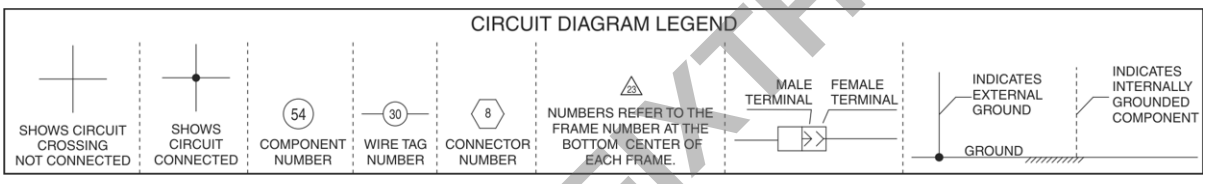


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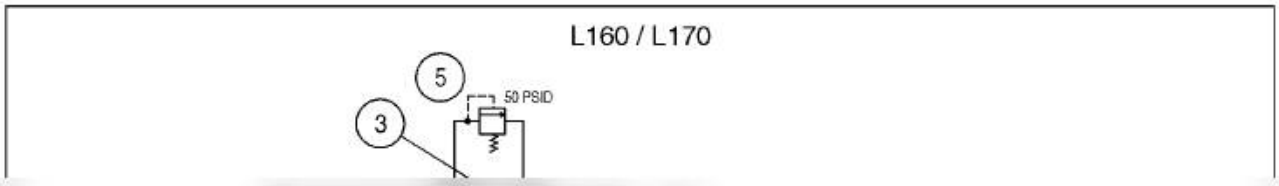


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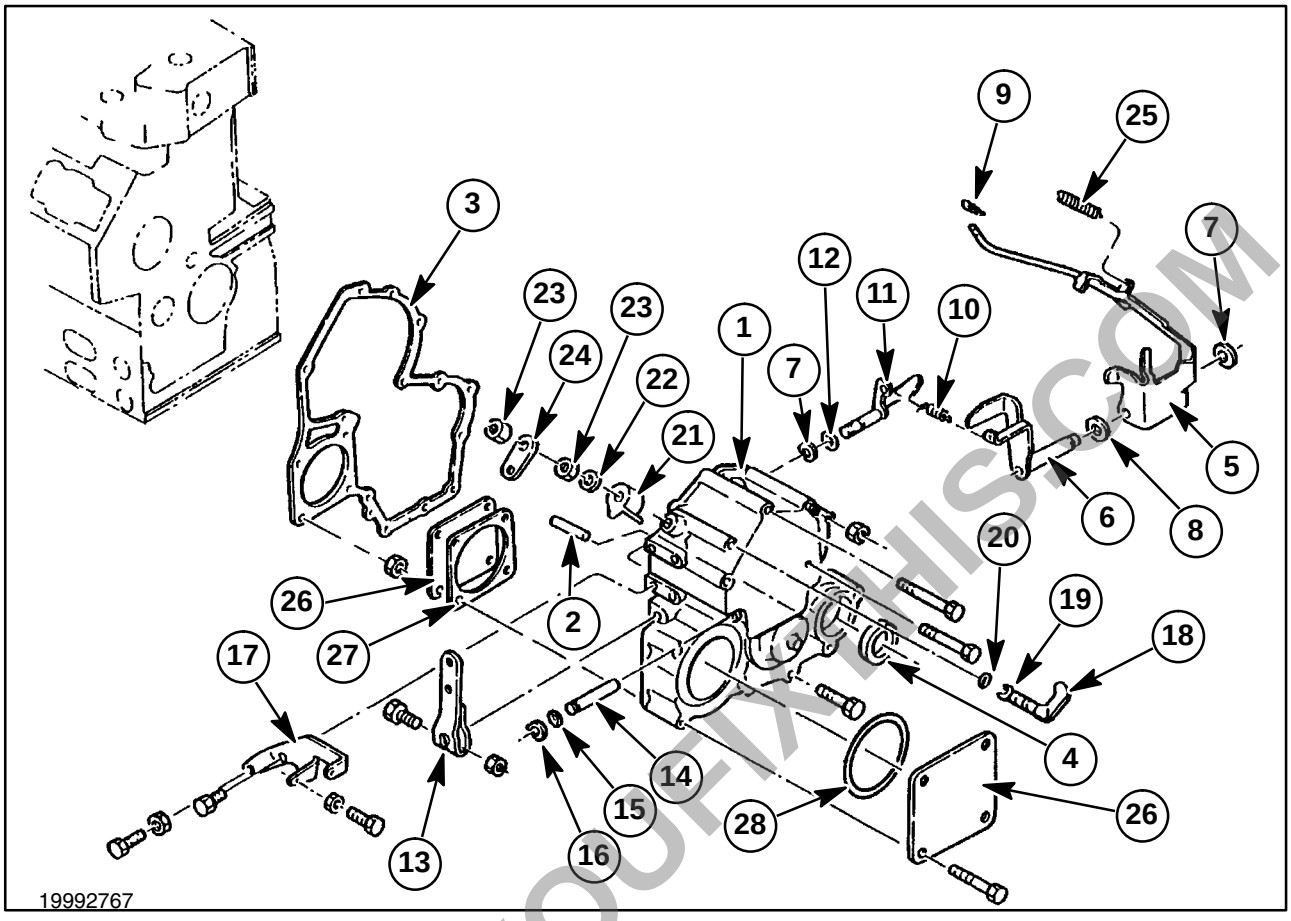
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1. Timing Gear Cover
2. Pin
3. Gasket
4. Oil Seal
5. Arm Assembly
6. Spring Holder Arm
7. Snap Ring
8. Washer
9. Snap Pin
10. Governor Spring
11. Throttle Arm
12. O Ring
13. Throttle Lever
14. Pivot Shaft
15. O Ring
16. Snap Ring
17. Throttle Stay
18. Shutoff Arm
19. Snap Ring
20. O Ring
21. Return Spring
22. Washer
23. Nut
24. Stop Lever
25. Dampener Spring
26. Cover
27. Gasket
28. O Ring

Reassembly

Precautions Before Assembling

Wash parts before assembling (especially oil gallery, bearings, pistons, and cylinder bores should be washed thoroughly).

Apply new oil to sliding and rotating surfaces of cylinder bores, pistons, and bearings, etc.

Replace gasket, packing, etc. Use liquid gasket to prevent oil leakage where necessary.

Never over-tighten bolts and nuts used on aluminum alloy. Tighten to specified tightening torques.

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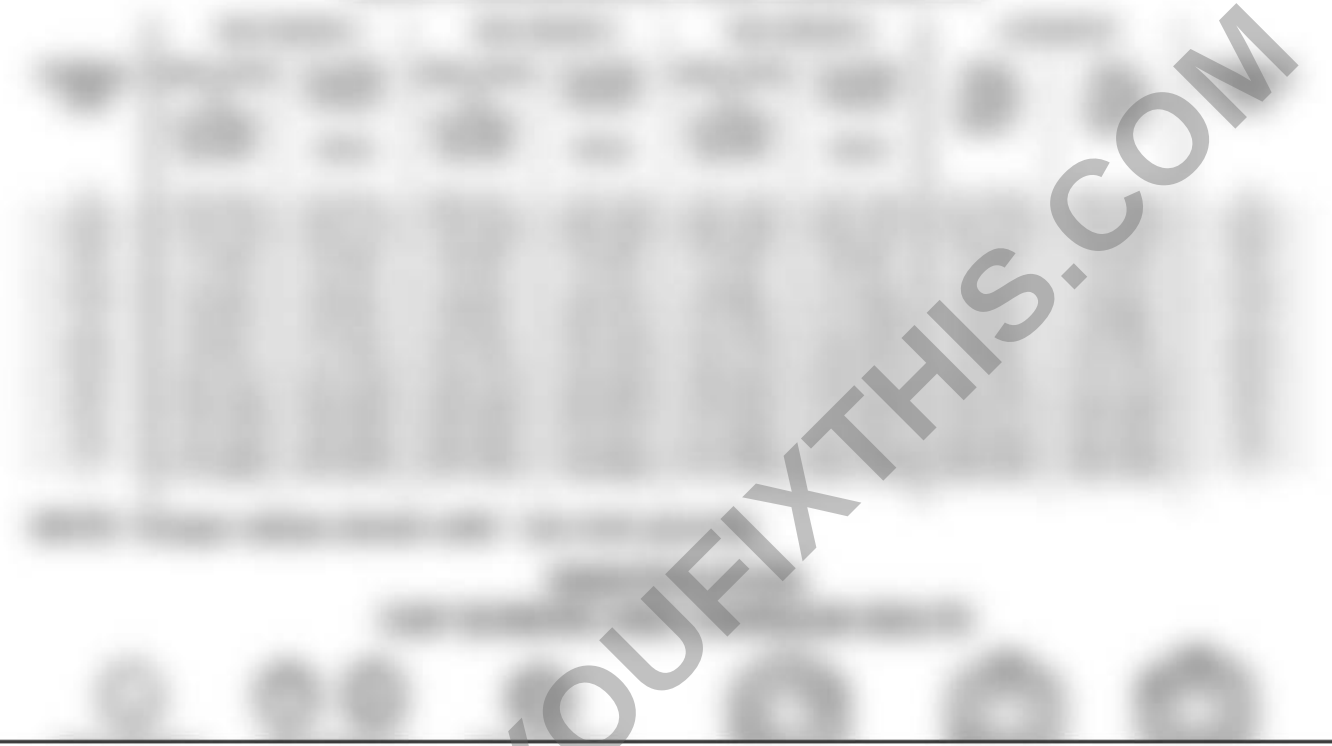
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MINIMUM HARDWARE TIGHTENING TORQUES

