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SPECIFICATIONS

Model	RT135 / 1350RT	RT165 / 1650RRT
Make of Engine	Yanmar	Yanmar
Engine Model (DPF Models)	4TNV88C-KMSV/ST5	4TNV98C-NMS2/ST5
Fuel	Diesel	Diesel
Displacement	133.6 cu. in. (2,19 L)	201.4 cu. in. (3.3 L)
Horsepower - Net	46.6 hp (34.7 kW) @ 2800 rpm	68.4 hp (51 kW) @ 2800rpm
Peak Torque	107.8 ft-lbs (146 N•m) @ 1820 rpm	178 ft-lbs (241 N•m) @ 1625 rpm
Make of Engine	Yanmar	Yanmar
Engine Model (Non-DPF Models)	4TNV88-BKMSR2 /IT4XPT	4TNV98-ZNMS3R/IT4XPT
Fuel	Diesel	Diesel
Displacement	133.6 cu. in. (2,19 L)	202.5 cu. in. (3.3 L)
Horsepower - Net	47 hp (35 kW) @ 2800 rpm	68.4 hp (51 kW) @ 2800 rpm
Peak Torque	107 ft-lbs (145 N•m) @ 1680 rpm	169 ft-lbs (229 N•m) to 178 ft-lbs (241 N•m) @ 1625 rpm
Operating Load - SAE	1350 lbs (612 kg)	1650 lbs (748 kg)
Operating Weight - Narrow Undercarriage/Wide Undercarriage	6510 lbs (2953 kg) Narrow Only	8020 lbs (3638 kg) / 8143 lbs. (3693 kg)
Shipping Weight- Narrow Undercarriage/Wide Undercarriage	5930 lbs (3565 kg) Narrow Only	7364 lbs (3340 kg) / 7487 lbs. (3396 kg)
Capacities		**Capacities**
Engine Oil	6.8 US qts (6,44 L)	9.5 US qts (9,0 L)
Fuel Tank	15.7 US gal (59,4 L)	16.5 US gal (62,5 L)
Hydraulic System (entire) / Bare Reservoir	14.0 US gal (83,0 L) / 9.2 US gal (34,8 L)	15.8 US gal (59,8 L) / 10.3 US gal (39 L)
Engine Coolant (entire)	2.5 US gal (9,5 L)	3.4 US gal (12,9 L)
Electrical System		**Electrical**
Battery	12-V DC, Group 34, 800 CCA, 110 Reserve	12-V DC, Group 31, 950 CCA, 170 Reserve
Starter	12-Volt-DC (2,3 Kw)	12-V DC (3,0 kW)
Alternator	100 A	100 A
Hydraulic System		**Hydraulic System**
Main Hydraulic System Pressure / Auxiliary System Standard-Flow - Relief Valve Opening Pressure	3000 psi (206,8 bar)	3250 psi (224 bar)
Standard-Flow Auxiliary System @ Speed Joystick (theoretical)	16.8 gpm (63,6 L/min) @ 2500 rpm	18.7 gpm (70,8 L/min) @ 2530 rpm
Standard-Flow Auxiliary System @ Speed T-Bar, Hand/Foot (theoretical)	N/A	20.4 gpm (77,2 L/min) @ 2530 rpm
High-Flow Auxiliary System Pressure	N/A	2900 PSI (200 bar)
High-Flow Auxiliary System @ Speed Joystick (theoretical)	N/A	32.1 gpm (121,5 L/min) @ 2530 rpm
High-Flow Auxiliary System @ Speed T-Bar, Hand/Foot (theoretical)	N/A	30.1 gpm (113,9 L/min) @ 2530 rpm
Travel Speed - Single-Speed - varies with control type	0 to 6.2 mpg (0 to 9.98 km/h) - joy-stick controls	0 to 6.5 mph (0 to 10.5 km/h)
Travel Speed - Two-Speed - varies with control type	N/A	0 to 10 mph (0 to 16.1 km/h)
Track Drive		
Tractive Effort	7160 lbs (3248 kg)	9578 lbs (4345 kg)
Track Ground Contact Length	47.0 in. (1194 mm)	50 in. (1270 mm)
Ground Pressure (Standard Track)	6.0 psi (0.41 bar)	6.5 psi (0.45 bar)
Ground Pressure (Optional Track)	N/A	5.2 psi (0.36 bar)
Buckets and Capacities		
Width - inches (millimeters) - Description	**Capacity (Heaped)**	
66 inches (1676 mm) - Dirt/Construction	15.1 cubic feet : 0,43 cubic meters	
70 inches (1778 mm) - Dirt/Construction	16.1 cubic feet : 0,46 cubic meters	
70 inches (1778 mm) - Dirt/Construction w/ spill guard	16.1 cubic feet : 0,46 cubic meters	
70 inches (1778 mm) - Low Profile/Grading	19.4 cubic feet : 0,55 cubic meters	
66 inches (1676 mm) - Utility/Light Material	19.0 cubic feet : 0,43 cubic meters	
70 inches (1778 mm) - Utility/Light Material	20.3 cubic feet : 0,46 cubic meters	

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SAFETY

General Information

The above safety alert symbol means: ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED! It stresses an attitude of "safety awareness" and can be found throughout this service manual and on decals on the machine.

