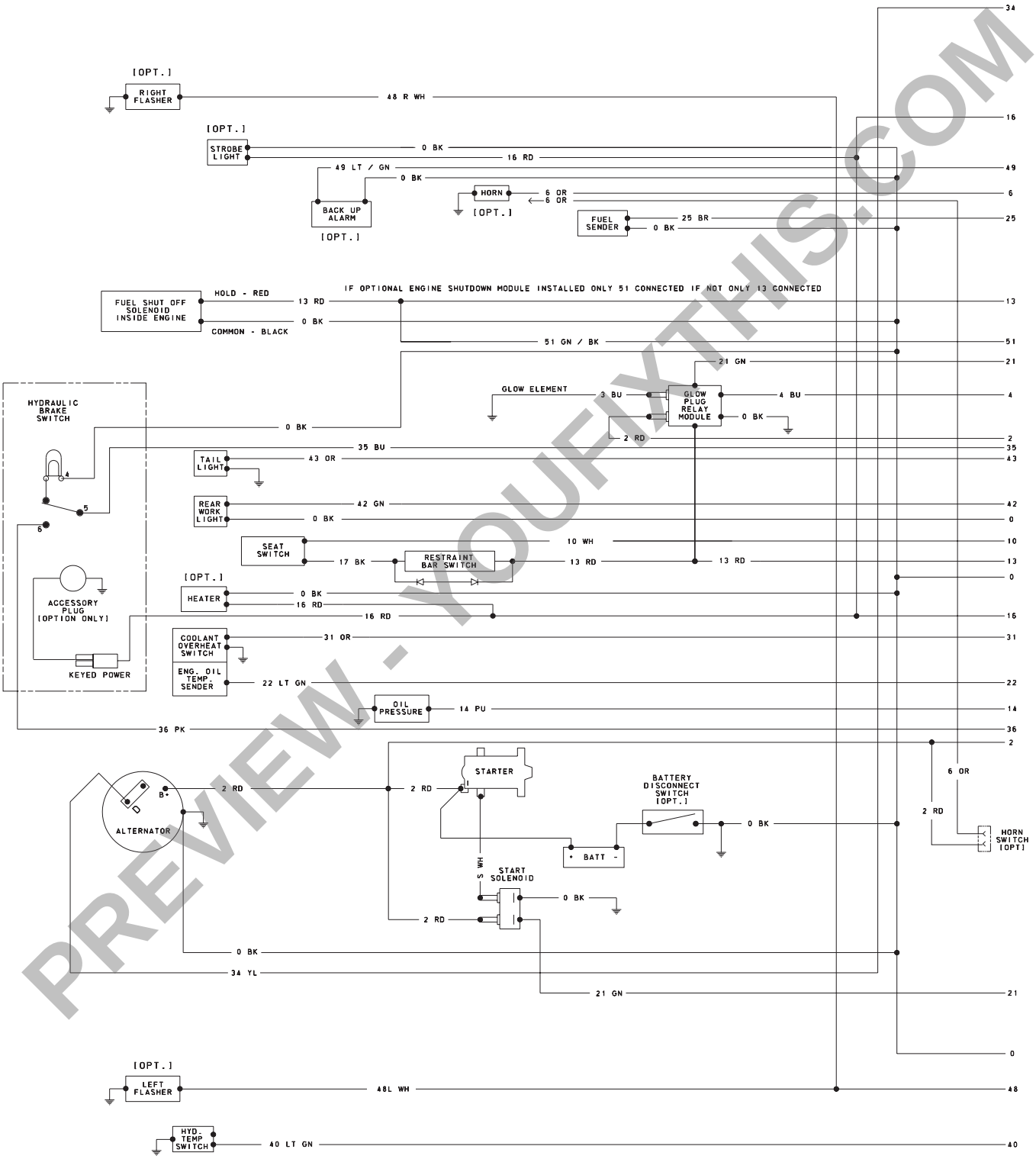
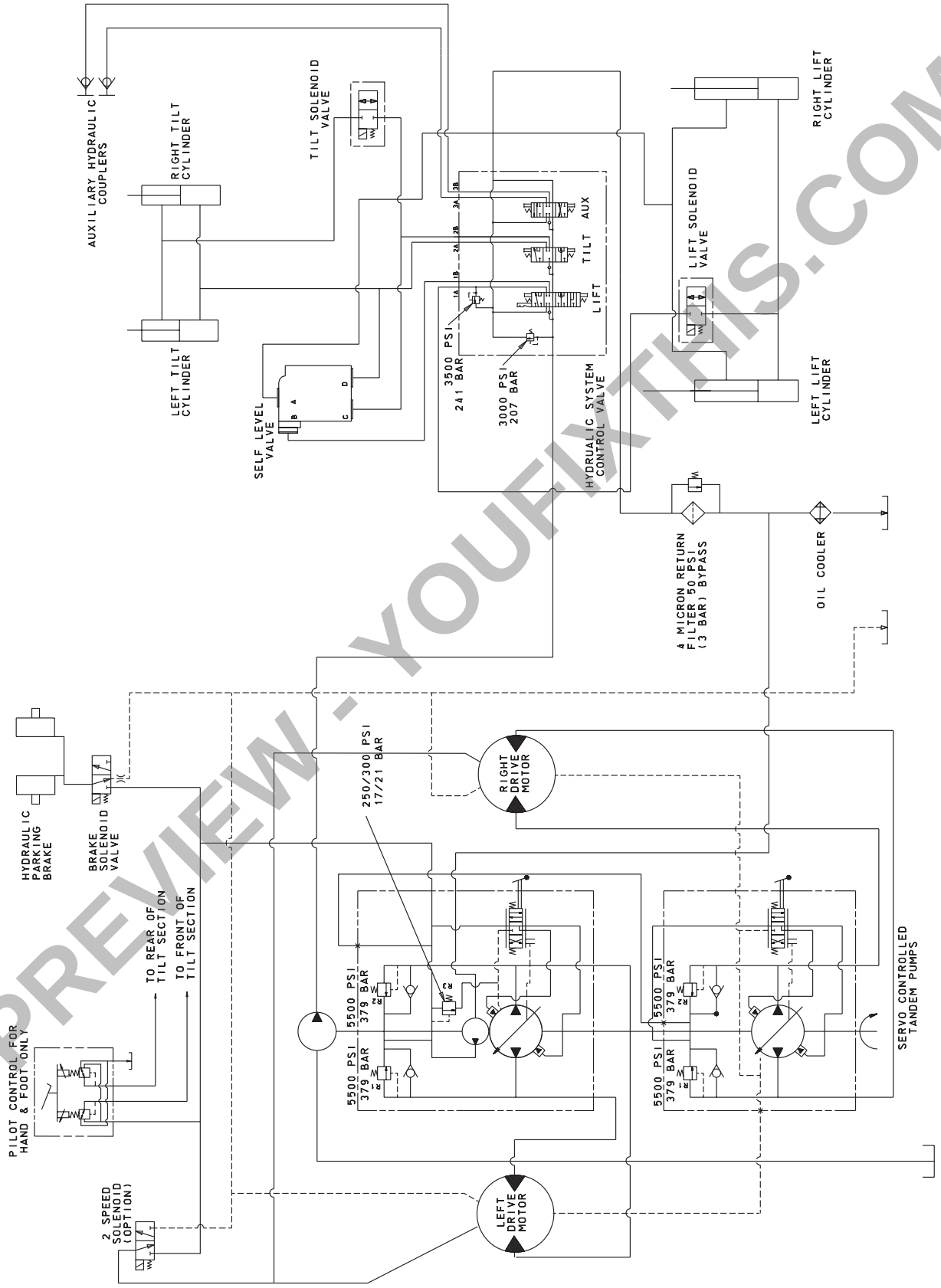
SL56/6635 Electrical Schematic