IN FOOT POUNDS (NEWTON-METERS) FOR NORMAL ASSEMBLY APPLICATIONS

INCH HARDWARE AND LOCKNUTS



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TROUBLESHOOTING

ENGINE WILL CRANK BUT DOES NOT START

CAUSE	CORRECTION
Faulty key switch	Correct the connection and/or replace switch
Blown 5-amp electronic ignition fuse (cab fuse panel)	Replace fuse
Fuel solenoid not operating	Check solenoid for battery voltage and correct
Insufficient charging or complete discharging of the battery	Charge or replace battery
Lack of fuel	Fill fuel tank
Air mixed in the fuel system	Bleed the air
Clogged fuel filter	Replace
Irregular and faulty fuel supply (electric fuel pump)	Check power supply; check fuse in fuse panel; check for corroded internal components (replace pump and in-line filter if corroded)
Irregular and faulty fuel supply (injection pump trouble)	Repair in an authorized service shop
Glow plug not heating	Failure of the glow plug; replace
Improper viscosity of the lubricating oil	Inspect and replace
Clogged air cleaner	Clean or replace
No compression	Repair in a service shop

ENGINE WILL NOT CRANK OR START

CAUSE	CORRECTION
Seat belt not fastened	Buckle seat belt
Faulty key switch	Correct the connection and/or replace switch
Insufficient charging or complete discharging of the battery	Charge or replace battery
Blown 5-amp electronic battery fuse (engine fuse panel)	Replace fuse
Blown 15-amp key main fuse (engine fuse panel)	Replace fuse
Open in W/O (white-orange) wire between the seat/seat belt connector and start interlock relay	Check and repair as required
Faulty start interlock relay	Check and repair as required

IRREGULAR RUNNING OF THE ENGINE

CAUSE	CORRECTION
Air mixed in the fuel system	Bleed the air from the system
Uneven fuel injection (faulty fuel injection pump)	Repair at authorized shop
Clogged fuel filter	Replace
Defective governor	Check and correct
Engine itself defective	Repair in a service shop

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SPECIFICATIONS

MODEL	L160
ENGINE MANUFACTURER	NEW HOLLAND
MODEL	N844 Diesel

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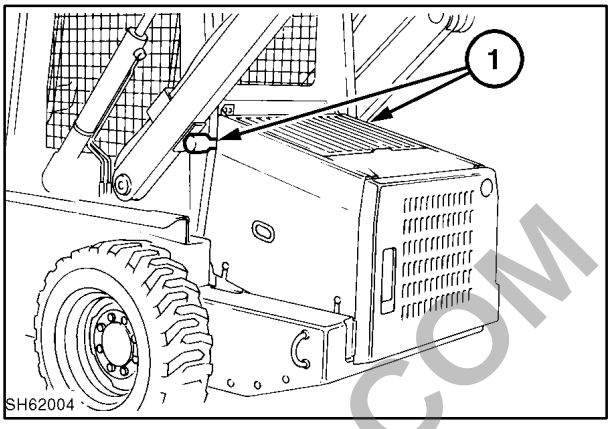
ENGINE REMOVAL

The engine can be removed from the loader by two methods:

Method 1: Removing the rear door, radiator, oil cooler, and support as an assembly.

Method 2: Tilting the cab and boom forward to gain access.

For either method, raise and support the boom on the boom lock pins, 1, to access the engine area.

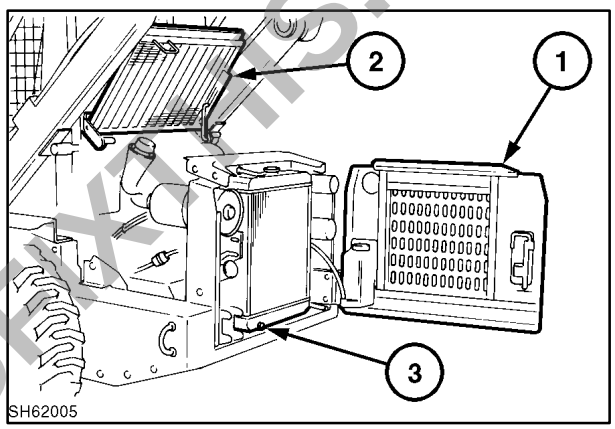


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METHOD 1

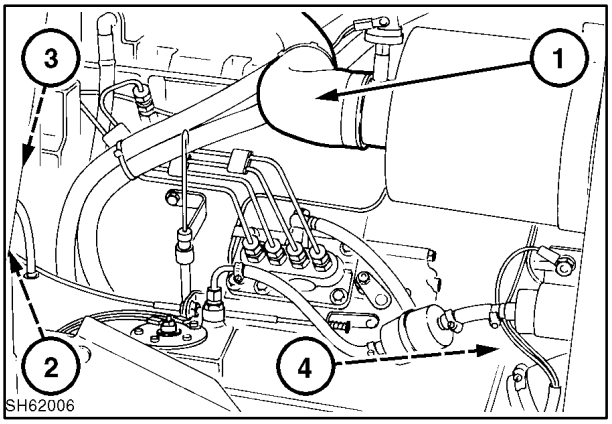
(Without Tilting Cab)

1. Open rear door, 1. Remove the top engine hood, 2, and both the right and left engine side covers.
2. Remove the battery.
3. Drain the cooling system, radiator, and engine block, 3.
4. Remove the upper and lower radiator hoses from the engine block and plug the hoses with plastic plugs.



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5. Remove the air cleaner hose, 1, from the intake manifold and cap.
6. Unplug the engine wire harness from the main harness, 2, and ground wires from the engine bellhousing, 3.
7. Unhook the control valve hydraulic oil return line at the oil cooler and cap, 4.



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The following pages are the collation of the contents pages from each section and chapter of the L160, L170 Repair Manual. Complete Repair Manual part # 87634733.

The sections used through out all New Holland product Repair Manuals may not be used for each product. Each Repair Manual will be made up of one or several books.

Each book will be labeled as to which sections are in the overall Repair Manual and the sections that each book contains.

The sections listed above are the sections utilized for the L160, L170 Skid Steer.

