

## AS REQUIRED

## 1. Carburetor

**CAUTION:** Never smoke when making adjustments to carburetor or fuel system.

*NOTE:* Idle adjustment and high-speed adjustment must be made at the same time as each affects the other.

**Preliminary Adjustment**

Disengage drive clutch and set parking brake.

Turn high-speed mixture needle (A) clockwise until closed. Close finger-tight only. Open 2 turns.

Turn idle mixture needle (B) clockwise until closed. Close finger-tight only. Open 1-1/4 turns.

Loosen lock nut (C).

Start engine and raise throttle lever to "FAST" position. Allow engine to warm up.

Turn high-speed mixture needle (A) until engine runs smoothly at full throttle. Keep needle position slightly on rich side (open).

Move throttle lever to "SLOW" position and turn idle mixture needle (B) until engine runs smoothly.

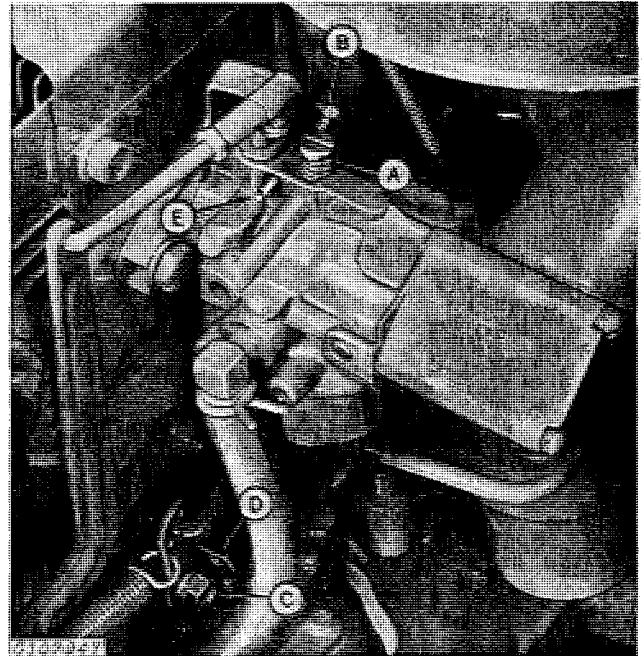
Advance throttle lever quickly to check for uniform acceleration. If engine misses, turn high-speed mixture needle (A) counterclockwise until positive acceleration can be obtained.

**Final Adjustment**

Move throttle lever to "SLOW" position and set low idle at 1300 rpm by turning idle speed screw (E).

With drive clutch engaged, move throttle lever upward until 3600 rpm has been obtained. Move high-speed stop (D) up and lock in position with lock nut (C).

*NOTE:* Check engine rpm with a Vibra-Tach or equivalent.

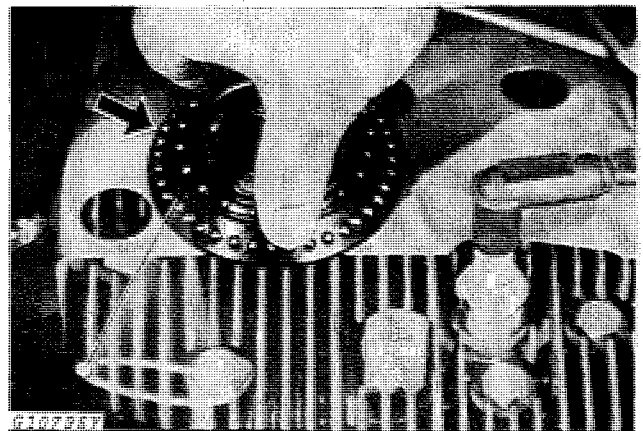


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A - High-Speed Mixture Needle  
B - Idle Mixture Needle  
C - Lock Nut

D - High-Speed Stop  
E - Idle Speed Screw

Fig. 2 - Adjusting Carburetor



G10795Y

Fig. 3 - Vibration Tachometer

**AS REQUIRED—Continued****2. Hydraulic Pump Belt**

1. (Not illustrated.) Remove rear guard.

