen the jam nut and install the fitting. Tighten the jam nut until the washer is tight against the surface [Figure SPEC-40-4].

Tubelines And Hoses

Replace any tubelines that are bent or flattened. They will restrict flow, which will slow hydraulic action and cause heat.

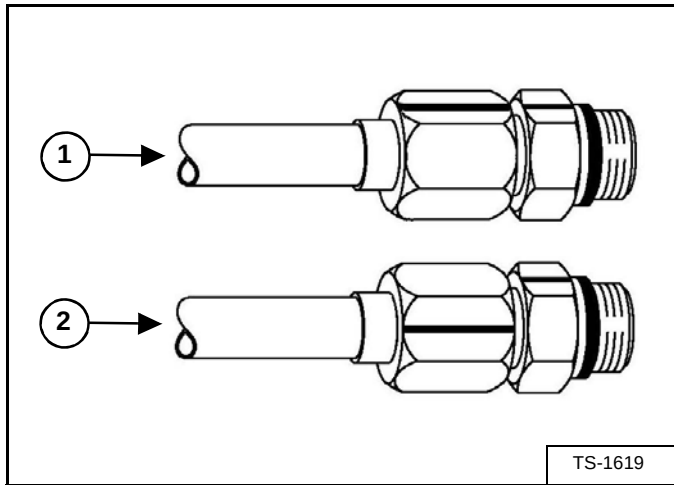
Replace hoses which show signs of wear, damage or weather cracked rubber.

Always use two wrenches when loosening and tightening hose or tubeline fittings.

HYDRAULIC CONNECTION SPECIFICATIONS (CONT'D)

Flare Fitting

Figure SPEC-40-5



Use the following procedure to tighten the flare fitting:

Tighten the nut until it makes contact with the seat. Make a mark across the flats of both the male and female parts of the connection (Item 1) [Figure SPEC-40-5].

Use the chart below to find the correct tightness needed (Item 2) [Figure SPEC-40-5]. If the fitting leaks after tightening, disconnect it and inspect the seat area for damage.

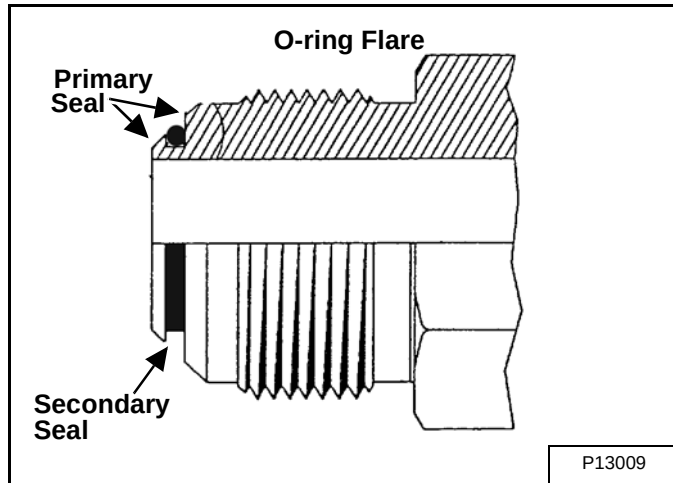
Flare Fitting Tightening Torque

Wrench Size	Tubeline Outside Diameter	Thread Size	TORQUE Ft.-Lbs. (Nm)	NEW Rotate No. of Hex Flats	RE-ASSEMBLY Rotate No. of Hex Flats
5/8"	5/16"	1-2"-20	17 (23)	2-1/2	1
11/16"	3/8"	9/16"-18	22 (30)	2	1
7/8"	1/2"	3/4"-16	40 (54)	2	1
1"	5/8"	7/8"-14	60 (81)	1-1/2	1
1-1/4"	3/4"	1-1/16"-12	84 (114)	1	3/4
1-3/8"	1"	1-5/16"-12	118 (160)	3/4	3/4

HYDRAULIC CONNECTION SPECIFICATIONS (CONT'D)

