CAB TILTING PROCEDURE

The cab and boom assembly can be tilted forward for easier access to the major skid-steer loader hydrostatic transmission or engine components. To tilt the cab, the proper cab tilting tool must be used to insure a safe operation and to prevent damage to the loader frame, cab, and boom structure. Contact your New Holland dealer for major service or repairs of the skid-steer loader. Using the proper cab tilting tool and following these steps, the cab and boom can be tilted forward.

CAB TILTING JACK AND SUPPORT BRACKET

1 Jack and screw assembly
2 Lower jack support
3 Upper jack support
4 Spacer plate (not required)

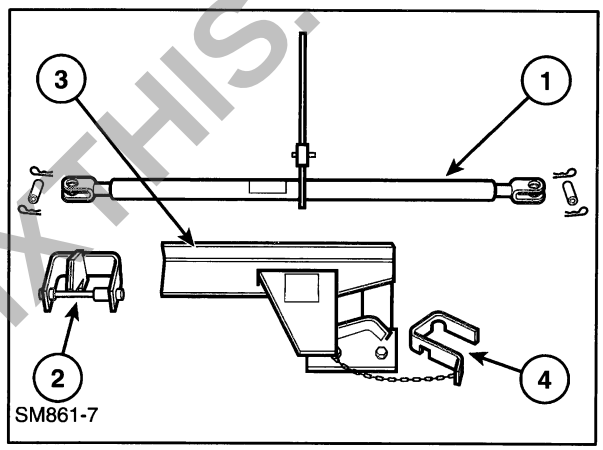


Figure 1-7

CAB AND BOOM TILT PROCEDURE

1. Remove any attachment, bucket etc. from the boom quick-attach plate.

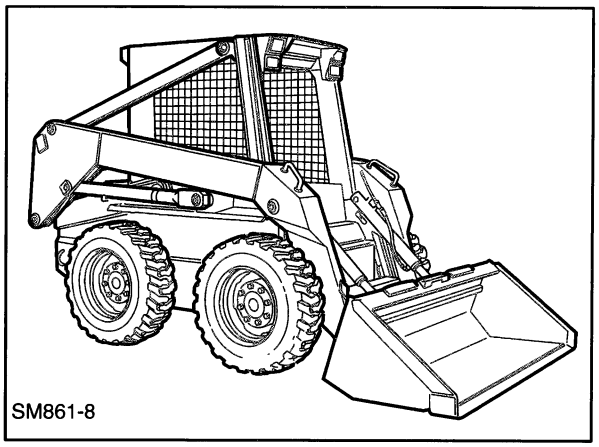


Figure 1-8

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SPECIFICATIONS

MODEL	L865, Lx865, Lx885
MANUFACTURER	NEW HOLLAND
MODEL	332T Non-emissionized L865 – 850651 to 999999 and 0001 to 931119 Lx865 – 850652 to 999999 and

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TROUBLESHOOTING - L865, Lx865 AND Lx885

Engine System

PROBLEM	POSSIBLE CAUSES	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
	Insufficient charging or complete discharging of the battery	Charge or replace battery
	Lack of fuel	Supply fuel
	Air mixed in the fuel system	Bleed the air
	Clogged fuel filter	Replace
	Irregular and faulty fuel supply (injection pump trouble)	Repair in an authorized service shop
	Improper viscosity of the lubricating oil	Inspect and replace
	Clogged air cleaner	Clean or replace
	No compression	Overhaul engine
Engine will not crank or start	Seat belt not fastened	Buckle seat belt
	Faulty key switch	Correct the connection or replace the 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
Engine runs erratically	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

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RECOMMENDED TORQUE SPECIFICATIONS

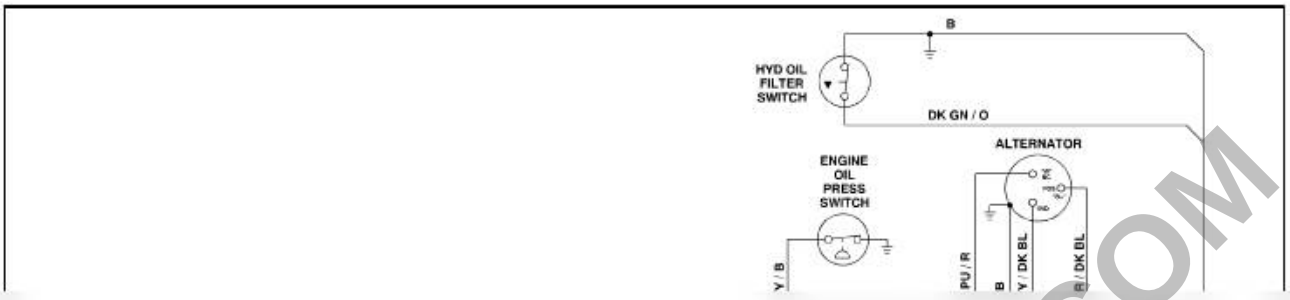
	N·m	kgm	Ft. Lbs.
Main Bearing Bolts	163	14	120
Connecting Rod Nuts	85	9	63
Cylinder Head Bolts (with Engine Cold)	150	15	110
Intake Manifold-to-Cylinder Head	35	4	26
Exhaust Manifold-to-Cylinder Head	38	4	28
Exhaust Pipe-to-Flange	31	4	23
Flywheel-to-Crankshaft	217	22	160

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STARTER CIRCUIT - L865, Lx865, Lx885



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L865, Lx865, Lx885, Lx985 SKID-STEER LOADER REPAIR MANUAL CONTENTS



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SECTION 2 – ENGINE
SECTION 3 – ELECTRICAL SYSTEM
SECTION 4 – FINAL DRIVE, AXLES, BRAKES, GEARBOXES
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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GENERAL ENGINE DATA - L865, Lx865 AND Lx885

Model	**L865, Lx865, Lx885**
Engine Model	332T
Type	3-cylinder, 4-stroke, turbocharged diesel
Bore	111.8 mm (4.40″)
Stroke	106.7 mm (4.20″)
Displacement	3.15 L (192 cu. in.)
Compression Ratio	16:1
Firing Order	1-2-3
Horsepower	
(Gross) MFG rating	65 @ 2100 RPM
(SAE NET)	60 @ 2100 RPM
Torque	
(Gross) MFG rating	220 N·m (163 ft. lbs.) @1400 RPM
Ignition Type	Compression
Injection Pump	Distributor Type
Speeds	
Fast (no load)	2225 to 2275 RPM
Idle (no load)	1000 to 1050 RPM
Cooling System	Liquid with water pump and radiator
Capacity	15.1 L (16 qt.)
Lubricating System	
Oil Capacity (including filter)	5.7 L (6 qt.)
Electrical System	
Starter	12V
Alternator	12V, 45 amps
Battery	12V, 925 amps @ -18°C (0°F)
Thermostat	
Opening Temperature	76°C (168°F)
Recommended Engine Fluids	
Lubricating Oil	SAE 10W-30 API SG/CF
Fuel	Use clean, quality No. 1-D or No. 2-D fuel (ASTM D975). Use No. 1-D if the ambient temperature is expected to be less than 4°C (40°F) or if the loader is to be used at an altitude exceeding 1524 m (5000′). The sulfur content of the fuel should be no more than 0.5%. The sediment and water content should not exceed 0.5%. To prevent fuel flow problems in cold weather, use No. 1-2 diesel fuel with a pour point of at least 10°F below the expected ambient temperature. Minimum cetane number is 40. Lower temperature or high altitude operation may require the use of fuel with a higher cetane number.
Coolant	Clean soft water. Maximum antifreeze concentration 50% with 5% corrosion inhibitor.

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7. Apply a light coating of high-temperature grease to the rear oil seal bore, seal and journal. Use Tool No. FNH01301 and three flywheel retaining bolts to install the seal. Tighten the three bolts evenly and in sequence.