Before operating or working on this machine, read and study the following safety information. In addition, be sure that everyone who operates or works on this equipment is familiar with these safety precautions. It is essential to have competent and careful operators, who are not physically or mentally impaired, and who are thoroughly trained in the safe operation of the machine and the handling of loads. It is recommended that the operator be capable of obtaining a valid motor vehicle operator's license.

The use of track loaders is subject to certain hazards that cannot be eliminated by mechanical means, but only by exercising intelligence, care and common sense. Such hazards include, but are not limited to, hillside operation, overloading, instability of the load, poor maintenance and using the equipment for a purpose for which it is not intended or designed.

Manitou Americas ALWAYS consider the operator's safety when designing machinery and guards exposed moving parts for the operator's protection. However, some areas cannot be guarded or shielded in order to assure proper operation. The Operator's Manual and the decals on the machine warn of additional hazards and should be read and observed closely.

These topics in the *Safety* chapter of the service manual include procedures, which, when followed, will allow for safe performance of service procedures: Mandatory Safety Shutdown Procedure, Lift Arm Support Device, Roll-Over Protective Structure (ROPS/FOPS)/Falling Object Protective Structure (FOPS) Lock Mechanism, Loader Raising and Lowering Procedures, and Relieving Hydraulic Pressure.

Signal Words

DANGER

"DANGER" indicates an imminently hazardous situation, which, if not avoided, will result in death or serious injury.

WARNING

"WARNING" indicates a potentially hazardous situation, which, if not avoided, could result in death or serious injury.

CAUTION

"CAUTION" indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury. May also alert against unsafe practices.

Additional Safety Reminders



Read and understand the Service Manual and all decals before maintaining, adjusting or servicing this equipment.

Doors, Guards and Shields - Some photographs in this manual may show doors, guards and shields open or removed for illustrative purposes only. BE SURE all doors, guards and shields are in their proper operating positions before starting engine to operate unit.

Damaged or Worn-out Parts - For safe operation, replace damaged or worn-out parts with genuine Gehl/ Mustang service parts, before operating this equipment.

Attachments - Gehl and Mustang loaders are designed and intended to be used only with Manitou Americas attachments or approved referral attachments. Manitou Americas cannot be responsible for safety if the loader is used with a non-approved attachment.

Battery Safety - To avoid injury from a spark or short circuit, turn the electrical disconnect switch to the OFF position before servicing any part of the electrical system. Do not tip the battery more than 45º.



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Mandatory Safety Shutdown Procedure

BEFORE cleaning, adjusting, lubricating or servicing the unit or leaving it unattended:

1. Move drive control handle(s) to the neutral position.

2. Lower the lift arm and attachment completely. If the lift arm *must* be left in the "raised" position, BE SURE to properly engage the lift arm support device.

3. Move the throttle to the low idle position, shut off the engine and remove the key.

4. Before exiting, move the lift/tilt control(s) to verify that controls do not cause movement of the lift arm or hitch.

Only after these precautions can you be sure it is safe to proceed. Failure to follow the above procedure could lead to death or serious injury.

Lift Arm Support Device

WARNING

BEFORE leaving operator's compartment to work on the loader with the lift arm raised, ALWAYS engage the lift arm support device. Turn the keyswitch to OFF, remove the key and take it with you. The safest method of engaging the lift arm support device requires two people - one person inside the loader and another person outside the loader to engage the support device.

Many service procedures require a raised lift arm to allow easier access to loader components. For operator and service personnel safety, a lift arm support device is standard on the equipment. Used as a cylinder block, it helps prevent a raised lift arm from unexpectedly lowering.

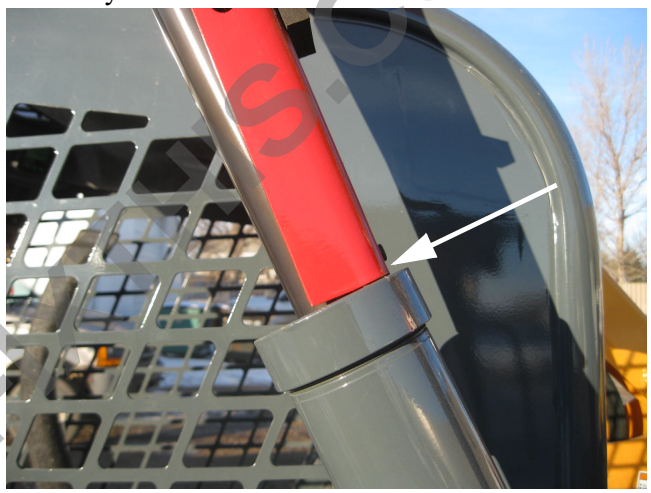
BE SURE to engage the lift arm support device whenever the lift arm is raised. When the device is not being used, secure it to the left rear of the lift arm using the lynch pin provided.

The lift arm support device is a safety device which must be kept in proper operating condition at all times with decals in place.

The following procedures outline the correct way to engage and disengage the lift arm support device.

Lift Arm Support Device Engagement

1. Remove attachment from lift arm.
2. Raise the lift arm fully.
3. Turn keyswitch to OFF position to stop engine.
4. Have an assistant remove the lift arm support device from its storage location on the left side of the machine. Remove the lynch pin holding the support device up against the lift arm. Allow the support device to come down into contact with the lift cylinder.