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SECTION 00 – GENERAL INFORMATION

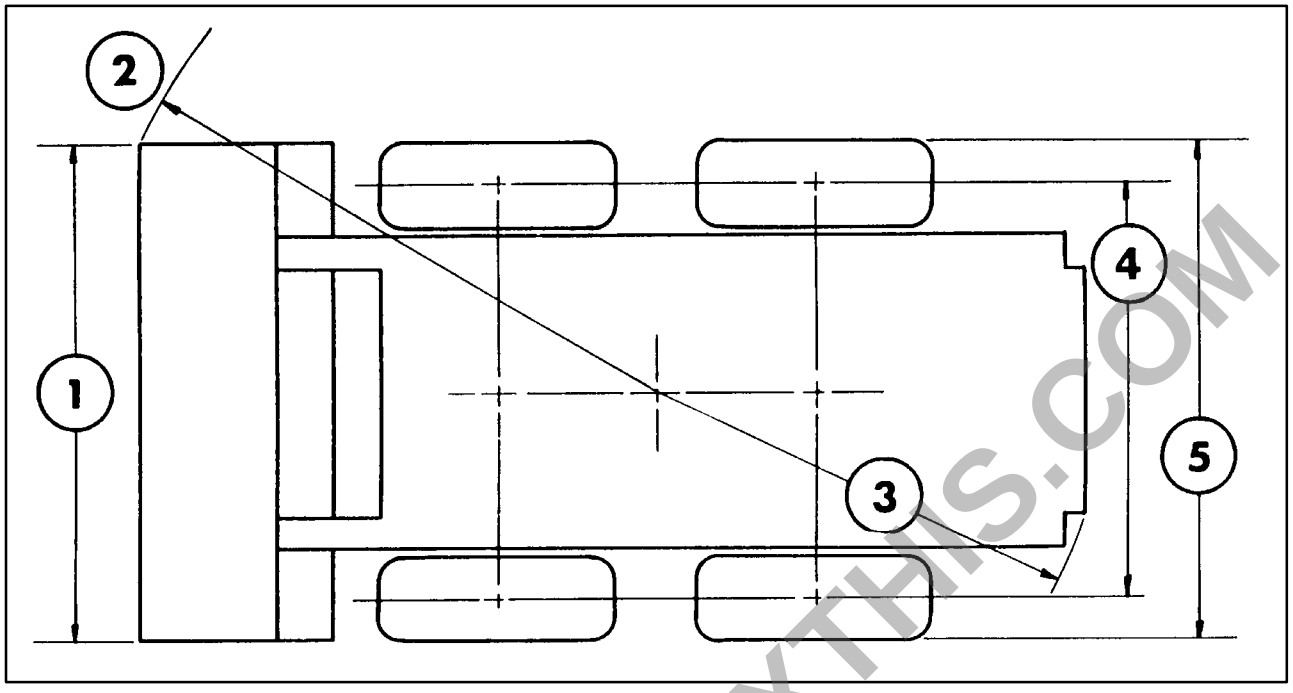
BOOK 1 - 87634735

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DIMENSIONS - L160 AND L170 WITH 66″ DIRT AND FOUNDRY BUCKET AND 10 X 16.5 TIRES - CM (IN.)

1 - OVERALL WIDTH w/BUCKET . . . . . 166.6 cm (65.6″)

2 - TURNING RADIUS - FRONT . . . . . 189.2 cm (74″)

3 - TURNING RADIUS - REAR . . . . . 152.4 cm (60″)

4 - WHEEL TREAD w/10 X 16.5 TIRES . . . . . 138.5 cm (56″)

5 - OVERALL WIDTH w/10 X 16.5 TIRES . . . . . 166.7 cm (65.6″)

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Bore Specifications

Standard Bore: 3.307″ - 3.308″ (84 mm - 84.019 mm)

Allowable Limit: 3.315″ (84.2 mm)

First Re-bore: 0.02″ (0.5 mm)

New Standard Bore: 3.327″ - 3.328″ (84.5 mm - 84.519 mm)

Allowable Limit: 3.335″ (84.7 mm)

Second Re-bore: 0.02″ (0.5 mm)

New Standard Bore: 3.346″ - 3.347″ (85 mm - 85.019 mm)

Allowable Limit: 3.354″ (85.2 mm)

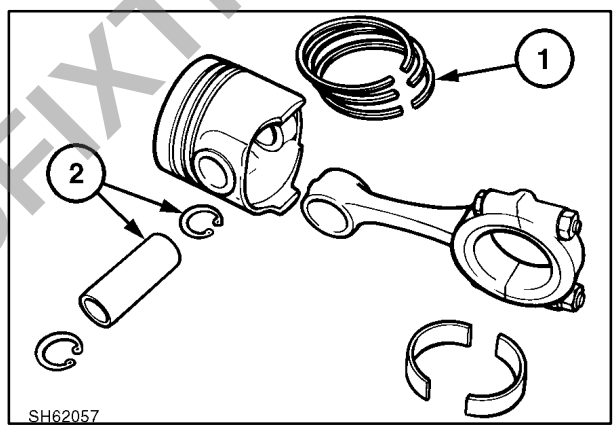
Replace the Block

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PISTON AND PISTON RINGS

Disassembly

1. Remove piston rings, 1, using a piston ring tool.
2. Remove the retaining ring and remove the piston pin, 2.

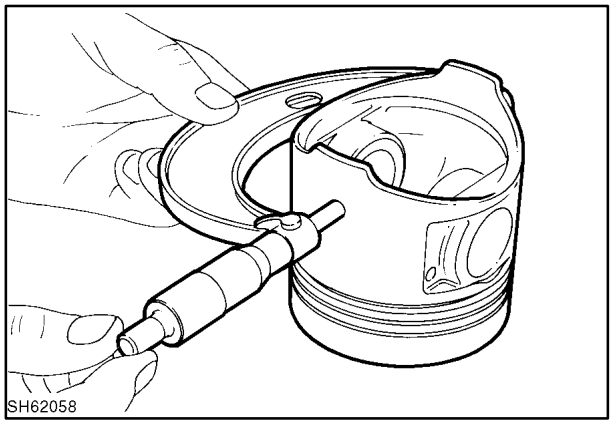


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Inspection

Piston
If the outer surface of the piston is excessively damaged (cracked, scored, burning, etc.), replace.

Piston Skirt
Check the larger diameter of the piston skirt 0.40″ (10 mm from bottom), and check diameter (thrust direction) of the cylinder. Calculate the clearance between the cylinder and piston. If this clearance is more than allowable, or piston diameter is less than the allowable limit, replace the piston.



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Disassembly/Inspection

1. Place the nozzle holder (body) in a vise and turn the nozzle nut to disassemble.

NOTE: *Care should be taken so the needle valves do not fall when the nozzle is removed.*

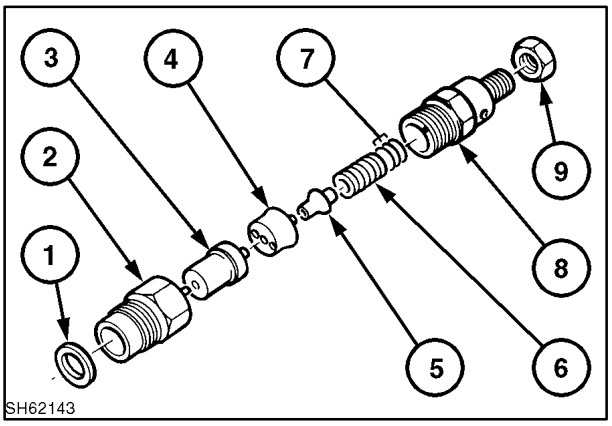
2. Wash the nozzle body and needle valve and inspect the nozzle for seizure, sticking, and fuel leakage on the seat surface. If fuel leakage is detected, replace the nozzle.
3. Inspect the upper and lower contact surfaces of the distance piece and correct so that positive contact can be obtained.
4. Check the nozzle needle valve-contact surface on the push rod for wear and spring seat for cracks.

Reassembly/Adjustment

1. Before fitting a new nozzle assembly, soak it in heated light oil 120° F -140° F (50° C - 60° C) to remove the anticorrosive agent from the nozzle. Slide the body on the needle valve so they slide smoothly.
2. Turn the nozzle body upside down, fit the shim, spring, rod, spacer and nozzle in this order, and tighten with a nozzle nut.

