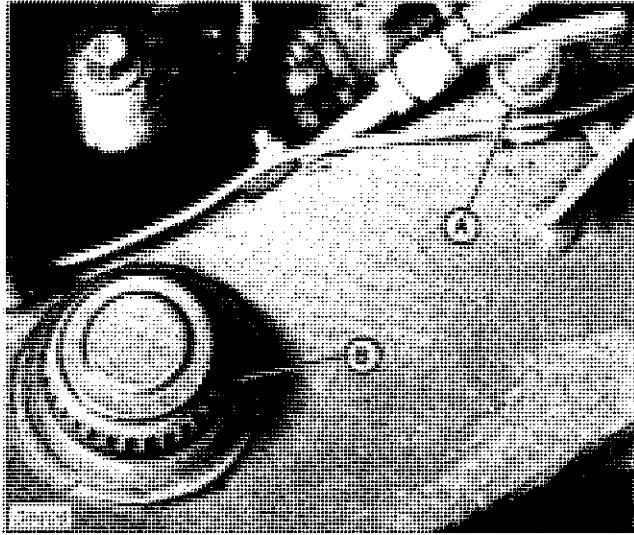


6. Hydraulic Reservoir Oil Level



A—Hydraulic Dipstick

B—Hydraulic Filler Cap

Fig. 6-Hydraulic Dipstick and Filler Cap

Check oil level in loader hydraulic reservoir. Level should be midway between low and high marks.

7. Radiator

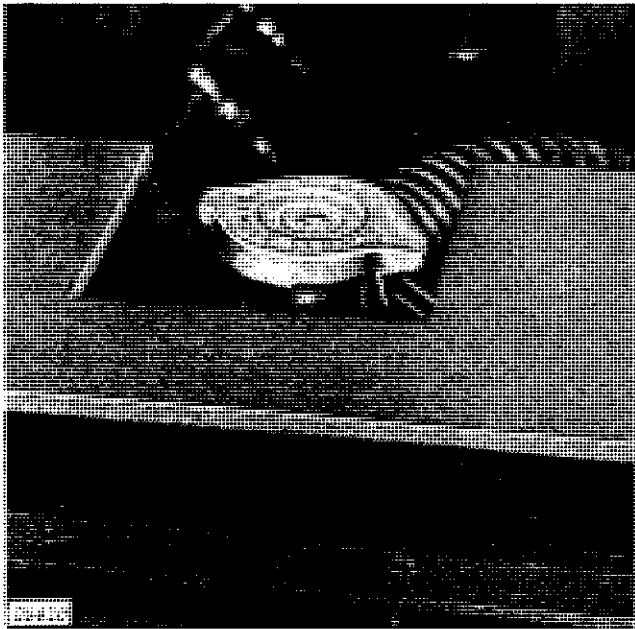
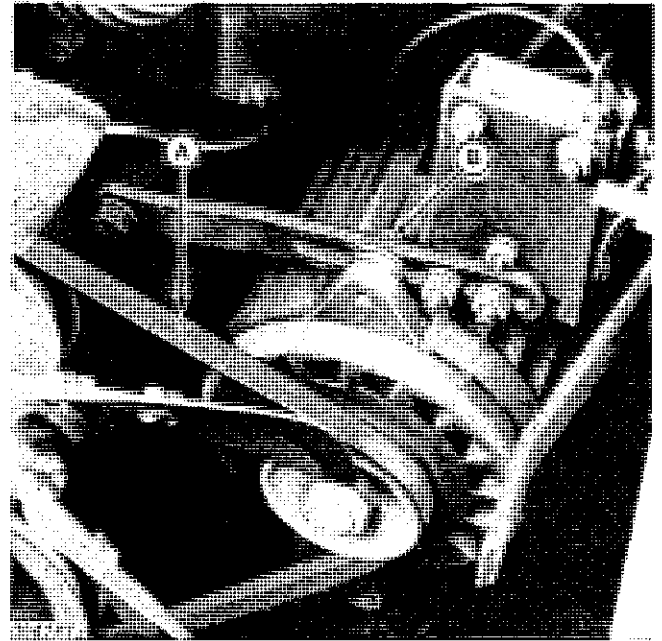


Fig. 7-Radiator Filler Cap

CAUTION: Do not remove radiator filler cap until the coolant temperature is below its boiling point. Then loosen cap slowly to the stop to relieve any excess pressure before removing cap completely.