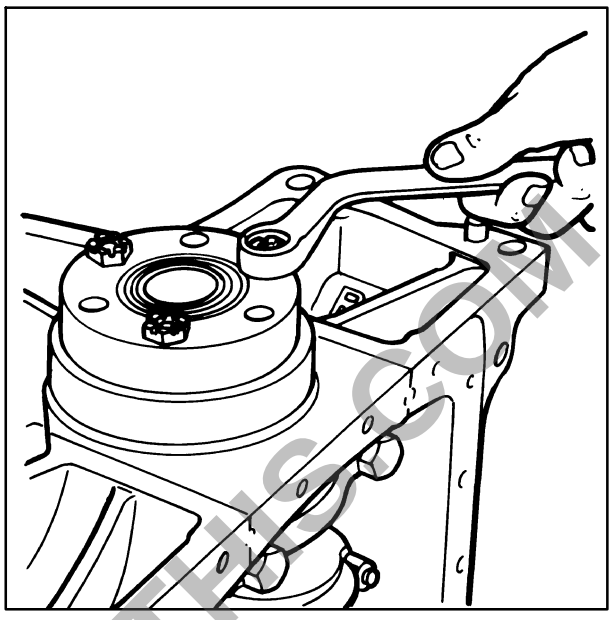


Figure 2-56

8. If the initial production seal is being replaced, install the service seal flush with the block face. Any second or subsequent service seal replacement must be fitted 1.5 mm (0.06″) below the face of the cylinder block, 4.

   Mount a dial indicator gauge, 1, on the end of the crankshaft. Rotate the crankshaft, 2, and check the runout of the seal, 3, does not exceed 0.38 mm (0.015″).

9. Apply a liberal amount of penetrating oil to the side seals to cause them to swell.

10. Install the correct bearing liners in the connecting rod and cap. If the journals are standard size, select the correct bearing liners as for main bearings in steps 1 and 2. Ensure the bearing liner tangs locate in the slots of the rod and cap.

11. Install the connecting rod bearing cap, as previously described in this section, with the number on the cap on the same side as the number on the rod. Install new nuts and tighten to the correct torque. See “Specifications Service Standards” in this section.

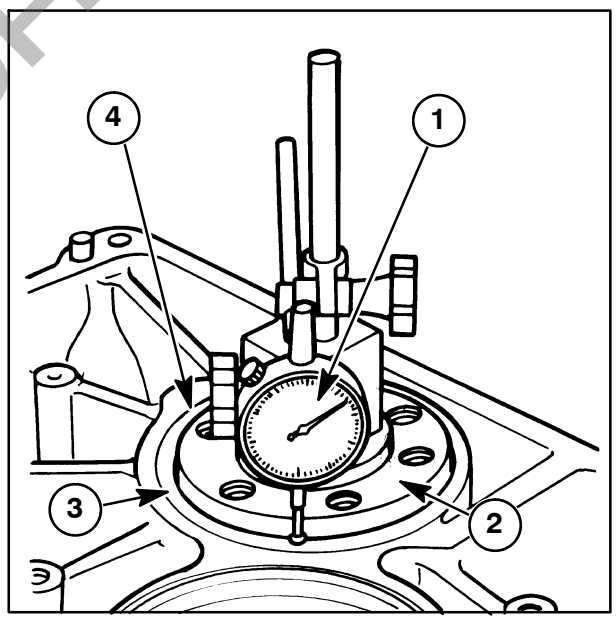


Figure 2-57

Installation

1. Installation of the components to effect complete reassembly of the engine follows the removal procedure in reverse.

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OPERATING THE ENGINE AFTER OVERHAUL

1. Check level of engine oil, coolant and fuel.
2. Disconnect the wiring harness connector at the engine stop solenoid.
3. With the turbocharger oil return line removed, place a suitable container below the oil outlet port. Crank the engine until oil flows from the open port. Reinstall the oil return line.
4. Crank the engine until the oil pressure lamp is extinguished.
5. Connect the wiring harness connector to the engine stop solenoid.
6. Move the hand throttle to the 1/3 or 1/2 open position and start the engine. Operate at no more than 1500 RPM.
7. Run the engine at 1500 RPM for about 30 minutes to allow it to fully warm up and begin the ring seating process. During warmup observe the following:
   - Listen for abnormal sounds.
   - Monitor engine temperature.
   - Check for fluid leaks (oil, coolant, fuel).

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CYLINDER HEAD REASSEMBLY

1. Insert the valves into the guide bores from which they were removed and lap with a suitable paste, ensure all traces of paste are removed after lapping.
2. Lubricate all components with clean engine oil on reassembly. Use a spring compressor to reassemble the valves, valve springs, rotators, and collets with new umbrella seals.

   NOTE: Exhaust valves are fitted with inner, 1, and outer, 2, rotators.

3. Coat all components with clean engine oil prior to assembly, and insert each push rod into its original position, ensuring each ball end is seated in its cam follower.

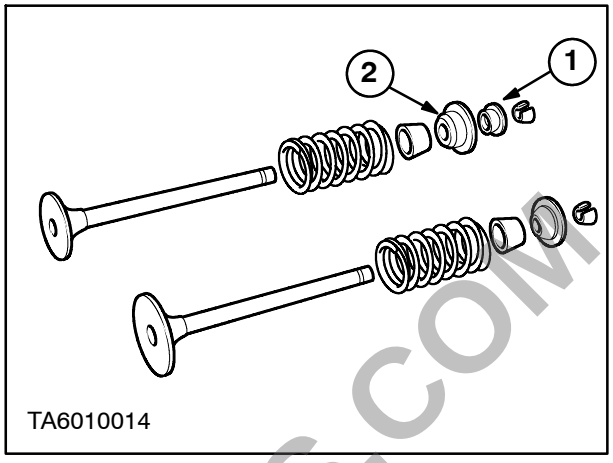


Figure 2-191

CYLINDER HEAD INSTALLATION

Installation of the cylinder head assembly and components is the reverse of the removal procedure, observing the following,

1. Install new cylinder head, intake and exhaust manifold gaskets.

   NOTE: Ensure exhaust manifold gasket is fitted correctly to suit profile of exhaust ports.

2. Tighten the cylinder head bolts in sequence from the center of the head, progressively in three stages.

Stage 1, 156 N·m (115 ft. lbs.)

Stage 2, 190 N·m (140 ft. lbs.)

Stage 3, 217 N·m (160 ft. lbs.)

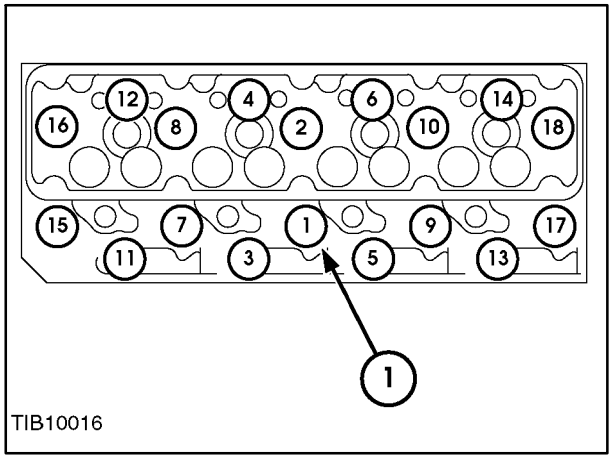


Figure 2-192

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THERMOSTART

To aid engine starting in cold weather conditions, a thermostart system incorporating an integral reservoir system is available.

The thermostart system is made up of a plug assembly screwed into the intake manifold, a fuel line connected to the injector leak-off tube and an electrical circuit, connected to the ignition switch.

The plug assembly, 1, consists of a check valve and electrically heated element.