5. Restart the engine.
6. Use the lift control to raise the lift arm until the support device drops over the end of the lift cylinder and around the cylinder rod. Slowly lower the lift arm until the free-end of the support device contacts the top end of the lift cylinder.
7. Look to be sure the support device is secure against the cylinder end. Then, stop the loader engine, remove the key and leave the operator's compartment.
8. Stop the engine, and exit the machine.

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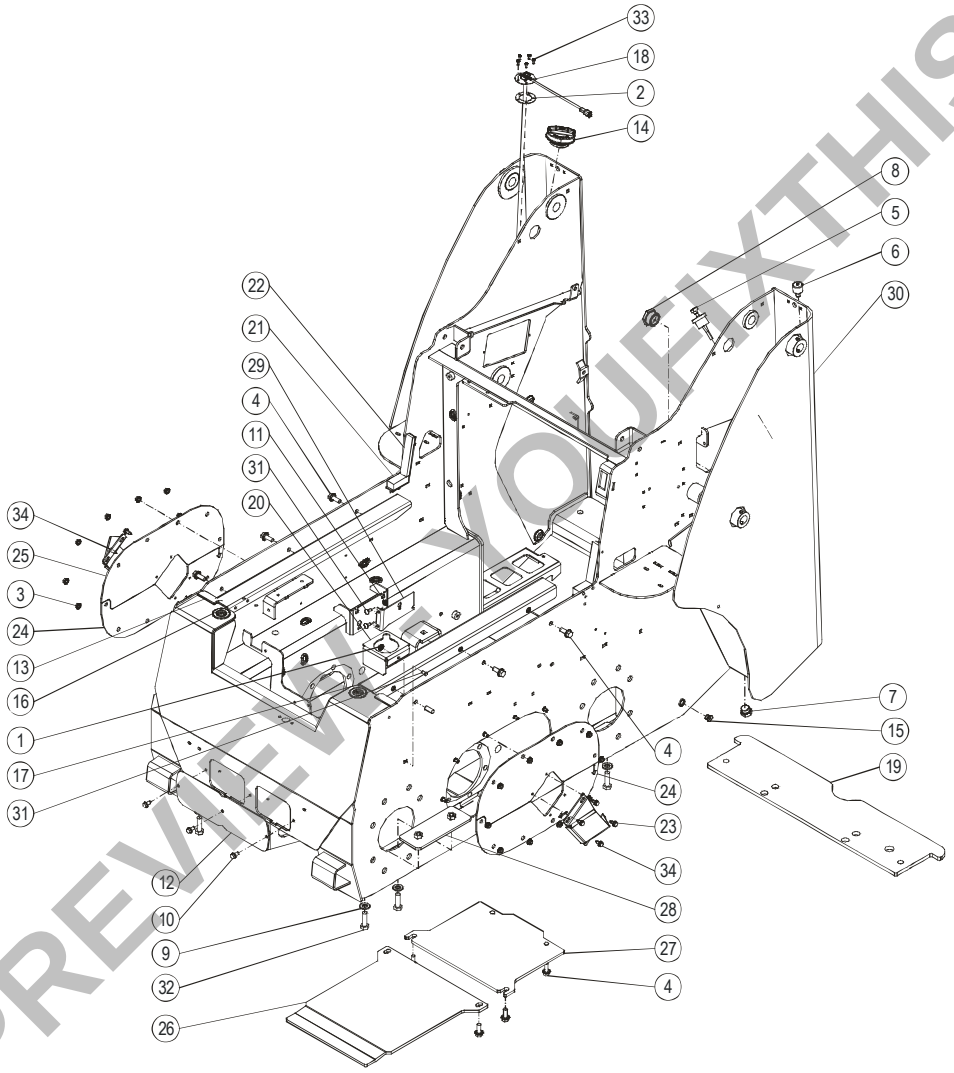
CHASSIS

The track loaders have a welded steel chassis. Maintenance, service and repair may be performed through standard access panels.

Two side chaincases provide mounting for the drive motors and for the front and rear axles. The side cases also serve as sealed housings for the drive chains and sprockets. Oil is used inside these cases to ensure the chains always receive proper lubrication.

The lift arm and the lift and tilt cylinders are mounted with pivot pins. Capscrews are used to secure the pivot pins. A Rollover Protective Structure/Falling Object Protective Structure (ROPS/FOPS) is standard for operator safety, and both the seat and restraint bar include safety interlock switches.

Mainframe (Chassis) Components - RT165/1650RT Models



1	LN LG FL SERR 5/16 CZ
2	FUEL SENDER GASKET
3	LN FL SERR 3/8 CZY
4	CS FL LOCK 1/2X1-1/4 C5ZY
5	CAP/HYD RESERVOIR
6	BREATHER
7	PLUG MORB12
8	SIGHT PORT-OIL LEVEL
9	WASHER 5/8 HT
10	THWH TR 3/8 X 3/4 CZY
11	LN FL SERR 5/16 CZY
12	COVER/CLEAN-OUT
13	SEAL/FILLER PLATE
14	CAP/FUEL FILLER
15	PLUG HH MORB08
16	WDMT/ROPS FILLER RT
17	WDMT/ROPS FILLER LT
18	SENDER/FUEL
19	PLATE/BUMPER
20	PLATE/CUP HOLDER
21	FOAM/CAB SEAL
22	FOAM/CAB SEAL
23	HOSE COVER/PLATE
24	COVER/CHAINCASE/BOTTOM
25	COVER/CHAINCASE/TOP
26	BELLY PAN/FRONT
27	BELLY PAN/REAR
28	WLDMT/MOUNT/PLATE
29	BRACKET/VALVE/TENSIONER
30	CHASSIS/WLDMT/RT1650
31	CB 5/16X3/4 C5ZY
32	CS 5/8X2 C8ZY
33	SCREW/THM CR #1024X1/2 Z
34	HWHTRS TAP/R 5/16X3/4 CZY