O-ring Flare Fitting

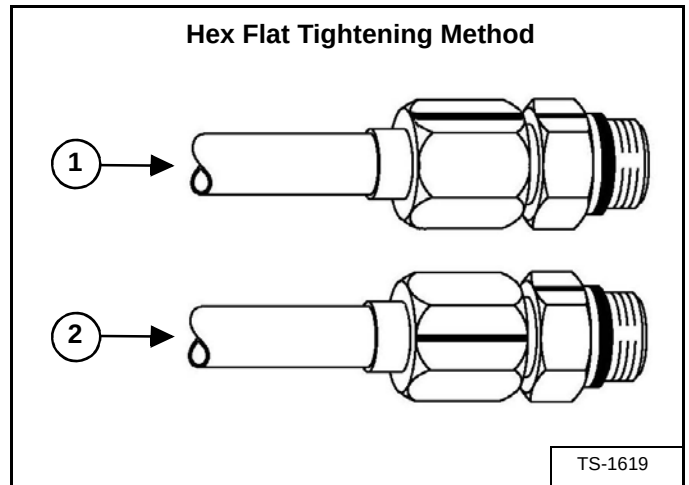
Figure SPEC-40-6



The flare is the primary seal, the O-ring is the secondary seal and helps absorb vibration and pressure pulses at the connection [Figure SPEC-40-6].

If necessary, the O-ring-flare fitting can be used without an O-ring.

Figure SPEC-40-7



Use the following procedure to tighten the O-ring flare fitting.

Tighten the nut until it contacts with the seat. Make a mark across the flats of both the male and female parts of the connection (Item 1) [Figure SPEC-40-7].

Use the chart below to find the correct tightness needed (Item 2) [Figure SPEC-40-7]. If the fitting leaks after tightening, disconnect it and inspect the seat area for damage.

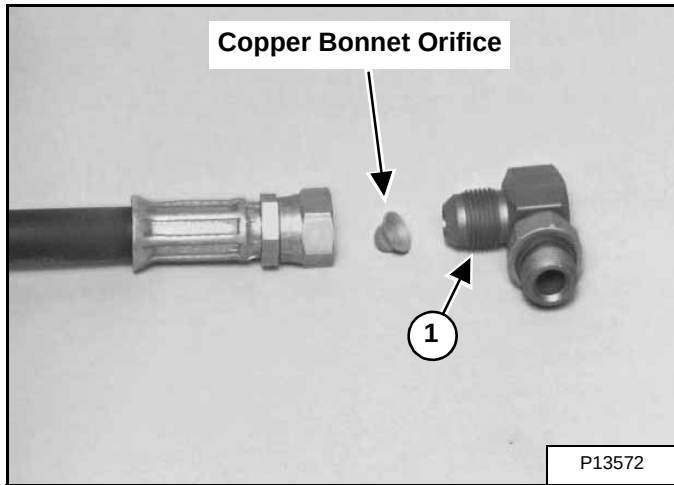
O-ring Flare Fitting Tightening Torque

Wrench Size	Tubeline Outside Diameter	Thread Size	TORQUE Ft.-Lbs. (Nm)	NEW Rotate No. of Hex Flats	RE-ASSEMBLY Rotate No. of Hex Flats
5/8"	5/16"	1-2"-20	17 (23)	2-1/2	1
11/16"	3/8"	9/16"-18	22 (30)	2	1
7/8"	1/2"	3/4"-16	40 (54)	2	1
1"	5/8"	7/8"-14	60 (81)	1-1/2	1
1-1/4"	3/4"	1-1/16"-12	84 (114)	1	3/4
1-3/8"	1"	1-5/16"-12	118 (160)	3/4	3/4

HYDRAULIC CONNECTION SPECIFICATIONS (CONT'D)

O-ring Flare Fitting (Cont'd)

Figure SPEC-40-8



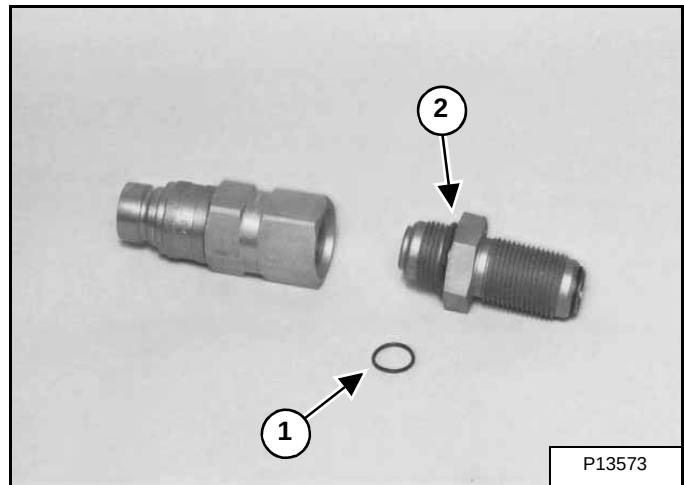
NOTE: O-ring flare fittings are not recommended in all applications. Use the standard flare fittings in these applications.

