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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TROUBLESHOOTING

Electrical System

Problem	Possible Cause	Remedy
Entire electrical system does not function.	Battery disconnect switch is OFF.	Turn battery disconnect switch to ON.
	20 ampere breakers are tripped.	Check circuit and locate trouble 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.	Check circuit and locate trouble before resetting breaker.
	Battery terminals or cables are loose or corroded.	Clean battery terminals and cables and retighten them.
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.
Engine temperature gauge does not work.	Faulty temperature sender.	Replace temperature sender.
	Faulty temperature gauge.	Replace temperature gauge.
	Loose wiring/terminal connections.	Verify wiring connections.
Hourmeter does not work.	Loose wiring/terminal connections.	Verify wiring connections.
	Faulty alternator.	Repair the alternator.
	Faulty hour meter.	Replace hour meter.
Starter will not engage when key is turned to START.	Seat or restraint bar switch malfunctioning or not activated.	Contact your dealer.
	Poor connections to starter relay in instrument panel.	Verify relay connections.
	Battery terminals or cables loose or corroded.	Clean terminals, cables and retighten.
	Faulty starter relay in instrument panel.	Contact your dealer.
	Battery discharged or defective.	Recharge or replace battery.
	Starter solenoid not functioning.	Contact your dealer.
	Ignition wiring, seat switch, restraint bar switch, etc. loose or disconnected.	Check wiring for poor connections, broken leads; repair wiring or connection.
	Starter or pinion faulty.	Remove starter; repair/replace as needed.

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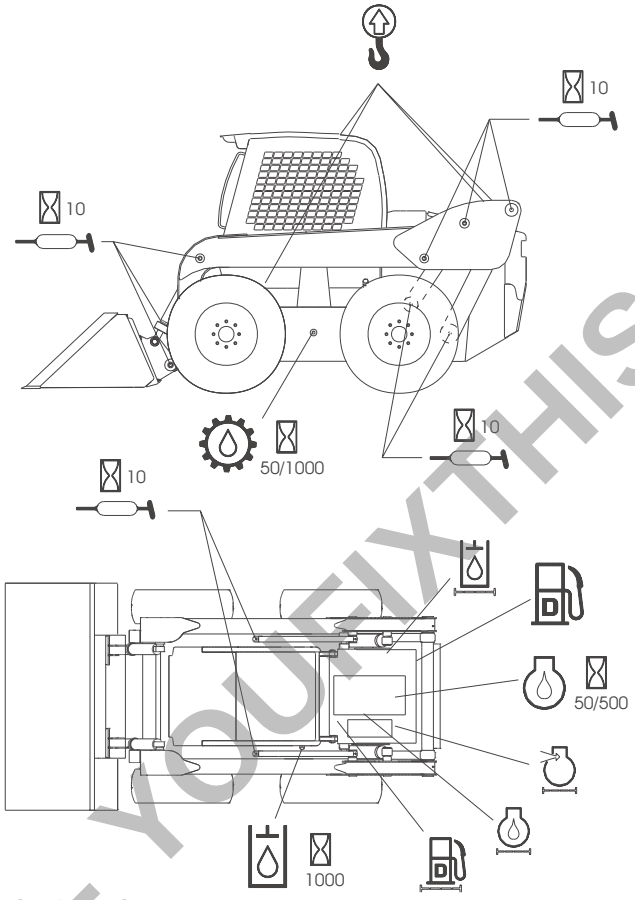


Fig. 37: Service Locations

Lubrication Procedure	10 Hours (or Daily)	250 Hours	500 Hours (or Yearly)
Check Engine Oil Level (p56)	●		
Check Hydraulic Oil Level (p57)	●		
Grease Lift Arm, Hitch, Cylinder Pivots and Latch Pins (p49)	●		
Check Oil Level in Chaincases (p51)		●	
Change Engine Oil and Filter (p56)	□	❖	●
Change Hydrostatic Oil Filter (p57)	□		●
Change Hydraulic Oil Filter (p57)			●
Change Hydraulic Oil (p57)			♦
Change Chaincase Oil (p51)	□		♦

□ Perform the initial procedure at 50 hours then at "●" or "♦" intervals.

❖ Severe operating conditions.

♦ Perform the procedure at 1000 hours.

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OPERATION

WARNING Before starting the engine and operating the loader, review and comply with all safety recommendations 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 seatbelt and lower the operator restraint bar.

Before Starting the Engine

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

Starting the Engine

The following procedure is recommended for starting the engine:

1. Carefully step up onto the back of the bucket or attachment and grasp the ROPS hand holds to get into the operator's compartment.
2. Fasten the seatbelt and lower the restraint bar.
3. Verify the following:
   - » the lift/tilt, drive and auxiliary controls are in their neutral positions
   - » the parking brake is on.
4. Push the throttle lever forward to half speed.

Note: *When the key is turned to the RUN position, an indicator will light on the instrument panel and a buzzer will sound momentarily to remind you to check that your seatbelt is fastened.*

5. Turn the keyswitch to the RUN position. Wait for the preheat indicator light to go out, then turn the key to the START position. Preheat is automatically controlled and activates if the temperature is 32°F (0°C) or below.

Important: *Do not engage the starter for longer than 15 seconds at a time. Longer use can overheat and damage the starter. If the engine fails to start within 15 seconds, return the key to the OFF position and repeat step 5. Allow the starter to cool for 20 seconds between uses.*

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

Important: *If the warning lights do not go off, stop the engine and investigate the cause.*

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Instrument Panel

The instrument panel contains the following switches and indicators. Symbols on the panel represent various functions and conditions, and are visible only when indicator lamps are on.