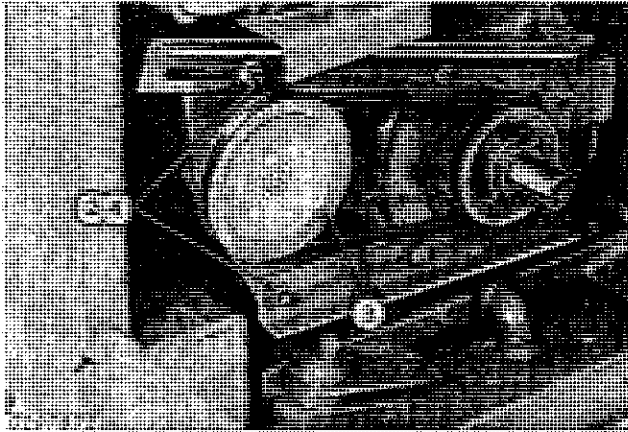


Fig. 4 - Hydraulic Pump Belt

2. Loosen pump brackets.
3. Tighten pump belt to 1/2-inch (13 mm) deflection at 20 pounds (89 Nm) pressure, midway between sheaves.
4. Tighten pump bracket nuts.
5. (Not illustrated.) Install rear guard.

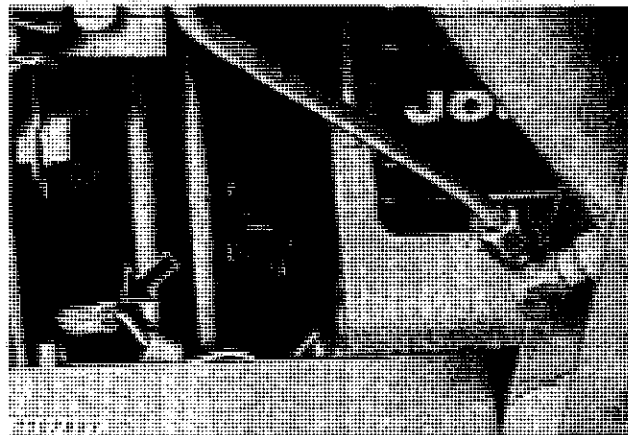
**3. Fuse**

Fig. 5 - Fuse Location

The fuse is located on the left-hand side of the engine compartment. A burned-out starter-sole-noid fuse indicates a dead short in the wiring harness.

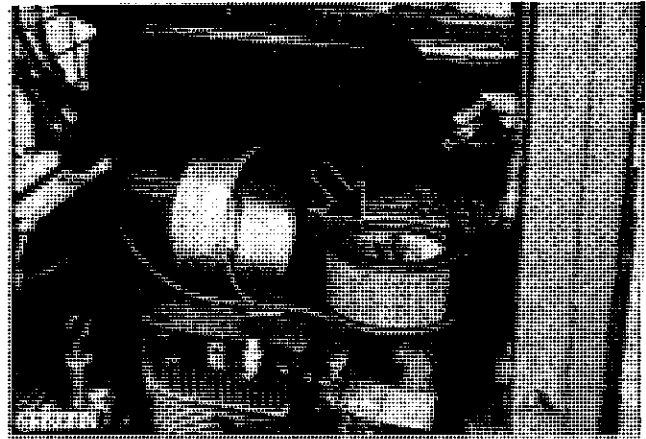
**5 HOURS OR DAILY****4. Air Cleaner**

Fig. 6 - Air Cleaner

Remove wing nut and cover.

Remove element.

Tap element lightly on a hard surface to remove loose dirt. Replace element if dirt does not drop off easily.

**IMPORTANT:** Do not attempt to clean filter element with liquid cleaner or air hose.

Install cover and wing nut.

**5. Engine Crankcase Oil**

Fig. 7 - Dipstick

Check crankcase oil level with loader on a level surface and engine stopped.

Add oil as needed to top mark on dipstick.

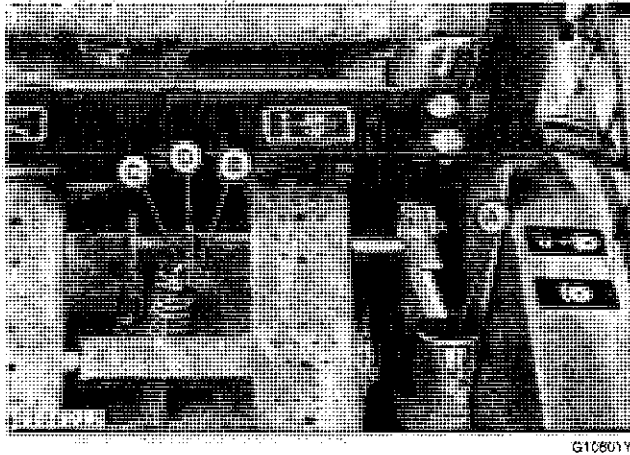
**IMPORTANT:** Do not overfill.

## 6. Brakes

Check tension by depressing brake pedal (A). To remove excess travel and tighten brake, follow minor adjustment procedure.

