

1001

STANDARD TORQUE SPECIFICATIONS

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MAINTENANCE SCHEDULE

SERVICE ITEM		AS REQUIRED	EVERY 10 HOURS OF OPERATION OR DAILY	EVERY 50 HOURS OF OPERATION	EVERY 100 HOURS OF OPERATION	EVERY 250 HOURS OF OPERATION	EVERY 500 HOURS OF OPERATION	EVERY 1000 HOURS OF OPERATION	EVERY 2000 HOURS OF OPERATION
1.	Lubricate the Loader Pivot Points (16 Grease Fittings) Case Molydisulfide Grease.		•						
2.	Service the Air Cleaner if the Air Cleaner Warning Lamps On. See Operators Manual.	•							
2.	Clean and Check the Air Cleaner Dust Valve. See Operators Manual.			•					
2.	Replace the Air Cleaner Elements. Use Case Filter.								•
3.	Inspect the Rops. See Operators Manual.						•		
4.	Check the Wheel Nut Torque, 115 to 125 lb ft (156 To 170 Nm). See Section 6008	•							
5.	Clean the Battery and Check the Battery Fluid Level. Add drinking or distilled water.					•			
6.	Check the Drive Chain Tension (Each Side). See Section 9001.					•			
7.	Change the Chain Compartment Oil (Each Side). Case No. 1 Engine Oil (SAE 10W30).						•		
8.	Drain Water from the Fuel Filter. See Operators Manual.			•					
9.	Change Engine Oil and Replace the Engine Oil Filter. Case No. 1 Engine Oil, Use Case Filters.					•			
10.	Replace the Fuel Filter(s). See Operators Manual.						•		
11.	Check Engine Oil Level Case No. 1 Engine Oil.		•						
12.	Clean Dirt and Debris from the Engine Area.	•							
13.	Check the Fan Belt for Wear Replace if Damaged.	•							
14.	Drain, Flush and Refill the Engine Cooling System (See Note 3). Ethylene Glycol and Water.								•
15.	Check and Clean the Hydraulic Oil Cooler. See Operators Manual.		•						

NOTE 1: When adding oil to the hydraulic reservoir between oil changes, use a mixture of Case HTO additive and SAE 10W30 engine oil. Completely mix one U.S. quart of Case HTO additive to 19 litres (5 U.S. gallons) of SAE 10W30 oil (20 to 1 ratio).

NOTE 2: When changing the hydraulic oil in the reservoir, add 1.7 litres (1.6 U.S. gallons) of Case HTO additive (Case Part No. B17508).

NOTE 3: Use Ethylene Glycol and water that is mixed 50/50. When adding to the engine, use this mixture.

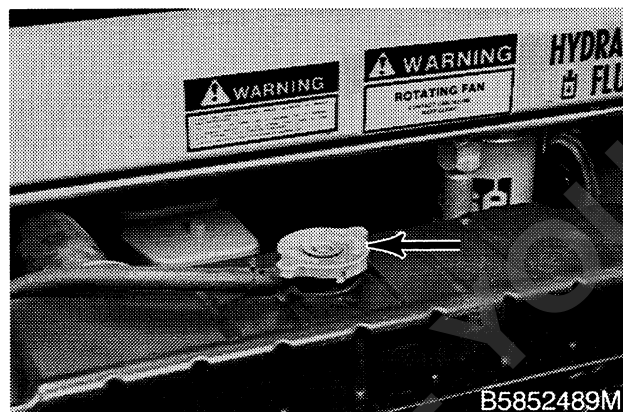
ENGINE REMOVAL

STEP 1



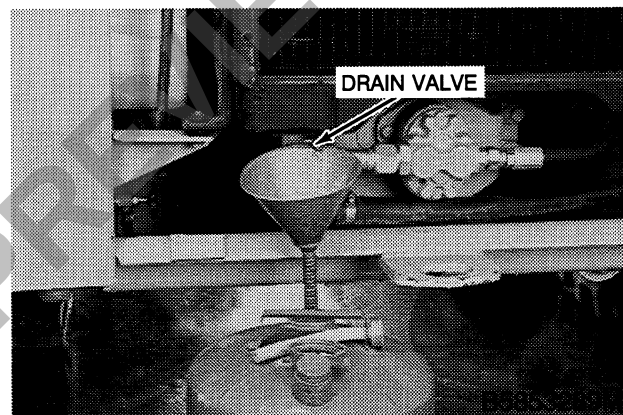
Open the rear door.

STEP 2



Remove the radiator cap.

STEP 3



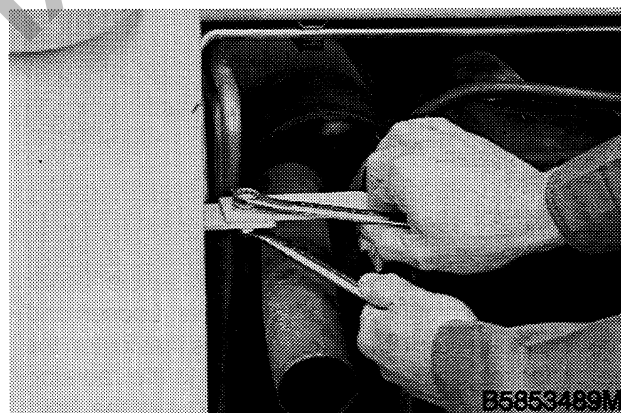
Open the drain valve and drain the cooling system. The cooling system capacity is approximately 18 U.S. quarts (17 litres) of coolant.

STEP 4



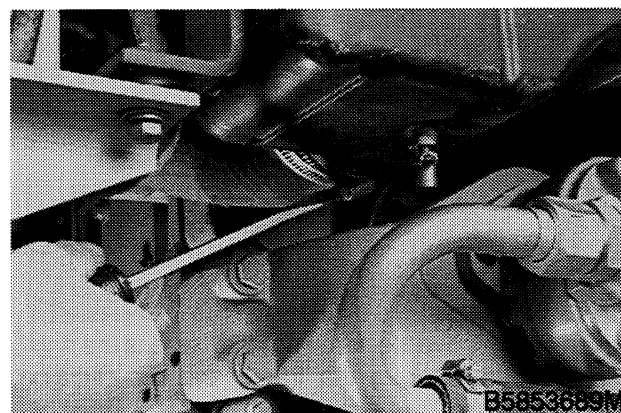
Loosen the clamp and disconnect the top hose from the radiator. Disconnect the hose for the coolant reservoir from the radiator. Install a plug in the coolant reservoir hose.