Do not use a O-ring flare fitting when a copper bonnet orifice is used. When tightened the connection at the bonnet may distort the flare face and prevent it from sealing.

Use a standard flare fitting (Item 1) [Figure SPEC-40-8] as shown.

When a O-ring flare fitting is used as a straight thread port adapter the O-ring flare face is not used to seal. The O-ring may come off the fitting and enter the system.

Figure SPEC-40-9



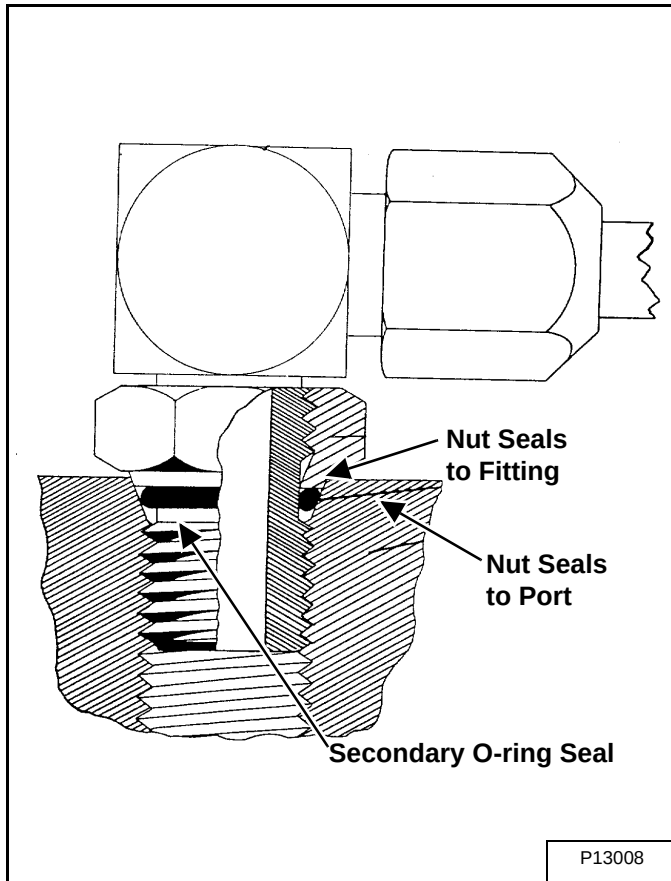
Always remove the O-ring (Item 1) [Figure SPEC-40-9] from the flare face as shown.

An O-ring (Item 2) [Figure SPEC-40-9] is added to the flat boss of the fitting to seal the connection in this application.

HYDRAULIC CONNECTION SPECIFICATIONS (CONT'D)

Port Seal Fitting

Figure SPEC-40-10



The nut is the primary seal, the O-ring is the secondary seal and helps absorb vibration and pressure pulses at the connection [Figure SPEC-40-10].

The hex portion of the nut does not contact the surface of the component when the nut is tight.

Use the following procedure to tighten the port seal fitting:

Port seal and nut, washer and O-ring (O-ring Boss) fittings use the same tightening torque valve chart.

If a torque wrench cannot be used, use the following method.

Tighten the nut until it just makes metal to metal contact, you can feel the resistance.

Tighten the nut with a wrench no more than one hex flat maximum.

Do not over tighten the port seal fitting.