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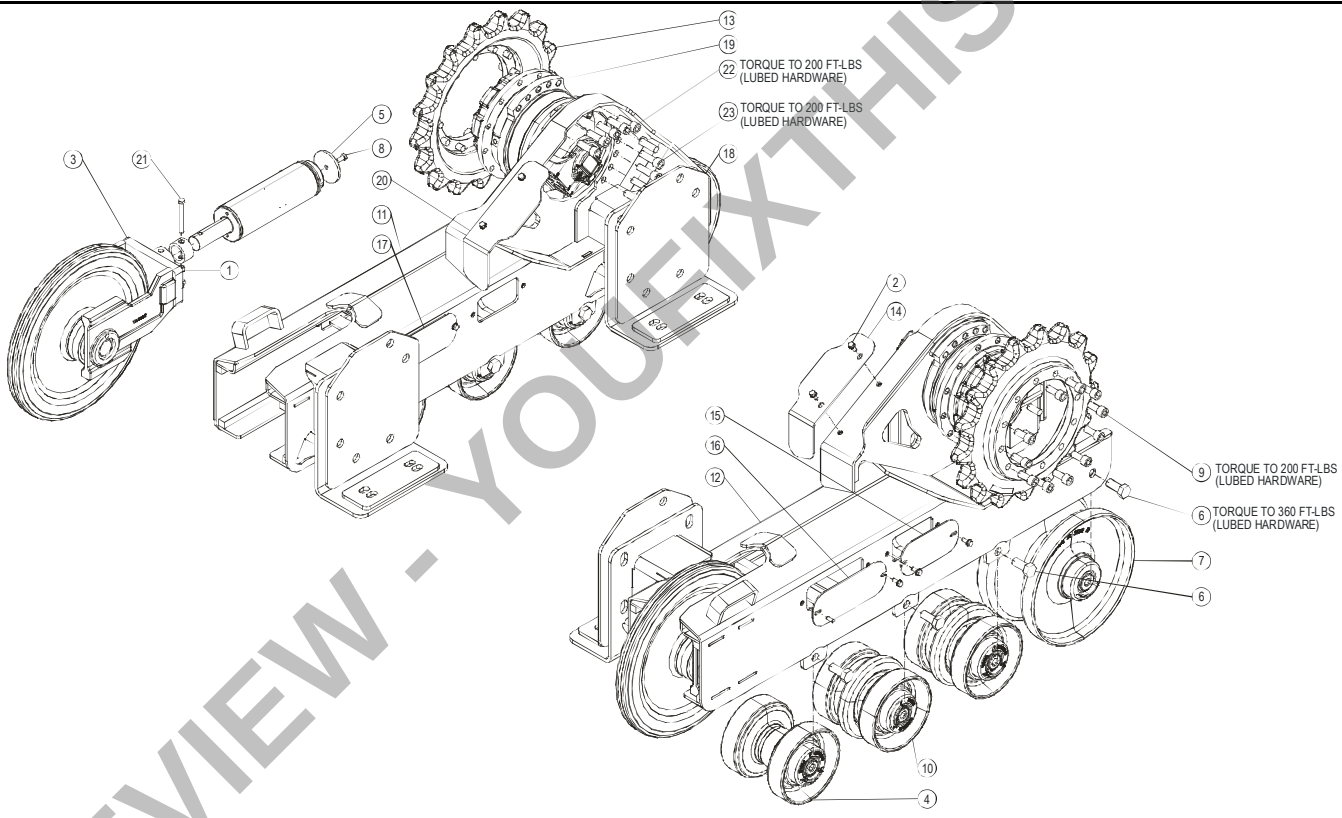
TRACK DRIVE

This chapter covers removal, installation, assembly and adjustment procedures for the track drive system components on the track loaders. Track drive components covered in this chapter are shown below.

The track loaders are equipped with a hydrostatic pump assembly coupled to the diesel engine, providing hydrostatic power to the fixed-displacement hydrostatic drive motors. Each motor drives one set of tracks on each side of the loader.

Service procedures for the hydrostatic pumps and drive motors are in the *Hydrostatic System* chapter.

