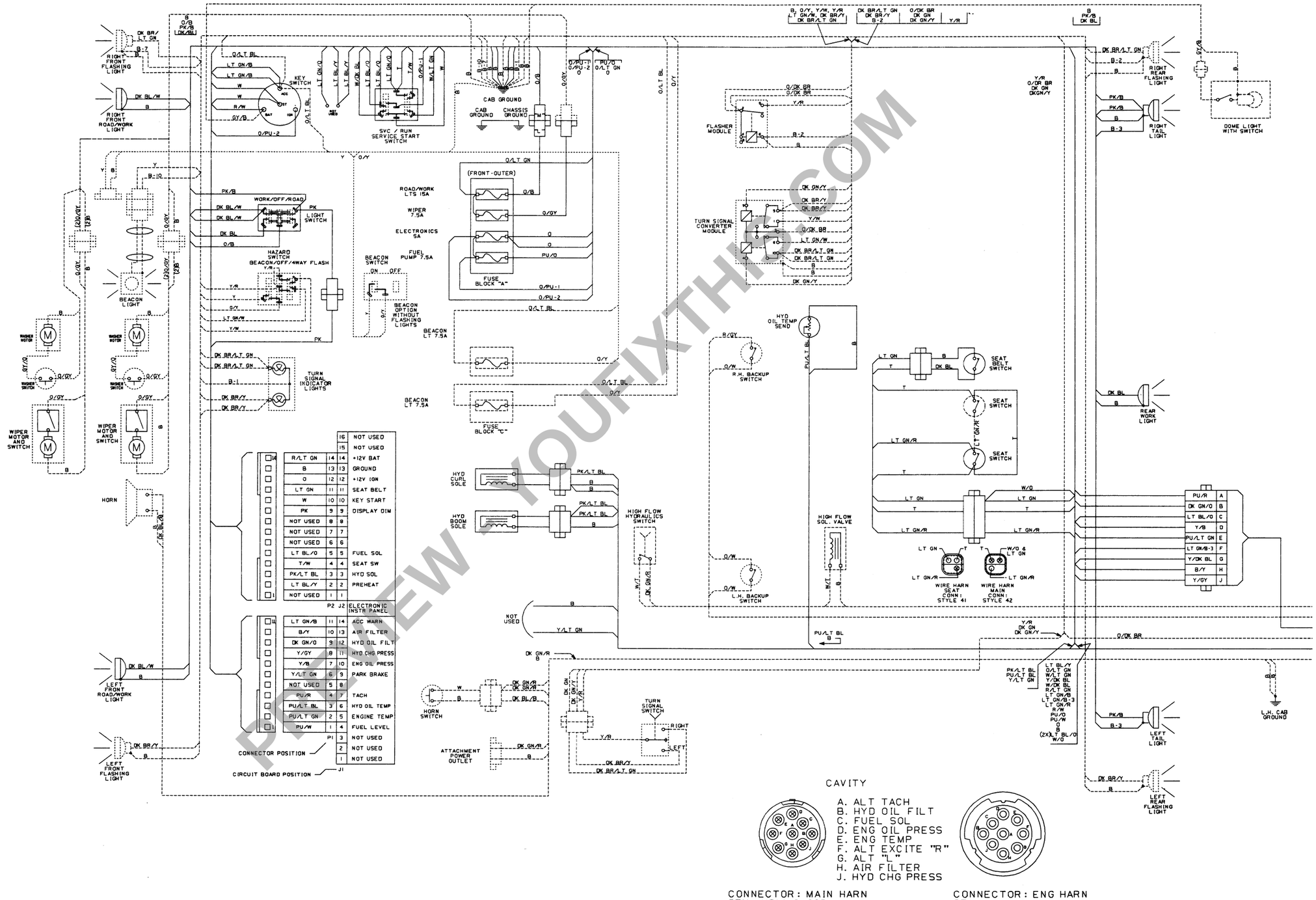


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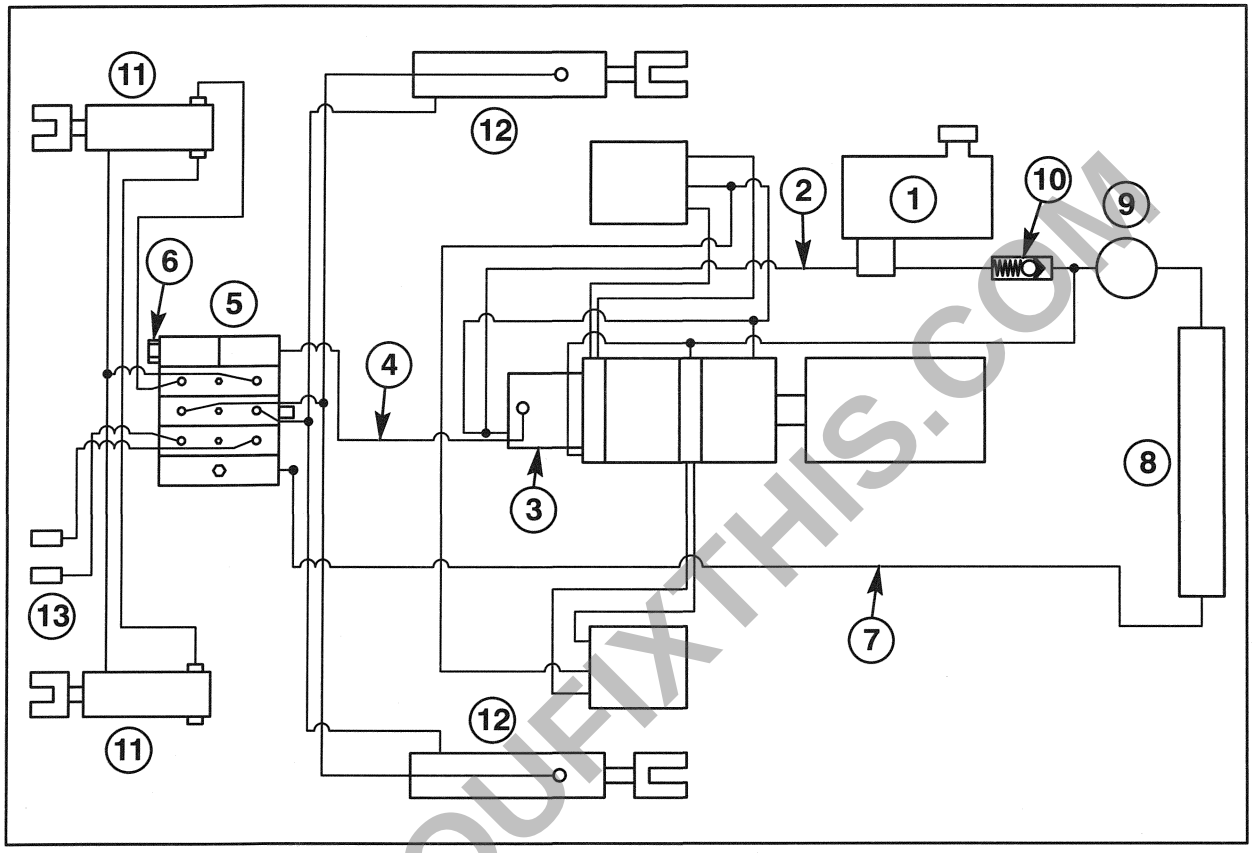


Figure 6-1

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DISASSEMBLY, INSPECTION, FITS, AND CLEARANCES OF COMPONENT ASSEMBLIES

ROCKER ARM ASSEMBLY

Disassembly

1. Loosen the hex head plug at the rocker arm shaft end.
2. Remove the screw located in the No. 1 cylinder rocker arm bracket.
3. Pull out the rocker arm shaft, 1, springs, 2, and rocker arms, 3.