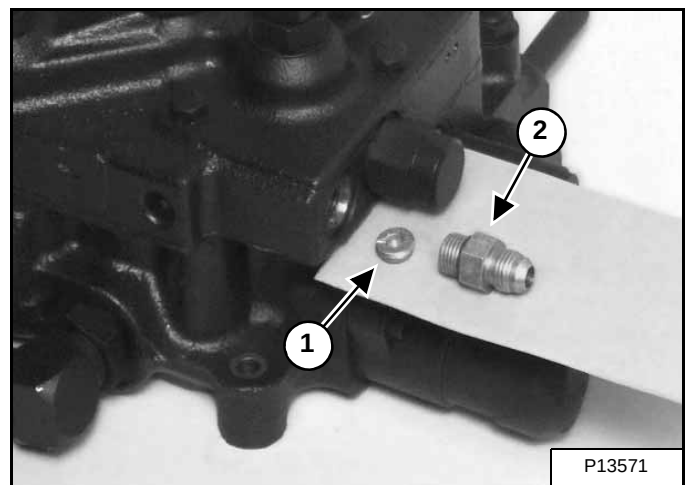
Port Seal and O-ring Boss Tightening Torque

Fitting Nut Wrench Size	Thread Size	Torque Ft.-Lbs. (Nm)
11/16"	9/16"-18	22 (30)
15/16"	3/4"-16	40 (54)
1-1/8"	7/8"-14	60 (81)
1-1/4"	1-1/16"-12	84 (114)
1-1/2"	1-5/16"-12	118 (160)

NOTE: If a torque wrench cannot be used, use the hex flat tightening method as an approximate guideline.

NOTE: Port seal fittings are not recommended in all applications. Use O-ring boss fittings in these applications.

Figure SPEC-40-11



Do not use port seal fittings when a thread in orifice (Item 1) [Figure SPEC-40-11] is used in the port. The orifice may interfere with the fitting and prevent it from sealing.

Use an O-ring boss fitting (Item 1) [Figure SPEC-40-11] as shown.



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HYDRAULIC/HYDROSTATIC FLUID SPECIFICATIONS

Specifications

Use Bobcat hydraulic transmission fluid (P/N 6563328). If this fluid is not available, use 10W-30 or 10W-40 SAE Motor Oil (5W-30 for 0°F [-18°C] and Below).

DO NOT use automatic transmission fluids in the loader or permanent damage to the transmission will result.

WARNING

Diesel fuel or hydraulic fluid under pressure can penetrate skin or eyes, causing serious injury or death. Fluid leaks under pressure may not be visible. Use a piece of cardboard or wood to find leaks. Do not use your bare hand. Wear safety goggles. If fluid enters skin or eyes, get immediate medical attention from a physician familiar with this injury.

W-2072-0496

When temperatures below zero degree F (-18°C) are common, the loader must be kept in a warm building. Extra warm-up time must be used each time the loader is started during cold temperature conditions. Cold fluid will not flow easily and it makes action on the hydraulic function slower. Loss of fluid flow to the hydrostatic transmission pump (indicated by TRANS light ON) can cause transmission damage in less than 60 seconds.

WARNING

During cold weather (32°F [0°C] and below), do not operate machine until the engine has run for at least five minutes at less than half throttle. This warm-up period is necessary for foot pedal operation and safe stopping. Do not operate controls during warm-up period.

When temperatures are below -20°F (-30°C), the hydrostatic oil must be heated or kept warm. The hydrostatic system will not get enough oil at low temperatures. Park the machine in an area where the temperature will be above 0°F (-18°C) if possible.