Throttle-Type Nozzle

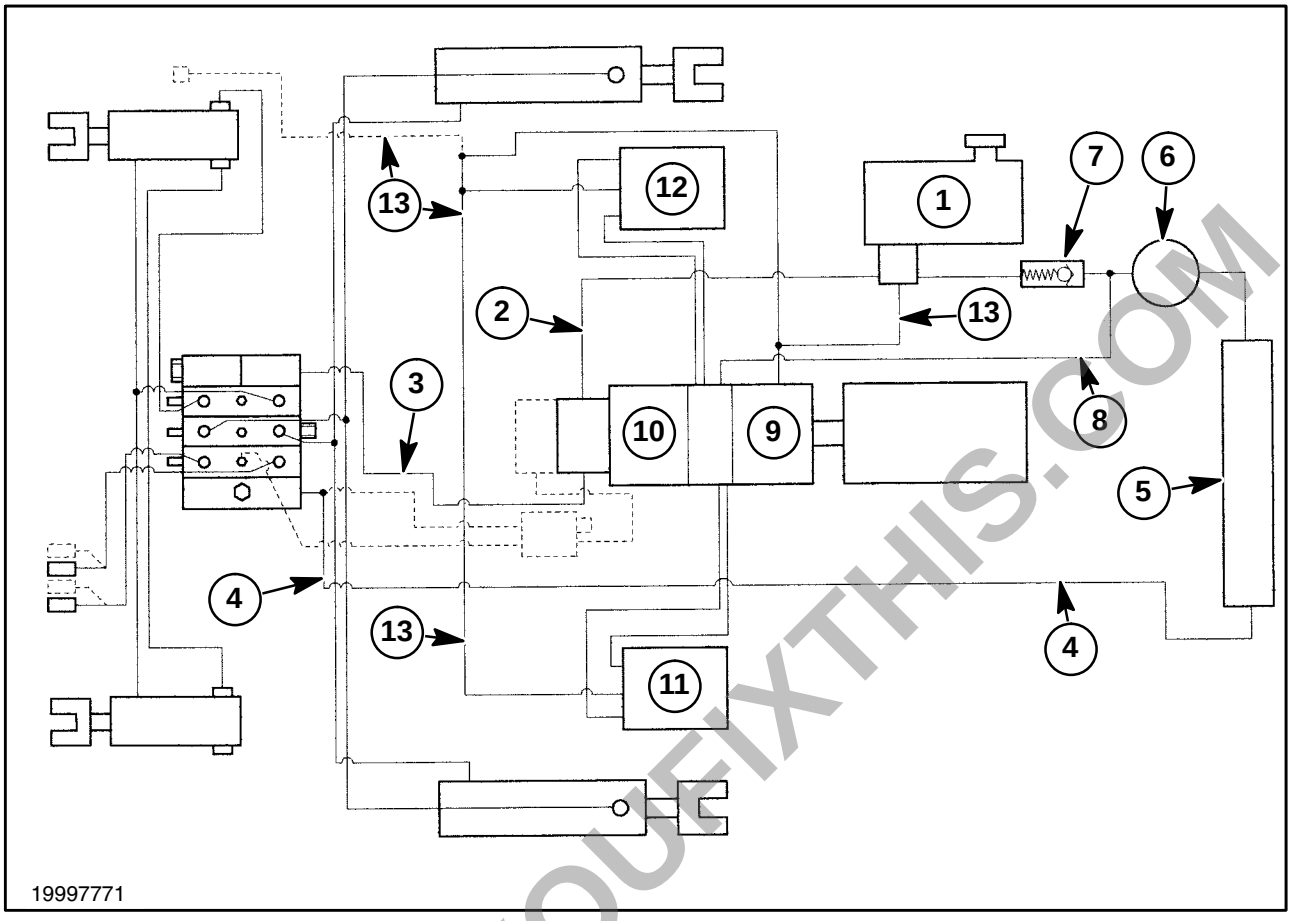
1 Gasket
2 Nozzle nut
3 Nozzle
4 Spacer
5 Rod
6 Spring
7 Shims
8 Body tighten torque 22 ft. lbs. - 36 ft. lbs. (30 N·m - 49 N·m)
9 Nut tighten torque 18 ft. lbs. - 22 ft. lbs. (24 N·m - 30 N·m).



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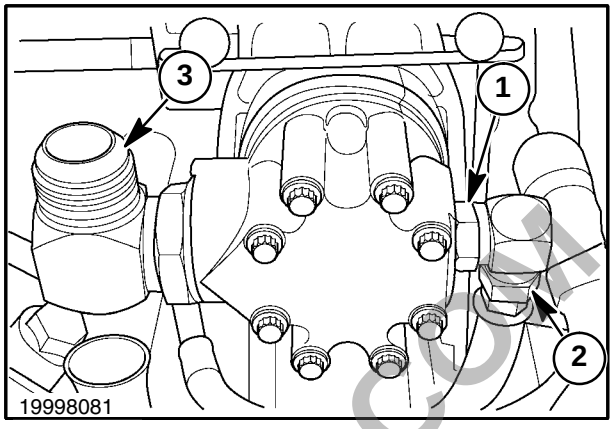
The hydrostatic system consists of the following components:

1. Hydraulic reservoir - Right front of engine compartment
2. Suction line - From reservoir to the gear pump under the operator's seat.
3. Pressure line - From the gear pump to the control valve under the operator's seat.
4. Return line - From control valve to oil cooler.
5. Oil cooler - Engine side of radiator in engine compartment.
6. Oil filter - After the oil cooler engine compartment rear door.
7. Charge check valve - In return line between oil filter and reservoir.
8. Hydrostatic transmission charge line - From the charge check valve to the hydrostatic pumps under the operator's seat.
9. Hydrostatic pump for left drive - Under operator's seat.
10. Hydrostatic pump for right drive - Under operator's seat.
11. Hydrostatic motor for left drive - Under operator's seat.
12. Hydrostatic motor for right drive - Under operator's seat.
13. Hydrostatic system case drain line - From pumps and motors to the hydraulic reservoir.

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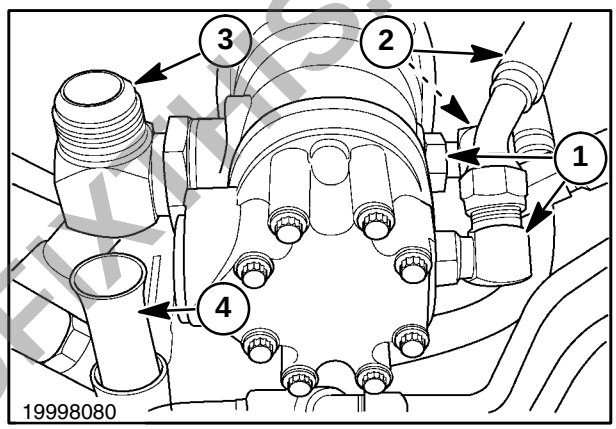
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10. Install the high pressure port fitting, 1, and the high pressure line, 2. Tighten the high pressure line connections securely.
11. Install the suction tube port fitting, 3, and turn the fitting up. Add SH/CG4 10W-30 oil to fill the bottom of the hydraulic pump.



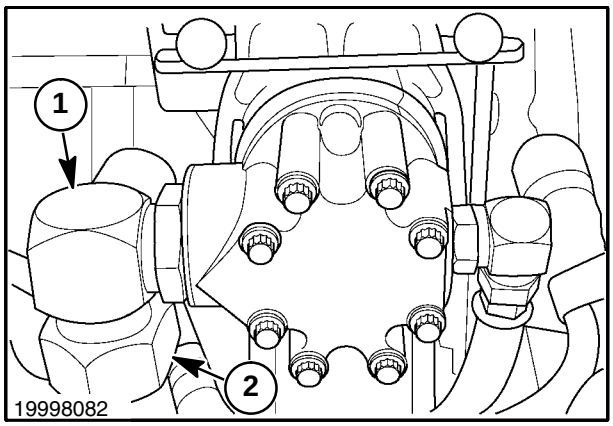
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12. Install the high pressure port fittings, 1, and the high pressure lines, 2. Tighten the high pressure line connections securely.
13. Install the suction tube port fitting, 3, and turn the fitting up. Add SH/CG4 10W-30 oil to fill the bottom of the hydraulic pump.
14. Turn the suction tube fitting down and install the suction tube, 4. TIghten all hydraulic connections securely.



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15. Turn the suction tube fitting, 1, down and install the suction tube, 2. TIghten all hydraulic connections securely.