STEP 5

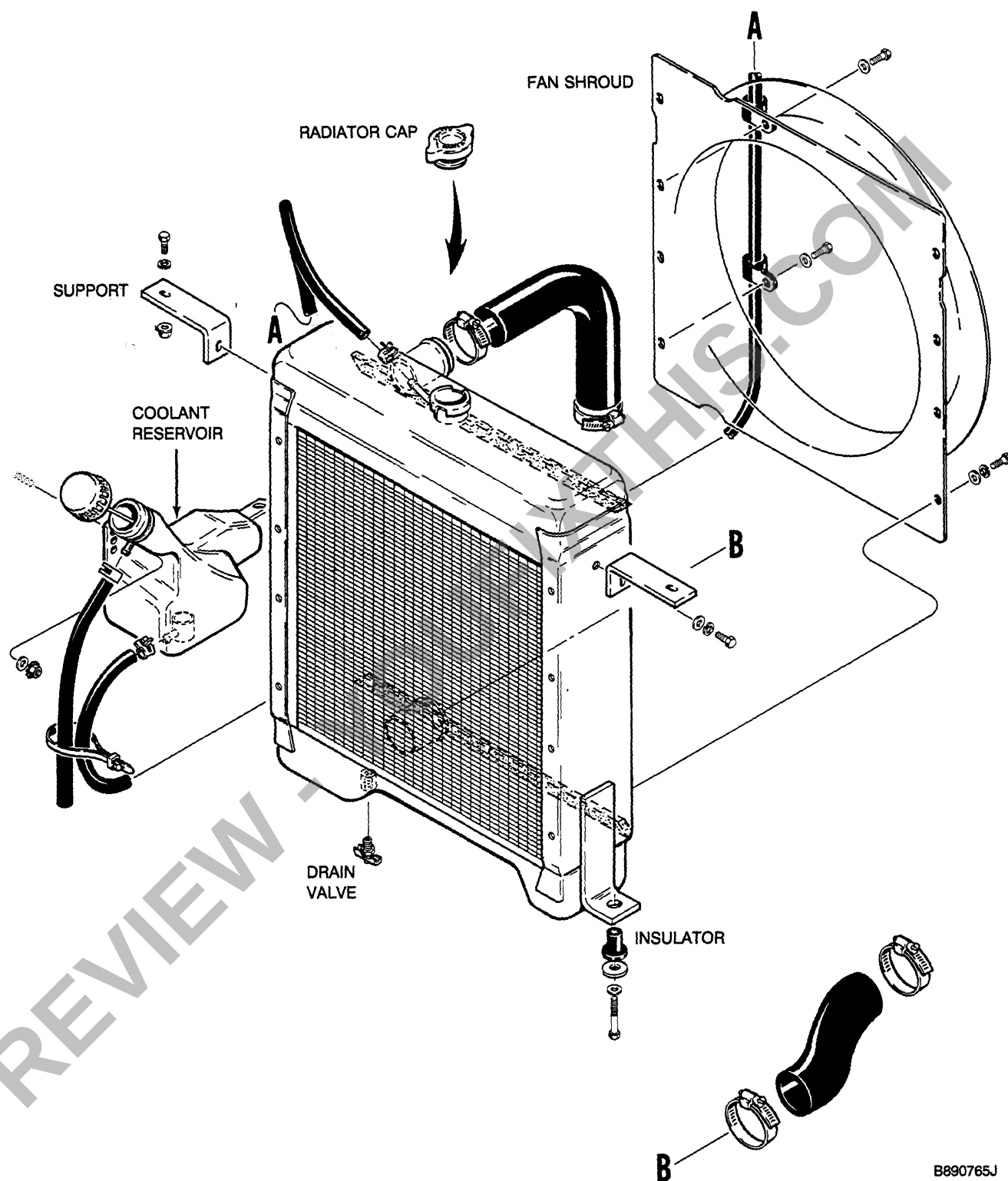


Loosen and remove the self-locking nut, flat washer, and bolt that fasten the top left radiator support to the frame.

STEP 6



Loosen the clamp and disconnect the bottom hose from the radiator.



Radiator Installation

ELECTRICAL SCHEMATICS

CHARGING	ENGINE STARTING CIRCUIT	GAUGES, SENDERS, DRIVING LAMPS AND HORN
	22 PINK	22 PINK

Instrument Cluster
Before P.I.N. JAF0078496 (1840)
Before P.I.N. JAF0081399 (1845C)

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TROUBLESHOOTING PROCEDURE

Only One Transmission (Right or Left) Works Correctly

Check to see that the direction control levers are adjusted correctly. See Section 9001.



Is there still a problem?

NO



Troubleshooting complete.

YES



If there is no pressure, check for charge pressure at servo orifice in the side that does not work.



See Troubleshooting on Page 7. Is charge pressure okay? Stroke the control lever. A 1.4 bar (20 psi) or greater drop indicates a leaky servo.



Is there still a problem?

NO



Troubleshooting complete.

YES



Check the pressure setting of the circuit relief valve for the transmission with the problem. Do Test No. 2.



Is there still a problem?

NO

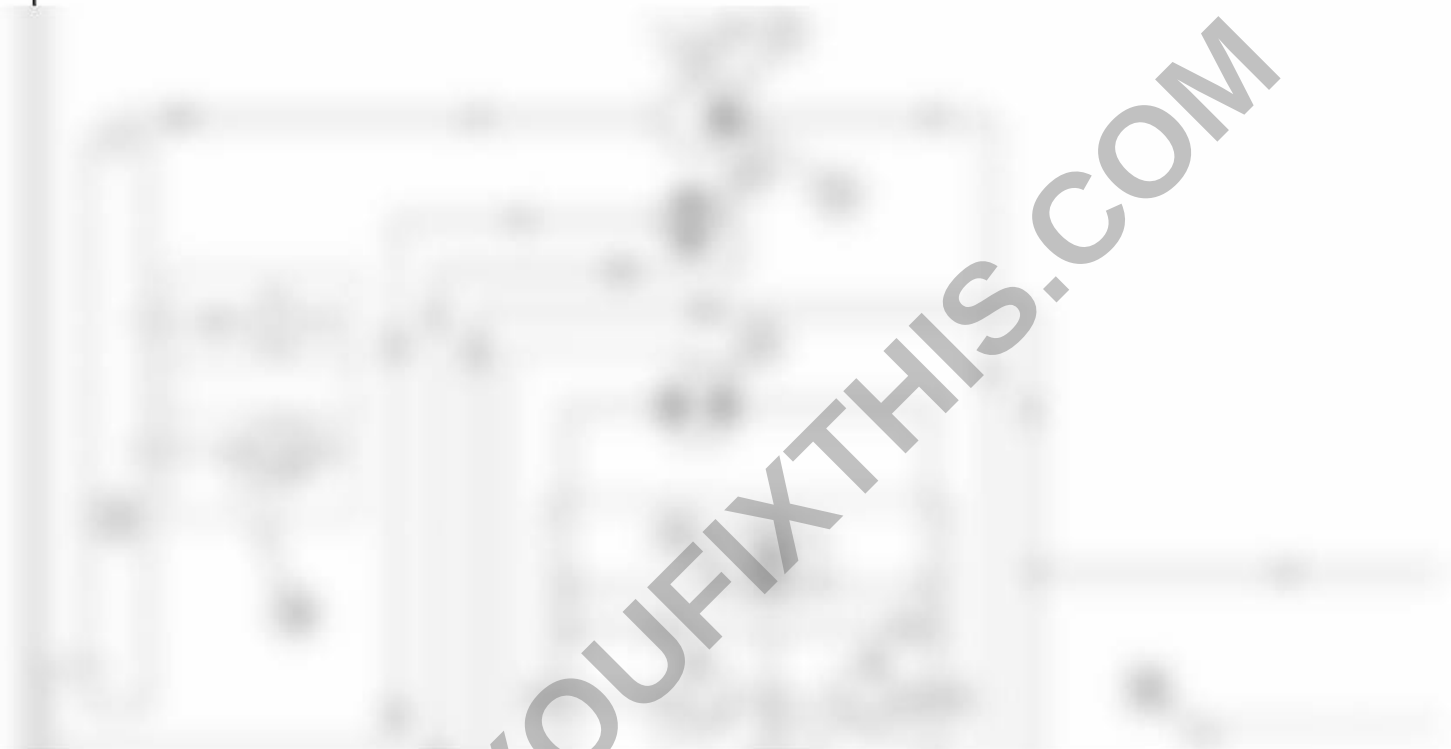


Troubleshooting complete.

YES



There is too much leakage in the hydrostatic system. Disassemble and inspect the piston pump and drive motor.