Fuel is gravity fed to the plug assembly and, when operating the key start/stop switch and the thermostart switch, the heater and “igniter” coils are both energized. The “heater” coil opens a check valve which allows diesel fuel to flow through the thermostart. The fuel is ignited by the “igniter” coil in the manifold, heating the intake manifold air prior to it entering the combustion chamber.

When the thermostart switch is released to the off position, the electrical current is disconnected from the thermostart and the check valve closes.

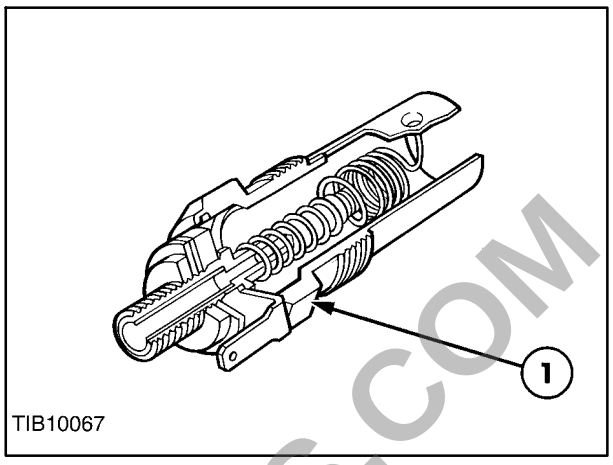


Figure 2-301

FUEL PUMP

The fuel injection pump fitted to these vehicles is the DP203 (emissionized) type. The fuel pump, which is fed by either an electric lift pump or draws fuel into itself via the transfer pump, supplies fuel at high pressure to the fuel injectors.

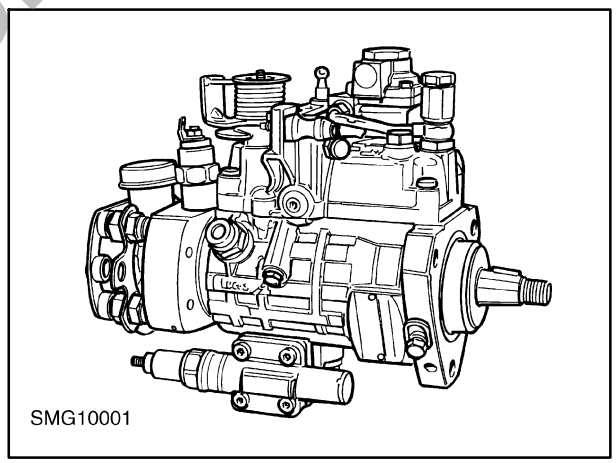


Figure 2-302

INJECTORS

The fuel injectors, 1, mounted in the cylinder head supply fuel in the form of a spray pattern into the cylinder bores. The controlled amounts of fuel ensure optimum engine performance throughout the operating range.

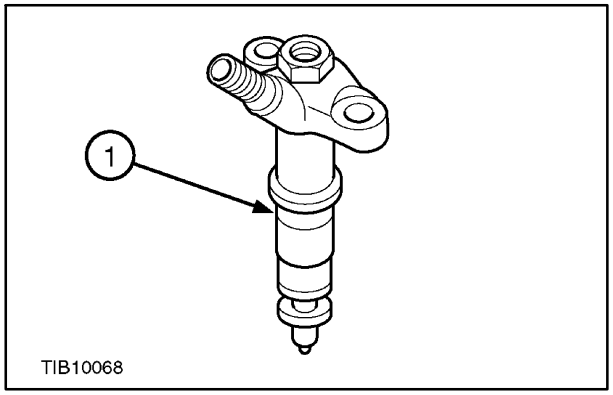


Figure 2-303

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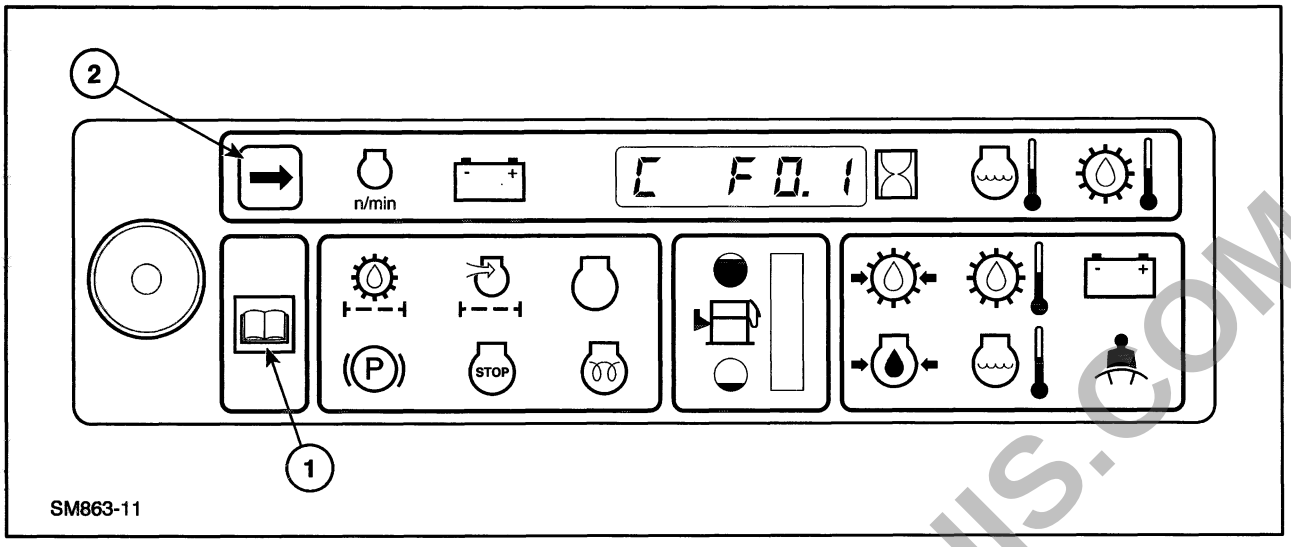


Figure 3-17

L865, Lx865, Lx885 Configuration

Select the configuration "F" 03 for English and three-cylinder diesel engine code or "C" 03 for Metric and three-cylinder diesel engine code. The "F or C" is for English or Metric and the "03" is for the three-cylinder 332T diesel engine.

The "OPEN BOOK" switch, 1, controls the right number 0 to 9 (engine code) and the "ARROW" switch, 2, controls the letter F or C and the left number 0 to 9. Pressing the switches once changes one number.

To select the configuration desired, press the "ARROW" switch until the letter "F or C" and 0 appears, then press the "OPEN BOOK" switch until the "3," (engine code for the three-cylinder diesel engine) appears. Example: "F 03," English measurements will appear in the character display. Turning the ignition key off exits this mode and saves the configuration as displayed.

Return the Service-Run switch to the "RUN" position.

NOTE: If the correct engine code is not entered, the EIC will not monitor functions correctly, will give incorrect readings, and will provide incorrect preheat times for cold-weather starting.

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ARROW, OPEN BOOK, AND AUDIBLE ALARM TEST

In this mode, by pressing the "ARROW," 1, or "OPEN BOOK," 2, switches, all of the display segments are turned on for verification and at the same time with an audible beep. If all segments do not light the circuit bulb or wires to the switches, sensors or senders may be defective.

To check the individual EIC board circuits and circuits to the switches, sensors, and senders, perform the following "EIC CIRCUIT TESTS".

Whenever any of the sensors or switches are toggled on or off, the EIC board will light and the audible alarm will briefly beep. This indicates that the wire to the sensor or switch is intact, but does not yield any information about the condition of the sensor.