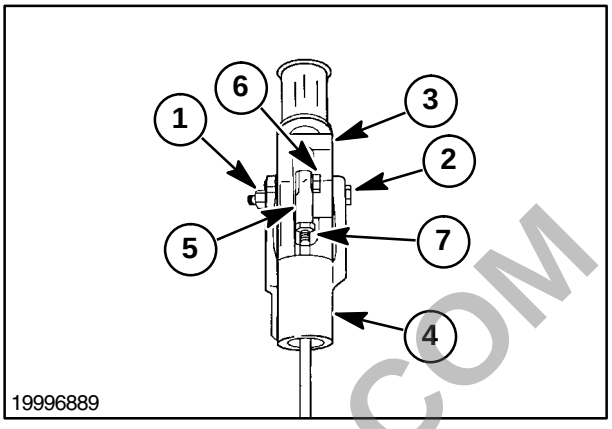


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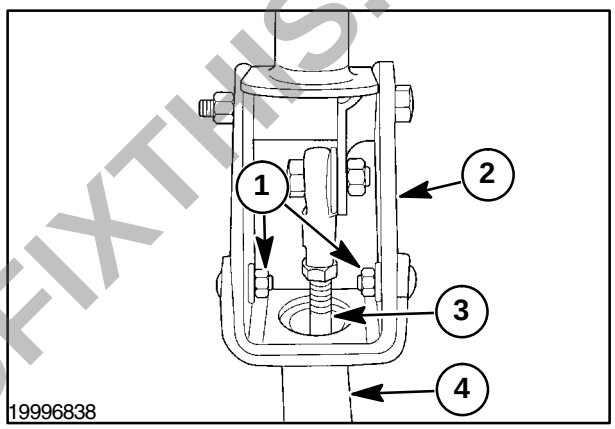
10. Boom hydraulics control - Remove the locknut, 1, and bolt, 2, to separate the handle, 3, from the handle support, 4. Retain the bushing and capscrew. Remove the ball end, 5, from the handle by removing the capscrew, 6, flat washer and locknut. Remove the ball end, 5, and jam nut, 7, from the rod.



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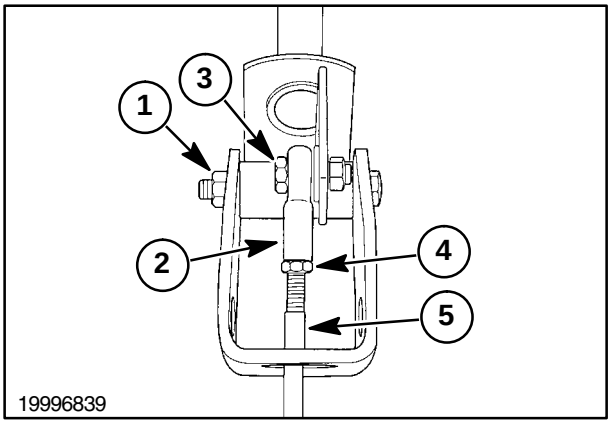
Bucket Control Handle

11. Bucket control - Remove the nuts, 1, lock washers, and carriage bolts securing the handle support to the handle tube. Remove the handle support, 2, and control rod, 3, from the handle tube, 4.



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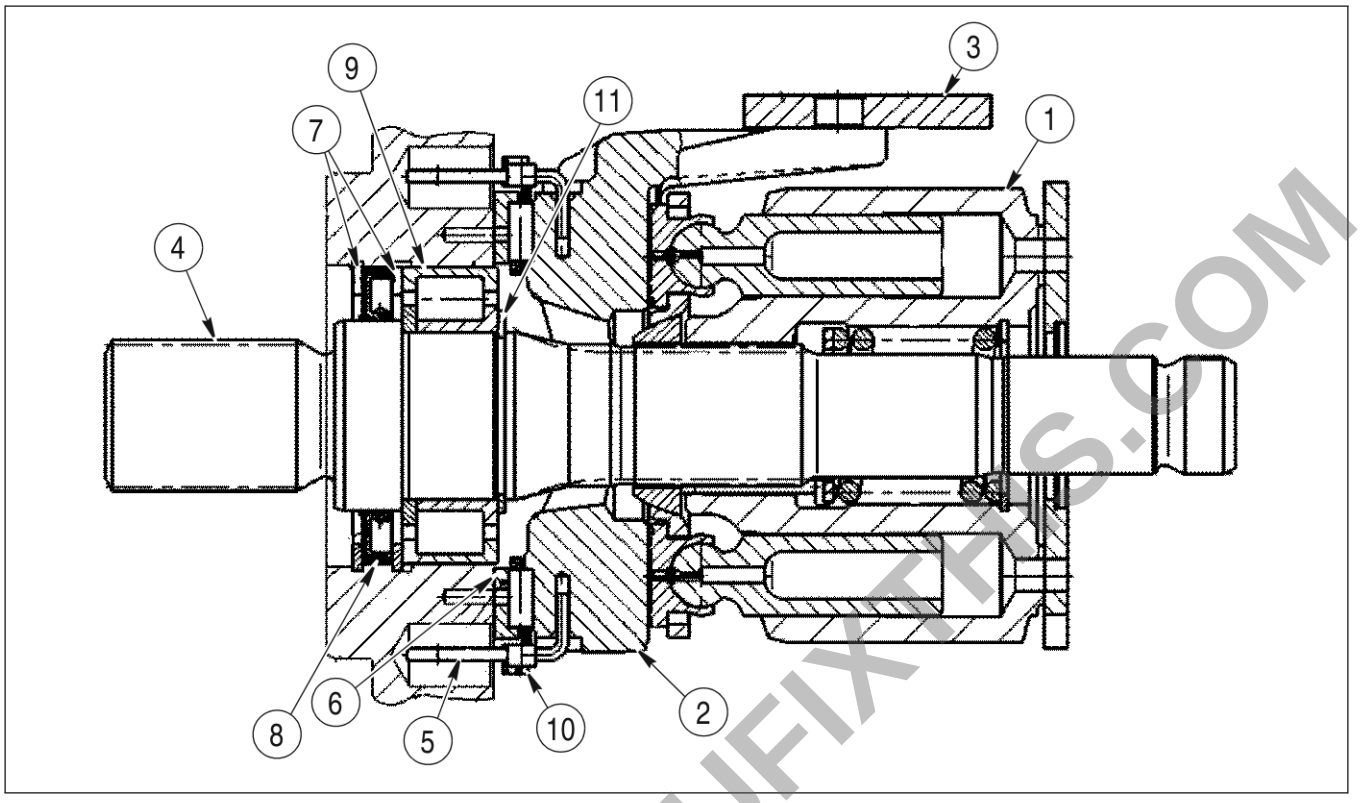
12. Bucket control - Remove the locknut, 1, and bolt to separate the handle from the handle support. Remove the ball end, 2, from the handle by removing the capscrew, 3, flat washer and locknut. Remove the ball end, 2, and jam nut, 4, from the rod, 5.



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BS06J146_1

1. ROTARY GROUP
2. CRADLE
3. SLIDE RING
4. WIRE WITH COIL
5. BEARING LINER
6. SNAP RING
7. SHAFT SEAL RING
8. IVE SHAFT
9. PLAIN ROLLER BEARING
10. CRADLE BEARING ASSEMBLY
11. RETAINING RING

LEFT PUMP ROTARY GROUP

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Boom lift check test:

Pretest instructions:
* Operator in seat
* Service/Run switch in “RUN” position
* Seat belt fastened
* Ignition switch in the “ON” position
* Engine running half throttle, 1500 RPM

STEP	TEST	RESULT	PROBABLE CAUSE AND CORRECTION
1	Boom stopped midrange and restarted, the boom should start raising without dropping first	YES NO	System OK Check for a leaking lift check valve, broken spring, or scored plunger and/or seat. If OK go to next step.
2			Check cylinders for leaking packing.
3			Check O ring and backup washer on circuit relief valve and O ring on front plug in control valve.

Boom drift down test:

Pretest instructions:
* Operator in seat
* Service/Run switch in “RUN” position
* Seat belt fastened
* Ignition switch in the “ON” position
* Engine running half throttle, 1500 RPM

STEP	TEST	RESULT	PROBABLE CAUSE AND CORRECTION
1	Boom stopped midrange should hold in position with no visual movement	YES NO	System OK Check control valve spool for centering, if OK go to next step.
2			Check for leaking packing on cylinders, if OK go to next step.
3			Check boom circuit relief valve, if OK go to next step.
4			Check control valve for leakage.
5			Check O ring and backup washer on circuit relief valve and O ring on front plug in control valve.