Track Drive Components - RT165/1650RT Models

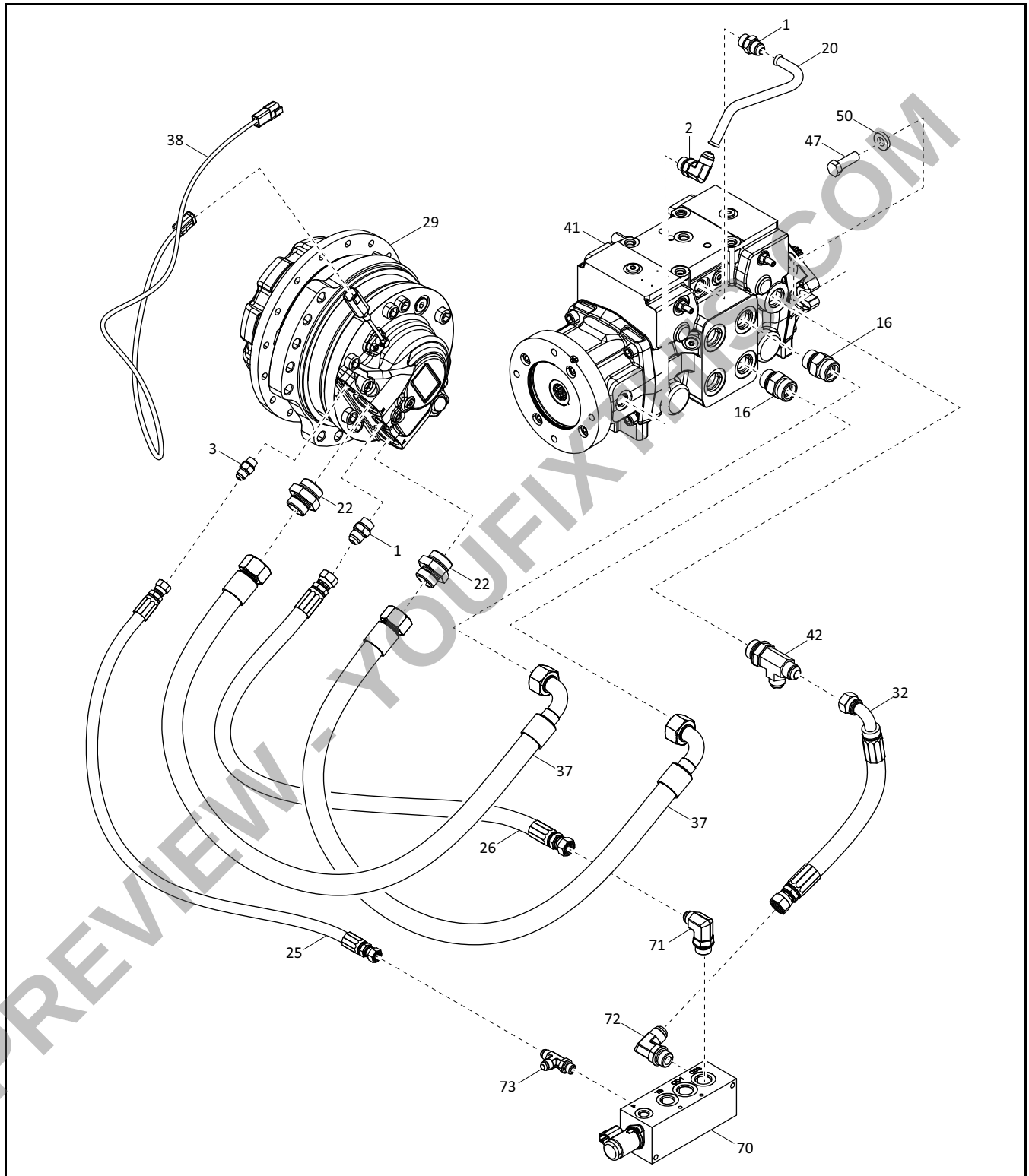


1	HLN INST 3/8 CZY	9	SHCS M16-2x35 C12.9	17	PLATE/SERVICE COVER
2	CS FL LOCK 5/16X3/4 C5ZY	10	WHEEL/BOGIE/TRIPLE FLANGE	18	SPACER/.3125
3	IDLER/ASSY	11	PONTOON MOTOR/WLDMT/RH	19	DRIVE MOTOR/TWO SPEED
4	WHEEL/BOGIE DUAL FLANGE	12	PONTOON MOTOR/WLDMT/LH	20	COVER/SHIELD/RH
5	STOP/HYD/CYLINDER	13	SPROCKET/17 TOOTH/OFFSET	21	CS 3/8X3-1/2 C8ZY
6	CS M20-2.5x45 C10.9	14	COVER/SHIELD/LH	22	SHCS M16-2x45 C12.9
7	IDLER/REAR WIDE	15	PLATE/SERVICE COVER	23	SHCS M16-2x50 C12.9
8	CS 3/8X7/8 C5Z SP	16	WDMT/CYL STOP		

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Right Hydrostatic Components - Dual Joystick Controls - Models RT135/1350RT



1 Fitting	22 Fitting	37 Hose	50 Hardened Washer
2 90° Fitting	25 Hose	38 Jumper Harness	70 Brake/Return Manifold
3 Fitting	26 Hose	41 Tandem Pump	71 90° Fitting
16 Fitting	29 Drive Motor	42 Tee Fitting	72 90° Fitting
20 Tube	32 Hose	47 Screw	73 Tee Fitting

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Troubleshooting Guide

The troubleshooting guide lists potential hydrostatic system problems, as well as possible causes and remedies.

If you cannot locate a particular hydrostatic system problem in this chart, consult the troubleshooting chart in the *Hydraulic System* chapter.

When a problem occurs, don't overlook simple causes. A malfunction could be caused by something as simple as low fluid level in the hydraulic reservoir. After a mechanical failure has been corrected, be sure to locate the cause of the problem.