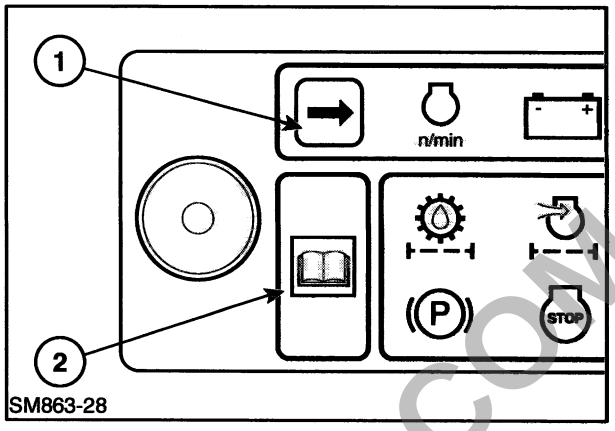


Figure 3-78

DIAGNOSTIC MODE EIC CIRCUIT TESTS

To simulate a fault condition while in the diagnostic mode do the following:

NOTE: When in the diagnostic mode and a circuit is triggered, all the board lights will light up accompanied by an audible beep.

1. Hydraulic Oil Filter Restriction Switch



Remove the DKGN/O filter sensor wire, 1, from the sender.

The EIC board lights will all light up and the board will beep when this test is performed.

If the EIC board lights and beeps, the EIC and circuit wire to the sensor is OK. The problem is in the sensor; replace the sensor. If the EIC board fails to light and beep, check the wire from the sensor to the EIC board.

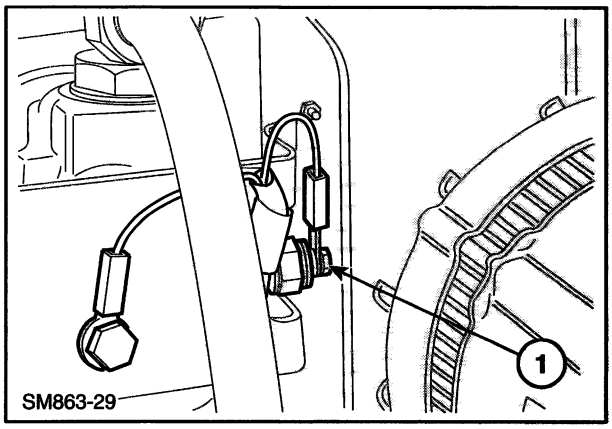


Figure 3-79

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START INTERLOCK RELAY WIRING

Service/Run Switch - Run Position

Ref	Color	Destination	Battery Voltage
1	W/LTGN	From Service/Run Switch	Key "START" position
2	O	From Cab fuse panel 5a electronic ignition fuse.	Key "ON" position
3	LTBL/O	To Fuel Solenoid	Key "ON" position *
4	LTBL/O	From EIC Board Pin #5, P2 connector	Key "ON" position *
5	W/DKBL	To Start Relay	Key "START" position Sitting in Seat with Seat Belt Buckled
6	W/O	From the Seat/Seat Belt Connector and Connector at Boom/ Bucket Control Valve	Key "START" position Sitting in Seat with Seat Belt Buckled
7	B-4	To start Relay	Ground Circuit

* Voltage will be 0.5 to 1.0 volt below battery voltage.

Service/Run Switch - Service Position

Ref	Color	Destination	Battery Voltage
1	W/LTGN	From Service/Run Switch	No Voltage Anytime
2	O	From Cab fuse panel 5a electronic ignition fuse.	Key "ON" position
3	LTBL/O	To Fuel Solenoid	Key "ON" position
4	LTBL/O	From EIC Board Pin #5	Key "ON" position
5	W/DKBL	To Start Relay	Key "START" position
6	W/O	From Connector at Boom/Bucket Control Valve	Sitting in Seat with Seat Belt Buckled
7	B-4	To start Relay	Ground Circuit

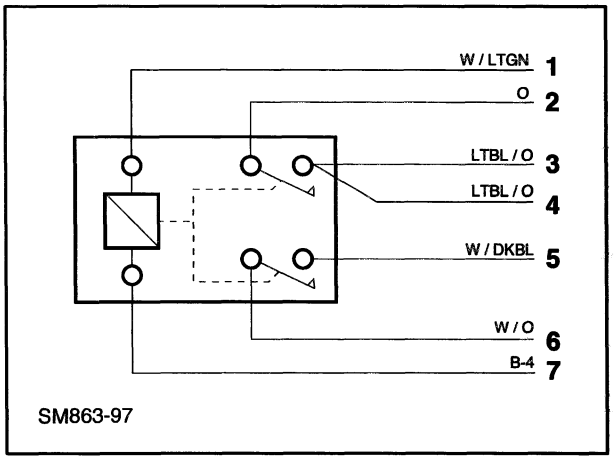


Figure 3-164

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Battery Ground Cable Test

1. Connect the voltmeter positive lead to the engine block, 1.
2. Connect the voltmeter negative lead to the battery negative terminal, 2.
3. Crank the engine while observing the voltmeter reading. If the reading exceeds 0.2 volts, check, clean and tighten the ground cable connections. Retest. If voltage drop is still excessive, install a new ground cable.

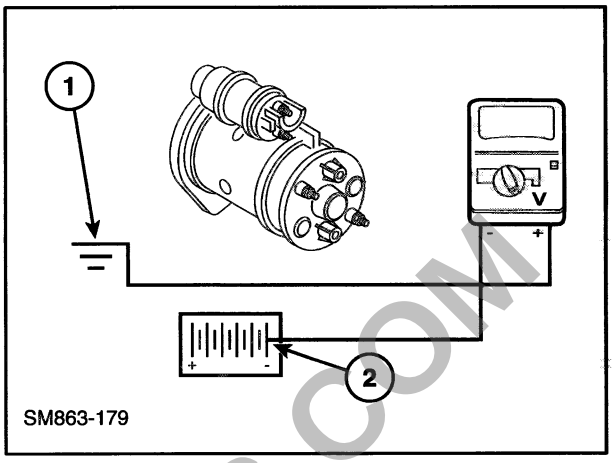


Figure 3-251

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4. Remove the brake friction pad and spacer plate, 1, and drive coupling, 2.

   NOTE: There are two magnets located at 3. Remove the magnets from the housing.

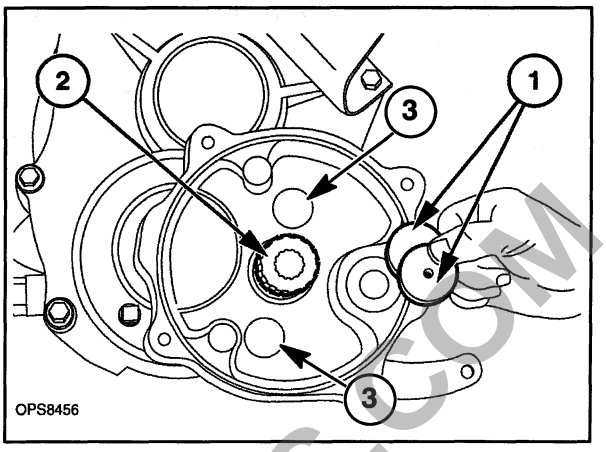


Figure 4-74

5. Remove two cap screws, 2. Remove bracket, 3. Remove the remaining five cap screws, 1. Separate the gearbox halves.

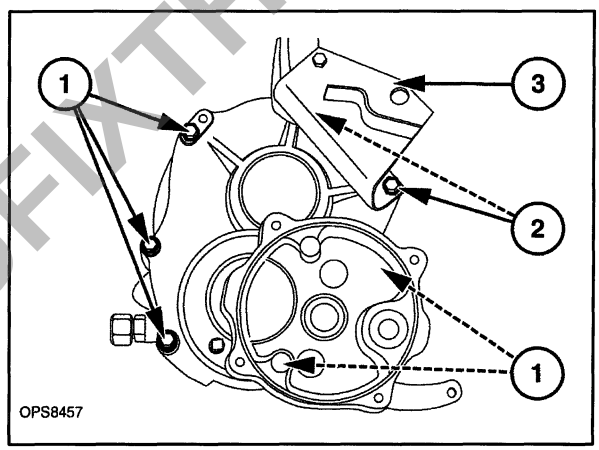


Figure 4-75

6. Inspect roller bearings, 1, 2, and 3. If worn or rough, they must be removed and replaced.

   NOTE: Roller bearings are a press fit in housing and will require a bearing puller to remove.