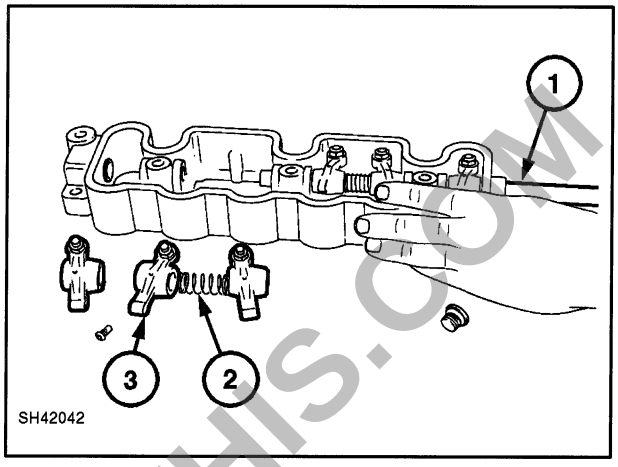


Figure 2-43

Inspection and Correction

1. Wear of Rocker Arm Shaft

   Using a micrometer, check the outside diameter of the rocker arm shaft. If the rocker arm shaft is worn beyond the allowable limit, replace.

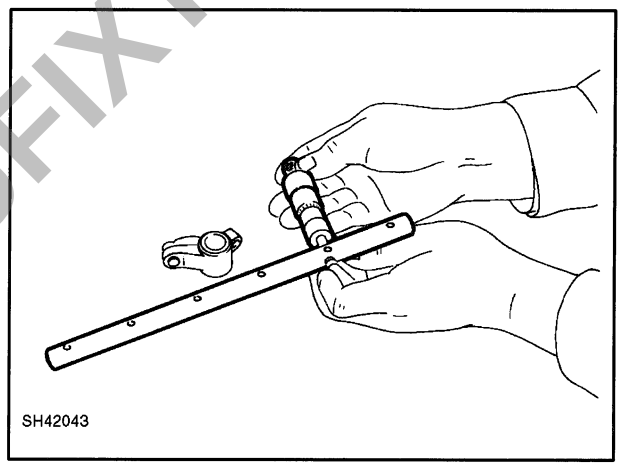


Figure 2-44

N834 Engine	
Standard Dimension	Allowable Limit
0.4581″ - 0.4594″ (11.65 mm - 11.67 mm)	0.456″ max. (11.57 mm)

N834H Engine	
Standard Dimension	Allowable Limit
0.588″ - 0.589″ (14.95 mm - 14.97 mm)	0.585″ max. (14.87 mm)

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TORQUE SPECIFICATIONS

COMPONENT	SETTING/REMARKS
Bearing holder bolts - hex hole type	18 - 22 ft. lbs. (24 - 30 N·m)
- hex bolt type	36 - 40 ft. lbs. (49 - 54 N·m)
Rear plate bolts	10 - 13 ft. lbs. (14 - 18 N·m)
Flywheel housing bolts	18-21 ft. lbs. (24 - 28 N·m)
Flywheel bolts	43 - 51 ft. lbs. (58-69 N·m)
Connecting rod nuts	36 - 40 ft. lbs. (49 - 54 N·m)
Suction filter bolt	7 - 9 ft. lbs. (9 - 12 N·m)
Sump bolts	7 - 9 ft. lbs. (9 - 12 N·m)
Crankshaft pulley nut	203 - 246 ft. lbs. (275 - 333 N·m)
Cylinder head bolts	72 - 76 ft. lbs. (98 - 103 N·m)/oiled
Injection pump bolts	7 - 9 ft. lbs. (9 - 12 N·m)
Injection pump nuts	7 - 9 ft. lbs. (9 - 12 N·m)
Rocker arm nuts	15 - 19 ft. lbs. (20 - 26 N·m)/3-cylinder engines
Head cover nuts	6 - 9 ft. lbs. (8 - 12 N·m)/3-cylinder engines
Cooling fan bolts	7 - 9 ft. lbs. (9 - 12 N·m)
Oil pipe banjo bolts	7 - 9 ft. lbs. (9 - 12 N·m)
Oil sump drain bolt	22 - 29 ft. lbs. (30 - 39 N·m)
Injection nozzle	43 - 51 ft. lbs. (58 - 69 N·m) IDI engines
Injection pipe	11 - 18 ft. lbs. (15 - 24 N·m)
Thermo switch	18 - 22 ft. lbs. (24 - 30 N·m)
Oil pressure switch	11 - 15 ft. lbs. (15 - 20 N·m)
Glow plug	11 - 15 ft. lbs. (15 - 20 N·m)
Stop solenoid	11 - 15 ft. lbs. (15 - 20 N·m)
Oil relief valve	44 - 51 ft. lbs. (60 - 69 N·m)
Smokeset nut (max fuel)	15 - 19 ft. lbs. (20 - 26 N·m)
Adjusting screw nuts	7 - 12 ft. lbs. (9 - 16 N·m)

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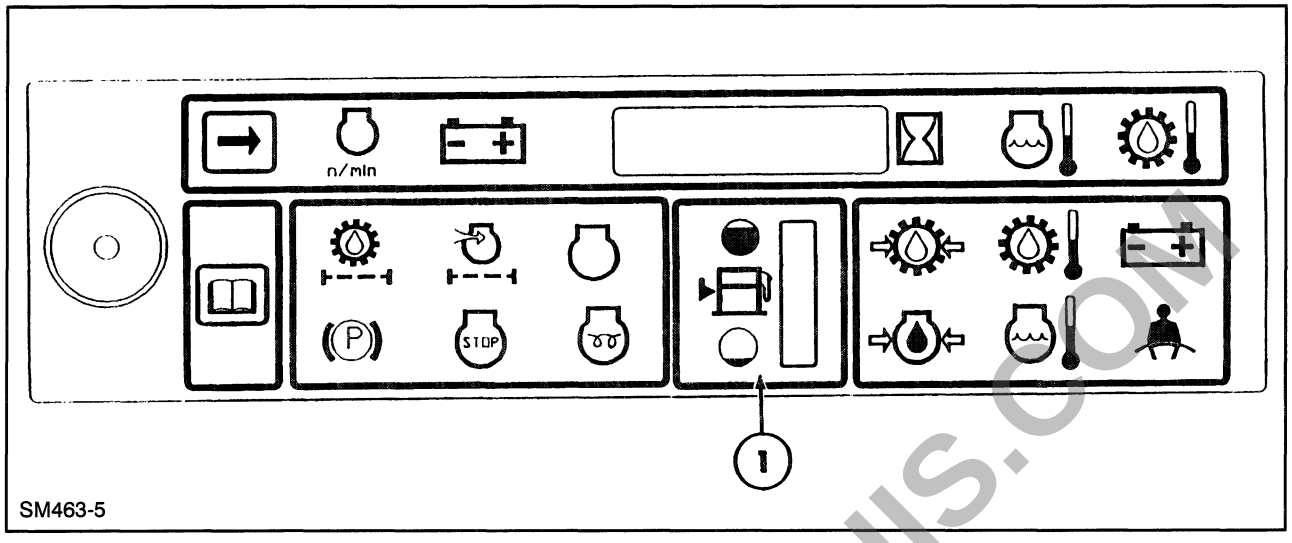
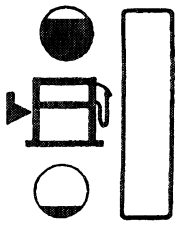


Figure 3-12

FUNCTIONAL GROUP 3

The symbol in display group 3 is:



1 Fuel gauge.

The fuel gauge is 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 segment for about 5 seconds.