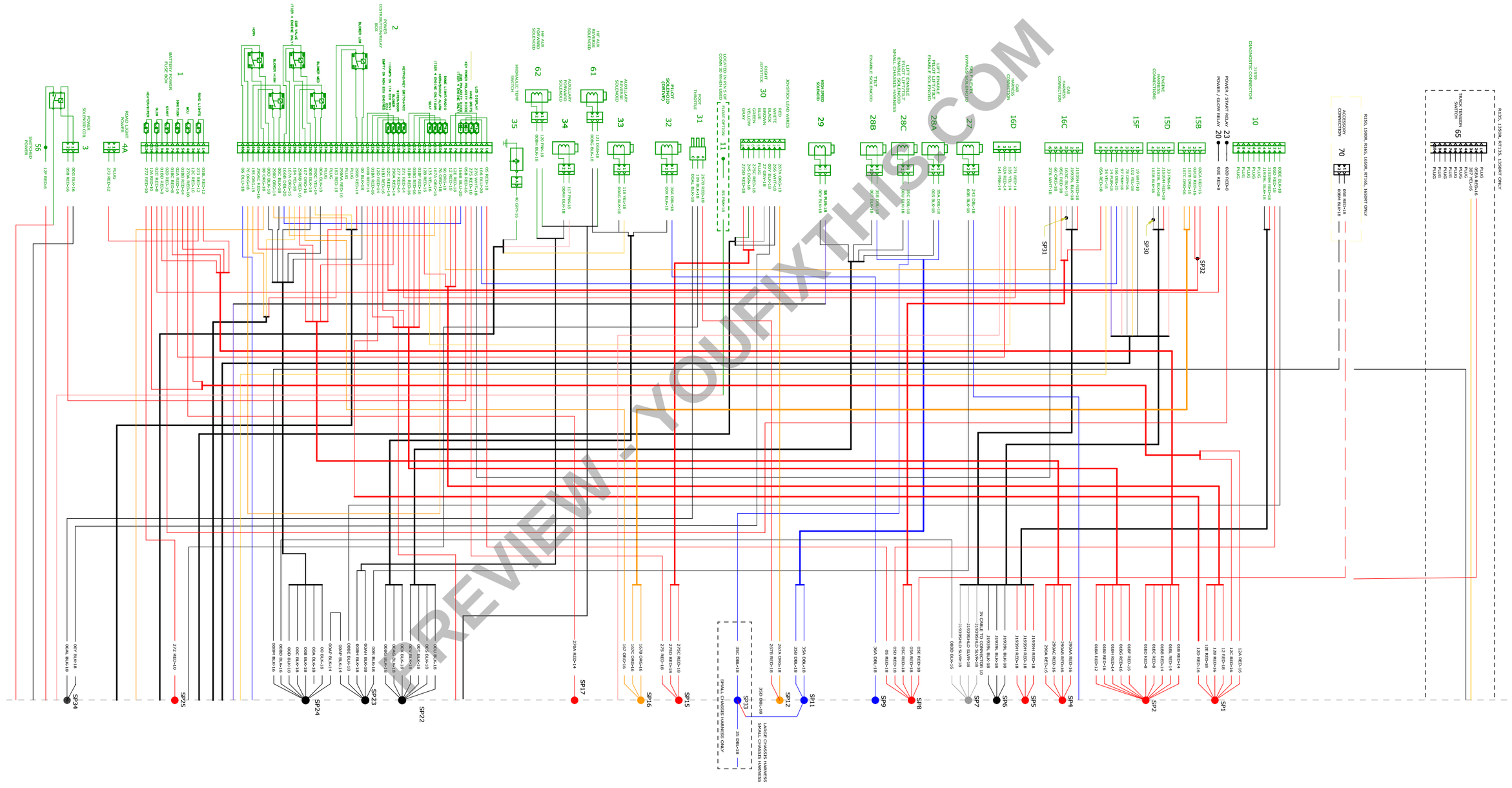
Table 1: Hydrostatic Drive System Troubleshooting

Problem	Possible Cause	Corrective Action
Travel drive does not operate in either direction	Parking brake is applied.	Release parking brake.
	Low hydraulic oil level.	Top off hydraulic oil.
	Low or no charge pressure.	Test charge pressure according to "Charge Pressure Test and Adjustment" on page 97. Repair/replace as necessary.
	Hydrostatic pump(s) relief valve malfunction.	
	Restraint bar not lowered.	Lower restraint bar.
	Seat or restraint bar switch malfunction.	Check switch electrical connections; repair as necessary.
Right side drive doesn't operate in either direction; left side operates normally	Rear hydrostatic pump relief valve malfunction.	Repair/replace pump as necessary.
	Rear hydrostatic pump control rod linkage malfunction.	Check linkage connection at control levers and neutral centering mechanisms. Adjust/repair as necessary.
Right side drive doesn't operate in one direction	Rear hydrostatic pump relief valve malfunction.	Repair/replace relief/pump as necessary.
	Rear hydrostatic pump malfunction.	
Left side drive doesn't operate in either direction; right side operates normally	Front hydrostatic pump relief valve malfunction.	Repair/replace relief/pump as necessary.
	Front hydrostatic pump control rod linkage/connection malfunction.	Check linkage/hydraulic connections/action at control levers/joysticks and neutral centering mechanisms. Adjust/repair as necessary.
Left side drive doesn't operate in one direction	Front hydrostatic pump relief valve malfunction.	Repair/replace relief/pump as necessary.
	Front hydrostatic pump malfunction.	
Travel drive system noisy	Hydraulic oil viscosity too heavy.	Replace existing oil with proper viscosity oil.
		Allow longer warm-up.
	Low hydraulic oil level.	Top off hydraulic oil.
	Air in hydraulic system.	Cycle lift and tilt cylinders to maximum stroke and maintain pressure for short time to clear air from system. Also check for low oil level in reservoir; top off as necessary.
	Drive motor(s) or hydrostatic pump(s) internal damage/ leakage.	Repair/replace motor(s)/pump as necessary.
Sluggish travel drive acceleration	Low hydraulic oil level.	Top off hydraulic oil.
	Low hydrostatic system charge pressure.	Test charge pressure according to "Charge Pressure Test and Adjustment" on page 97. Repair/replace motor(s)/pump as necessary.
	Drive motor or hydrostatic pump internal damage/ leakage.	
	Air in hydraulic system.	Cycle lift and tilt cylinders to maximum stroke and maintain pressure for short time to clear air from system. Also check for low oil level in reservoir; top off as necessary.