Check the level of coolant in the radiator. Coolant should be maintained at a level midway between the radiator core and filler neck. Add permanent type anti-freeze if cold weather is anticipated.

8. Alternator Belt Tension



A—Fan Belt

B—Adjustment Screw

Fig. 8-Alternator Fan Belt

IMPORTANT: Do not pry on the rear alternator housing as this may damage the alternator.

The fan belt on the loader should have a 3/4-inch (19.1 mm) deflection with 20 pounds (9 kg) tension.

9. Battery

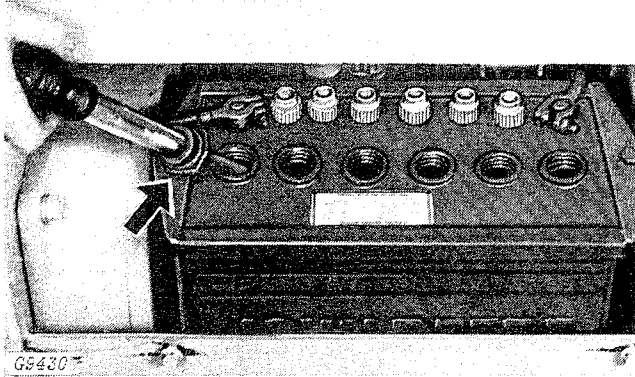
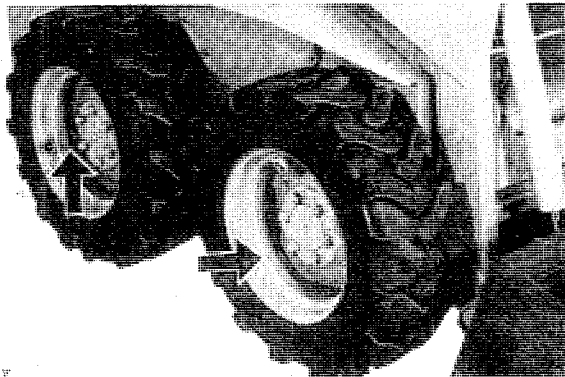


Fig. 9-Battery

Check battery electrolyte reading. If distilled water is not available, use clean soft water. Avoid use of hard water. Remove foreign material from top of battery. Tighten terminal connections and coat terminals with petroleum jelly. Clean vent holes in battery caps.

10. Tire Pressure



Check air pressure in tires with an accurate gauge having 1-pound (0.07 kg/cm²) graduations.

All tires must be identical in psi rating.

11. Wheel Lug Nuts

The wheel lug nuts must be tightened to 90 lb-ft (118 Nm) (12 kgm).

12. Check Seat Operation

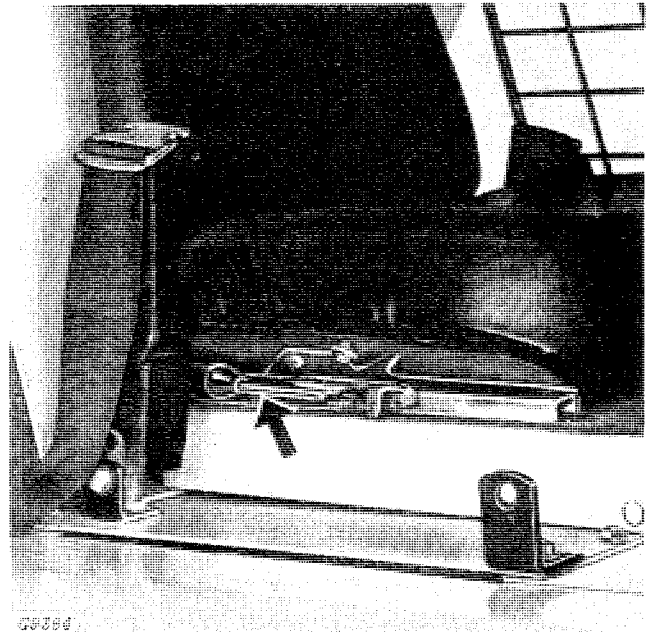


Fig. 11-Adjustment Lever

Check the distance from seat to control pedals and move seat forward or rearward for correct position.