NOTE: The EIC boards prior to part number 86528256 will flash and signal the operator once when the fuel level is at 2 - 3 bars. The 86528256 EIC boards will signal the operator twice, once at 3 bars and again at 2 bars.

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PROPERLY SUPPORT A RAISED MACHINE

If servicing neutral adjustment, final drive adjustment or repairs requiring the machine to be raised, securely support the machine with adequate jack stands or blocks as shown.

Support the machine at 1 to the front of the final drive cases and to the rear at 2, making sure the supports are on the flat area of the final drive cases.

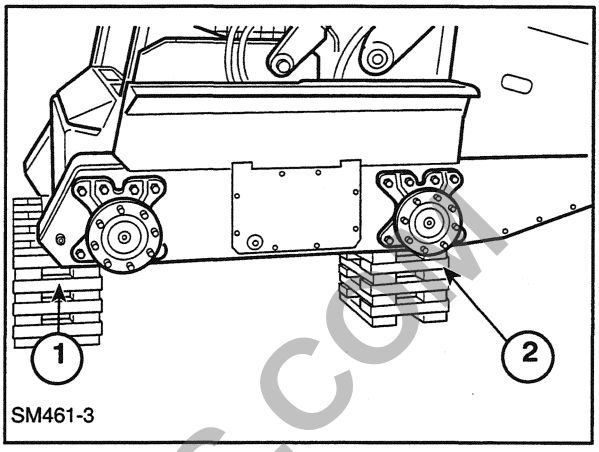


Figure 1-3

PROPERLY SUPPORT BOOM ON BOOM LOCK PINS

Before servicing the machine or any of its attached equipment, be sure that the attachments are lowered to the ground or the boom arms are supported by the boom lock pins, 1.

If the boom is to be raised on the boom lock pins, remove any attachment. Opening a hydraulic line could cause a mounted attachment to dump over unexpectedly.

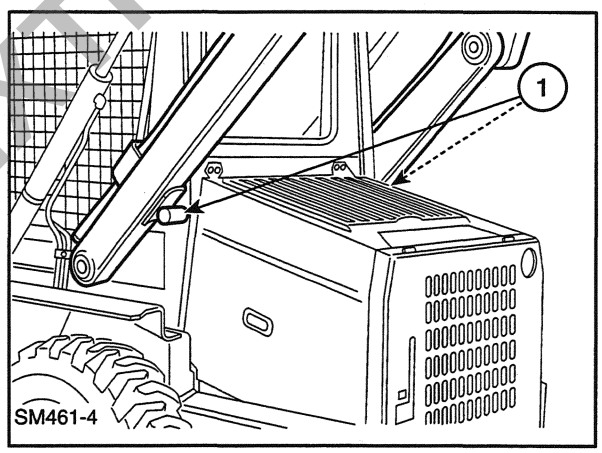


Figure 1-4

MAJOR UNIT OVERHAUL

For a major hydrostatic component or engine repair, the skid-steer loader cab and boom assembly can be tilted forward for easier access to the components area. Figure 1-5 shows the loader properly supported and the cab tilted forward.

WARNING: NEVER ATTEMPT TO TILT THE SKID-STEER LOADER CAB WITHOUT USING THE PROPER TOOL AND INSTRUCTIONS. SEE MORE DETAIL LATER IN THIS SECTION OF THE MANUAL AND/OR CONTACT YOUR NEW HOLLAND DEALER.

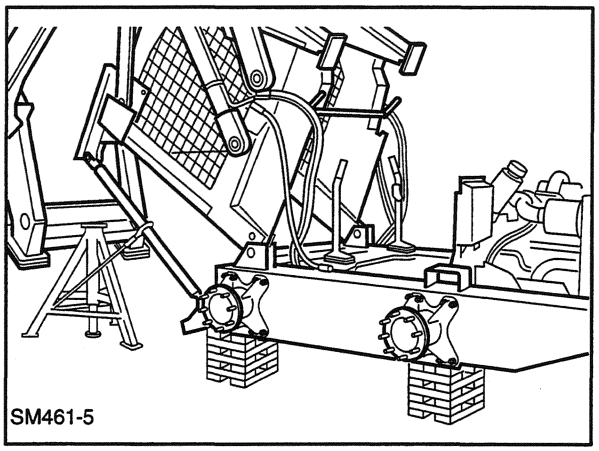


Figure 1-5

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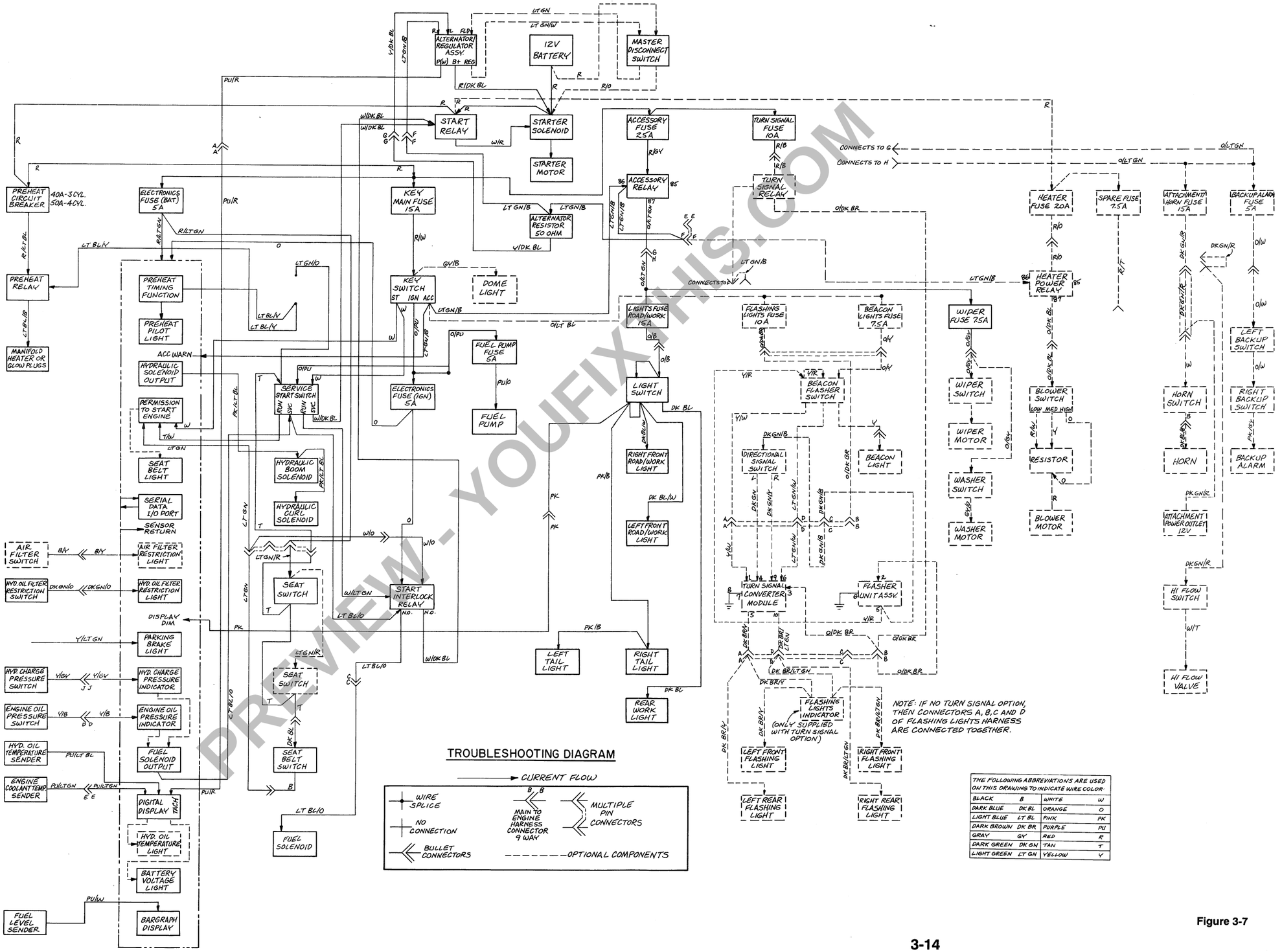