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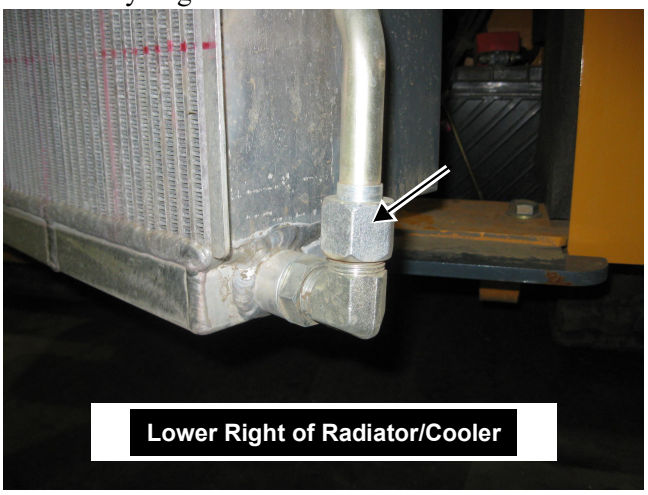
Electrical Chassis Schematic, Page 1 of 2



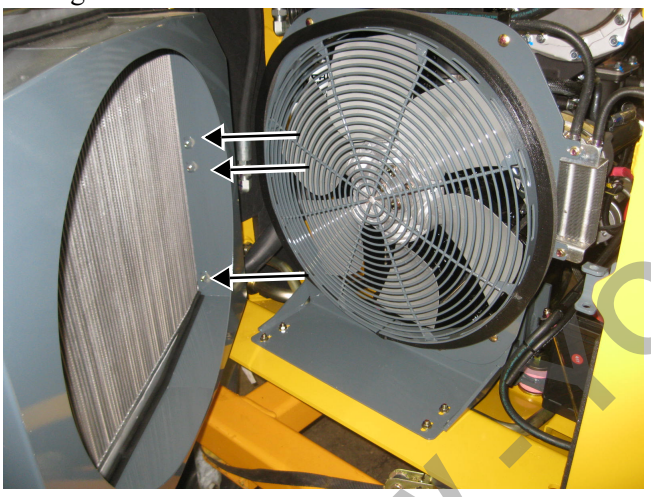
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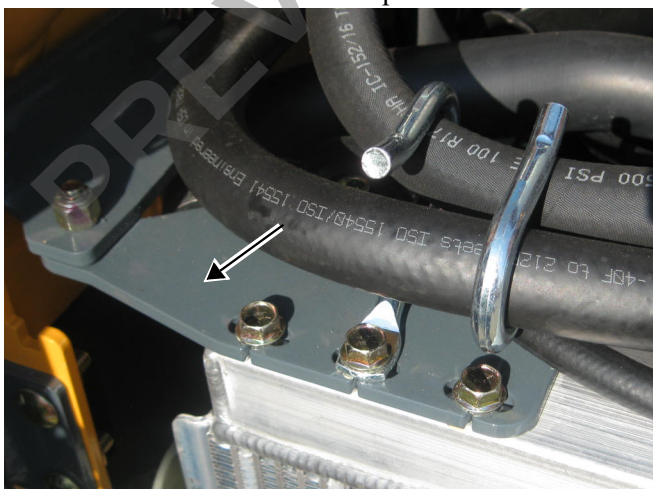
bracket assembly from the chassis and move out of the way to get at the lines/hoses.



7. Remove the locking capscrews on each side securing the radiator/cooler to the fan shroud.



8. Support the radiator/cooler with a suitable hoist of adequate capacity and a positive locking mechanism able to support the radiator/cooler or equivalent.
9. Unbolt the radiator from its pivot bracket.



10. Remove the radiator/cooler from the track loader.

Installation Procedure - Follow all warnings first, then reverse the removal steps.

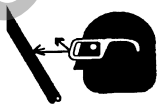
ALWAYS check for hydraulic/coolant fluid leaks after assembling any component of the hydraulic system.

WARNING



NEVER use your hands to search for hydraulic fluid leaks. Use a piece of cardboard or paper. Escaping fluid under pressure can be invisible and penetrate the skin causing serious injury. If any fluid is injected into your skin, see a doctor at once. Injected fluid MUST be surgically removed by a doctor familiar with this type of injury or gangrene may result.