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SL56/6635SX Hydrostatic/Hydraulic Schematic



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TORQUE SPECIFICATIONS

Use these torque values when tightening hardware (excluding: locknuts, and self-tapping, thread forming, and sheet metal screws) unless otherwise specified.

UNIFIED NATIONAL THREAD	GRADE 2		GRADE 5		GRADE 8	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
8-32	19*	14*	30*	22*	41*	31*
8-36	20*	15*	31*	23*	43*	32*
10-24	27*	21*	43*	32*	60*	45*
10-32	31*	23*	49*	36*	68*	51*
1/4-20	66*	50*	9	75*	12	9
1/4-28	76*	56*	10	86*	14	10
5/16-18	11	9	17	13	25	18
5/16-24	12	9	19	14	25	20
3/8-16	20	15	30	23	45	35
3/8-24	23	17	35	25	50	35
7/16-14	32	24	50	35	70	55
7/16-20	36	27	55	40	80	60
1/2-13	50	35	75	55	110	80
1/2-20	55	40	90	65	120	90
9/16-12	70	55	110	80	150	110
9/16-18	80	60	120	90	170	130
5/8-11	100	75	150	110	220	170
5/8-18	110	85	180	130	240	180
3/4-10	175	130	260	200	380	280
3/4-16	200	150	300	220	420	320
7/8-9	170	125	430	320	600	460
7/8-14	180	140	470	360	660	500
1-8	250	190	640	480	900	680
1-12	270	210	710	530	1000	740