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1840 SKID STEER

Service Manual

8-11093

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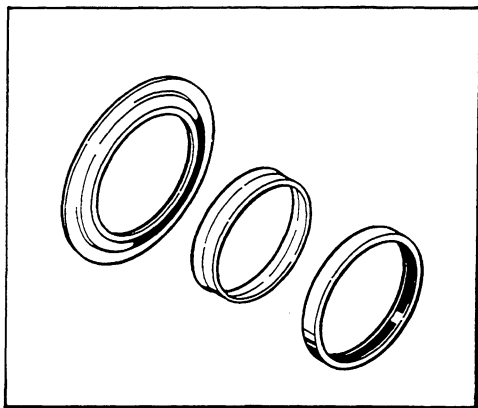
PREVIEW - YOUFIXTHIS.COM

Crankshaft

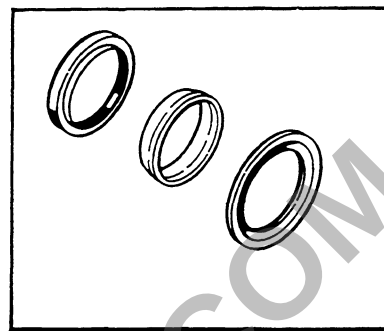
Type.....	Hardened Steel, Balanced
Main Bearing Liners	Replaceable
End Clearance, Center Main Bearing Cap	0.13 to 0.25 mm
Center Main Bearing Thrust Surface Thickness	2.50 mm
Connecting Rod Journal	
OD, Standard	68.987 to 69.013 mm
Maximum Service Limit.....	68.962 mm
0.25 mm OD Undersize, Grind to	68.737 to 68.763 mm
Maximum Service Limit.....	68.712 mm
0.50 mm OD Undersize, Grind to	68.487 to 68.513 mm
Maximum Service Limit.....	68.462 mm
0.75 mm OD Undersize, Grind to	68.237 to 68.263 mm
Maximum Service Limit.....	68.212 mm
1.00 mm OD Undersize, Grind to	67.987 to 68.013 mm
Maximum Service Limit.....	67.962 mm
Connecting Rod Journal Maximum Taper.....	0.013 mm
Journals Out of Round Maximum.....	0.050 mm
Undersize Main Bearing Liners For Service	0.25, 0.50, 0.75 and 1.00 mm
Main Bearing Oil Clearance.....	0.041 to 0.119 mm
Maximum Service Limit	0.140 mm
Main Bearing Journal	
OD, Standard	82.987 to 83.013 mm
Maximum Service Limit.....	82.962 mm
0.25 mm OD Undersize, Grind to	82.737 to 82.763 mm
Maximum Service Limit.....	82.712 mm
0.50 mm OD Undersize, Grind to	82.487 to 82.513 mm
Maximum Service Limit.....	82.462 mm
0.75 mm OD Undersize, Grind to	82.237 to 82.263 mm
Maximum Service Limit.....	82.212 mm
1.00 mm OD Undersize, Grind to	81.987 to 82.013 mm
Maximum Service Limit.....	81.962 mm
Main Bearing Journal Bore ID No Liners.....	87.982 to 88.018 mm
Maximum Service Limit	88.031 mm
Main Journal Width:	
1st, 2nd, 3rd, 5th.....	37.424 to 37.576 mm
4th.....	37.475 to 37.525 mm
Connect Rod Journals Width.....	38.950 to 39.050 mm
Main Bearing Bolt Maximum Length	119.25 mm

SPECIAL TOOLS

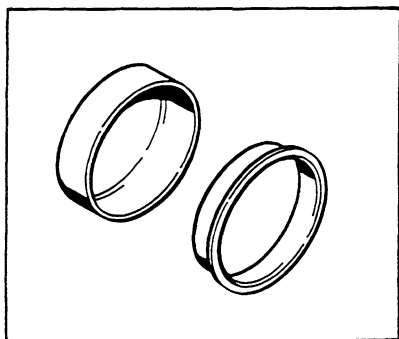
REAR OIL SEAL KIT



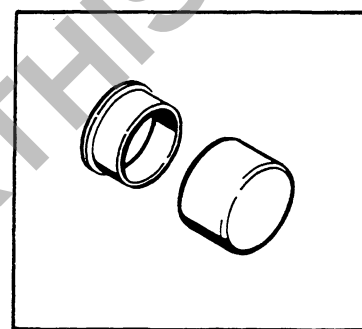
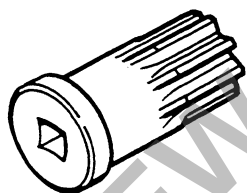
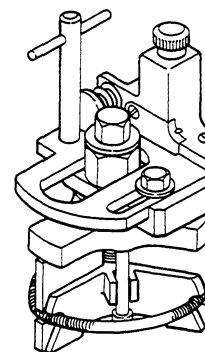
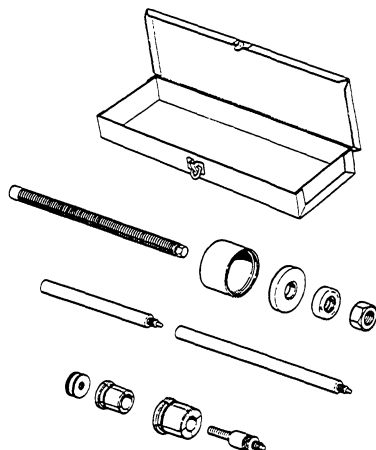
FRONT OIL SEAL KIT



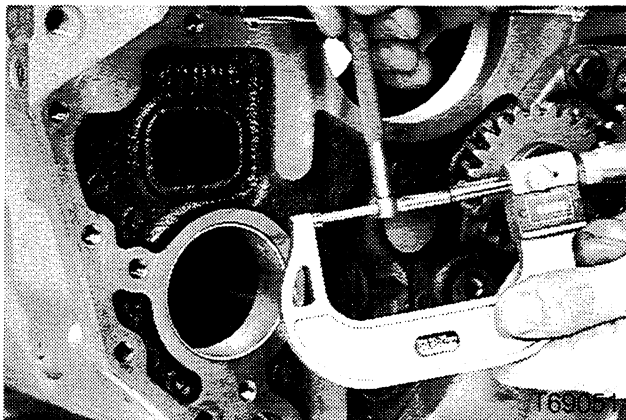
REAR WEAR SLEEVE KIT



FRONT WEAR SLEEVE KIT

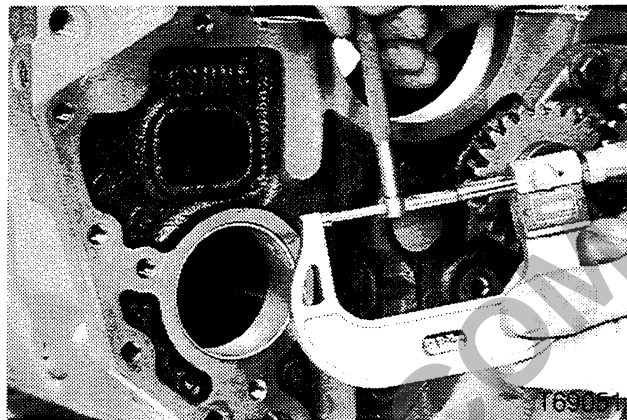
CAS-1690 Engine Rotating Tool
First used on Page 42.CAS-1358 Ridge Reamer
First used on Page 22.CAS-1412A Camshaft Bushing Tools
First used on Page 60.

STEP 257



If the bushing diameter is more than 54.146 mm, the front camshaft bushing must be replaced.

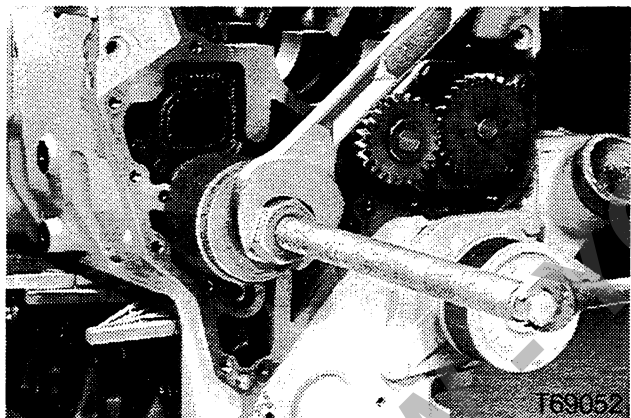
STEP 258



If the intermediate or the rear bores are more than 54.146 mm, disassemble the engine block and line bore the bores. See specifications for machining dimensions.