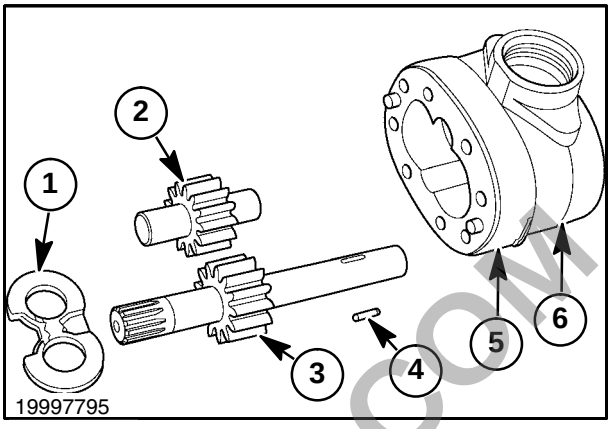
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The hydraulic system pump consists of:

1 Wear plate assembly
2 Idler gear assembly
3 Drive gear assembly
4 Key
5 Pump body
6 Pump back plate

Coat all parts with a thin coat of petroleum jelly or oil to aid in reassembly.

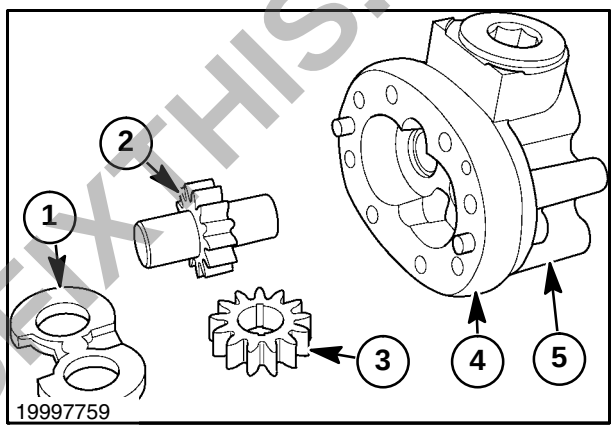


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The high flow pump consists of:

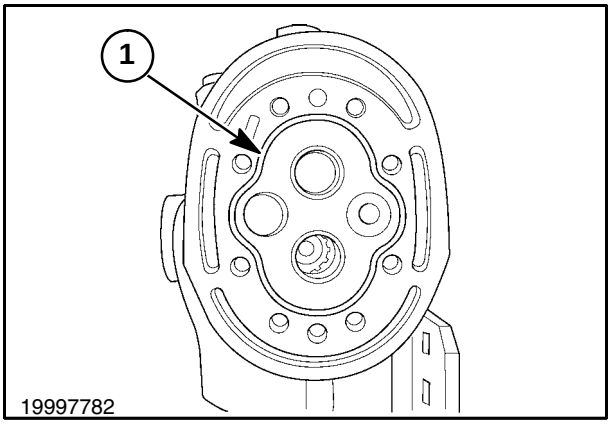
1 Wear plate assembly
2 Idler gear assembly
3 Drive gear assembly
4 Key (Figure 120)
5 Pump body
6 Pump back plate

Coat all parts with a thin coat of petroleum jelly or oil to aid in reassembly.



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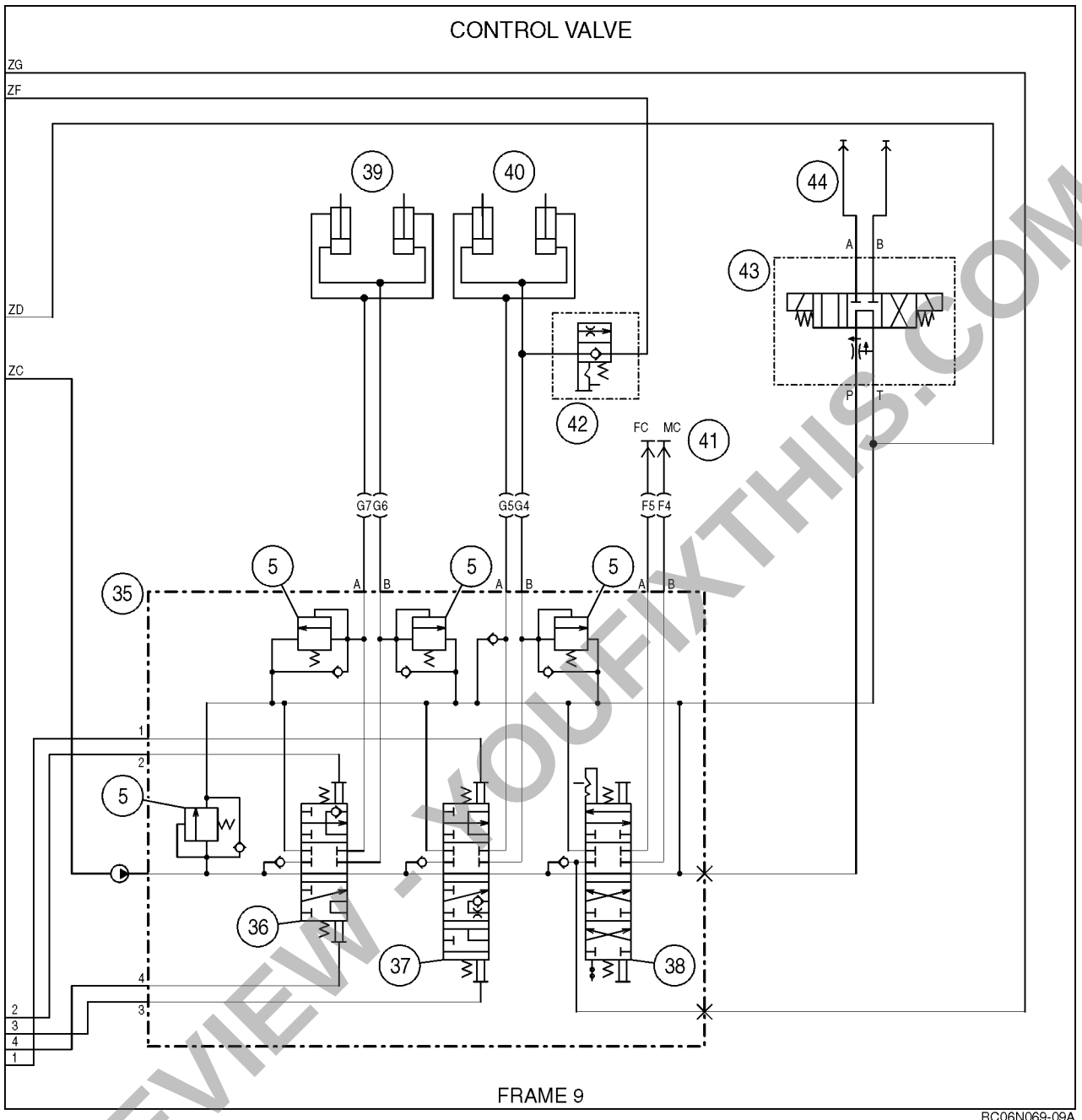
4. Clean the mounting plate surface thoroughly and install a new O ring, 1.



