

AS REQUIRED

1. Fuse

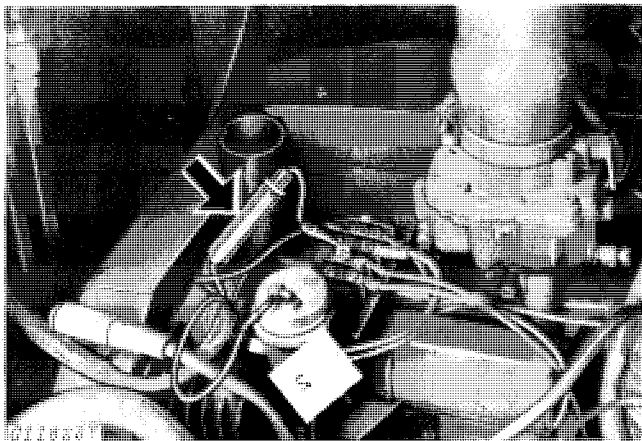


Fig. 2-Fuse

A 30-amp starter solenoid fuse is located on the left-hand side of the carburetor in the engine compartment.

A burned out starter solenoid fuse indicates a dead short in the wiring harness.

2. Hydraulic Pump Drive Belt

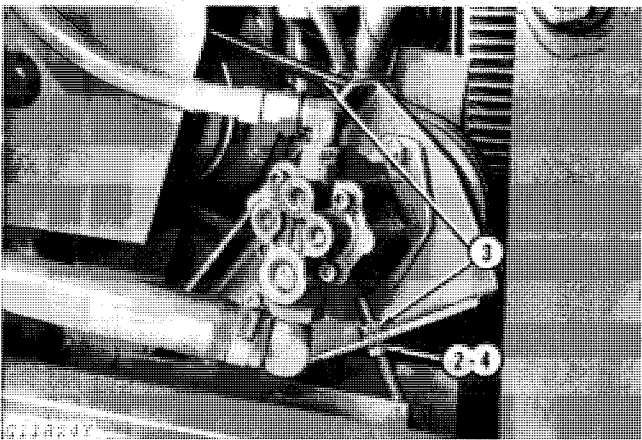


Fig. 3-Hydraulic Pump Drive Belt

1. (Not illustrated.) Open rear guard grille.
2. Loosen bottom lock nut on pump bracket.
3. Tighten top adjustment nut until belt has 3/8-inch (10 mm) deflection at 20 pounds (9 kg) pressure midway between sheaves.
4. Tighten bottom lock nut.

3. Hydrostatic Pump Drive Belt

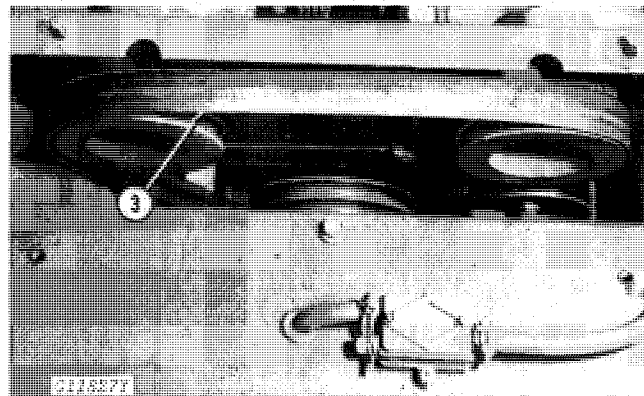


Fig. 4-Checking Belt Tension

1. (Not illustrated.) Remove seat.
2. (Not illustrated.) Remove screen.
3. With clutch lever engaged, check belt tension midway between pump sheaves.

Belt deflection should be 1/2-inch (15 mm) at 20 pounds (9 kg) pressure.