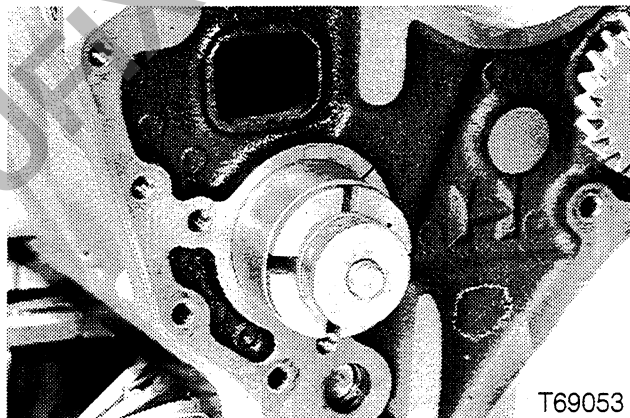
Camshaft Bushing Removal and Installation

STEP 259



Put a bushing puller in the engine block and pull the bushing out of the cylinder block. Use tool CAS-14124.

STEP 260



Install the bushing on the puller. Align the oil holes. Pull the bushing into the cylinder block until it is even with the housing.

OPERATING PROCEDURES

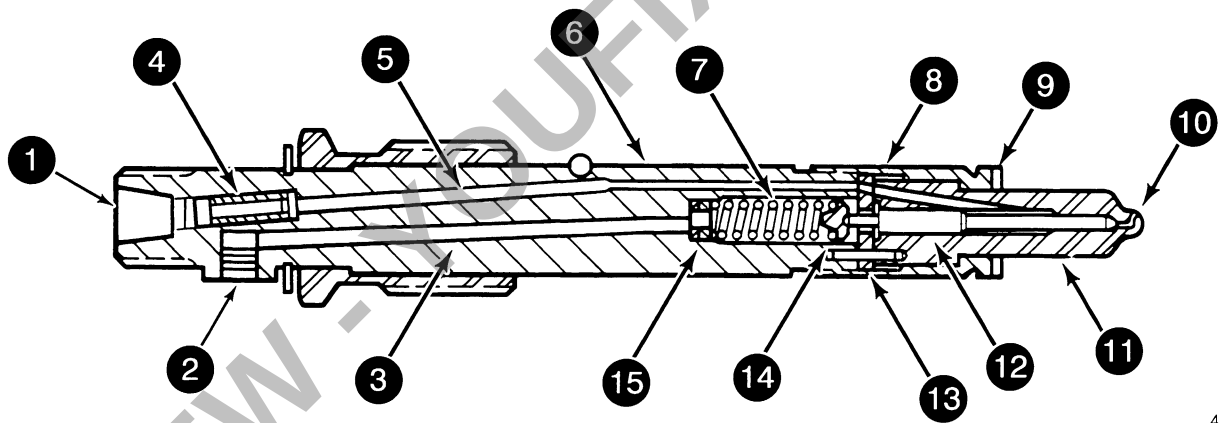
The operation of the injector is easy and positive.

A measured quantity of fuel under high pressure moves from the injection pump to the high pressure channel in the injector body. The fuel then moves through the valve stop channel and enters the pressure chamber which is around the valve in the injector tip.

When the pressure of the fuel against the valve is more than the set spring orifice, the valve is moved from the seat. This permits the fuel under high pressure to enter the injector tip. The fuel then moves through the spray orifices and to the combustion chamber. The fuel reaches the combustion chamber in an atomized condition.

When the fuel delivery stops, the pressure against the valve is decreased and the control spring immediately returns the valve to the seat. This removes the danger of leakage, after the measured amount of fuel has been released. The valve opens and closes very rapidly with a very clear noise.

A small amount of fuel leaks, during injection, through the controlled clearance between the tip assembly and the injector body. This leakage adds lubrication to all the moving parts in the injector. This fuel then moves through the leak off channel, leak off lines and returns to the fuel tank.



420L91

1. INLET
2. LEAK OFF
3. LEAK OFF CHANNEL
4. EDGE FILTER (IF EQUIPPED)
5. HIGH PRESSURE CHANNEL
6. INJECTOR BODY
7. OPENING PRESSURE CONTROL SPRING
8. CAP NUT

9. NOZZLE SEALING WASHER
10. SPRAY ORIFICE
11. INJECTOR TIP
12. INJECTOR VALVE
13. VALVE STOP
14. SPRING SEAT
15. PRESSURE ADJUSTING SHIMS

Air Filter Restriction Switch

CHECK POINTS	GOOD READING	POSSIBLE CAUSE OF BAD READING
Terminal for wire 19 and ground	Continuity	Bad ground connection between the air filter restriction switch connector and ground.
NOTE: Put the key switch in the ON position.		
Connect a jumper wire between wire 8 and ground	Instrument cluster air filter indicator lamp illuminates.	Bad circuit between the air filter restriction switch and the instrument cluster. Also check the instrument cluster.
NOTE: If the readings are good, have someone sit in the seat with the engine on and at full throttle. Restrict the air flow by putting a hand over the air intake. The air filter indicator on the instrument cluster should light. If it does not, replace the air filter restriction switch.		

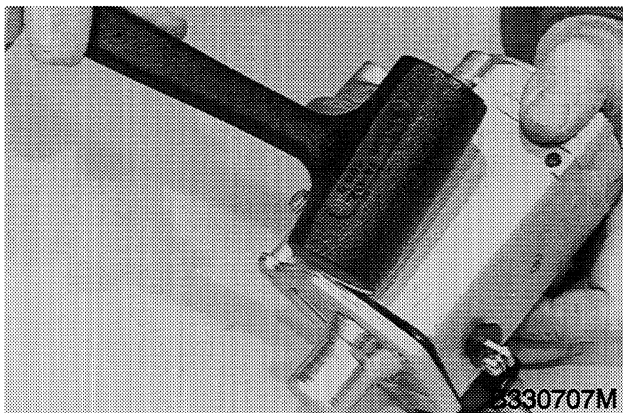
Hydraulic Filter Restriction Switch

CHECK POINTS	GOOD READING	POSSIBLE CAUSE OF BAD READING
Check between the housing of the hydraulic filter restriction switch and ground	Continuity	Bad ground connection between the hydraulic filter restriction switch and ground.
NOTE: Put the key switch in the ON position.		
Connect a jumper wire between wire 3 and ground	Instrument cluster hydraulic filter indicator lamp illuminates.	Bad circuit between the hydraulic filter restriction switch and the instrument cluster. Also check the instrument cluster.
NOTE: If the hydraulic filter indicator illuminates when the engine is running, replace the hydraulic filter. If the indicator is still illuminated, the switch should be checked as described below.		
NOTE: If the readings are good, the switch should be checked for conformance to restriction switching limits. This switch is a Normally Open switch and it closes at $3 \pm 0.3 \text{ Bar}$ ($40 \pm 4 \text{ PSI}$). (This switch measures the <u>difference</u> between the inlet and outlet pressures of the filter assembly.) Replace the hydraulic filter restriction switch if it is out of conformance.		