Figure 3-7

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TROUBLESHOOTING

PROBLEM	CAUSE	CORRECTION
Engine will crank but does not start	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
	Battery insufficiently charged or completely discharged	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 and/or replace pump
	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
	Low compression	Repair in a service shop
Engine will not crank or start	Seat belt not fastened	Buckle seat belt
	Faulty key switch	Correct the connection and/or replace switch
	Battery insufficiently charged or complete discharged	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	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	L465, Lx465	Lx485
ENGINE		
MANUFACTURER	NEW HOLLAND	NEW HOLLAND
MODEL	N843	N843H
CYLINDERS	3	3
ASPIRATION	NATURAL	NATURAL
CYCLE	4 STROKE	4 STROKE
BORE AND STROKE	84 x 90 mm (3.31″ x 3.54″)	84 x 90 mm (3.31″ x 3.54″)
DISPLACEMENT	1496 cu. cm (91.3 cu. in.)	1496 cu. cm (91.3 cu. in.)
COMPRESSION RATIO	22 to 1	22 to 1
SPEEDS		
-FAST (no load)	3070 - 3150 RPM	3410 - 3480 RPM
-IDLE (no load)	950 - 1050 RPM	950 - 1050 RPM
HORSEPOWER		
(GROSS) Mfg rating	33 @2900 RPM	38 @3200 RPM
(SAE NET)	30 @2900 RPM	36 @3200 RPM
TORQUE (Mfg rating) Gross	94.2 N·m (69.5 ft. lbs.)	99 N·m (73 ft. lbs.)
VALVE CLEARANCE		
Intake (cold)	0.21 mm (0.008″)	0.21 mm (0.008″)
Exhaust (cold)	0.21 mm (0.008″)	0.21 mm (0.008″)
FIRING ORDER	1-2-3	1-2-3
FUEL CONSUMPTION (approximate at continuous full load)	7.6 L (2.0 gal.)	8.7 L (2.3 gal.)
IGNITION TYPE	Compression	Compression
GRADEABILITY (Intermittent duty) All Directions	30 Degrees	30 Degrees
AIR CLEANER Dry-type dual element		
(Primary element)	NH #86504145	NH #86504145
(Safety element)	NH #86504143	NH #86504143
FUEL SYSTEM		
Type of fuel	Diesel	Diesel
Cleaning system	Inline filter replaceable NH#9611973	Inline filter replaceable NH#9611973
	Inline water trap (diesel) NH#86504140	Inline water trap (diesel) NH#86504140

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("CAUTION", "WARNING", and "DANGER") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.



CAUTION: THE WORD "CAUTION" IS USED WHERE A SAFE BEHAVIORAL PRACTICE ACCORDING TO OPERATING AND MAINTENANCE INSTRUCTIONS AND COMMON SAFETY PRACTICES WILL PROTECT THE OPERATOR AND OTHERS FROM ACCIDENT INVOLVEMENT.



WARNING: THE WORD "WARNING" DENOTES A POTENTIAL OR HIDDEN HAZARD WHICH HAS A POTENTIAL FOR SERIOUS INJURY. IT IS USED TO WARN OPERATORS AND OTHERS TO EXERCISE EVERY APPROPRIATE MEANS TO AVOID A SURPRISE INVOLVEMENT WITH MACHINERY.



DANGER: THE WORD "DANGER" DENOTES A FORBIDDEN PRACTICE IN CONNECTION WITH A SERIOUS HAZARD.

FAILURE TO FOLLOW THE "CAUTION", "WARNING", AND "DANGER" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

Additional precautionary statements ("ATTENTION" and "IMPORTANT") are followed by specific instructions. These statements are intended for machine safety.

ATTENTION: The word "ATTENTION" is used to warn the operator of potential machine damage if a certain procedure is not followed.

IMPORTANT: The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.

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L465, Lx465, Lx485 SKID-STEER LOADER REPAIR MANUAL CONTENTS



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SECTION 2 - ENGINE

SECTION 3 - ELECTRICAL SYSTEM

SECTION 4 - FINAL DRIVE, AXLES, BRAKES

SECTION 5 - HYDROSTATIC SYSTEM AND STEERING SYSTEM

SECTION 6 - HYDRAULIC SYSTEM

SECTION 7 - SEAT, CAB, ROPS, BOOM LOCK, BOOM, ATTACHMENT MOUNTING PLATE

SECTION 8 - OPTIONAL EQUIPMENT

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METHOD 2
(Tilting Cab and Boom Forward)

Follow the cab tilting procedure in Section 1 of this manual for proper instructions.

1. Remove the muffler from the exhaust manifold, 1.
2. Remove the battery.

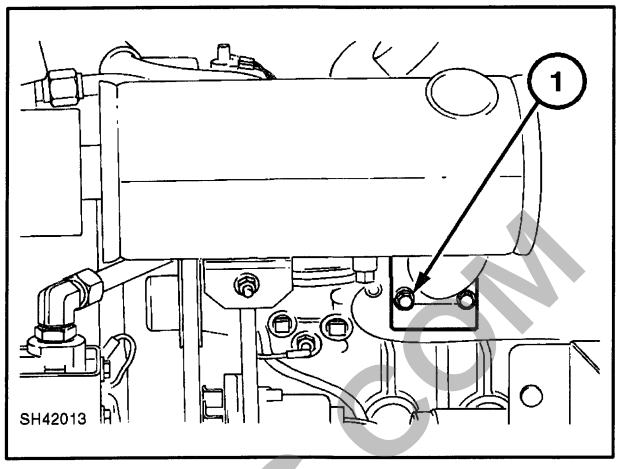


Figure 2-14

3. Drain the cooling system, radiator and engine block, raise handles, 1, moving the radiator to the rear and drain the cooling system from drain plug, 2.
4. Remove the upper and lower radiator hoses from the engine block and plug the hoses with plastic plugs.