METRIC COARSE THREAD	GRADE 8.8		GRADE 10.9		GRADE 12.9	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
M6-1	8	6	11	8	13.5	10
M8-1.25	19	14	27	20	32.5	24
M10-1.5	37.5	28	53	39	64	47
M12-1.75	65	48	91.5	67.5	111.5	82
M14-2	103.5	76.5	145.5	108	176.5	131
M16-2	158.5	117.5	223.5	165.5	271	200

*All Torque Values are in ft-lbs except those marked with an * which are in in-lbs.
For metric torque value (N·m) multiply ft-lbs value by 1.355 or the in-lbs value by 0.113.

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CHAPTER 9

TROUBLESHOOTING

This Troubleshooting Guide lists potential problems, as well as possible causes and remedies, for Gehl skid loaders.

When a problem occurs, don't overlook simple causes. A malfunction could be caused by something as simple as an empty fuel tank. After a mechanical failure has been corrected, be sure to locate the cause of the problem.

IMPORTANT: *DO NOT attempt to service or repair major components, unless authorized to do so by your Gehl dealer. Any unauthorized repair will void the warranty.*

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Electrical System

Problem	Possible Cause	Remedy
Entire electrical system does not function.	Battery disconnect switch is "Off" 20 ampere breakers are tripped.	Turn battery disconnect switch to "On". Consult wiring diagram, check circuit and locate trouble (i.e., pinched wires, faulty connections, etc.) before resetting breaker.
	Main wiring harness connectors at rear of ROPS not properly plugged in.	Check main harness connectors.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
	Battery is faulty.	Test battery and replace as needed.
No instrument panel lamps with keyswitch turned to "ON."	20 ampere breaker tripped.	Consult wiring diagram, check circuit and locate trouble before resetting breaker.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
No glow indicator lamp with key switch turned to "ON."	Ambient temperature above 32° F (0°C)	Proceed with starting engine.
	Bulb is burned out.	Replace bulb.
	Faulty glow module.	Contact your Gehl dealer for assistance.
Seat belt buzzer indicator not sounding when key turned to "ON", indicator lamps work properly.	Buzzer is disconnected.	Reconnect wires to buzzer.
	Faulty buzzer.	Replace buzzer.
Fuel gauge does not work.	Faulty fuel gauge sender.	Replace fuel gauge sender.
	Faulty fuel gauge.	Replace fuel gauge.
	Loose wiring/terminal connections.	Verify wiring connections.

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CHAPTER 2

MODEL SPECIFICATIONS

	SL5635SX	SL5635SXT/DXT	SL6635SXT/DXT
Engine:			
Make	Deutz	Deutz (Turbo)	Deutz (Turbo)
Model	F4M1011F	BF4M1011F	BF4M1011F
Fuel	Diesel	Diesel	Diesel
Displacement	178 CID (2,9 L)	178 CID (2,9 L)	178 CID (2,9 L)
Horsepower	60 hp (44,8 kW) @ 2650 rpm	80 hp (58 kW) @ 2650 rpm	80 hp (58 kW) @ 2650 rpm
Horsepower - Net *(In accordance with ISO9249)*	56 hp (41,8 kW) @ 2500 rpm	75 hp (56 kW) @ 2500 rpm	75 hp (56 kW) @ 2500 rpm
Torque - Maximum	130 ft-lbs (176 N m) @ 1800 rpm	176 ft-lbs (239 N m) @ 1800 rpm	176 ft-lbs (239 N m) @ 1800 rpm
****SAE Rated Operating Load***	1900 lbs (862 kg)	1900 lbs (862 kg)	2350 lbs (1066 kg)
Operating Weight	7170 lbs (3252 kg)	7170 lbs (3252 kg)	7530 lbs (3416 kg)
Shipping Weight	5925 lbs (2688 kg)	5925 lbs (2688 kg)	6250 lbs (2835 kg)
Fuel Tank Capacity	19 US gal (72 L)	19 US gal (72 L)	24 US gal (91 L)
Sound *(with Deluxe Sound Kit)*			
Pressure Level (Operator Ear)	86 dB(A)	85 dB(A)	83 dB(A) - SXT / 85 dB(A) - DXT
Power Level (Environmental)	103 dB(A)	102 dB(A)	102 dB(A)