7. Loosen jam nut, 6, and cap screw, 5. Remove park brake lever, 4.

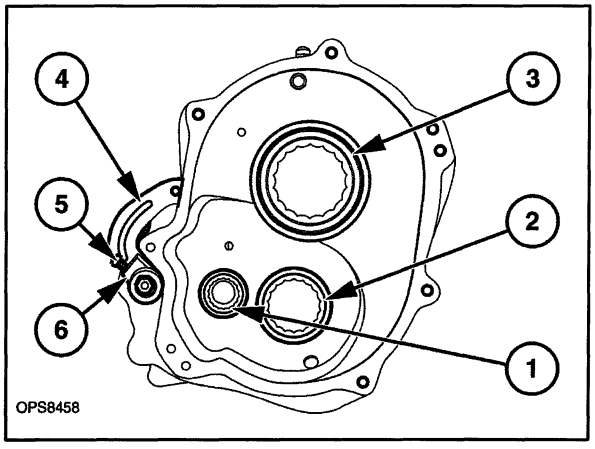


Figure 4-76

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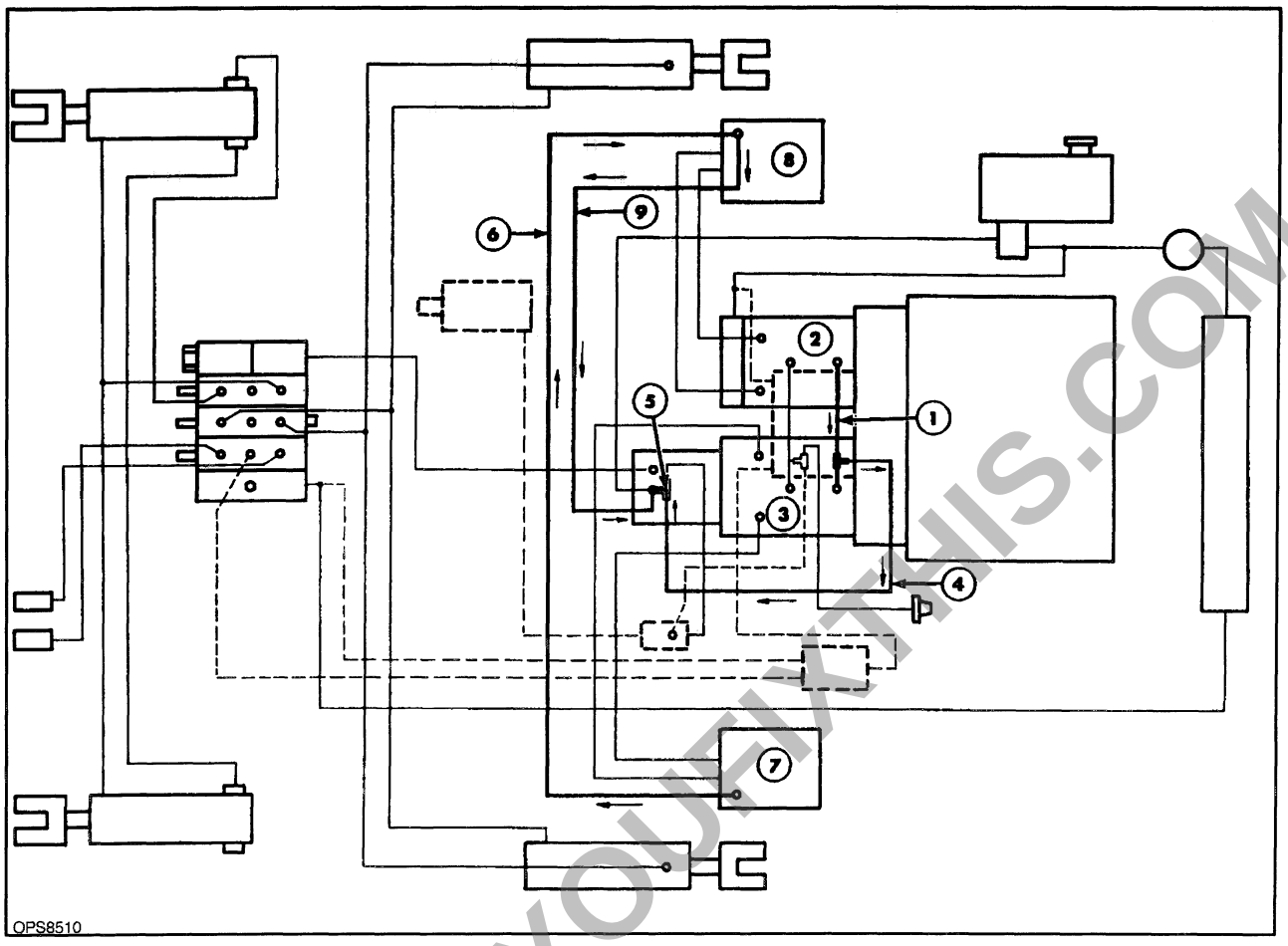


Figure 5-19

Hydrostatic Pump and Motor Case Drain Flow

During operation of the hydrostatic pumps and motors, oil from the high-pressure circuits used for lubrication drains into the pump and motor housings.

The lubrication oil will fill the housings approximately half full. This oil then becomes cooling oil and will drain from the pump and motor housings (cases) through the case drain lines.

On the hydrostatic pumps, the case drain line, 1, connects the right and left pumps 2 and 3. Line 4 tees into the case drain port of the left hand hydrostatic pump and returns case drain oil to the suction side of the hydraulic system gear pump at 5. The hot case drain oil is returned to the hydraulic system to be cooled and filtered.

Tube, 6, from the front case drain port on the left hand hydrostatic motor, 7, tees into the case drain port at the rear of the right hand hydrostatic motor, 8. From there, the oil returns to the suction side of the hydraulic gear pump at 5, through line 9.

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e. Input seal, 1, and retaining ring, 2, will be replaced upon reassembly. Inspect washer, 3, for wear and flatness.

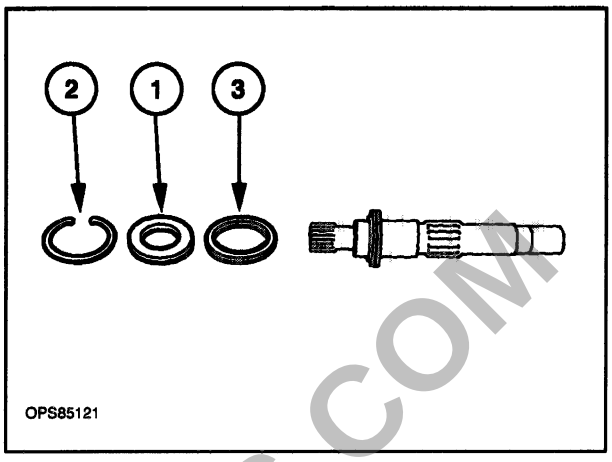


Figure 5-150

3. Camplate

   a. Shoes of the motor pistons rotate at high speeds against the camplate surface at, 1. The surface must be smooth with no metal flaked away and no scoring. Circular scratches centered on the machined surface are due to contamination. If scratches can be felt with your thumbnail, replace the camplate.

   b. Check the camplate surface for smearing. The surface must be smooth and bright with no discoloration or brass color on the flat surface.