Hydraulic Oil Temperature Switch

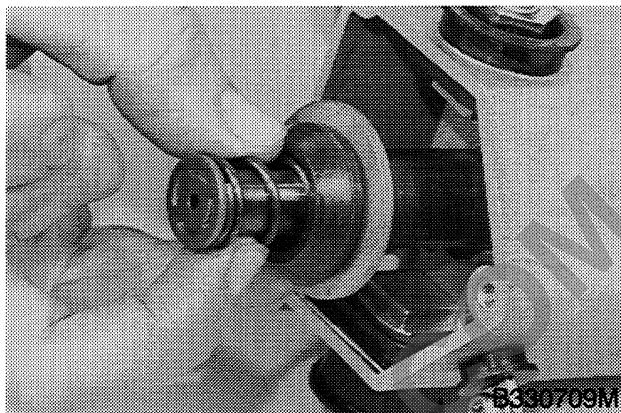
CHECK POINTS	GOOD READING	POSSIBLE CAUSE OF BAD READING
Check between the housing of the hydraulic oil temperature switch and ground	Continuity	Bad ground connection between the hydraulic oil temperature switch and ground.
NOTE: Put the key switch in the ON position.		
Connect a jumper wire between wire 6 and ground	Instrument cluster alarm sounds, and hydraulic oil temperature indicator lamp illuminates.	Bad circuit between the hydraulic oil temperature switch and the instrument cluster. Also check the instrument cluster.
NOTE: If the readings are good, the switch should be checked for conformance to temperature switching limits. This switch closes at $110 \pm 3^\circ\text{C}$ ($230 \pm 5^\circ\text{F}$). Use a heat sensing device to check the temperature at the point where the switch is attached to the fitting. Replace the hydraulic oil temperature switch if it is out of conformance.		

STEP 19



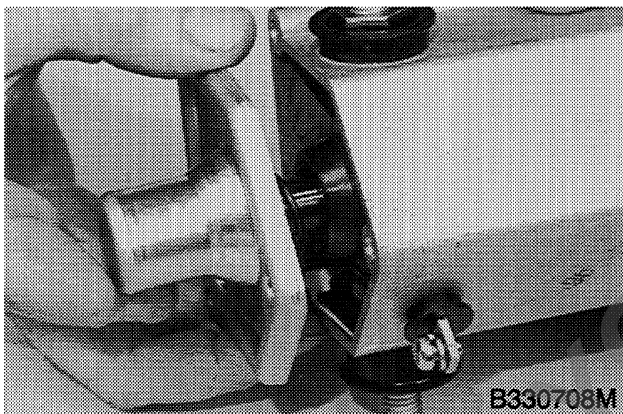
If necessary, use a hammer to loosen the cover.

STEP 21



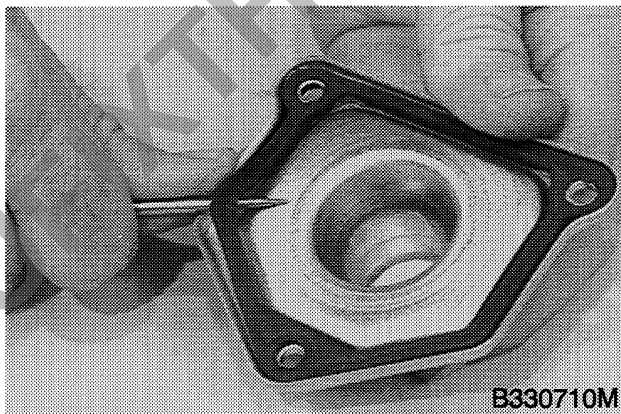
Remove the plunger.

STEP 20

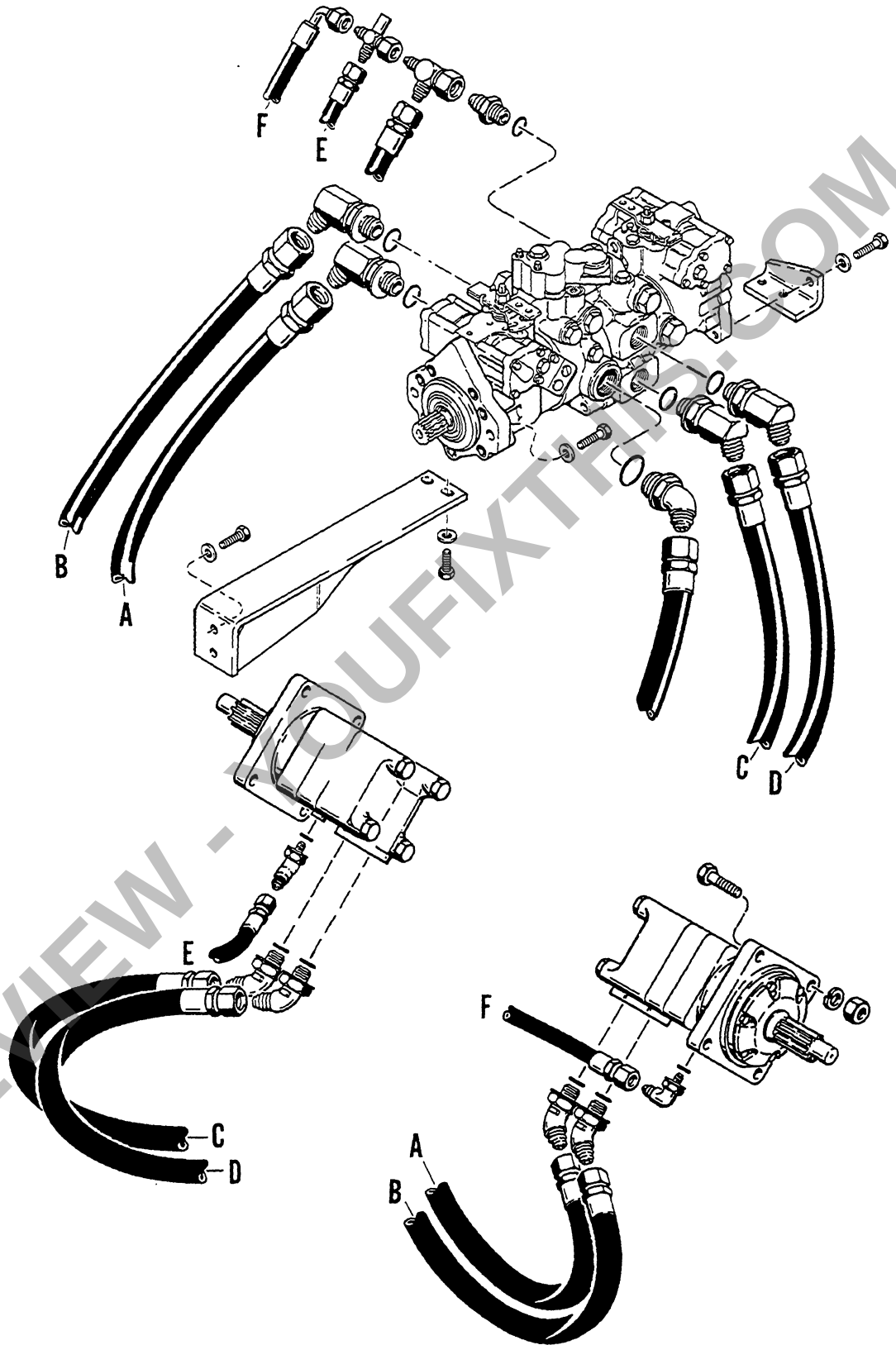


Remove the cover.

STEP 22



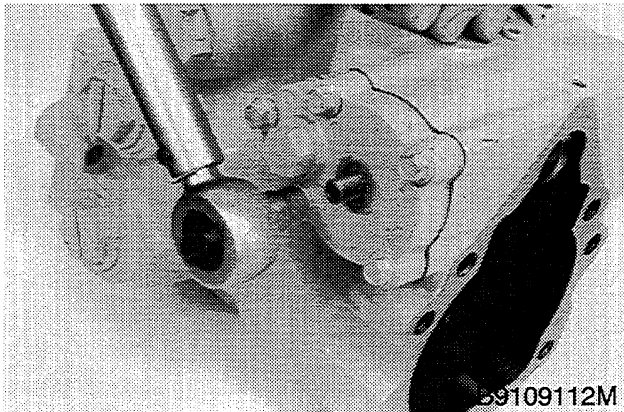
If necessary, remove the gasket from the cover.