Specifications Below Apply To All SL5635 and SL6635 Models			
Capacities		***Electrical***	
Hydraulic Reservoir	16 US gal (60,5 L)	Battery	12 volt DC with 950 CCA min.
Chaincases (each)	8 US qts (7,6 L)	Starter	12 volt DC (2.3 kW)
Engine Oil	10.5 US qts (10 L)	Alternator	55 amperes
Hydraulic System *(Theoretical)*			
Main Hydraulic System Pressure	3000 psi (207 bar)		
High Flow Hydraulic System Pressure	2900 psi (200 bar)		
Standard Flow Rate (Single)	23 gpm (87 L/min)	***Travel Speed***	0 to 8.5 mph (0 to 13,7 km/h)
High Flow Rate (Dual - DX models)	36 gpm (136 L/min)	2-Speed Option	0 to 12.5 mph (0 to 20,1 km/h)

Tire Options	
Heavy Duty Flotation tires	12 x 16.5 - 10 ply
Extra Wide Heavy Duty tire	33 x 15.50-16.5 - 12 ply
High Clearance Flotation tires	14 x 17.5 - 10 ply
Solid Rubber tires	8 x 16
AirBoss Segmented Industrial tires	8.25 x 15
AirBoss Segmented Flotation tires	12 x 16.5

Buckets and Capacities			
Width - inches (millimeters)	***Bucket Description***	***Capacity (Heaped)***	
68 inches (1727 mm)	Dirt/Construction	15.0 cubic feet	0.42 cubic meters
68 inches (1727 mm)	Utility	19.0 cubic feet	0.54 cubic meters
72 inches (1829 mm)	Dirt/Construction	20.4 cubic feet	0.58 cubic meters
72 inches (1829 mm)	Utility	27.0 cubic feet	0.77 cubic meters
72 inches (1829 mm)	Utility/Snow	32.0 cubic feet	0.91 cubic meters
90 inches (2286 mm)	Snow	41.0 cubic feet	1.17 cubic meters

*Operating load rated with a 68 inch (1727 mm) dirt/construction bucket in accordance with SAE J818.

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CHAPTER 11

MAINTENANCE SCHEDULE

This Maintenance Interval Chart was developed to match the *Service* chapter of this manual. Detailed information on each service procedure may be found in the *Service* chapter. A Maintenance Log follows the Interval Chart for recording the maintenance procedures performed. Recording the 10 hour (or daily) service intervals would be impractical and is therefore not recommended.

IMPORTANT: *Under extreme operating conditions more frequent service than the recommended intervals may be required. You must decide if your operation requires more frequent service based on your use.*

Maintenance Interval Chart

Service Procedure	Every 10 Hours (or Daily)	Every 100 Hours	Every 500 Hours (or Annually)
Check Engine Air Cleaner Restriction Indicator	●		
Check Engine Oil Level	●		
Check Hydraulic Oil Level	●		
Check Tire Pressures	●		
Grease Lift Arm, Attachment Mechanism and Cylinder Pivots	●		
Check Bucket Cutting Edge	●		
Check Seat & Restraint Bar Operation	●		
Check Oil Cooler Fins	●		
Check Hydraulic Filter Element Indicator		●	
Check Wheel Nuts Torque (170-180 ft-lbs)		●	
Check Drive Chain Tension		●	
Check Oil Level in Chaincases		●	
Clean Spark Arrestor Muffler (Non-Turbo Units)		●	
Check Alternator/Fan Belt Tensions		●	
Check Battery			●
Check Engine Mounting Hardware			●
Change Fuel Filter			●
Change Hydraulic Oil			●
Change Engine Oil & Filter ◆			●
Change Chaincase Oil			●

◆ For new units, the first oil change should be after the first 50 hours. Refer to the engine manual for additional information.

NOTE: *Continue to repeat the service procedures at every specified time interval.*

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CHAPTER 6

OPERATION

General Information (Fig. 6-1)

CAUTION

BEFORE starting the engine and operating the loader, review and comply with ALL safety recommendations set forth in the SAFETY chapter of this manual. Know how to STOP the loader BEFORE starting it. Also, BE SURE to fasten and properly adjust the seat belt and lower the operator restraint bar.

Before Starting Engine

Before starting the engine and running the loader, refer to the *Controls & Safety Equipment* chapter and familiarize yourself with the various operating controls, indicators and safety devices on the loader.



Fig. 6-1: Operator's Compartment

1. Operator's Seat
2. Operator Restraint Bar in "Lowered" Position
3. Seat Belt

Starting The Loader

WARNING

ALWAYS fasten your seat belt and lower the restraint bar BEFORE starting the engine.