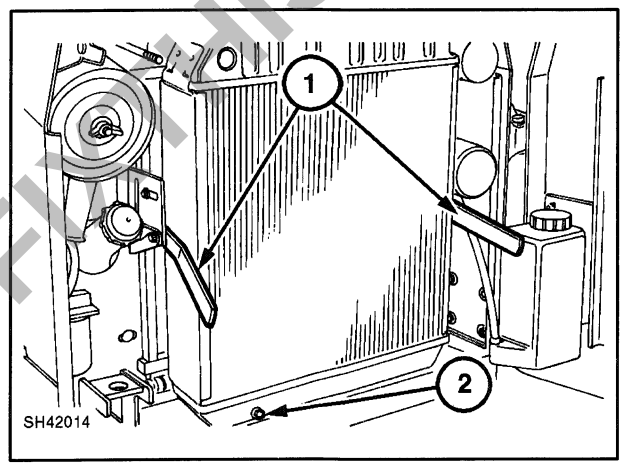


Figure 2-15

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

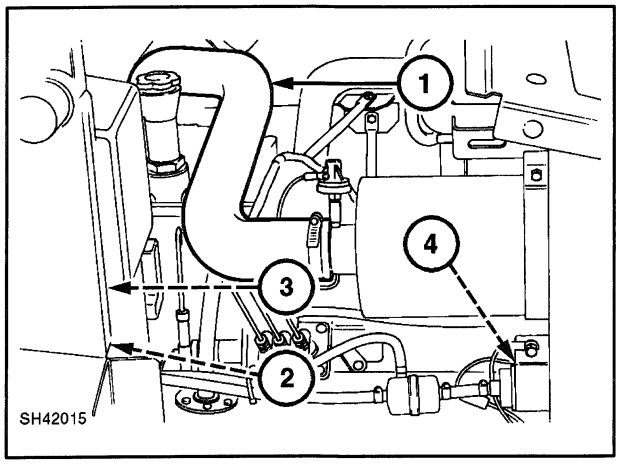


Figure 2-16

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DANGER: ALLOW THE ENGINE AND COOLING SYSTEM TO COOL BEFORE REMOVING THE RADIATOR CAP.

DANGER: ALWAYS ALLOW THE ENGINE AND COOLING SYSTEM TO COOL OFF BEFORE DRAINING THE COOLING SYSTEM.

WATER PUMP ASSEMBLY AND THERMOSTAT HOUSING

NOTE: Removal of the fan and/or water pump assemblies with the engine in the machine requires removal of the rear door, radiator, oil cooler, and support as an assembly. Refer to Engine Removal, Method 1 for procedures.

Water Pump

1. Remove the backplate, 3, gaskets, 2, from the pump assembly, 1.
2. Check for cracks, wear, leaks, bearing roughness, or damage. If defective, replace the pump assembly.

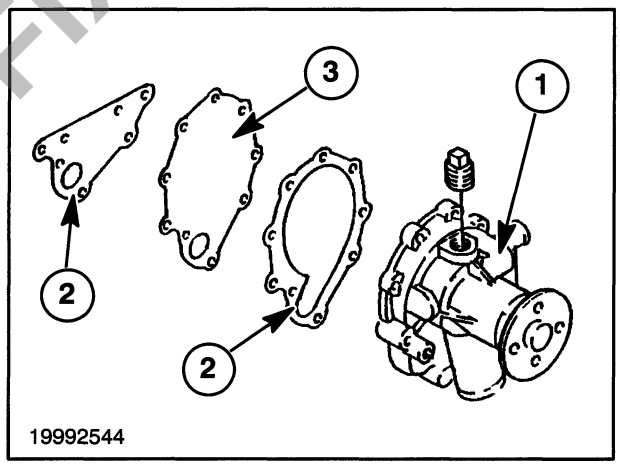


Figure 2-137

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MISCELLANEOUS ENGINE ELECTRICAL

GLOW PLUG

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

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

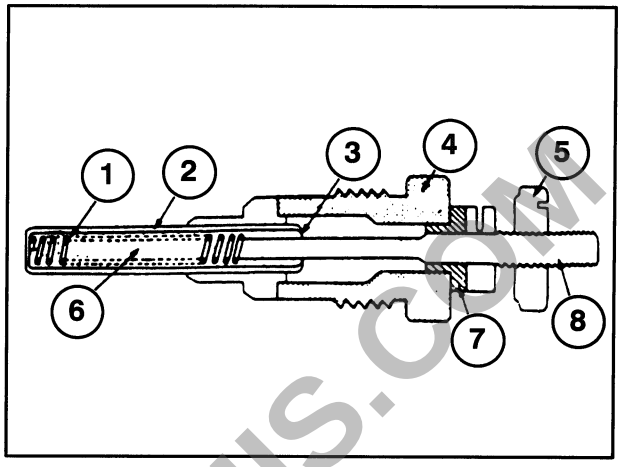


Figure 2-241

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 1.0 +/- 0.1 Ω. A higher reading indicates an open circuit in the glow plug and the plug must be replaced. □

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EIC BOARD CLAIMS WARRANTY

When filing a warranty claim for a defective EIC (Electronic Instrument Cluster) board, include the part number and serial number on the white tag of the defective board.

The EIC board part number, 1, and this number must be used as the causal part number.

Also include the EIC board serial number located at 2, in the description of failure section of the warranty claim, along with a description of the type of EIC board failure.

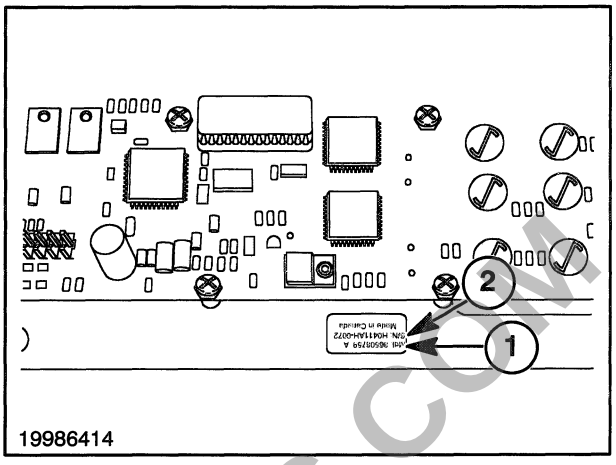


Figure 3-57

Handling the EIC Board:

The EIC board is shipped in an anti-static bag and box. The board must be kept in this bag and box, until required for a repair, to prevent damage to the EIC board.

When returning the EIC board for warranty or repair, it must be returned in the anti-static bag and box to prevent damage.

When installing a new EIC board, always disconnect the negative battery cable to prevent damage to the board from accidental grounding.

The board versions listed below are the EIC boards used on skid-steer loaders.

DO NOT replace a prior version board unless it is defective.

Troubleshoot any problems and only replace the board if it is determined to be the problem.

Boards returned as warranty and determined not to be defective will be debited back. All EIC boards claimed as warranty must be returned for review.

Board Versions:

1 - #9804418
2 - #86508759
3 - #86513936
4 - #86517004
5 - #86518067
6 - #86528256

Refer to Campaign #662 and Service Bulletin 5/95-I10 for detailed information about EIC board troubleshooting and diagnostics.

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ROAD LIGHT AND WORK LIGHT SWITCH WIRING

Switch Pushed in at Top

Ref	Color	Destination	Battery Voltage
1	PK/B	To Taillights	Yes
2	DKBL/W	To Front Road/Work Light	Yes
3	DKBL/W	To Front Road/Work Light	Yes
4	DKBL	To Rear Work Light	Yes
5	O/B	From 15A Fuse (cab panel)	Key "ON" position
6	PK	To EIC Board Pin #9 P2 connector (to dim EIC board lights)	Yes

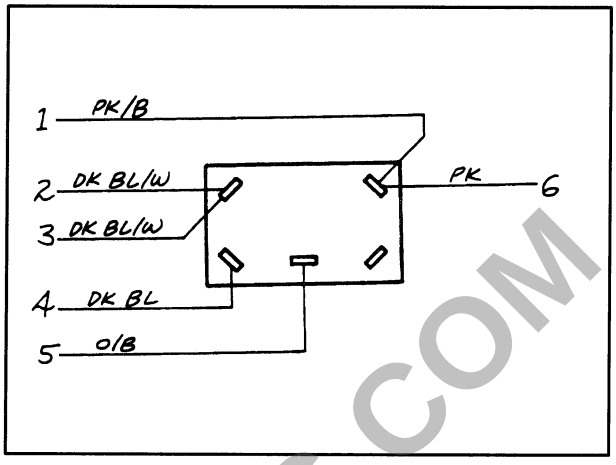


Figure 3-146

Switch Pushed in at Bottom

Ref	Color	Destination	Battery Voltage
1	PK/B	To Taillights	Yes
2	DKBL/W	To Front Road/Work Light	Yes
3	DKBL/W	To Front Road/Work Light	Yes
4	DKBL	To Rear Work Light	NO
5	O/B	From 15A Fuse (cab panel)	Key "ON" position
6	PK	To EIC Board Pin #9 P2 connector (to dim EIC board lights)	Yes

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3. Extract the insulated brushes, 1, from the brush holders. Hold the springs away and remove the brushes. Slide the brush plate, 2, from the commutator, 3.