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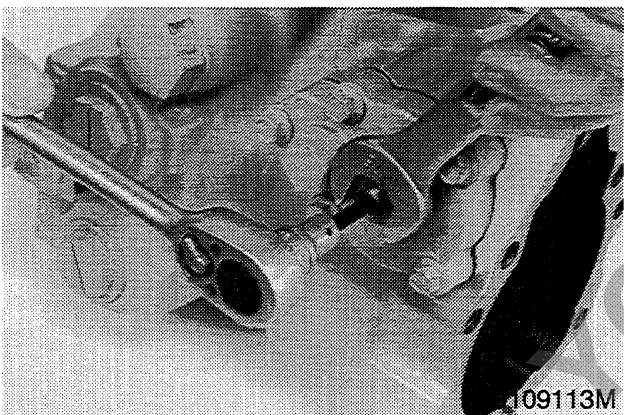
Piston Pump and Motor Hydraulic Installation

STEP 77



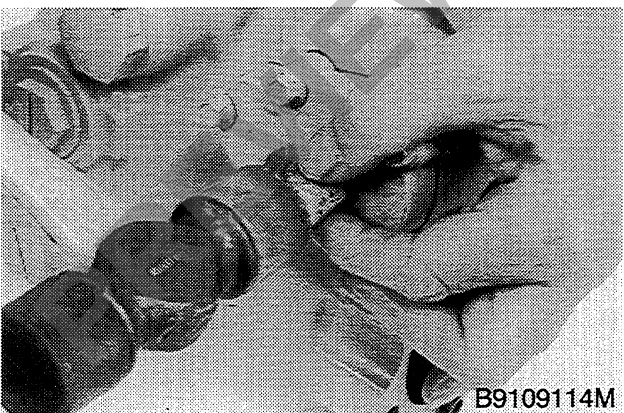
When the measurement is correct, install and tighten the bolts to 96 to 132 pound-inches (11 to 15 Nm).

STEP 78



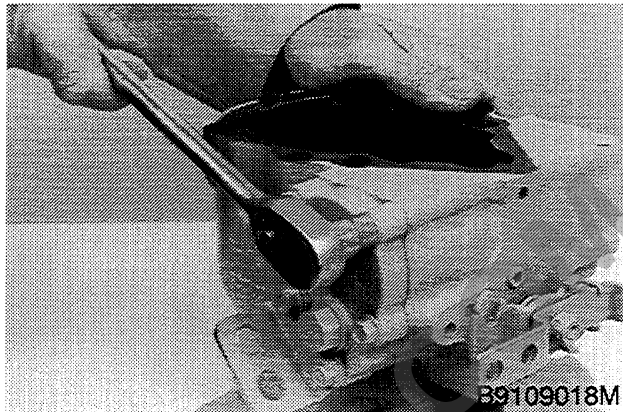
Hold the adjusting screw and install the self-locking nut.

STEP 79



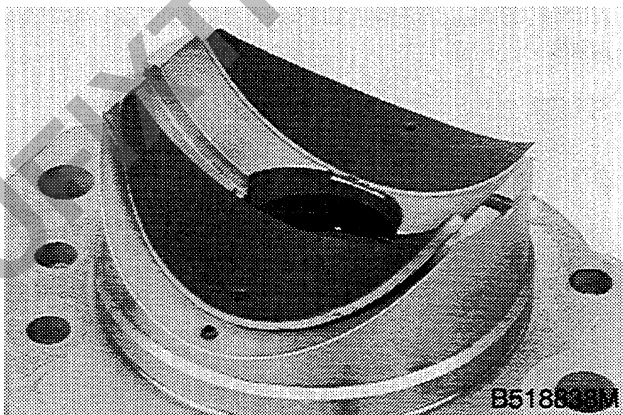
Install the cap over the adjusting screw.

STEP 80



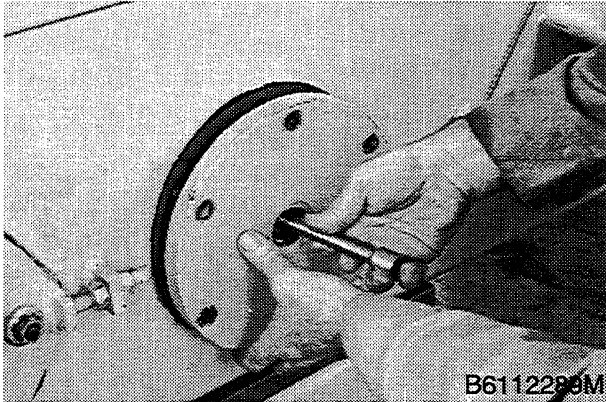
Install the other cover with a new gasket. Tighten the bolts to 96 to 132 pound-inches (11 to 15 Nm).

STEP 81

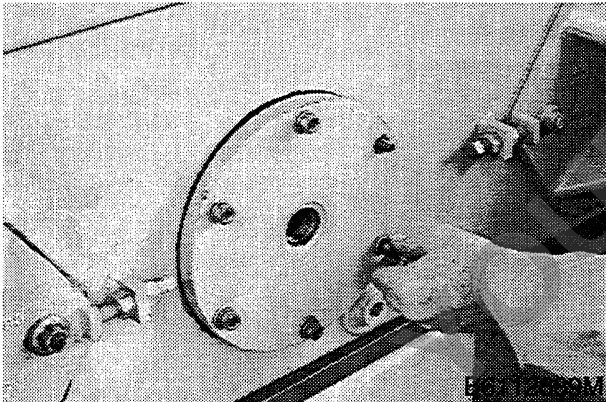


If necessary, install new bearings on the drive end cover. Make sure the holes in the bearings engage the roll pins in the drive end cover.

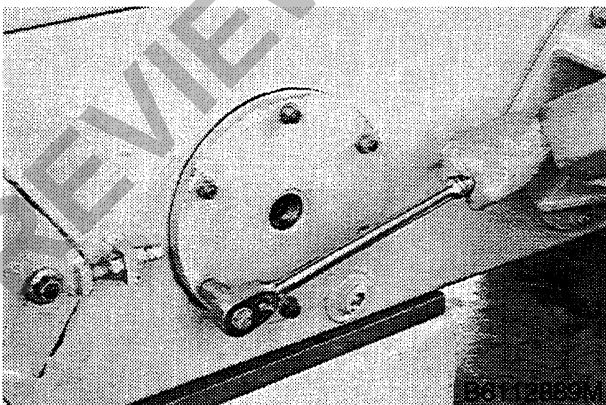
NOTE: If a new drive end cover is being used, install new roll pins so the tops of the roll pins are 0.090 to 0.110 inch (2.3 to 2.8 mm) above the face of the drive end cover.

STEP 30

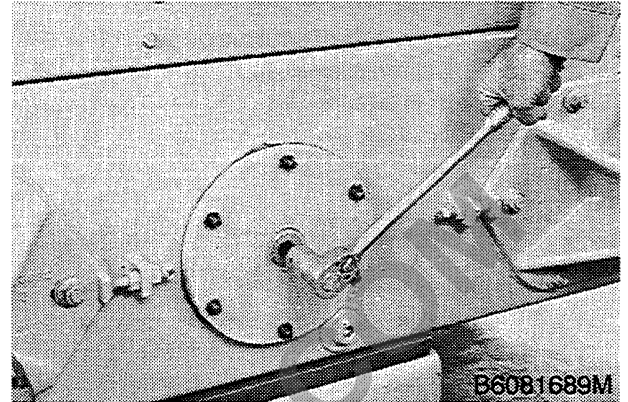
Remove the plug from the cover and install the cover. Use a socket and an extension to align the needle bearing with the output shaft.

STEP 31

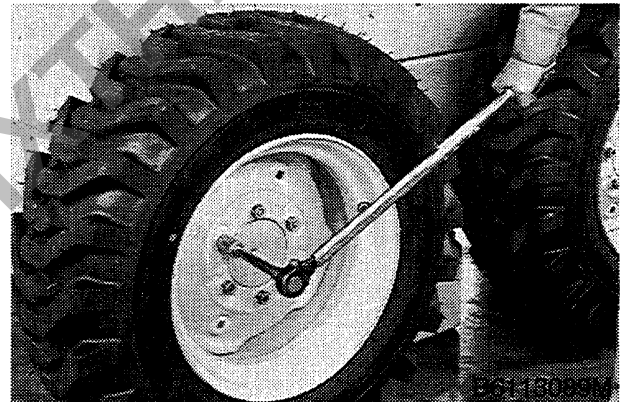
Install the flat washer, lock washers and nuts.