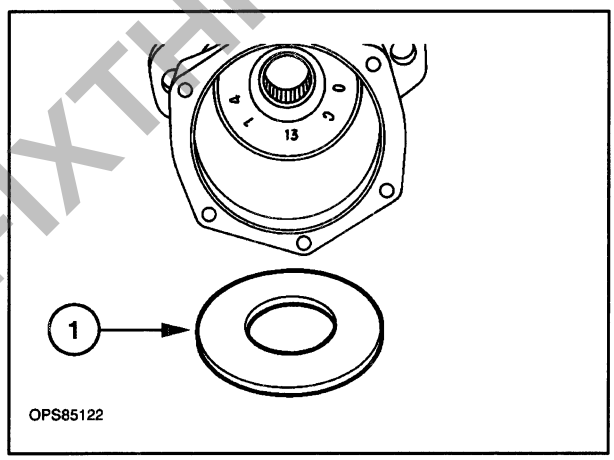


Figure 5-151

4. Shoe and Piston Assemblies

   Replace the rotating group if:

   a. The piston skirt area, 1, shows signs of scratches or wear.

   b. The edges of the shoes, 2, are worn (shoe roll) from contact with the camplate.

   c. There is wear on the underside of the slipper, between the slipper and shoe plate at 3.

   d. The shoes have a loose, sloppy fit on the ball end of the piston at 4.

   e. The flat surfaces of the shoes, 5, show metal flaking or deeply scratched. Light or shallow scratches in the shoes will not cause any harm. Do not lap the shoes.

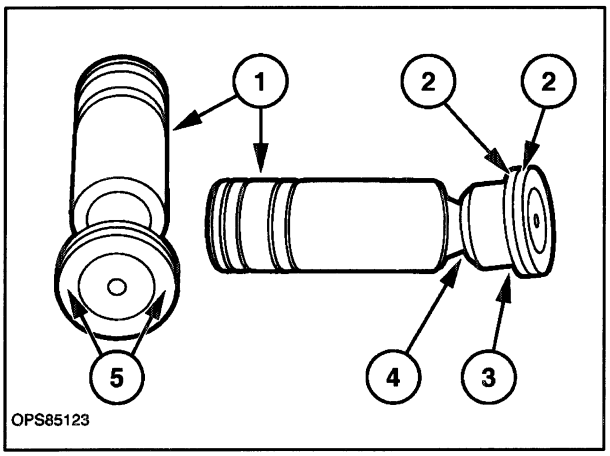


Figure 5-152

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5. Securely block the skid-steer loader with all four wheels off the ground. Support at the front, 1, and rear, 2, of the final drive cases.

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

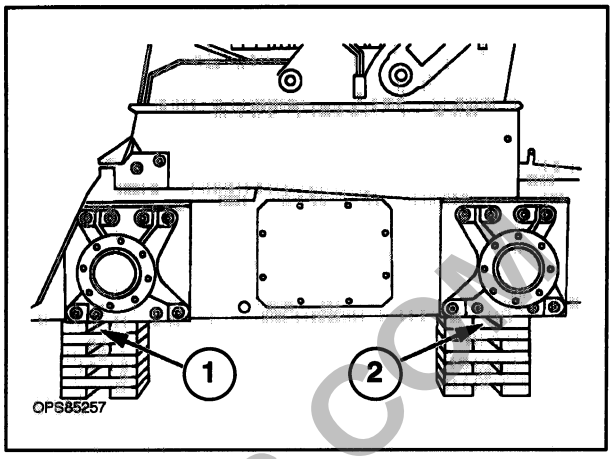


Figure 5-291

6. Raise the operator's seat and latch in the raised position.

CAUTION: NEVER WORK UNDER A RAISED SEAT UNLESS IT IS SECURELY LATCHED IN THE RAISED POSITION.

7. Remove the step shield, 2, to access the control linkages, 1.

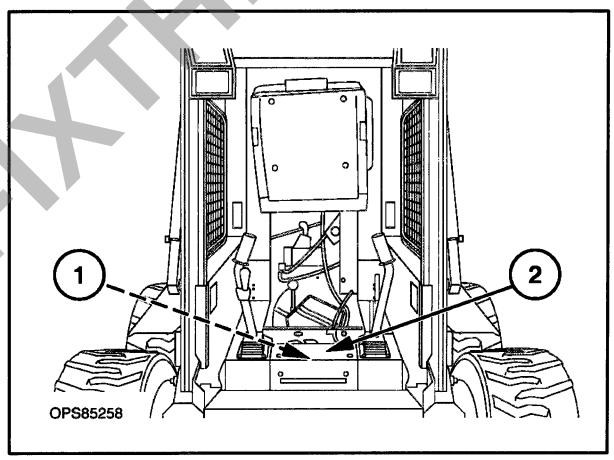


Figure 5-292

NEUTRALIZER ASSEMBLY

Removal

1. Disconnect the dampener shocks at 1, and the neutralizer assemblies at 2.
2. Remove the four neutralizer assembly attaching bolts, two at front, 3, and two at rear, 4.
3. Lift the entire neutralizer assembly, 5, out in one piece.

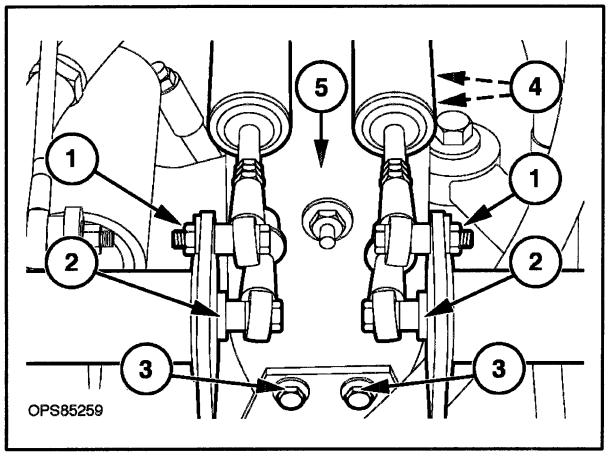


Figure 5-293

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To check main system pressure at the boom cylinders, the boom must be up and resting on the boom lockpins, 1.

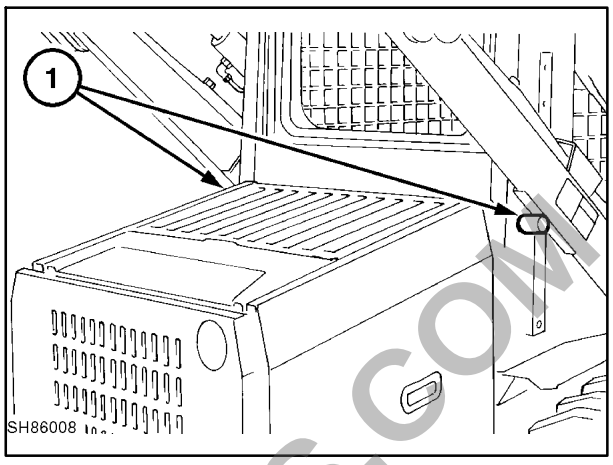


Figure 6-18

The hydraulic system pressures are factory set. Changes to the settings should not be necessary.

To access the control and relief valve area, remove the step shield, 1.

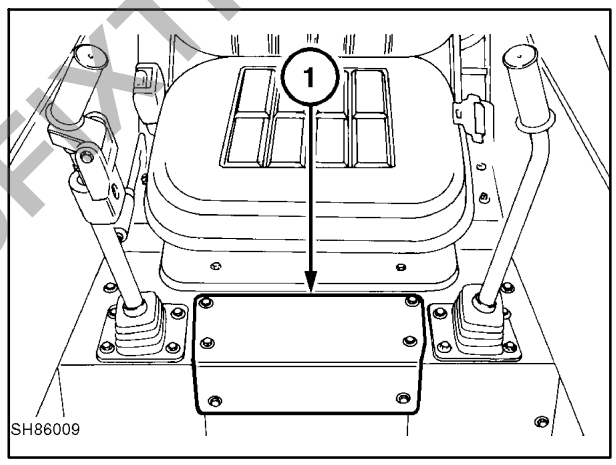


Figure 6-19

Raise the seat and seat pan to the raised latched position, 1. Be sure the seat support rod is latched securely at 2, before working under a raised seat.