13. T-Bar Lever Control

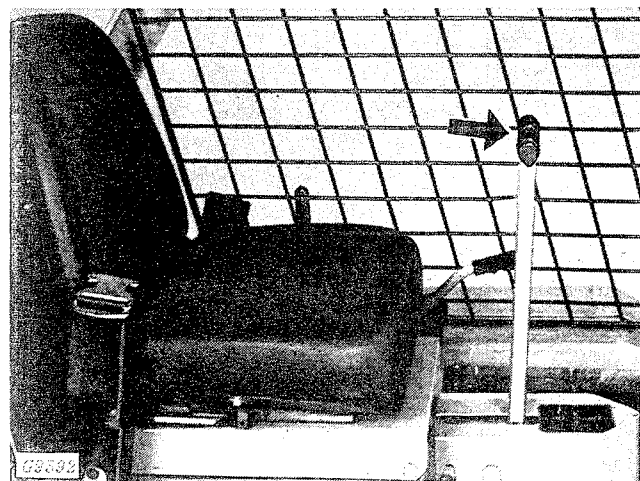
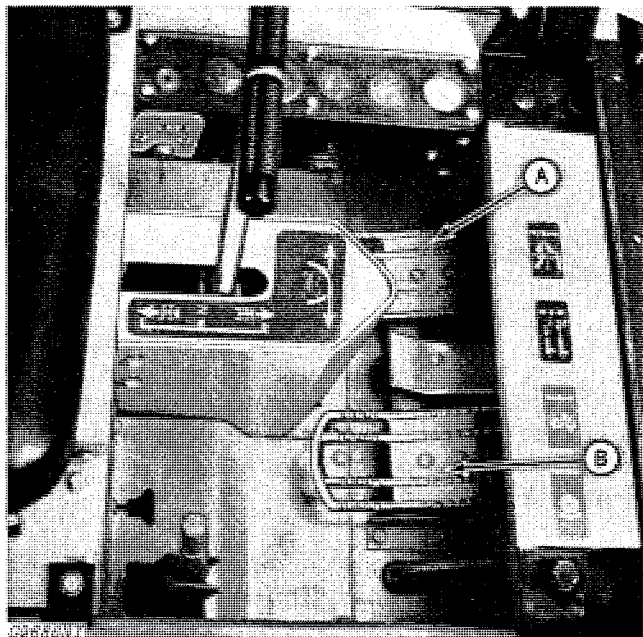


Fig. 12-T-Bar Lever

Check forward, rearward, left hand and right hand movement by moving T-bar lever controls from neutral position forward and rearward, and turning from side to side.

14. Check Boom and Bucket Pedal Operation



A—Boom Control Pedal

B—Bucket Control Pedal

Fig. 13-Boom and Bucket Pedals

The boom control pedal is located on the floor of the loader on the left-hand side.

To raise the boom, push down on the rear of the boom control pedal.

To lower boom push down on the front of the boom control pedal.

NOTE: When raising or lowering the boom, the boom control lever will always return to the neutral position when released.

To position the boom in the float position, move the control pedal all the way down on the front of the control pedal to the detent position. Pedal will remain in the float (detent) position until manually returned to neutral.

⚠ CAUTION: To avoid free-fall of load when lowering boom, do not fully depress boom control pedal. Carry load as low as possible. Never make sharp maneuvers with boom in raised position.

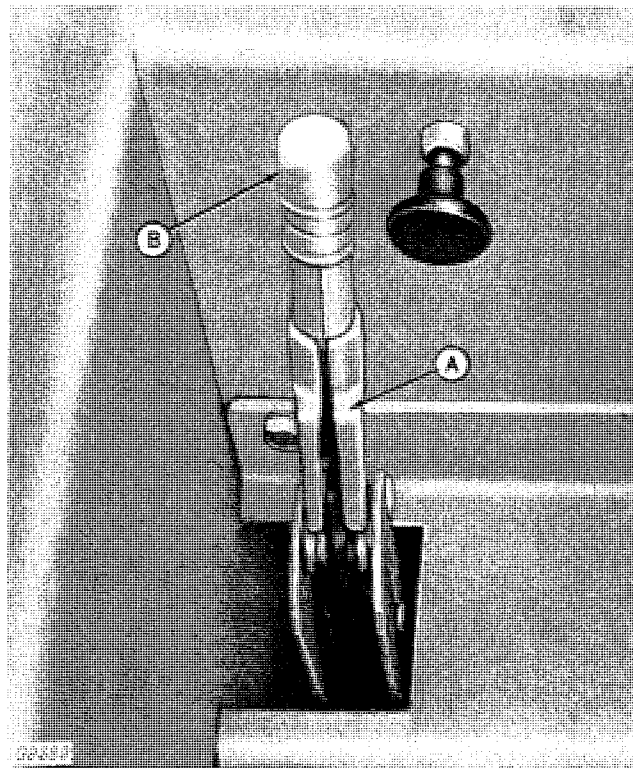
⚠ CAUTION: When parking, always lower the boom to the ground before dismounting.