STEP 32

Tighten the nuts.

STEP 33

Install and tighten the plug.

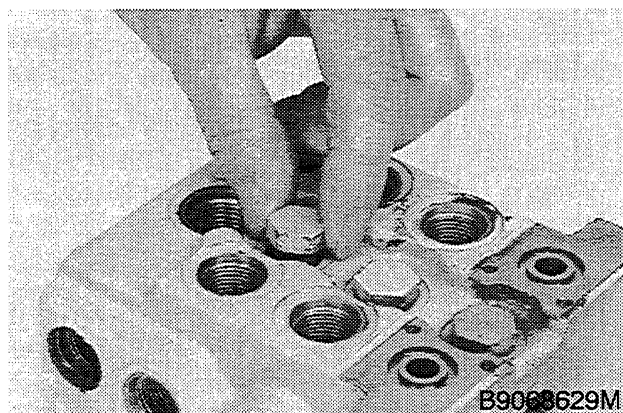
STEP 34

Install the wheels and wheel nuts. Tighten the wheel nuts to a torque of 115 to 125 pound-feet (156 to 170 Nm).

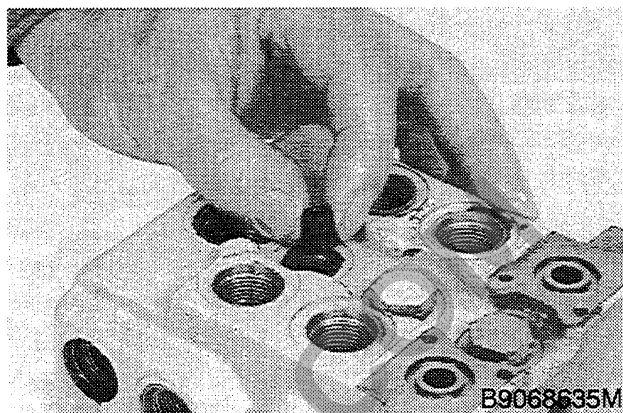
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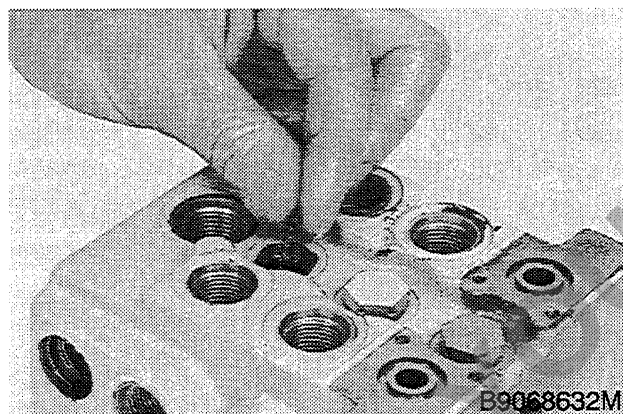
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STEP 29

Remove the plug.

STEP 31

Remove the load check poppet.

STEP 30

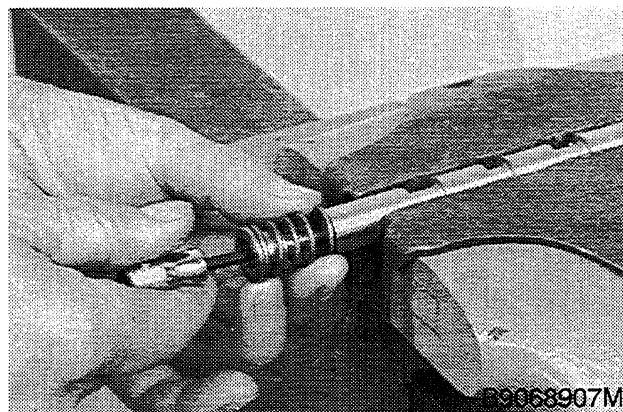
Remove the spring.

STEP 32

Repeat the procedure to remove the other plugs and load check parts.

STEP 33

Fasten the spool in the a vise with soft jaws. Loosen the stud.

STEP 34

Remove the stud, spring seat, spring, and washer from the spool.

STEP 35

Repeat steps as necessary for the other spools.

LOADER BUCKET CYLINDER

Disassembly

Clean the outside of the cylinder. If the hoses were removed with the cylinder, remove the hoses from the cylinder.

1. Fasten the tube (1) in a vise or other holding equipment. Do not damage the tube (1).
2. Loosen and remove the lock screw (2) from the gland (3) and the tube (1).
3. Use the CAS-1456 gland wrench to loosen and remove the gland (3) from the tube (1).
4. Pull the piston rod (4) straight out of the tube (1) to prevent damage to the tube (1).
5. Fasten the piston rod eye in a vise and put a support under the piston rod (4) near the piston (5). Put a shop cloth between the support and the piston rod (4) to prevent damage to the piston rod (4).
6. Loosen and remove the cap screw (6) and hardened washer (7) that holds the piston (5). Use the CAS-1039 torque multiplier for cap screws that have a high torque value.
7. Remove the piston (5) from the piston rod (4).
8. Remove the gland (3) from the piston rod (4).
9. Remove the seal (8) and backup ring (9) from the piston (5). The wear rings on the piston (5) are not replaceable.
10. Remove the O-ring (10), backup ring (11), seal (12), and wiper (13) from the gland (3).

Inspection

1. Discard the parts that were removed from the piston and the gland.
2. Clean all parts in cleaning solvent.
3. Check to be sure that the piston rod is straight. If the piston rod is not straight, install a new piston rod.
4. Illuminate the inside of the tube. Inspect the inside of the tube for deep grooves and other damage. If there is any damage to the tube, a new tube must be used.

5. Remove small scratches on the piston or inside the tube with emery cloth of medium grit. Use the emery cloth with a rotary motion.

6. Inspect the gland for rust and clean and remove rust as necessary.

7. Inspect the gland end of the tube for sharp edges that will cut the gland O-ring and remove as necessary.

8. Inspect the piston and wear rings for damage and wear. If the piston and wear rings are damaged or worn, a new piston must be used.

9. Inspect the bushings in the piston rod eye and replace as required. See the instructions in this section.

Assembly

NOTE: If a new gland is being used, put the part number of the cylinder on the new gland.

1. Install a new seal (12) in the bore of the gland (3). The seal (12) is to be installed so that the lips of the seal (12) are toward the small end of the gland (3). The seal (12) can be difficult to install. Use the CAS-1660 tool to install the seal (12).
2. Install a new wiper (13) in the gland (3). The lips of the wiper (13) must be toward the outside end of the gland (3).
3. Install a new backup ring (11) in the groove in the gland (3). If the backup ring (11) is not flat on both sides, the side that is not flat must be toward the O-ring (10).
4. Install a new O-ring (10) in the groove next to the backup ring (11). The O-ring (10) must be toward the small end of the gland (3).
5. Fasten the piston rod eye in the vise.
6. Remove any marks and sharp edges on the chamfer at the end of the piston rod (4). Make sure that the piston rod (4) is clean.
7. Lubricate the bore of the gland (3) and the piston rod (4) with clean oil.
8. Push the gland (3) onto the piston rod (4). If necessary, use a soft hammer to drive the gland (3) onto the piston rod (4).

DUAL SEAT BAR LEVERS AND LOCK FOR LOADER CONTROLS

General Information

The lock for the loader control valve is a mechanical lock. A pivot lock plate engages the cross shaft for the control rods to the loader control valve. The lock engages when the right hand Seat Bar lever is in the UP position and the right parking latch is also engaged.