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5. CIRCUIT RELEIF VALVE
35. LOADER CONTROL VAL;VE
36. TILT SPOOL
37. LIFT SPOOL
38. AUXILIARY SPOOL
39. TILT CYLINDERS
40. LIFT CYLINDERS
41. AUXILIARY OUTLETS
42. EMERGENCY BOOM LOWER SAFETY VALVE (PILOT CONTROL MODELS ONLY)
43. SECOND AUXILIARY VALVE (IF EQUIPPED)
44. SECOND AUXILIARY OUTLETS (IF EQUIPPED)

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SECTION 50 - CAB CLIMATE CONTROL

CHAPTER 1 - HEATER/DEFROSTER/AIR CONDITIONER

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	Air Conditioning Sytem Problem Solving	50-57

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AIR CONDITIONING SYSTEM

TESTING

No.	Test Point	Expected Result	Other Result (Possible Cause)
1	Engine at 1500 rpm, no load, fan speed and temperature control at maximum setting, A/C switch ON and all louvers and door open. All panels and doors installed and closed. Cab filters clean and installed. Heater valve closed. Measurements taken 15 minutes after startup.	Refer to Pressure - Temperature and Louver Air Temperature Chart	Refer to Air Conditioning System - Visual Inspection

Pressure-Temperature and Louver Air Temperature Chart

AMBIENT TEMPERATURE °C (°F)	NORMAL LOW PRESSURE INDICATION bar (psi)	NORMAL HIGH PRESSURE INDICATION bar (psi)	AIR LOUVER MAXIMUM TEMPERATURE °C (°F)
27 (80)	0.62 to 0.83 (9 to 12)	10.0 to 11.5 (145 to 165)	14 (55)
32 (90)	0.76 to 1.00 (11 to 15)	13.1 to 14.5 (190 to 210)	18 (61)
35 (95)	1.10 to 1.24 (16 to 18)	14.5 to 15.8 (210 to 230)	20 (63)
38 (100)	1.17 to 1.31 (17 to 19)	16.2 to 17.6 (235 to 255)	22 (66)
41 (105)	1.38 to 1.45 (20 to 21)	17.9 to 19.3 (260 to 280)	23 (68)
43 (110)	1.90 to 2.14 (22 to 24)	20.0 to 21.4 (290 to 310)	25 (72)

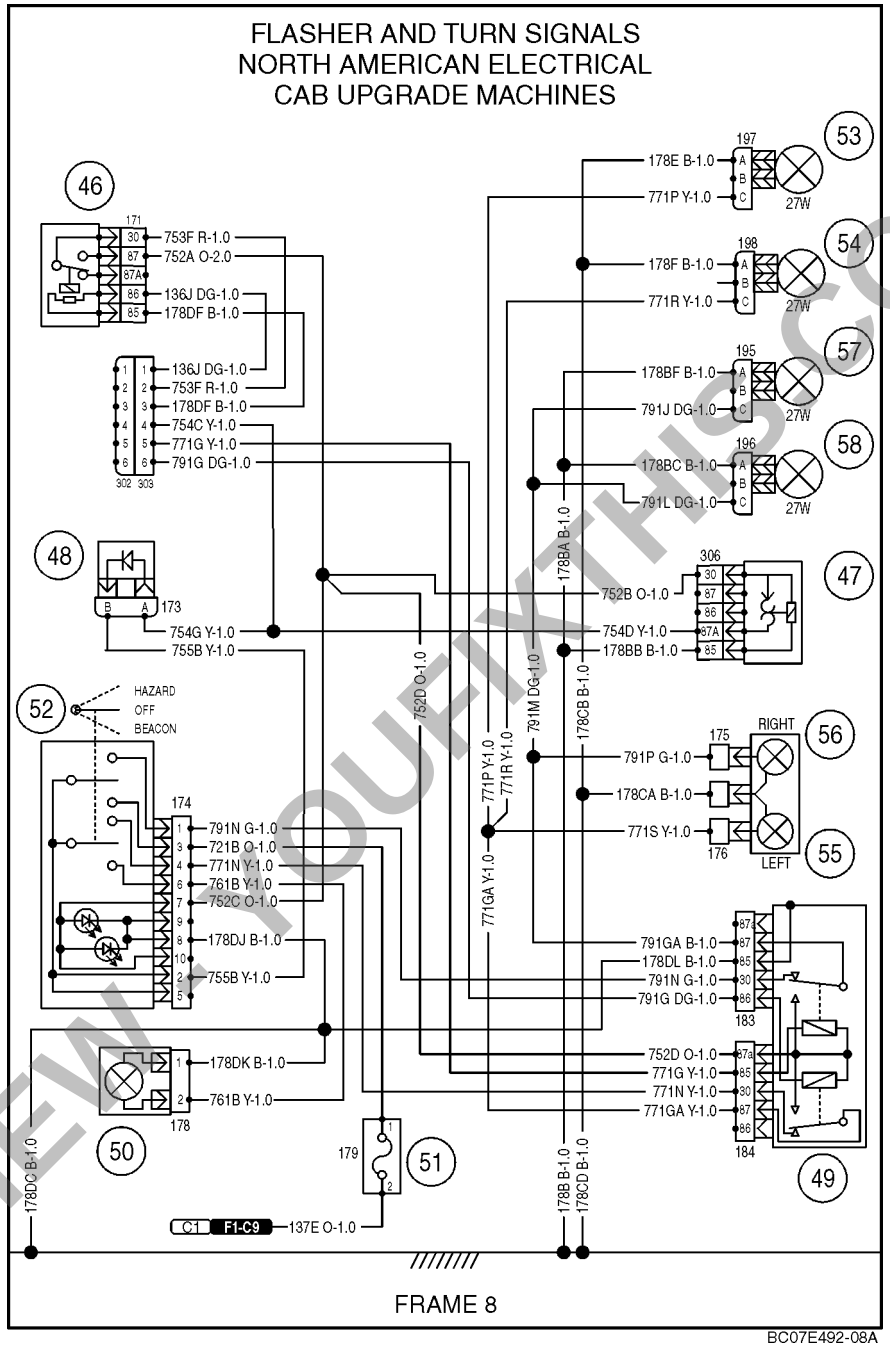
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Figure 89

Air Temperature (F) Entering the A/C Unit (Fresh or Recirculated)	Inlet - Outlet Temperature (F) Differential (Low Humidity)	Inlet - Outlet Temperature (F) Differential (High Humidity)
50	10	10
60	15	10
70	20	15
80	25	20
90	30	25
100	30	25
110	35	30

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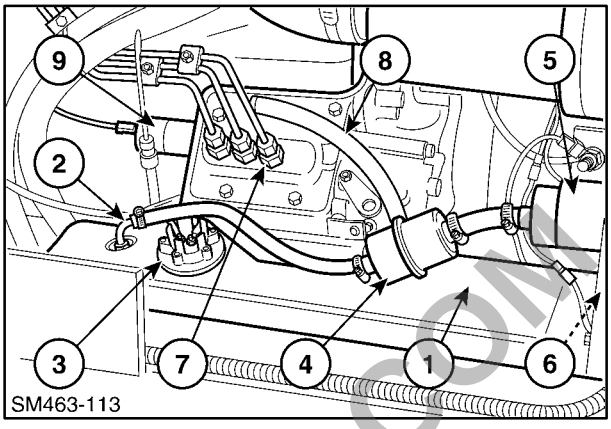
46. HAZARD / TURN RELAY
47. FLASHER MODULE
48. DIODE (6 AMP)
49. TURN SIGNAL CONVERTER MODULE
50. BEACON
51. FUSE
52. HAZARD / BEACON SWITCH
53. LEFT FRONT FLASHING LAMP
54. LEFT REAR FLASHING LAMP
55. TURN INDICATOR LAMP (LEFT)
56. TURN INDICATOR LAMP (RIGHT)
57. RIGHT FRONT FLASHING LAMP
58. RIGHT REAR FLASHING LAMP

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FUEL SYSTEM COMPONENTS

The fuel system consists of a fuel tank located in the left side of the engine compartment at 1; fuel tank pickup tube, 2; fuel tank sending unit, 3; inline fuel filter, 4; electric fuel pump, 5; fuel filter (water), 6; injection pump, 7; and return fuel line, 8, from the injector bleed off to the tank. The fuel flow is controlled by an electric fuel solenoid, 9, which is controlled by the EIC (Electronic Instrument Cluster).