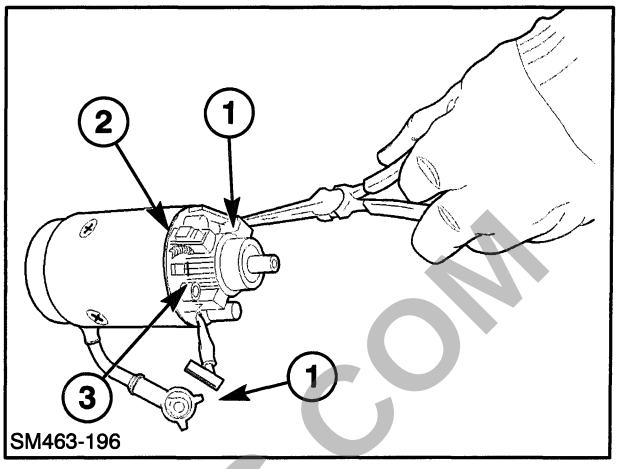


Figure 3-251

4. Remove the armature, 1, from the motor housing, 2. The rear bearing, 3, is a light press fit in the rear housing. It may be necessary to pull the armature from the housing, griping behind the front bearing, 4.

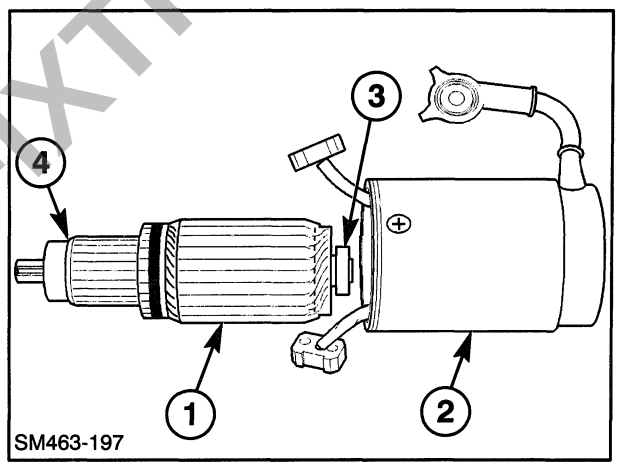


Figure 3-252

5. Remove the screws securing the drive end frame to the solenoid.

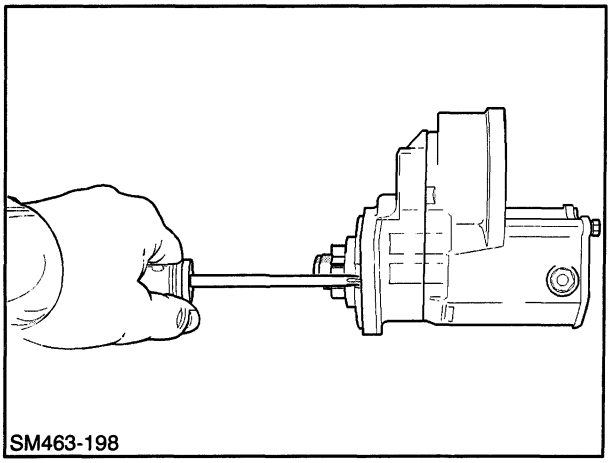


Figure 3-253

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PARKING BRAKE REMOVAL AND INSPECTION

To access and remove the parking brake control linkage, the seat can be raised and latched in the raised position. To access the brake disc and caliper assembly, the final drive inspection cover will need to be removed.

Removal

1. Lower the boom and attachment to the ground.
2. If the work is going to be done with the boom in the raised position, remove the attachment and raise the boom and rest on the boom lock pins, 1.

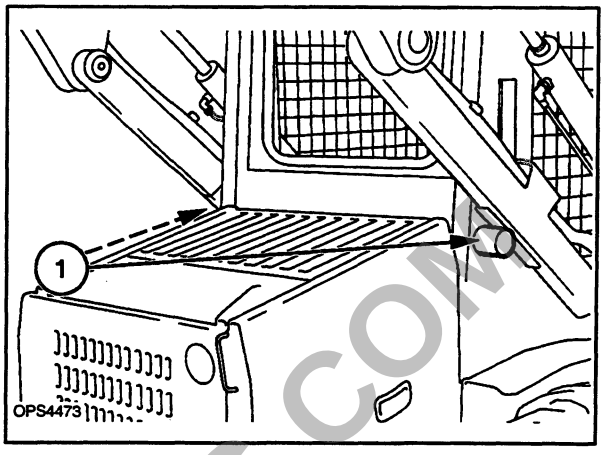


Figure 4-75

CAUTION: NEVER WORK UNDER A RAISED BOOM UNLESS IT IS PROPERLY SUPPORTED BY THE BOOM LOCK PINS.

CAUTION: NEVER WORK UNDER A RAISED BOOM WITH AN ATTACHMENT. ALWAYS REMOVE THE ATTACHMENT FROM THE LOADER.

3. Securely block the skid-steer loader with all four wheels off the ground. Refer to Section 1 for more detailed information on properly supporting the skid-steer loader.

   Support the loader at the front of the drive cases at 1, and at the rear at 2.

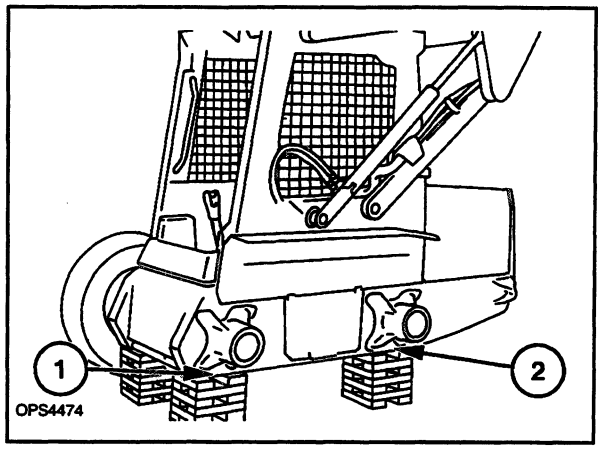


Figure 4-76

CAUTION: FAILURE TO SECURELY SUPPORT THE SKID-STEER LOADER COULD RESULT IN MOVEMENT OF THE LOADER CAUSING SERIOUS INJURY OR DAMAGE TO THE EQUIPMENT.

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5. Place the cam plate into the housing with the long trunnion, 1, toward the boss as marked during disassembly.

   NOTE: The machined surface of cam plate, 2, should face the open end of the housing.