CAUTION: DO NOT WORK UNDER RAISED SEAT UNLESS SECURELY LATCHED IN THE RAISED POSITION.

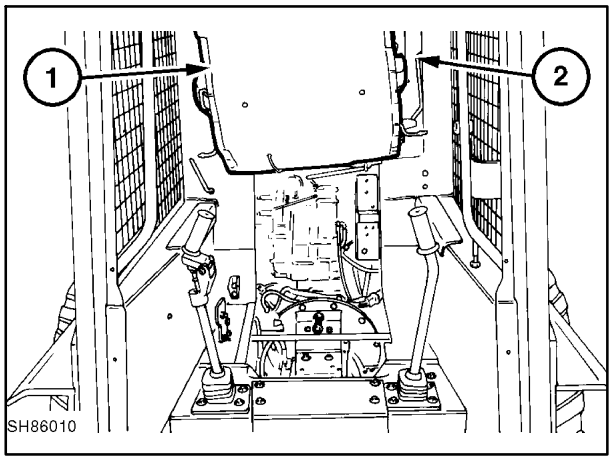


Figure 6-20

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7. Install the drive gear, 1, into the housing, 2. Install the idler gear, 3, into the housing. Rotate the gears to help slide them into the gear pockets.

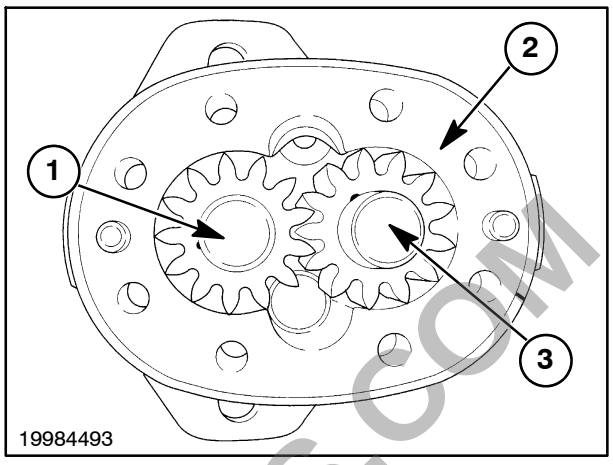


Figure 6-131

8. Install the pump back plate, 1, over the gear shafts. Check that the reference marks made during disassembly align correctly.

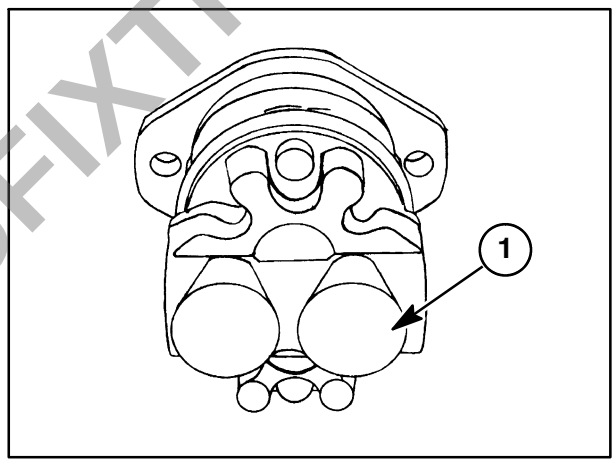


Figure 6-132

9. Install the housing hardware with the four bolts with sealing washers, 1, on the inside bolt holes, 2, with the remaining bolts installed in outside holes, 3. Torque the bolts evenly in a criss-cross pattern to 34 - 38 N·m (25 - 28 ft.lbs.).

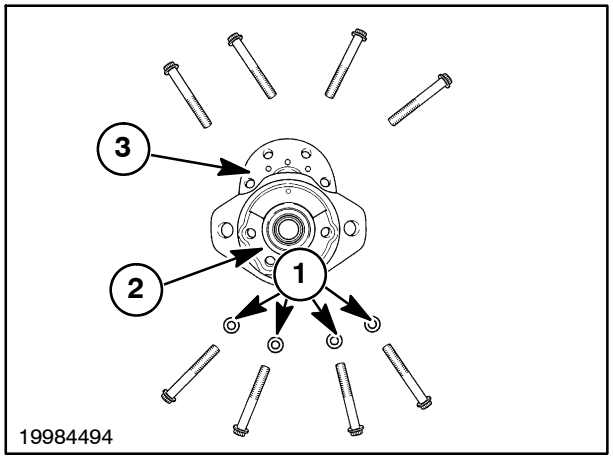


Figure 6-133

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12. To remove the seat/seat belt wire harness remove the grommet at 1, and pull the harness from the seat pan.

13. Remove the seat pan latch rod, 2, by removing the retaining hardware, 3.

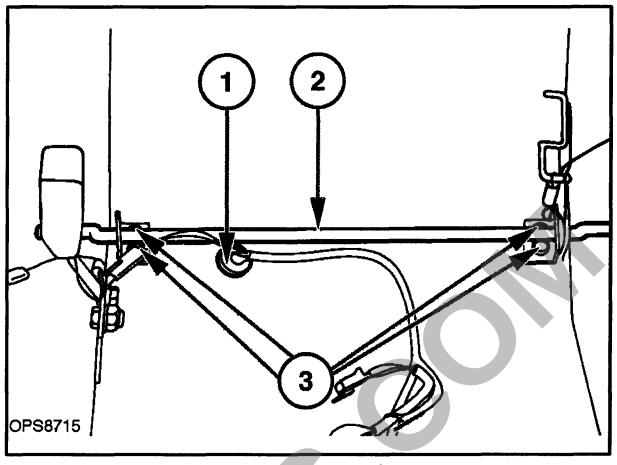


Figure 7-18

SEAT, SWITCH AND PAN INSTALLATION

1. Install the switch(es) into the seat pan, making sure the switch is seated into the hole in the seat pan, 1.

   IMPORTANT: If the switch is not seated properly when the retaining hardware is tightened, the switch flange will be broken.

2. Reconnect the wire harness to the switch(es) and reinstall the seat retaining hardware. Make sure the harness connector latches are engaged.

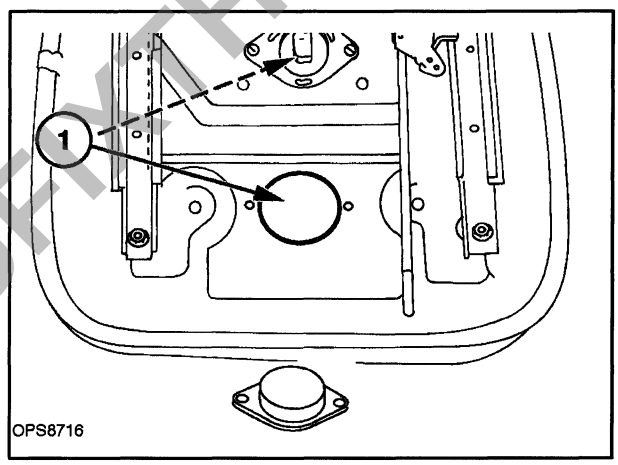


Figure 7-19

3. Reattach the seat to the seat pan support with retaining hardware at 1.

   NOTE: If the seat/seat belt wire harness was removed reinstall the wire grommet in seat pan at 2, and wire clamp on back of seat, 3, to retain the wire harness.