W-2027-1285



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CONVERSIONS

Decimal And Millimeter Equivalents

FRACTIONS	DECIMALS	MM	FRACTIONS	DECIMALS	MM
1/64	0.015625	0.397	33/64	0.515625	13.097
1/32	0.03125	0.794	17/32	0.53125	13.494
3/64	0.046875	1.191	35/64	0.546875	13.891
1/16	0.0625	1.588	9/16	0.5625	14.288
5/64	0.078125	1.984	37/64	0.578125	14.684
3/32	0.09375	2.381	19/32	0.59375	15.081
7/64	0.109375	2.778	39/64	0.609375	15.478
1/8	0.1250	3.175	5/8	0.6250	15.875
9/64	0.140625	3.572	41/64	0.640625	16.272
5/32	0.15625	3.969	21/32	0.65625	16.669
11/64	0.171875	4.366	43/64	0.671875	17.066
3/16	0.1875	4.762	11/16	0.6875	17.462
13/64	0.203125	5.159	45/64	0.703125	17.859
7/32	0.21875	5.556	23/32	0.71875	18.256
15/64	0.234375	5.953	47/64	0.734375	18.653
1/4	0.2500	6.350	3/4	0.7500	19.050
17/64	0.265625	6.747	49/64	0.765625	19.447
9/32	0.28125	7.144	25/32	0.78125	19.844
19/64	0.296875	7.541	51/64	0.796875	20.241
5/16	0.3125	7.938	13/16	0.8125	20.638
21/64	0.328125	8.334	53/64	0.828125	21.034
11/32	0.34375	8.731	27/32	0.84375	21.431
23/64	0.359375	9.128	55/64	0.859375	21.828
3/8	0.3750	9.525	7/8	0.8750	22.225
25/64	0.390625	9.922	57/64	0.890625	22.622
13/32	0.40625	10.319	29/32	0.90625	23.019
27/64	0.421875	10.716	59/64	0.921875	23.416
7/16	0.4375	11.112	15/16	0.9375	23.812
29/64	0.453125	11.509	61/64	0.953125	24.209
15/32	0.46875	11.906	31/32	0.96875	24.606
31/64	0.484375	12.303	63/64	0.984375	25.003
1/2	0.5000	12.700	1	1.000	25.400

1 mm = 0.03937"

0.001 = 0.0254 mm

U.S. To Metric Conversion

	TO CONVERT	INTO	MULTIPLY BY
LINEAR MEASUREMENT	Miles	Kilometers	1.609
	Yards	Meters	0.9144
	Feet	Meters	0.3048
	Feet	Centimeters	30.48
	Inches	Meters	0.0254
	Inches	Centimeters	2.54
	Inches	Millimeters	25.4
AREA	Square Miles	Square Kilometers	2.59
	Square Feet	Square Meters	0.0929
	Square Inches	Square Centimeters	6.452
	Acre	Hectare	0.4047
VOLUME	Cubic Yards	Cubic Meters	0.7646
	Cubic Feet	Cubic Meters	0.02832
	Cubic Inches	Cubic Centimeters	16.39
WEIGHT	Tons (Short)	Metric Tons	0.9078
	Pounds	Kilograms	0.4536
	Ounces (Avdp.)	Grams	28.3495
PRESSURE	Pounds/Sq. In.	Kilopascal	6.895
WORK	Foot-Pounds	Newton-Meter	1.356
LIQUID VOLUME	Quarts	Liters	0.9463
	Gallons	Liters	3.785
LIQUID FLOW	Gallons/Minute	Liters/Minute	3.785
TEMPERATURE	Fahrenheit	Celsius	1. Subtract 32°
			2. Multiply by 5/9



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SERVICE MANUAL REVISION

ROUTE TO ATTENTION

PARTS MANAGER	☐
SERVICE MANAGER	☒
SALES MANAGER	☐

NOTICE

Insert This Sheet With The Above Listed Manual For Future Reference.

Revision No: 773/773H-1
Date: 10 September 1999
Product: Bobcat Loader
Model: 773/773H
Manual No: 6900834 (8-99)

The following pages are a revision to the above Service Manual.

Take out existing pages and put in the new pages as listed below:

TAKE OUT	PUT IN	REVISION DECIPTION
60-10-1	60-10-1	773 - WIRING SCHEMATIC WITH ADVANCED HAND CONTROL OPTION S/N 517611001 & ABOVE S/N 518011001 & ABOVE S/N 518111001 & ABOVE (Printed September 1999) 6718828



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Insert This Sheet With The Above Listed Manual For Future Reference.

Revision No: 773/773H-2
Date: 7 October 1999
Product: Bobcat Loader
Model: 773/773H
Manual No: 6900834 (8-99)

The following pages are a revision to the above Service Manual.