The bucket control pedal is located on the floor of the loader on the right hand side.

To curl the bucket inward or raise the front of the forks, push down on the rear of bucket control pedal.

To dump bucket or lower front of forks, depress front of bucket control pedal.

15. Check Brake Operation



A—Brake Handle

B—Adjustment Knob

Fig. 15-Parking Brake

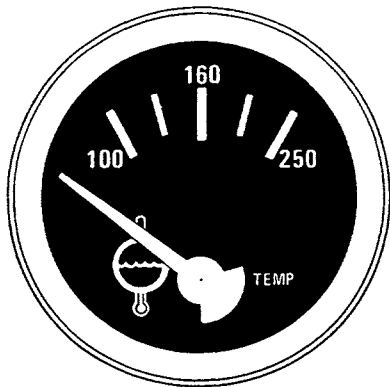
The brake handle is on the right side of the loader. Pull the brake handle rearward to set the brake.

To release the brakes, push the brake handle forward.

If the brakes are slipping, turn the adjustment knob on the brake handle counterclockwise to tighten the brake cable.

16. Checking Instruments and Gauges

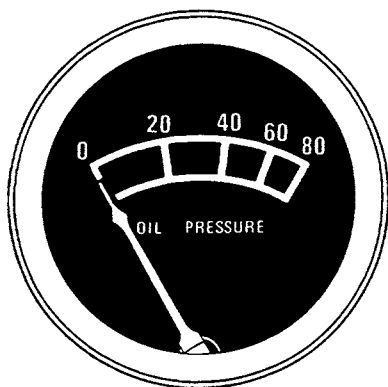
When operating the loader check the engine coolant temperature gauge, oil pressure gauge, hydraulic vacuum gauge and ammeter.



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Fig. 15-Water Temperature Gauge

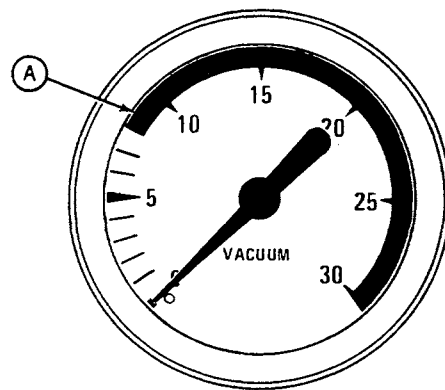
The water temperature gauge indicates the temperature of engine water coolant. The average temperature should be 170°F.



G9531

Fig. 16-Oil Pressure Gauge

The oil pressure gauge gives the oil pressure of the engine. When the engine is thoroughly warmed, the oil pressure should be 65-80 psi (4-5 bar) (5-6 kg/cm²) at 2800 rpm on the diesel, and 30-40 psi (2-3 bar) (2-3 kg/cm²) at 2950 rpm for gasoline.



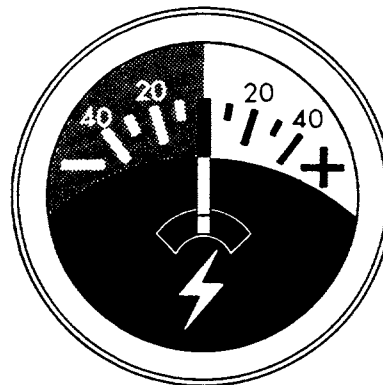
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Fig. 17-Hydraulic Vacuum Gauge

The hydraulic vacuum gauge measures the hydraulic oil in inches of mercury. If the needle of the gauge is in the red zone after 30 to 45 minutes of operation, change the hydraulic oil filters.

IMPORTANT: Filters are to be changed every 100 hours of operation. This gauge is for added protection. If the filters are not changed, recirculation of foreign material in the system will cause damage to the pump, valves, and cylinders.

NOTE: Both filters must be changed.



G9451

Fig. 18-Ammeter

If the ammeter needle is pointing straight up or in the "plus" area, the alternator is charging.

If the needle goes into the "minus" area with the engine operating, stop the engine and determine the cause.

LUBRICATION

All grease fittings were properly lubricated and checked before the loader left the factory. However, to insure proper customer satisfaction, check each fitting shown in the following pages and lubricate it, if necessary, with John Deere Multi-Purpose Lubricant or an equivalent.