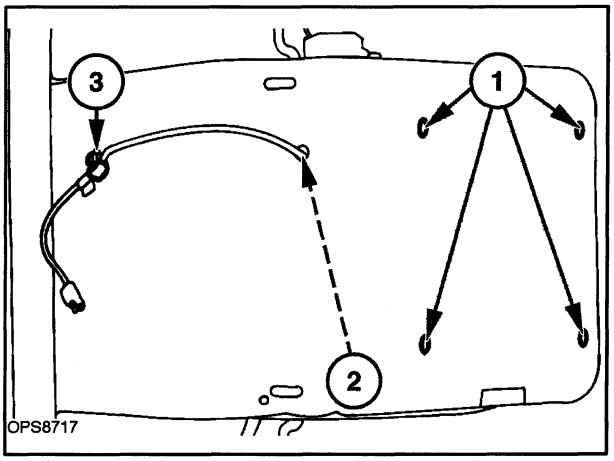


Figure 7-20

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Parts Inspection

1 - Mounting Plate Assembly

1. Inspect the plate for straightness, if the mounting plate pods are not straight with each other it may be difficult to hook up to attachments. Refer to "Checking Procedure for Buckets and Attachments" in Section 8 (Optional Equipment) for more details. If plate is not within specifications replace assembly.
2. Excessive wear in pivot pin holes, can result in a sloppy fit. Replace the bushings in the plate.
3. Excessive wear in the latch pin area can result in loose attachments. If the pins do not slide freely, remove pin and clean and lubricate.

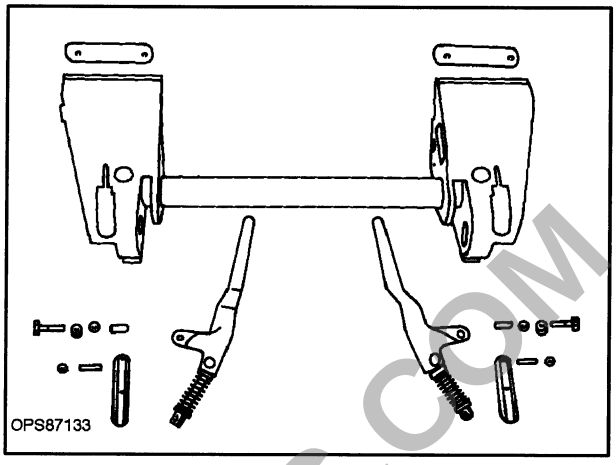


Figure 7-153

2 - Latch Handle/Spring Assemblies

1. Examine latch handle pivot hole for excessive wear.
2. Examine spring for looseness or broken coils.

3 - Latch Pins

1. Examine pins for excessive wear and binding in mounting plate.
2. Check the tapered area of the pin for wear or breakage.

Pivot Bushings Replacement

1. Use a suitable bushing driver and remove old bushings.
2. Clean the bushing area to remove any dirt/trash and burrs.
3. Using a bushing driver install the new pivot bushings from each end of hole, 1. Drive bushings flush with the outer edge of the hub.

NOTE: There will be a space in the center between the two bushings.

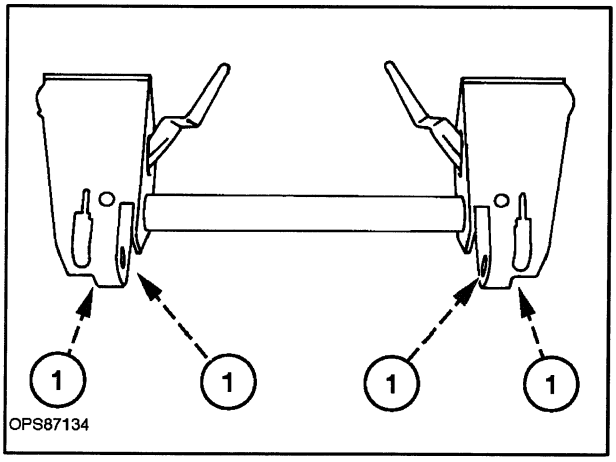


Figure 7-154

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Use front holes, 1, for the pallet fork mounting.

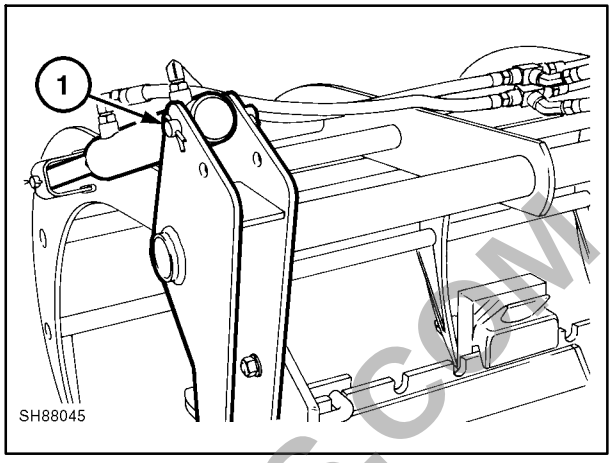


Figure 8-47

GRAPPLE CYLINDER REPAIR

Removal

1. Lower the grapple to the closed or lowered position.
2. Operate the auxiliary control, with the loader engine “OFF,” to relieve any hydraulic pressure in the grapple cylinders and lines.
3. Disconnect the hydraulic lines at the cylinder, 1, and cap to prevent loss of oil.
4. Remove the cylinder pins, 2 and 3. Note the position of cylinder pin, 2, for reinstallation.

   There are two positions for cylinder location; use rear holes, 2, with the utility fork mounting and front holes, 4, for the pallet fork mounting.

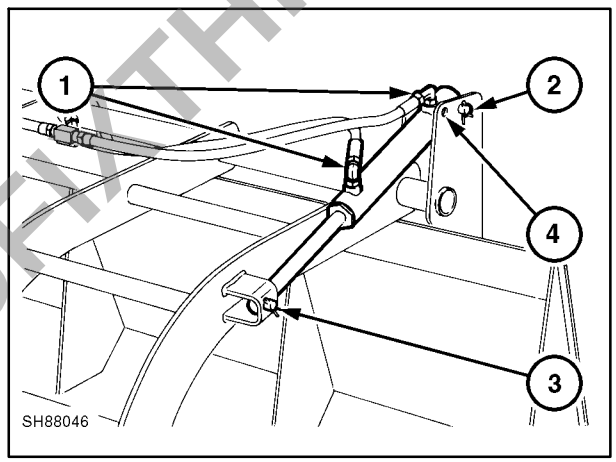


Figure 8-48

Disassembly

5. Thoroughly clean the cylinder. Clamp the cylinder in a vise at 1 to support the cylinder and squeeze the barrel to the gland. This will hold the gland from rotating when removing the retaining nut, 2. A small pin punch can be inserted into a hole in the barrel and gland at 3, to assist in holding the gland.
6. Remove the gland retaining nut, 2.
7. With a hammer and punch, drive the gland into the barrel at 4, far enough to remove the retaining ring, 5.
8. Slide the rod and piston assembly from the barrel.

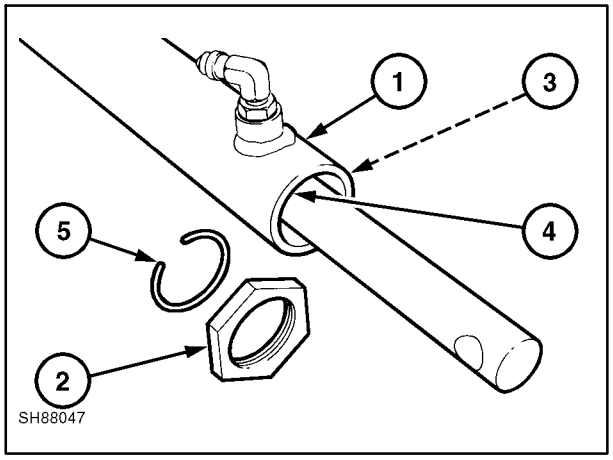


Figure 8-49

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