### Minor Adjustment

(Not illustrated.) Raise lift arms and engage lift arm stop pins.



A - Brake Pedal  
B - Cotter Pin

C - Brake Link  
D - Pedal Assembly

Fig. 8 - Minor Brake Adjustment

Remove cotter pin (B) from brake link (C).

Disconnect brake link from pedal assembly(D).

Turn brake link counterclockwise to reduce excess travel.

*NOTE: If above procedure is unsuccessful or brake is pulling to the left or right, perform major adjustment.*

### Major Adjustment

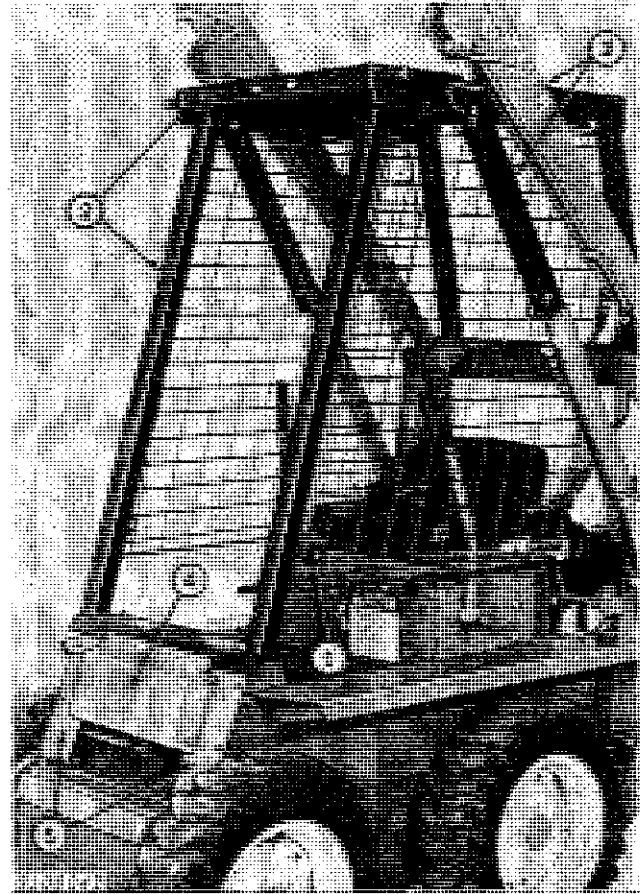


Fig. 9 - Removing Screens and Roll-Gard

1. Remove safety side screens.
2. Remove Roll-Gard and canopy.
3. Raise lift arms and install cylinder rod stops.
4. Remove foot guard panel.
5. Remove Roll-Gard supports.

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## 5 HOURS OR DAILY – Continued