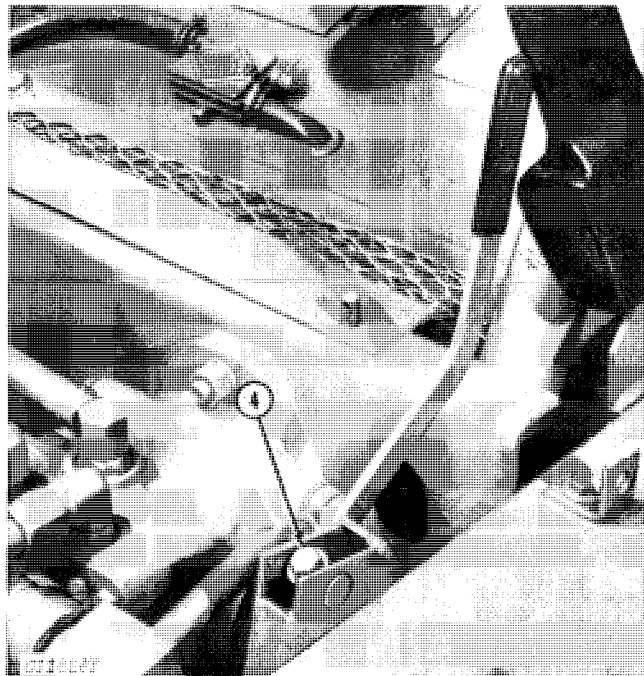


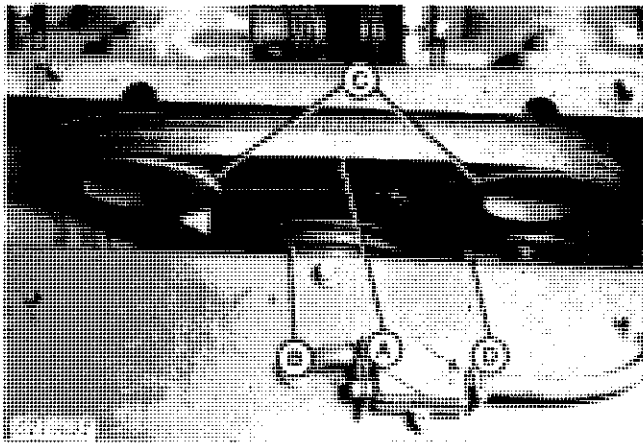
Fig. 5-Adjusting Belt Tension

4. Tighten adjustment screw at the base of the clutch lever until correct deflection is reached.

NOTE: Check drive belt for signs of wear or damage and replace if necessary.

AS REQUIRED—Continued

Belt Replacement



- A—Drive Belt
- B—Drive Pulley
- C—Pump Pulleys
- D—Drive Clutch Pulley

Fig. 6-Belt Replacement

NOTE: Drive clutch must be disengaged. Install drive belt (A) under drive pulley (B).

Route drive belt (A) over two pump pulleys (C) to inside of drive clutch pulley (D).

Pulley Alignment

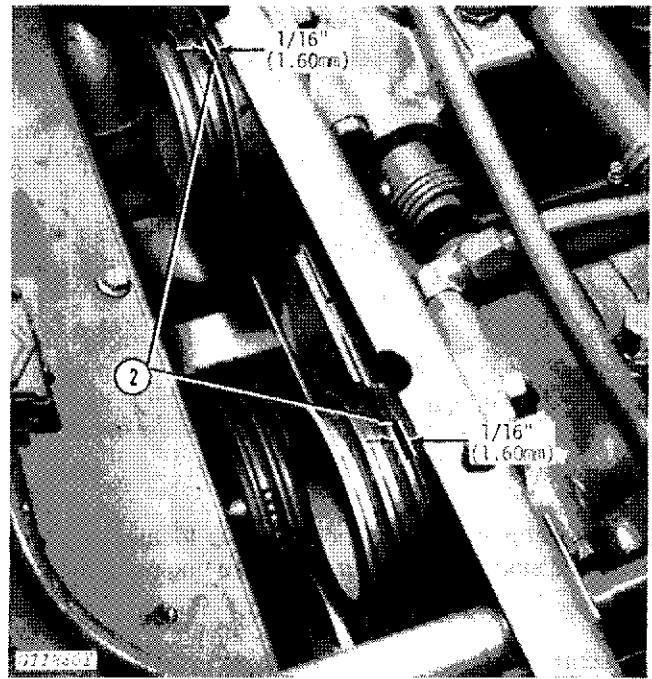


Fig. 7-Pulley Clearance

1. (Not illustrated.) Remove drive belt.
2. Clearance from pump pulley to bearing casting should be maintained at 1/16 inch (1.60 mm).