The following procedure is recommended for starting the loader engine:

1. Carefully step up onto the back of the bucket or attachment while grasping the ROPS handles to get into the operator's compartment.
2. Fasten the seat belt and lower the restraint bar.
3. Verify the following:
   - ❑ the lift/tilt and drive control handles are in their neutral positions
   - ❑ the auxiliary control is in neutral
   - ❑ the brake is on
   - ❑ the high flow control lever (DX models only) is in neutral
4. Push the throttle forward to half of full speed.

NOTE: *When the key is turned to the "ON" position, a buzzer will sound momentarily reminding you to check that your seat belt is fastened.*

5. Turn the keyswitch to the "ON" position. Wait for the glow indicator light to go out, then turn the key to the start position. (Glow is automatically controlled and is used only if temperature is 32°F (0°C) or below).

NOTE: *Crank the starter until the engine is started. If the engine fails to start within 15 seconds, return the key to the "Off" position and repeat Step 5. Cranking the engine for longer than 15 seconds will result in premature failure of the starter.*

After the engine starts, allow a sufficient warm-up time before attempting to operate the controls.

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T-BAR CONTROLLED LOADERS (Fig. 5-2)

T-Bars on the skid loader control the hydraulic and hydrostatic functions. The left T-Bar controls the drive (hydrostatics) and the right T-Bar controls the lift/tilt (hydraulics).

Drive Control T-Bar

The left T-Bar is the drive control which is linked to the hydrostatic drives.

Forward Travel: Push the left T-Bar straight forward (without twisting).

Reverse Travel: Pull the left T-Bar straight backwards (without twisting).

Turning during Travel: Twist the left T-Bar clockwise (to turn right) or counterclockwise (to turn left) and move it slightly forward or rearward to cause a slow gradual turn. The farther the T-Bar is moved in any direction, the faster the turn will be made. Engine RPM has a directly proportional affect on movement.

Fast Turning (Pivoting): Twist the left T-Bar clockwise to cause a spin turn to the right; twist the T-Bar counterclockwise to cause a spin turn to the left. On a spin turn, the wheels opposite the direction of the turn will rotate forward and the wheels on the same side as the direction of the turn will rotate rearward.

Auxiliary Hydraulics: Depress the foot pedal to control the direction of flow. A stop locks the foot pedal in the "on" (detent) position for continuous use.

⚠ WARNING

BE SURE the T-Bar controls are in "neutral" BEFORE starting the engine. Operate the T-Bars gradually and smoothly. Excessive speed and quick T-Bar movements without regard for conditions and circumstances is hazardous and could cause an accident.

Lift/Tilt Control T-Bar

The right T-Bar controls the lift (arm) and tilt (attachment) through linkage to the main hydraulic control valve.

Attachment Travel: Twist the right T-Bar clockwise to tilt the attachment downward; twist it counterclockwise to tilt the attachment up or back.

Lift Arm Travel: To raise the lift arm: Pull the right T-Bar straight back (without twisting).

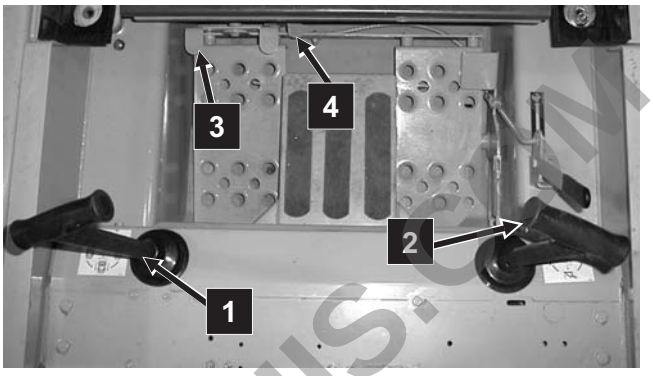


Fig. 5-2: T-Bar Controls

1. Drive Control T-Bar
2. Lift/Tilt T-Bar
3. Auxiliary Hydraulics Foot Pedal
4. Auxiliary Hydraulics Foot Pedal Stop

To lower the lift arm: Push the right T-Bar straight forward (without twisting).

The system control valve lift spool has a detent circuit allowing the lowered lift arm to "float" while traveling over changing ground conditions. To place the lift arm in the detent (float) position: Push the right T-Bar all the way forward, past the detent.

⚠ WARNING

NEVER push the lift/tilt T-Bar control into the "float" position with the bucket or attachment loaded or raised, because this will cause the lift arm to lower rapidly.

NOTE: *The speed of lift/tilt motion is directly proportional to the amount of T-Bar movement and engine RPM.*

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