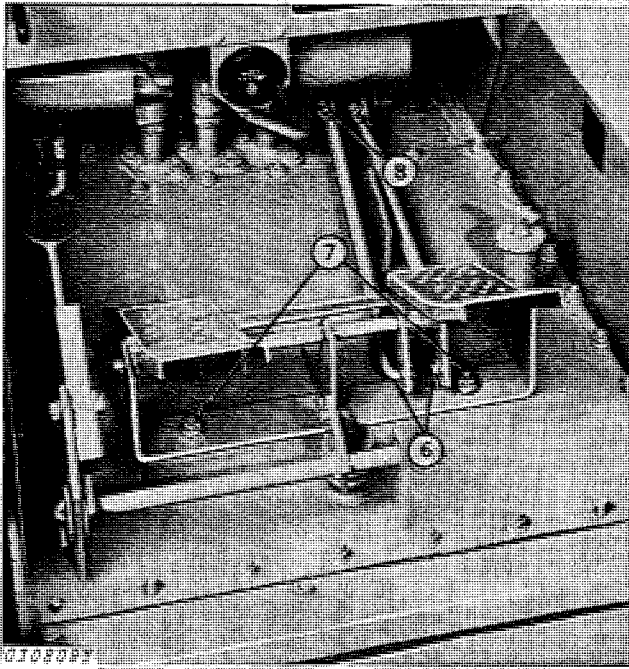


Fig. 10 - Disconnecting Linkage

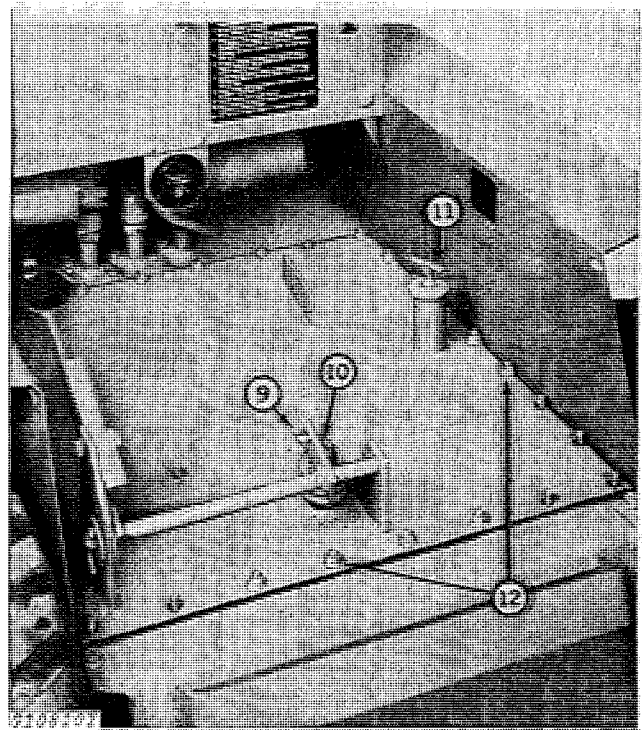


Fig. 11 - Removing Floor Plate

6. Disconnect valve linkage from control pedals.
7. Remove control pedal assembly.
8. Remove valve linkage from control valve.
9. Remove cotter pin and disconnect brake link.
10. Remove clamp and boot.
11. Remove hydraulic oil dipstick.

**IMPORTANT: Clean floor plate before removing it to prevent foreign material from entering hydraulic system.**

12. Carefully remove floor plate to prevent damage to seal gasket.
13. Remove lock nuts and pull ball joint ends out of pivot arms.
14. Turn ball joint ends clockwise equally on both brackets to tighten.
15. Install ball joint ends, lock nuts and assemble loader.

*NOTE: Check condition of pads and replace if necessary.*

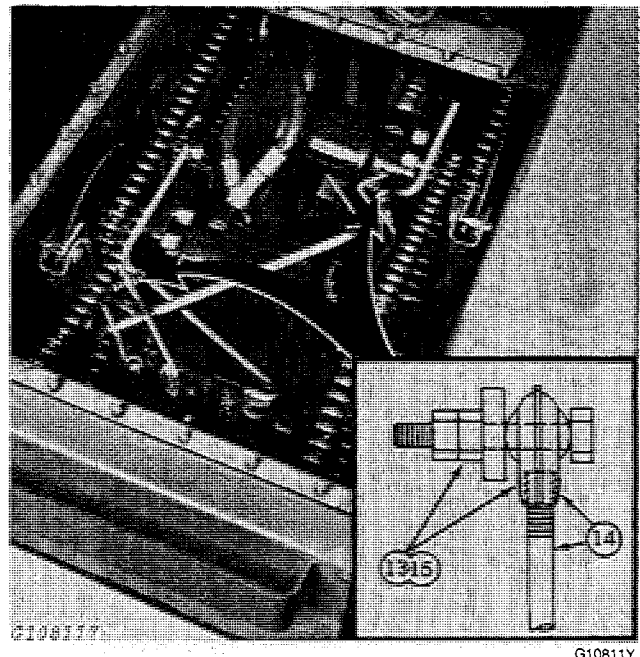


Fig. 12 - Adjusting Linkage Ball Joints



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### Brake Pad Replacement

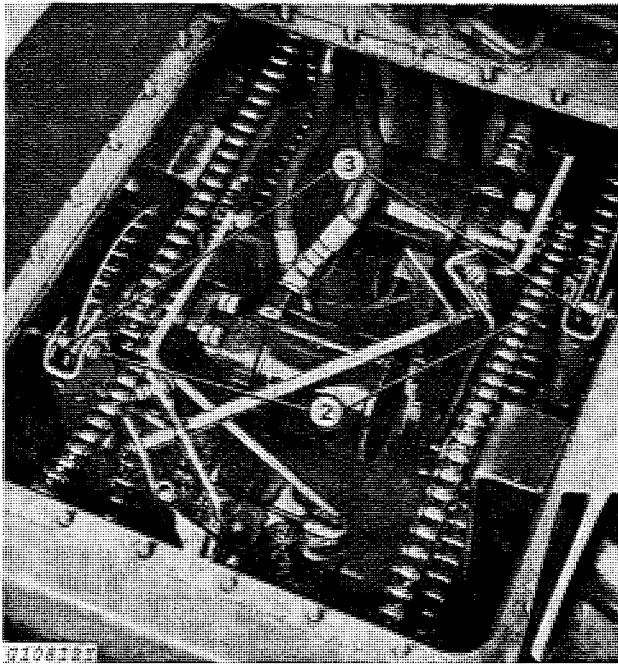


Fig. 13 - Replacing Brake Pads

1. Follow disassembly procedure, under major adjustment Steps 1 through 12, pages 10-10-7 and 10-10-8.
2. Remove shoulder bolt from both brake housings.
3. Remove and replace brake pads.