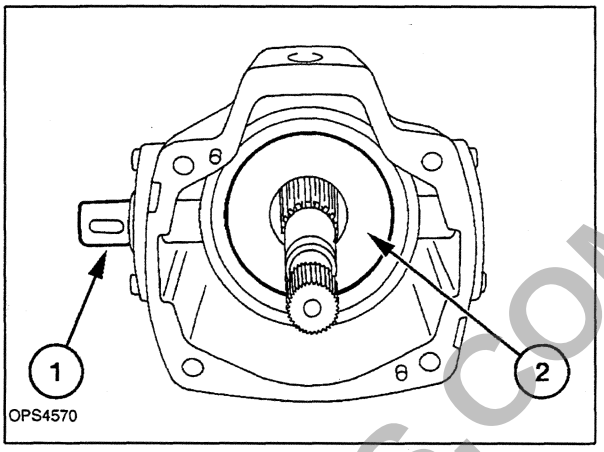


Figure 5-72

6. Insert the needle bearing, 1, and inner race, 2, over the short shaft end of the cam plate. The numbered end of the race and bearing should face outward, 3, and the chamfered ID of the race inward. Install washer, 4; new O ring, 5; end plate, 6; and outer cover plate, 7, and torx screws.

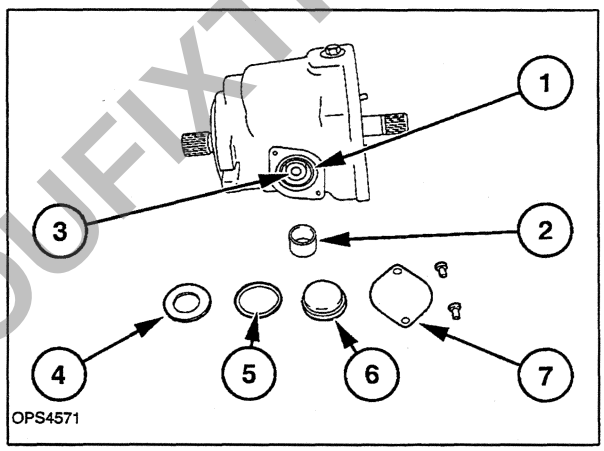


Figure 5-73

7. Install bearing, 1; washer, 2; new seal, 3; and outer cover plate, 4, with torx screws. Tighten all four torx screws to 4.8 N·m (40 in. lbs.).

   NOTE: After the cover plate hardware is tightened, the covers may have a slight bow, especially the top cover over the lip seal.

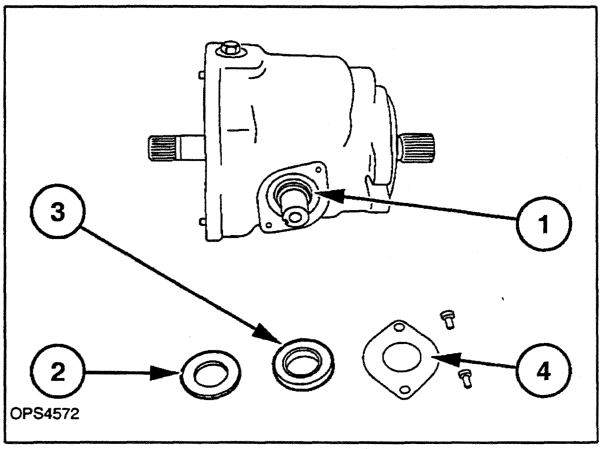


Figure 5-74

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BOOM CYLINDER PIVOT PINS

When the main boom, upper and lower boom links and cylinders are removed, the following figures and charts may be used for proper pin placement.

The figure and chart show the boom and cylinder tapered and straight pivot pins, location/description, quantity used, part number, and model skid-steer loader the pin is used on.

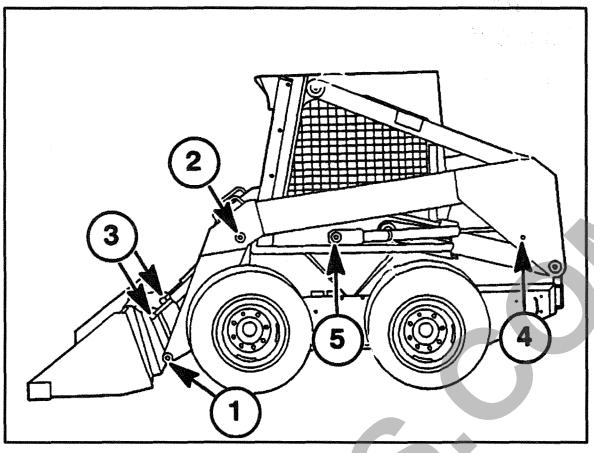


Figure 6-3

BOOM AND CYLINDER PIVOT PIN LOCATION AND MACHINE USAGE

Ref.#	Description	Qty.	Part Number
1	Mounting Plate Pivot	2	86501434
2	Upper Bucket Cylinder Pivot	2	86501430
3	Lower Bucket Cylinder Pivot	2	9614349
4	Upper Boom Cylinder Pivot	2	9841391
4	Upper Boom Cylinder Pivot	2	86521979*
5	Lower Boom Cylinder Pivot	2	86501436

***NOTE: LOADERS EQUIPPED WITH HEAVIER UPPER BOOM CYLINDER PIVOT PIN BOSS AREA OR UNITS UPDATED WITH THE BOOM CYLINDER PIN PIVOT KITS.**

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6. Drain the hydraulic reservoir.
   a. Loosen the return line, 1, at clamp, 2.
   b. Remove the return line at 3, and rotate the line into a suitable drain pan.

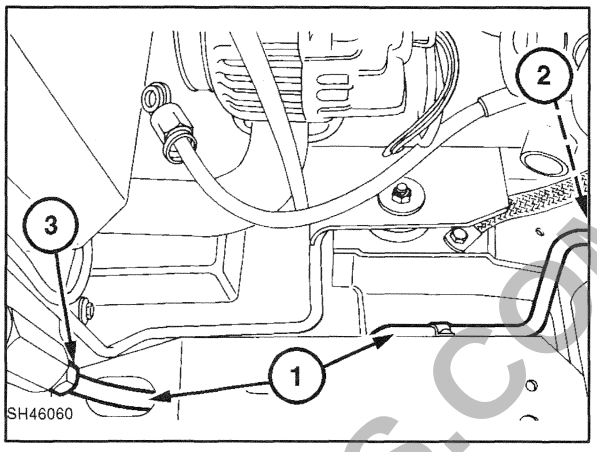


Figure 6-97

7. Remove the suction line, 1, and cap to prevent loss of oil.
8. Remove the pressure line, 2, and cap.
9. Remove the case drain line, 3, and cap.
10. Remove the gear pump retaining hardware, 4, and remove the gear pump from the loader.

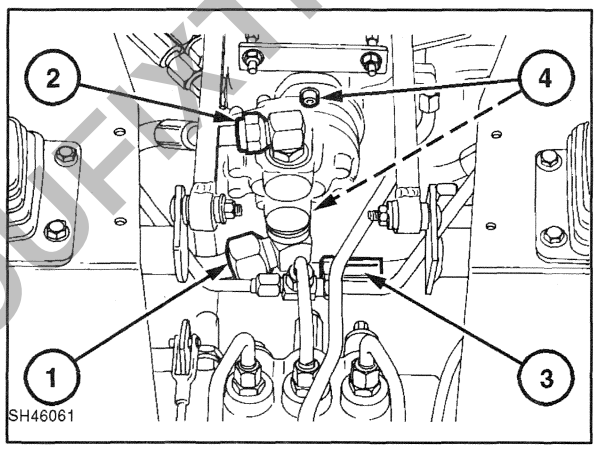


Figure 6-98

DISASSEMBLY AND INSPECTION - 25000 SERIES

1. Clean the pump thoroughly and mark the pump assembly, 1, to ensure proper reassembly.
2. Remove the pump housing hardware and separate the end caps and center section.