Take out existing pages and put in the new pages as listed below:

TAKE OUT	PUT IN	REVISION DESCRIPTION
Contents Page -i-ii	Contents Page - i-ii	
10-01 thru 10-02	10-01 thru 10-02	
10-20-1 thru 10-20-2	10-20-1 thru 10-20-2	
10-40-1 thru 10-40-2	10-40-1 thru 10-40-2	
10-170-1 thru 10-170-2	10-170-1 thru 10-170-2	
20-50-3 thru 20-50-4	20-50-3 thru 20-50-4	
20-51-5 thru 20-51-6	20-51-5 thru 20-51-6	
20-60-1 thru 20-60-2	20-60-1 thru 20-60-2	
20-80-1 thru 20-80-2	20-80-1 thru 20-80-2	
20-90-1 thru 20-90-2	20-90-1 thru 20-90-2	
20-110-3 thru 20-110-4	20-110-3 thru 20-110-4	
40-01 thru 40-02	40-01 thru 40-02	
40-30-1 thru 40-30-4	40-30-1 thru 40-30-4	
50-80-1 thru 50-80-4	50-80-1 thru 50-80-4	
60-120-3 thru 60-120-4	60-120-3 thru 60-120-4	
	60-130-1 thru 60-130-2	

Continued On Next Page

TAKE OUT	PUT IN	REVISION DECRIPTION
70-60-1 thru 70-60-4 70-80-1 thru 70-80-10	70-60-10 thru 70-60-4 70-80-1 thru 70-80-10	
80-01 thru 80-02 80-10-1 thru 80-10-16	80-01 thru 80-02 80-10-1 thru 80-10-4 80-20-1 thru 80-20-4 80-30-1 thru 80-30-2 80-40-1 thru 80-40-2 80-50-1 thru 80-50-4 80-60-1 thru 80-60-2 80-70-1 thru 80-70-2	



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NOTICE

Insert This Sheet With The Above Listed Manual For Future Reference.

Revision No: 773/773H-3
Date: 7 October 1999
Product: Bobcat Loader
Model: 773/773H
Manual No: 6900834 (8-99)

The following pages are a revision to the above Service Manual.

Take out existing pages and put in the new pages as listed below:

TAKE OUT	PUT IN	REVISION DESCRIPTION
Cover	Cover	
Cartoon	Cartoon	
i thru viii	i thru viii	
10-20-1 thru 10-20-2	10-20-1 thru 10-20-2	
10-40-1 thru 10-40-2	10-40-1 thru 10-40-2	
10-70-3 thru 10-70-4	10-70-3 thru 10-70-4	
10-90-1 thru 10-90-2	10-90-1 thru 10-90-2	
10-130-1 thru 10-130-2	10-130-1 thru 10-130-2	
20-01 thru 20-02	20-01 thru 20-04	
HYDRAULIC CHARTS	HYDRAULIC CHARTS	
20-10-5 thru 20-10-6	20-10-5 THRU 20-10-6	
20-20-1 thru 20-20-14	20-20-1 thru 20-20-8	
	20-21-1 thru 20-21-10	
	20-22-1 thru 20-22-6	
20-30-1 thru 20-30-2	20-30-1 thru 20-30-2	
20-40-5 thru 20-40-6	20-40-5 thru 20-40-6	
20-51-7 thru 20-51-8	20-51-7 thru 20-51-8	
20-70-3 thru 20-70-6	20-70-3 thru 20-70-10	
	20-71-1 thru 20-71-12	

Continued On Next Page

TAKE OUT	PUT IN	REVISION DECRIPTION
20-110-1 thru 20-110-2	20-110-1 thru 20-110-2 20-120-1 thru 20-120-4 20-130-1 thru 20-130-4 20-131-1 thru 20-131-6 20-140-1 thru 20-140-8	
30-20-1 thru 30-20-2 30-30-7 thru 30-30-8 30-40-17 thru 30-40-18 30-60-7 thru 30-60-8	30-20-1 thru 30-20-2 30-30-7 thru 30-30-8 30-40-17 thru 30-40-18 30-60-7 thru 30-60-8	
50-30-1 thru 50-30-2	50-30-1 thru 50-30-2	
60-10-1 thru 60-10-2 ELECTRICAL CHARTS	60-10-1 thru 60-10-2 ELECTRICAL CHARTS	
70-01 thru 70-02 70-70-3 thru 70-70-4 70-70-11 thru 70-70-12	70-01 thru 70-02 70-70-3 thru 70-70-4 70-70-11 thru 70-70-12 70-110-1 thru 70-110-6	



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NOTICE

Insert This Sheet With The Above Listed Manual For Future Reference.