### 25 HOURS OR WEEKLY

#### 7. Tires

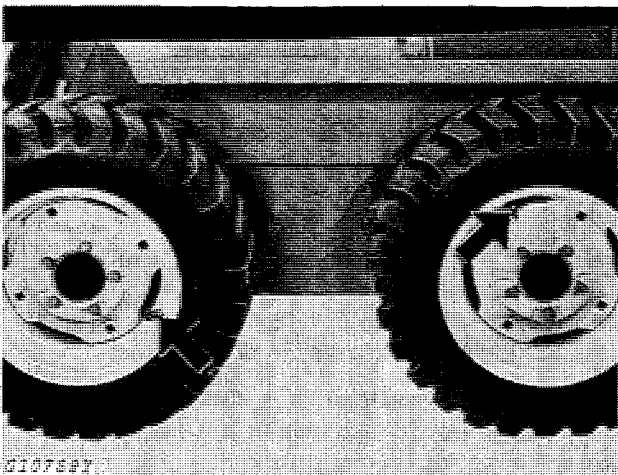


Fig. 14 - Inflating Tires

Check and inflate tires if necessary to 30 psi (207 kPa) (2.1 kg/cm<sup>2</sup>) for 5.70 x 12 tires and 35 psi (241 kPa) (2.5 kg/cm<sup>2</sup>) for the 23 x 8.5 x 12 flotation tires.

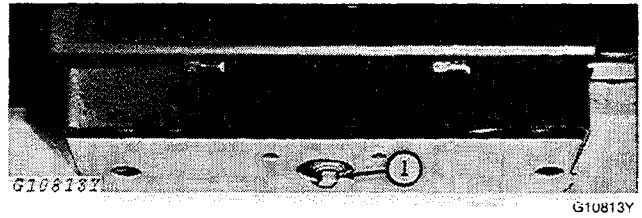


Fig. 15 - Engine Crankcase Drain Plug

**NOTE:** Oil must be warm.

1. Remove oil drain plug and drain oil. Replace drain plug.

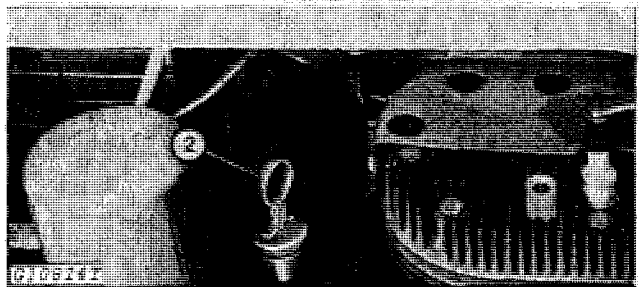


Fig. 16 - Engine Oil Fill Tube and Dipstick

2. Fill with new oil through dipstick filler neck. Refer to page 10-10-6.

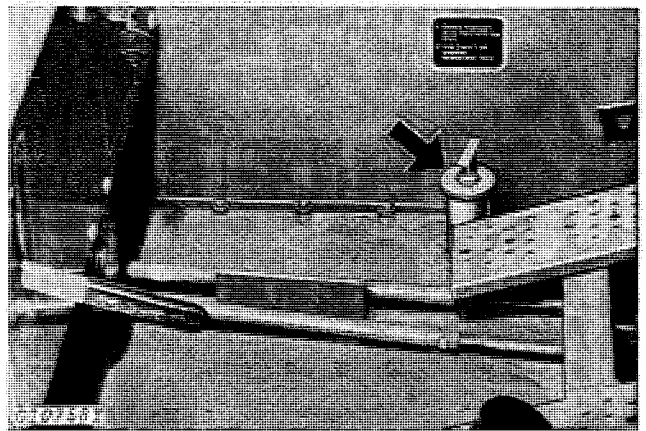


Fig. 17 - Hydraulic Oil Dipstick

**NOTE:** Loader must be on level surface and lift arms lowered and engine stopped.

The fluid level should be between "F" and "L" on the dipstick.