WARNING



ALWAYS wear safety glasses when checking for hydraulic fluid leaks. Escaping fluid under pressure can be invisible and can cause permanent eyesight damage if safety glasses are not worn.

11. ALWAYS check for hydraulic/coolant fluid leaks after reassembling components of the hydraulic system.

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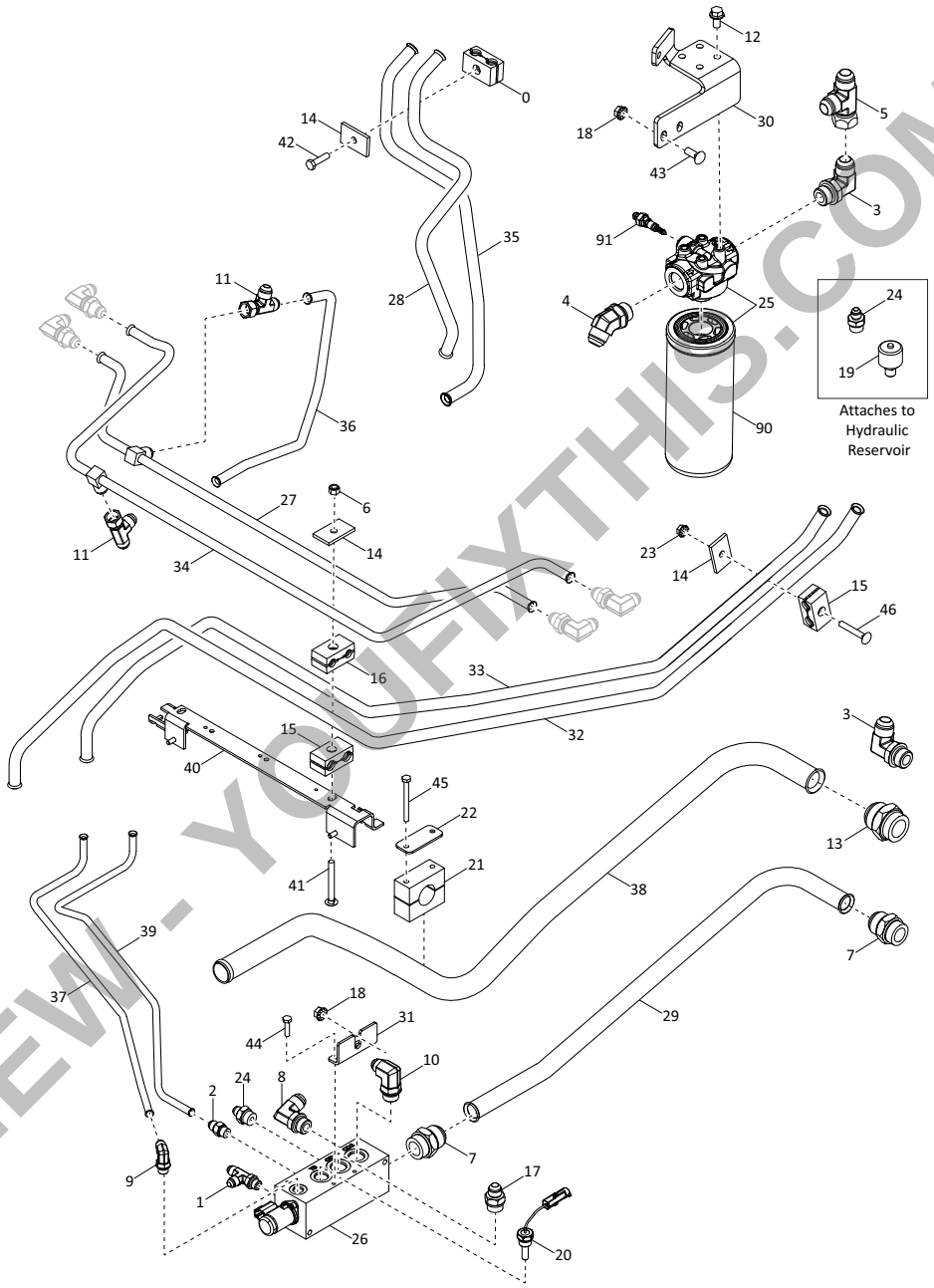
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Hydraulics - Chassis Components - Models RT135/1350RT



1	Tee Fitting	13	Fitting	25	Hydraulic Filter	37	Tube
2	Fitting	14	Plate	26	Brake Return Manifold	38	Tube
3	90° Fitting	15	Clamp	27	Tube	39	Tube
4	45° Fitting	16	Clamp	28	Tube	40	Bracket
5	Tee Fitting	17	Fitting	29	Tube	41	Carriage Bolt
6	Locknut	18	Locknut	30	Filter Bracket	42	Screw
7	Fitting	19	Breather	31	Manifold Bracket	43	Carriage Bolt
8	90° Fitting	20	Temperature Switch	32	Tube	44	Screw
9	90° Fitting	21	Clamp	33	Tube	45	Screw
10	90° Fitting	22	Plate	34	Tube	46	Carriage Bolt
11	Tee Fitting	23	Locknut	35	Tube	90	Hydraulic Oil Filter
12	Screw	24	Fitting	36	Tube	91	Indicator Switch

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