Revision No: 773/773H-4
Date: 13 June 2000
Product: Bobcat Loader
Model: 773/773H
Manual No: 6900834 (8-99)

The following pages are a revision to the above Service Manual.

Take out existing pages and put in the new pages as listed below:

TAKE OUT	PUT IN	REVISION DECIPTION
Cover	Cover	Logo change
Cartoon	Cartoon	Text revised
Alpha Index	Alpha Index	Text revised
i thru ii	i thru ii	Text revised
Section 10	Section 10	Added Breather Cap, Added Fan Gearbox, Added Spark Arrestor Cleaning Procedure, Added Replacing Filter Elements
20-03 thru 20-04	20-03 thru 20-04	Text revised
20-10-5 thru 20-10-6	20-10-5 thru 20-10-6	Text revised
20-20-7 thru 20-20-8	20-20-7 thru 20-20-8	Text revised
20-70-1 thru 20-70-2	20-70-1 thru 20-70-2	Text revised
20-131-3 thru 20-131-6	20-131-3 thru 20-131-6	Text revised
20-140-3 thru 20-140-4	20-140-3 thru 20-140-4	Text and photo's revised
30-01 thru 30-02	30-01 thru 30-02	Text revised
	30-32-1 thru 30-32-6	Added Steering Lever And Component Removal, Push Button Float
40-30-1 thru 40-30-2	40-30-1 thru 40-30-2	Text revised

Continued On Next Page

TAKE OUT	PUT IN	REVISION DECRIPTION
50-01 thru 50-02	50-01 thru 50-02	Text revised
50-30-1 thru 50-30-6	50-30-1 thru 50-30-2	
	50-31-1 thru 50-31-6	Added Standard Seat & Revised Suspension Seat
60-01 thru 60-02	60-01 thru 60-02	Text revised
	60-121-1 thru 60-121-12	Added AHC System W/Push Button Float
70-01 thru 70-02	70-01 thru 70-02	Text revised
70-30-1 thru 70-30-2	70-30-1 thru 70-30-2	Removed Spark Arrestor Cleaning Procedure
70-40-1 thru 70-40-4	70-40-1 thru 70-40-2	Removed Replacing Filter Elements
Section 80	Section SPEC	Changed page numbers system from 80 to SPEC



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SERVICE MANAGER	☒
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NOTICE

Insert This Sheet With The Above Listed Manual For Future Reference.

Revision No: 773/773H-5
Date: 2 March 2001
Product: Bobcat Loader
Model: 773/773H (Included High Flow)
Manual No: 6900834 (3-01)

The following pages are a revision to the above Service Manual.

Take out existing pages and put in the new pages as listed below:

Please discard your old 773/773H Service Manual (P/N 6900834) Dated 8-99 and replace it with the revised 773/773T G Series Service Manual (P/N 6900834) Dated 3-01. The revised 773/773T G Series Service Manual (P/N 6900834) dated 3-01 contains previous revisions 1 thru 4 dated 8-99.



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SERVICE MANUAL REVISION

ROUTE TO ATTENTION

PARTS MANAGER	☐
SERVICE MANAGER	☒
SALES MANAGER	☐

NOTICE

Insert This Sheet With The Below Listed Manual For Future Reference.

Revision No: 773-6
Date: 8 March 2004
Product: Bobcat Loader
Model: 773 (Included High Flow)
Manual No: 6900834 (3-04)

Please discard your 773/773T G Series Service Manual (P/N 6900834) Dated 3-01. The revised 773 Service Manual (P/N 6900834) dated 3-04. Contains previous revisions 1 thru 5.

This Service Manual is in a new format with added updates.



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SERVICE MANUAL REVISION

ROUTE TO ATTENTION

PARTS MANAGER	☐
SERVICE MANAGER	☒
SALES MANAGER	☐

NOTICE

Insert This Sheet With The Below Listed Manual For Future Reference.

Revision No: 773-7
Date: 23 March 2006
Product: Bobcat Loader
Model: 773
Manual No: 6900834 (3-04)

773 Service Manual (P/N 6900834) Dated (3-06) contains updated service information which replaces the previous 773 Service Manual (P/N 6900834) Dated (3-04).



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