1. Lift Arm and Cylinder Lubrication

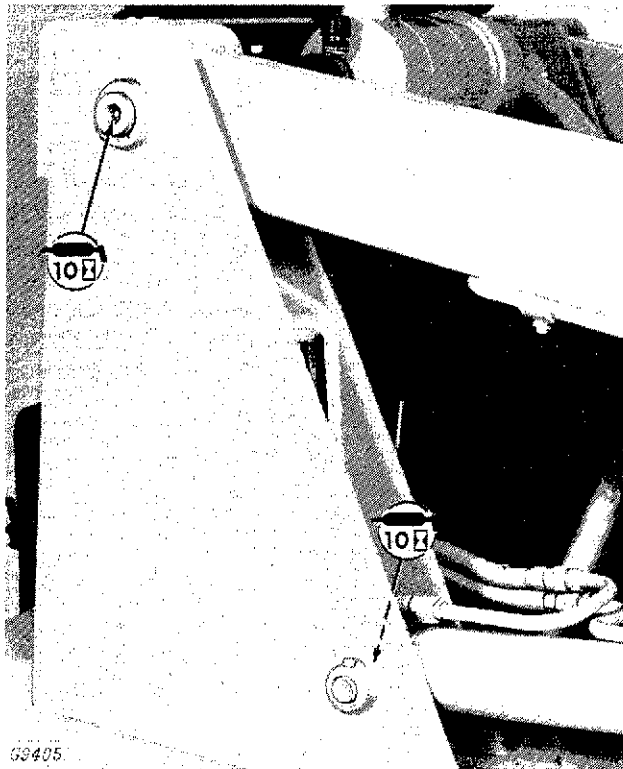


Fig. 19-Lift Arm Lubrication

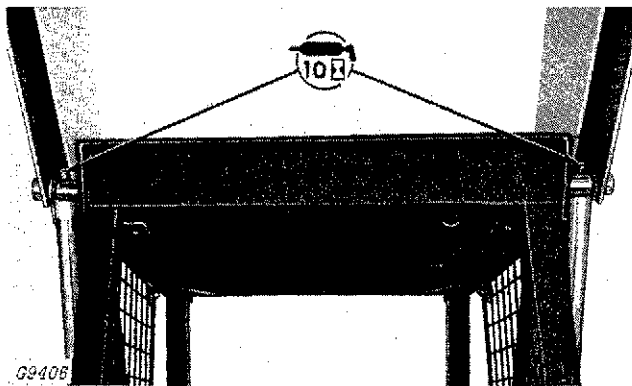


Fig. 20-Cylinder Pivot Points

Lubricate pivot points and lift arm cylinder grease fittings every 10 hours of operation with two strokes of grease gun containing John Deere Multi-Purpose Lubricant or an equivalent.