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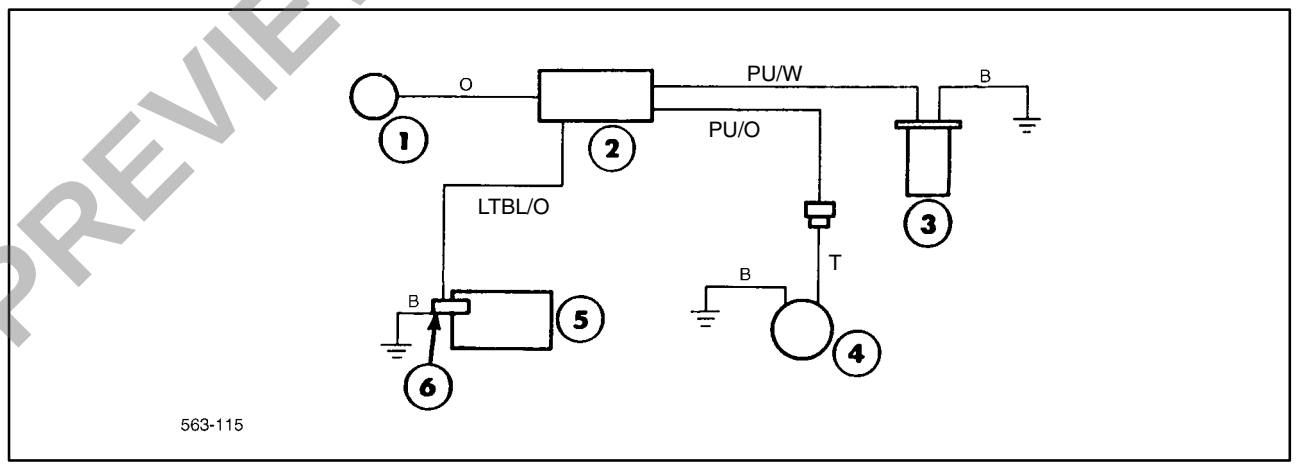
FUEL GAUGE

In the center of the EIC panel is the fuel gauge, implemented as a vertical 10-segment green LED bar graph. The lowest segments will flash when the fuel level is low. An audible alarm will accompany the flashing light for about 5 seconds.

FUEL TANK SENDING UNIT (Fuel level)

STEP	PRETEST INSTRUCTIONS	TEST	RESULT	PROBABLE CAUSE AND CORRECTION
1	Loader on level with parking brake engaged, key “ON” position Symptom: No bars lit	EIC gauge and sender operation Jumper wire from one terminal to other at sender	NO bars light up YES (bars light up)	Check wires from sender to EIC board, if OK, replace EIC board Replace sender
2	Symptom: Fuel level does not read lower on gauge (too many bars lit)	Disconnect PU/W wire	Bars stay lit Bars go out	Check for PU/W wire shorted to ground. If OK, replace EIC board. Replace sender

FUEL SYSTEM ELECTRICAL DIAGRAM



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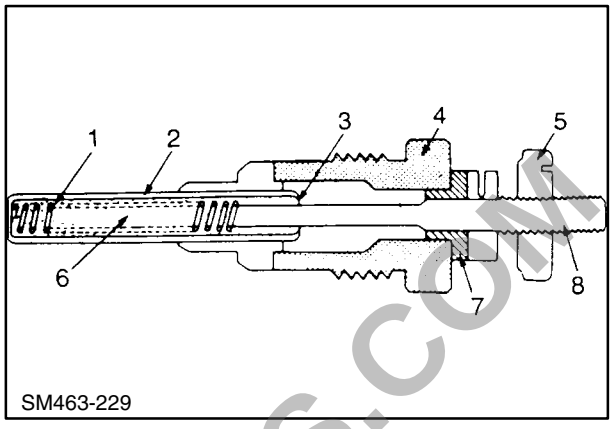
1. Key switch
2. EIC board
3. Fuel level sender
4. Electric fuel pump
5. Injector pump
6. Fuel shutoff solenoid

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MISCELLANEOUS ENGINE COMPONENTS

GLOW PLUG

Sheathed type glow plugs are used to improve cold engine starting. The glow plugs draw 6.9 amps at 10.5 volts.



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1. Heat wire
2. Sheath
3. Insulation
4. Body
5. Nut
6. Magnesium oxide powder
7. Insulating bushing
8. Center electrode

Description and Operation

A coiled, thin resistance wire is placed in the sintered magnesium oxide powder enclosed by a stainless steal sheath. One end of the wire is welded to the sheath end and the other end to the center electrode. When the key switch is placed in the “pre-heat” position current flows to the center electrode and through the resistance wire heating the air in the combustion chamber.

GLOW PLUG TROUBLESHOOTING

Open Circuit

The glow plug system operates even if a glow plug is disconnected or if it open-circuits internally because the glow plugs are connected in parallel. An open circuit in one glow plug will result in a greatly extended heating cycle.

Remove the wiring connector and check the continuity of the glow plug terminal to body ground. The resistance should be 35 ohms. A higher reading indicates an open circuit in the glow plug and the plug must be replaced.

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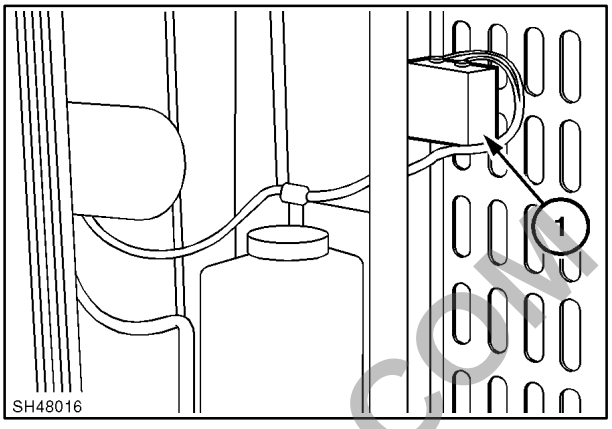
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Op. 55 000

BACK-UP ALARM

The back-up alarm serves as an audible warning device to alert bystanders and other machine operators of machine movements. The alarm will only sound when both hydrostatic control levers are stroked into reverse. Refer to local codes for requirements.

IMPORTANT: *Before servicing any switches or alarm, disconnect the negative (–) battery ground cable to avoid accidental shorts in the wiring system when removing or installing components.*



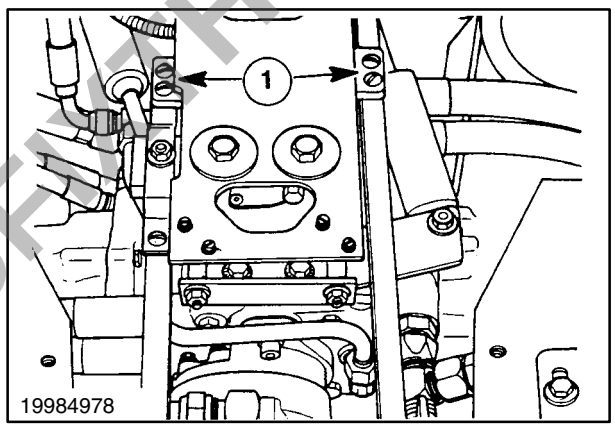
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Alarm Location

The back-up alarm sound device should be located to the inside and in the upper right rear corner of the engine rear door at 1.

Adjustment

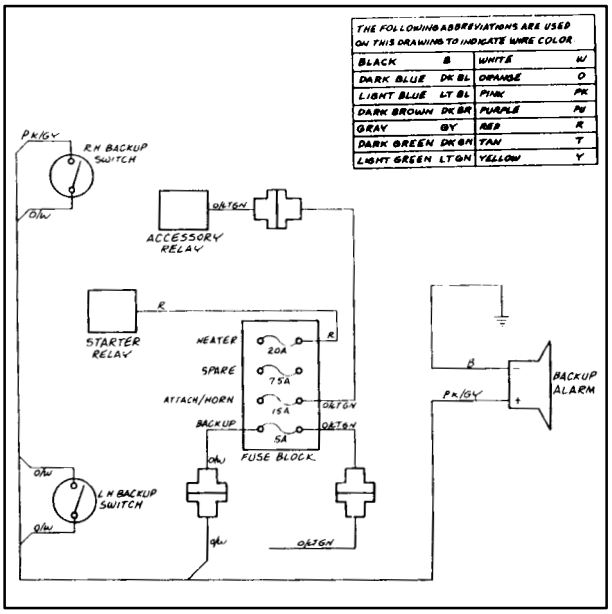
With the battery connected, and both hydrostatic control levers in the neutral position, loosen and slide both strikers, 1, rearward until the alarm sounds. Move the strikers forward until the alarm stops (approximately 1.5 mm [1/16″]) and tighten the hardware.



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Back-up Alarm Wiring

The alarm is a negative (–) ground system.



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