Left Panel

Note: *Items 1 through 3 are indicator lights which display the following:*

1. **Two-Speed High (optional) –** Lights when high speed is engaged.
2. **Parking Brake –** Lights when the parking brake is applied.
3. **Ride Control System (optional) –** Lights when the ride control system is activated.
4. **Parking Brake Switch –** Used to manually apply the parking brake.
5. **Fan (optional) –** Used to manually control the fan for the air conditioner or heater.
6. **Accessory Plug (optional)** – A 12 VDC power outlet.
7. **Power All-Tach Hitch (optional)** – Used to operate the power All-Tach hitch.

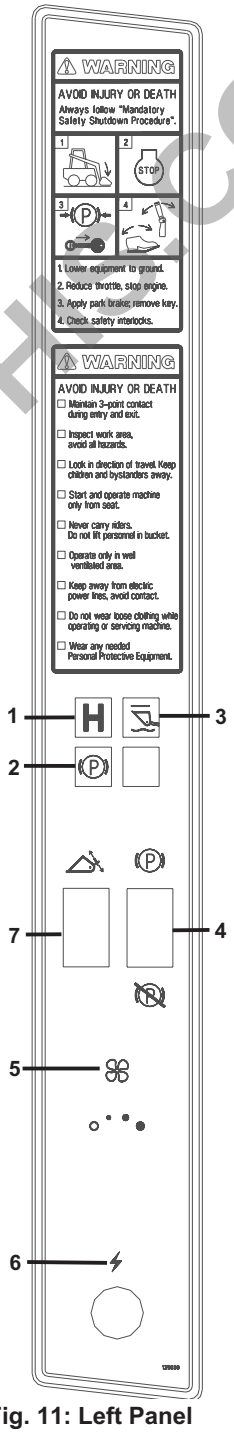


Fig. 11: Left Panel

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Power hitch: Activate the switch to lock the hitch and fully engage the latch pins.

Important: *To check that the attachment is properly installed, apply downward pressure to the attachment prior to operating.*

Connect Auxiliary Hydraulic Couplings

Note: *With the engine OFF, key in the ON position and the restraint bar down, the auxiliary hydraulic control can be moved to relieve any pressure in the hydraulic system.*

Standard Auxiliary Hydraulics

Coupler hookup is located on the left lift arm. The top coupler is pressure, the bottom coupler is return when the auxiliary control is in the detent position.

High Flow Auxiliary Hydraulics

Coupler hookup is located on the right lift arm. The top coupler is pressure, the middle coupler is return when the auxiliary control is in the detent position. The bottom coupler is the dedicated case drain.

Remove Attachment

1. Tilt the hitch back until the attachment is off the ground.
2. Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 6).
3. Relieve any hydraulic pressure in the auxiliary and attachment lines.
   a. Turn the key ON (do not start the engine).
   b. With the restraint bar down, move the auxiliary hydraulic control back and forth. This will relieve the pressure in the hydraulic system.
4. With the engine OFF, leave the operator's compartment and disconnect the auxiliary hydraulic hoses.
5. **Manual hitch:** Rotate the hitch's latch lever to the right to fully retract the latch pins.

   Power hitch: Turn the key ON (do not start the engine) and activate the switch to unlock the hitch and fully retract the latch pins.
6. Start the engine and be sure that the lift arm is fully lowered and in contact with the loader frame.
7. Tilt the hitch forward and slowly back the loader until the attachment is free from the loader.

Self-Leveling

The feature is designed to keep the attachment level while the lift arm is being raised.

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Transporting the Loader

WARNING **Park the truck or trailer on a level surface. Be sure the vehicle and its ramps have the weight capacity to support the loader. Be sure the vehicle surface and its ramps are clear of debris and slippery material that may reduce traction. Move the loader on and off the vehicle ramp slowly and carefully. Failure to follow these instructions could result in an overturn accident.**

Observe all local regulations governing the loading and transporting of equipment. Ensure that the hauling vehicle meets all safety requirements before loading the skid loader.

1. Place blocks at the front and rear of the hauling vehicle's tires.
2. If the loader has an attachment, lift it slightly off the ground.
3. Back the loader slowly and carefully up the ramp onto the vehicle.
4. Lower the loader attachment to the vehicle deck, turn off the engine and remove the key.
5. Fasten the loader to the hauling vehicle at the points indicated by the tie-down decals.
6. Measure the clearance height of the loader and hauling vehicle. Post the clearance height in the cab of the vehicle.



Fig. 28: Front Tie Down



Fig. 29: Rear Tie Down

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Engine

Problem	Possible Cause	Remedy
Engine turns over but will not start.	Engine cranking speed too slow.	Battery requires recharging or replacing, or, in cold temperatures, pre-warm the engine.
	Auxiliary valve engaged.	Return the control valves to neutral.
	Fuel tank empty.	Refill fuel tank.
	Glow plug module malfunctioning.	Check connection and voltage, replace as needed.
	Fuel shut-off solenoid not energizing.	Check electrical connections and voltage to shut-off solenoid.
	Engine oil not warm enough.	Install a block heater.
	Ambient temperature is too low.	Install a block heater.
	Fuel filter(s) plugged.	Replace the filter(s)
	Fuel pump not working.	Contact your dealer.
Engine overheats.	Crankcase oil level too low or too high.	Add or remove oil as required.
	Fan air circulation blocked or restricted.	With engine OFF, remove blockage or restriction.
	Fan shroud improperly positioned.	Contact your dealer.
	Grade of oil improper or excessively dirty.	Drain and replace with proper grade new oil.
	Exhaust restricted.	Allow exhaust to cool, remove restriction.
	Air filter is restricted.	Replace the filter(s).
	Low coolant level.	Add coolant.
	Fan belt loose.	Tighten fan belt.

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