2. Tilt Cylinder and Pivot Points

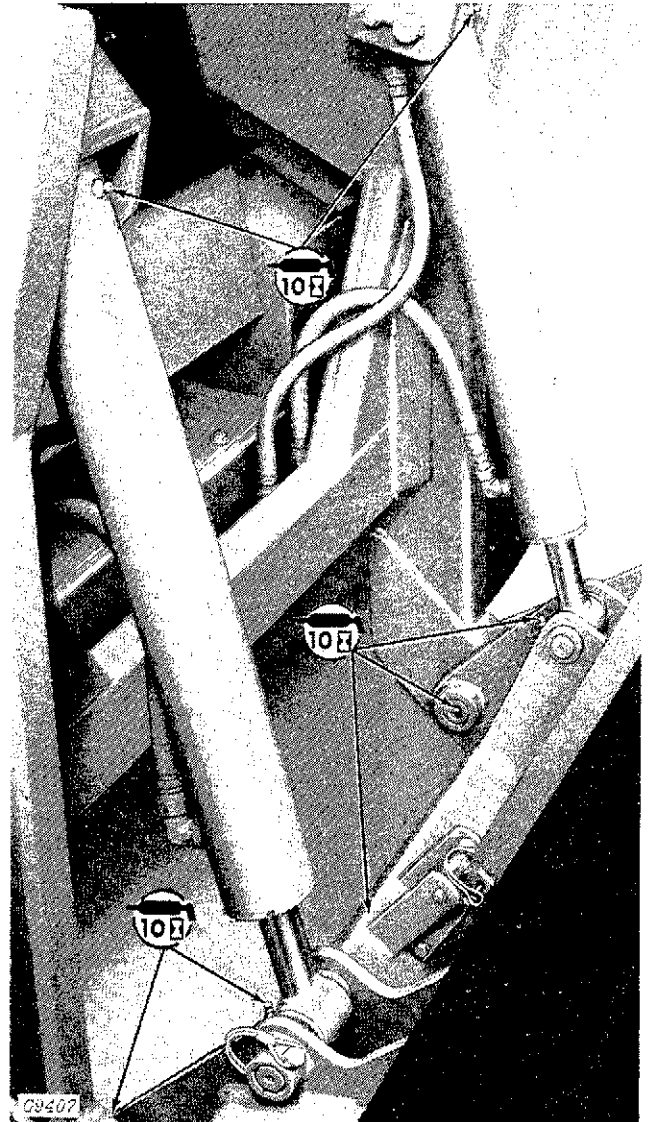


Fig. 21-Tilt Cylinder and Pivot Points

Lubricate pivot points and tilt cylinder grease fittings every 10 hours of operation with two strokes of grease gun containing John Deere Multi-Purpose Lubricant or equivalent.

3. Engine Chain Coupler (Diesel)

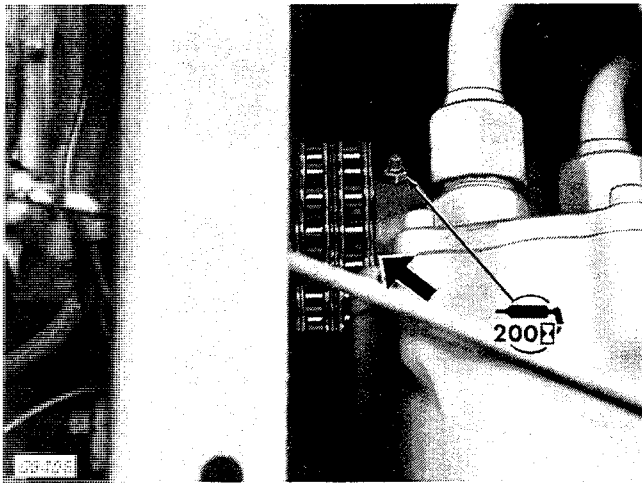


Fig. 22-Engine Chain Coupler

Lubricate engine chain coupler grease fitting every 200 hours of operation with two strokes of grease gun containing Moly Grease or equivalent.

DELIVERY SERVICE

A thorough discussion of the operation and service of a new machine at the time of delivery helps to assure complete customer satisfaction. Proper delivery should be an important phase of a dealer's program. A portion of the John Deere Delivery Receipt emphasizes the importance of proper delivery service.

It is a well-known fact that many complaints have arisen simply because the owner was not shown how to operate and service the new machine properly. Enough time should be devoted, at the customer's convenience, to introduce the owner to the new Skid-Steer Loader and explaining how to operate and service it.

The following procedure is recommended before the technician and owner complete the delivery acknowledgements portion of the Delivery Receipt.

Using the operator's manual as a guide be sure that the owner understands these points thoroughly:

1. The importance of safety.
2. The importance of lubrication and periodic services.
3. The importance of the break-in period.
4. Controls and instruments.
5. How to start and stop the engine.
6. All functions of the hydraulic system.

After explaining and demonstrating the above features, have the owner sign the Delivery Receipt and give the owner the operator's manual.

AFTER-SALE INSPECTION

The purchaser of a new John Deere machine is entitled to a free inspection at some mutually agreeable time within the warranty period after the equipment has been "run-in," usually at approximately 100 hours of machine operation. The terms of this after-sale inspection are outlined on the customer's John Deere Delivery Receipt.

The purpose of this inspection is to make sure that the customer is receiving satisfactory performance from the machine. At the same time, the inspection should reveal whether or not the machine is being operated, lubricated, and serviced properly.

If the recommended after-sale service inspection is followed, the dealer can eliminate a needless volume of service work by preventing minor irregularities from developing into serious problems later on. This will promote strong dealer-customer relations and present the dealer an opportunity to answer questions that may have arisen during the first few days of operation.



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to download the complete manual.

Thank you so much for reading

Group V LUBRICATION

GENERAL INFORMATION

Illustrated below is the periodic service chart which is mounted on the loader heat shield. More detailed information on servicing the loader can be found in the current JD24-A Skid-Steer Loader Operator's Manual.

Use the operator's manual and the periodic service chart as references when servicing the loader. Remind your customer to thoroughly read the operator's manual before attempting to service or operate the loader.



Fig. 1-Lubrication Chart