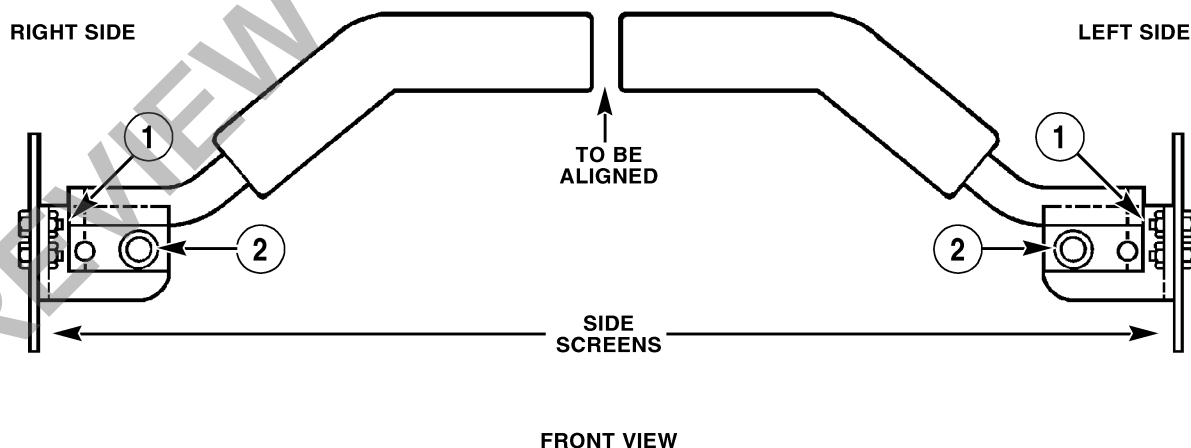
When the right hand Seat Bar lever is in the UP position the loader lift and the loader bucket control

levers for the loader control valve are held in the NEUTRAL position.

The loader lift and the loader bucket control levers are free to move out of the NEUTRAL position when the right hand Seat Bar lever is in the DOWN position and the right parking latch is also disengaged.

Adjusting the Dual Seat Bars

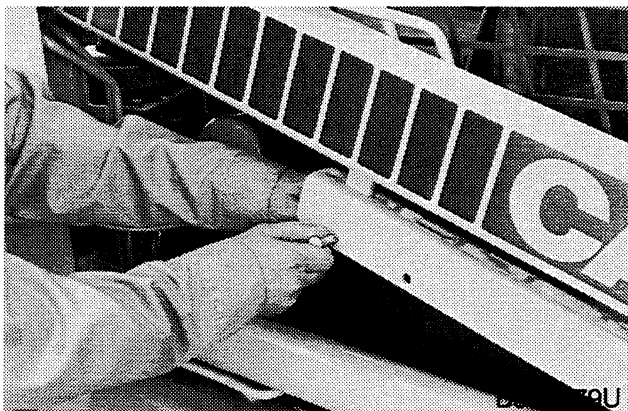
1. Place both of the Seat Bar levers in the DOWN position.
2. Check that the Seat Bar levers are in alignment (front and back also top and bottom) with each other.
3. Check that the Seat Bar levers are level and do not lean downward toward the front placing excessive load on the retaining ring on the pin at position (2) below.
4. To adjust the alignment and level of the levers for the Seat Bars loosen the two bolts and nuts (1) on either side, which fastens the mounting bracket to the side screen.
5. Align the ends of the levers and tighten the two bolts and nuts (1) to hold the mounting bracket securely to the side screen



ts98h013

MOVING THE OPERATORS COMPARTMENT FORWARD

STEP 1



Remove the pins that hold the strut in position and lower the strut onto the lift cylinder.

STEP 2

Start the engine and run the engine at low idle.

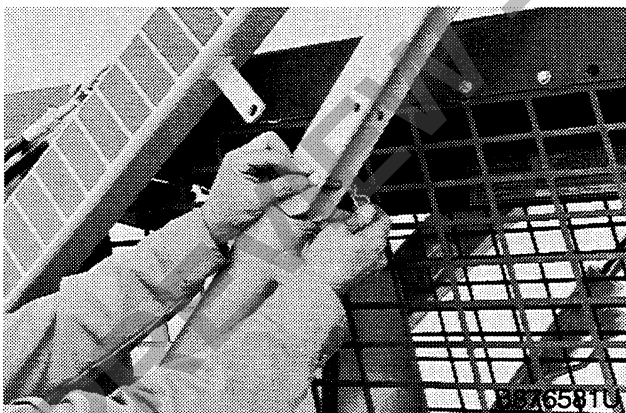
STEP 3

Move the machine forward and backward as required to make sure that the pin in each parking latch engages the cluster sprocket.

STEP 4

Raise the loader frame until the strut falls onto the piston rod. Then lower the loader frame until the strut is against the end of the lift cylinder. Stop the engine.

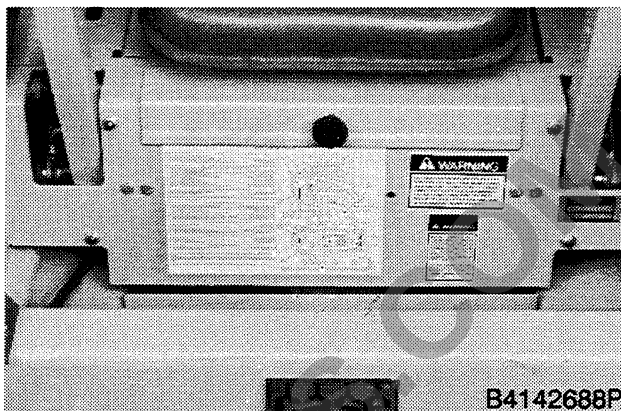
STEP 5



Install the pins that hold the strut.

NOTE: Clean all dirt and debris from the slide rails between the ROPS frame and the frame.

STEP 6

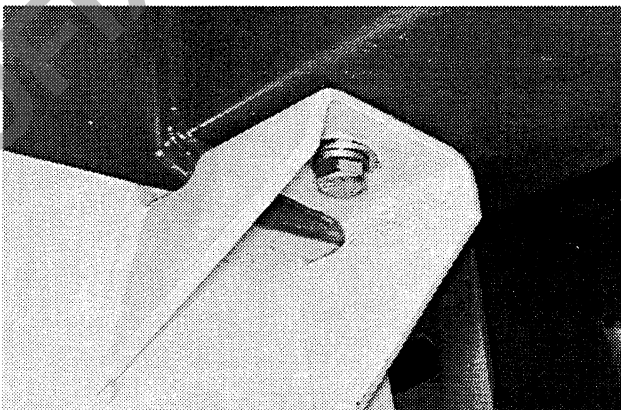


Loosen the screw (knob) that holds the mounting plate for the seat.

STEP 7

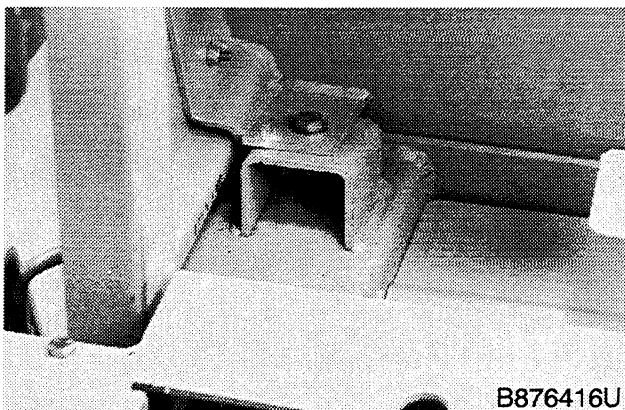
Remove the seat.

STEP 8



Loosen and remove the cap screws, lock washers, and flat washers that fasten the ROPS canopy to the posts on the rear of the machine.

STEP 9



Loosen and remove the self-locking nuts, flat washers, and bolts that fasten the front of the ROPS frame to the frame.

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