   IMPORTANT: The pump body is aluminum and can be easily damaged. BE CAREFUL not to damage machined surfaces. DO NOT use a screwdriver or other hard, sharp objects to pry the pump body from the plate.

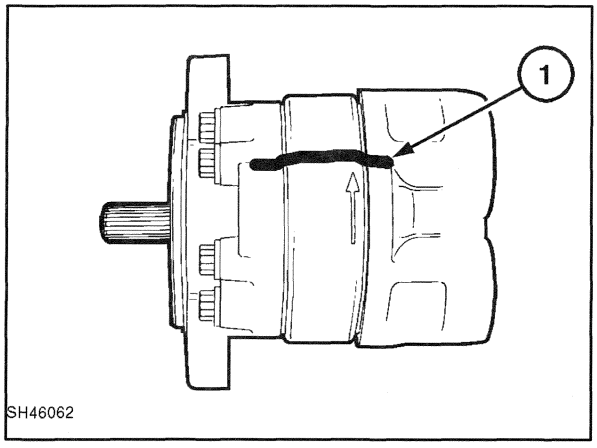


Figure 6-99

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14. Remove the retaining pin from the latch rod at 1, and remove rod.

15. Disconnect the seat/seat belt wire harness from the main harness unless previously unplugged. Remove the seat pan support hardware at 2.

16. Unlatch the seat pan support at 3, and lift the seat and pan support assembly from the loader.

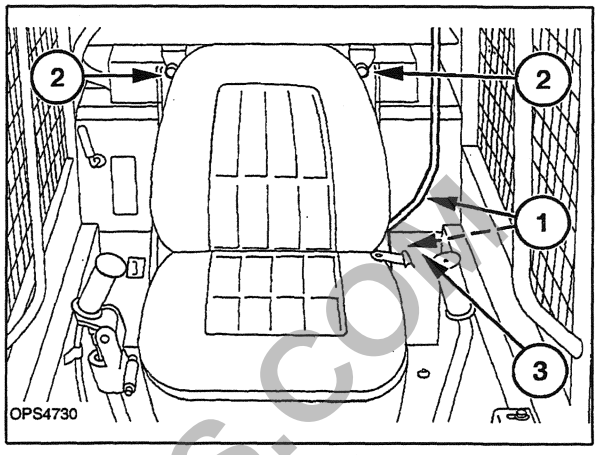


Figure 7-36

17. Remove the cover plate, 1, and all wire harness retaining clamps, 2.

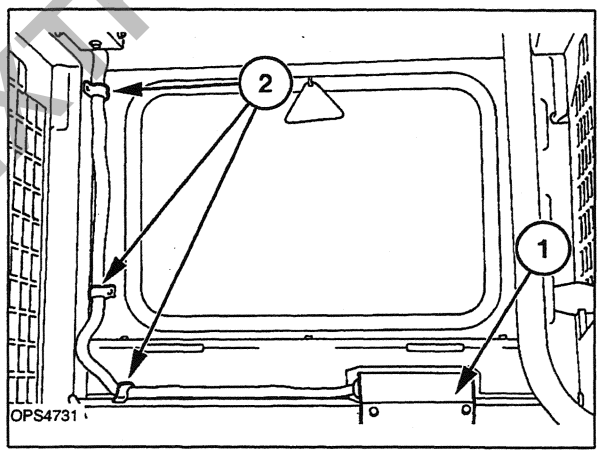


Figure 7-37

18. Remove the retaining screws, 1, from the front shield, 2, and remove shield.

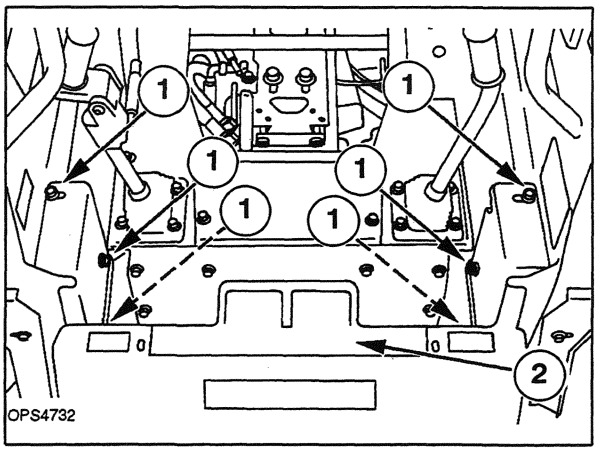


Figure 7-38

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AUXILIARY BOOM HYDRAULICS

The boom hydraulic kit provides hydraulic flow at the front of the boom to operate boom-mounted or remote hydraulic drive attachments.

The boom hydraulic kit is standard equipment on the Lx465 and Lx485 model loaders.

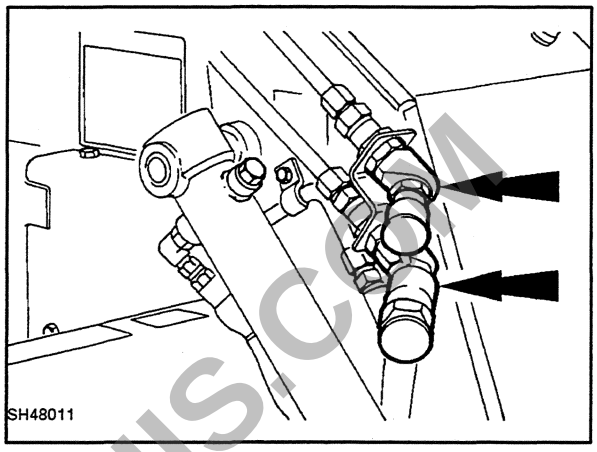


Figure 8-15

The loader may be equipped with either boom and bucket foot controls with auxiliary hand control, 1, or boom and bucket hand controls with auxiliary foot control (left pedal), 2.

When the auxiliary control handle, 1, is operated, full rated flow and pressure will be supplied to the boom quick couplers for use.

When the control handle is pushed all the way down, it will put the control valve spool in the detent position for continuous oil flow to the attachment.

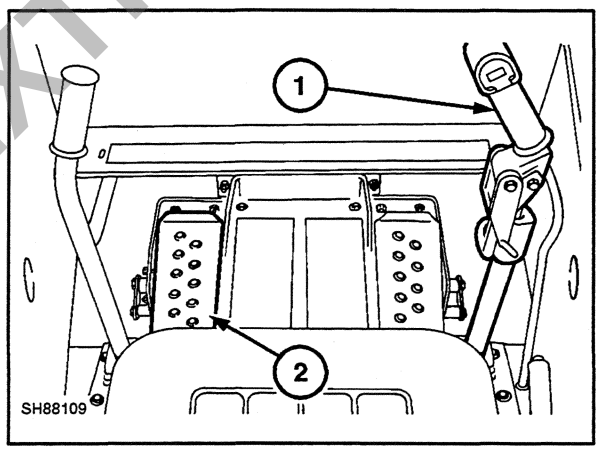


Figure 8-16

L465, Lx465

40.1 LPM (10.6 GPM) at 2900 RPM at 68 bar (1000 PSI)

Lx485

44.3 LPM (11.7 GPM) at 3200 RPM at 68 bar (1000 PSI)

Main system relief valve setting:
170 - 176 bar (2500 - 2600 PSI)

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