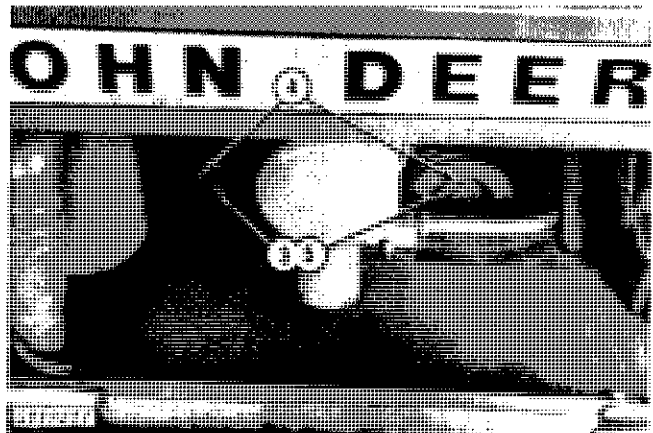


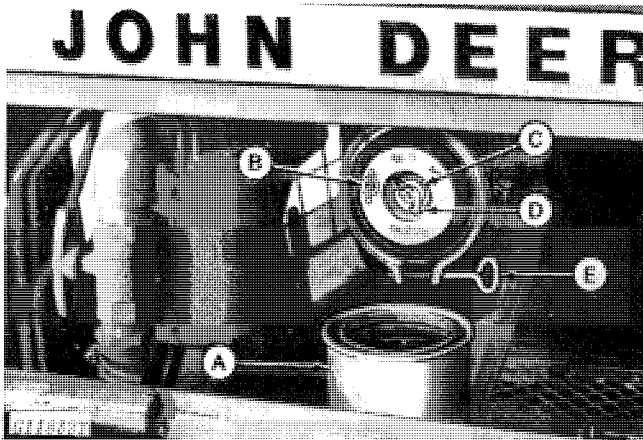
Fig. 8-Adjusting Pulley

3. If adjustment is necessary remove two cap screws from pulley.
4. Loosen pulley by installing screws into opposite set of tapped holes.
5. Locate pulley 1/16 inch (1.60 mm) from bearing casting and replace screws in original set of recessed holes.

NOTE: Engine mounting bolts can be loosened to position engine pulley.

10 HOURS OR DAILY

4. Air Cleaner



A—Dust Cap
B—Element
C—Gasket
D—Wing Nut
E—Clamp

Fig. 9-Air Cleaner

Check connections from air cleaner to carburetor.

IMPORTANT: Replace element after six cleanings or annually, whichever comes first.

Tap bottom plate of element lightly against palm of hand. If this method does not clean properly, use compressed air (under 30 psi [2.1 bar] 2.1 kg/cm²) OSHA regulations.

IMPORTANT: Do not rupture element.

CAUTION: Never wash element in fuel oil, gasoline or solvents. Do not oil element.

Wash element in warm water and non-sudsing detergent.

Rinse thoroughly.

Shake dry or use compressed air under 40 psi (2.8 bar) and allow to dry 24 to 72 hours.

IMPORTANT: Protect element from freezing until dry.

Inspect element. Hold the large end of element toward a bright light and look for holes or cracks. Replace if necessary.

When replacing dust cap make certain arrow on cap is pointing upward.

IMPORTANT: Do not operate engine without element in place. Under no circumstances use a wet or damp element! Replace the element after not more than six washings or annually, whichever occurs first.

5. Engine Crankcase Oil

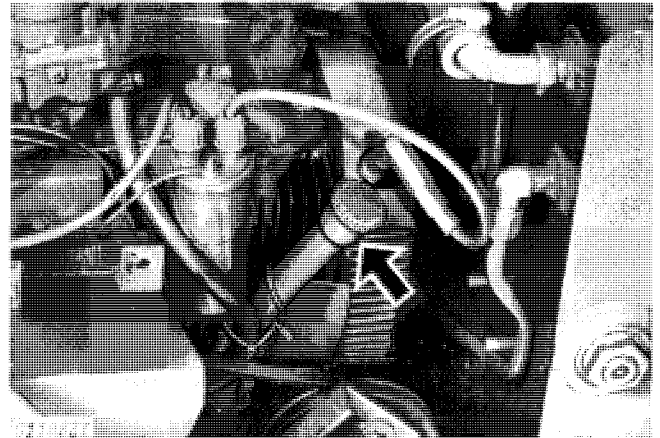


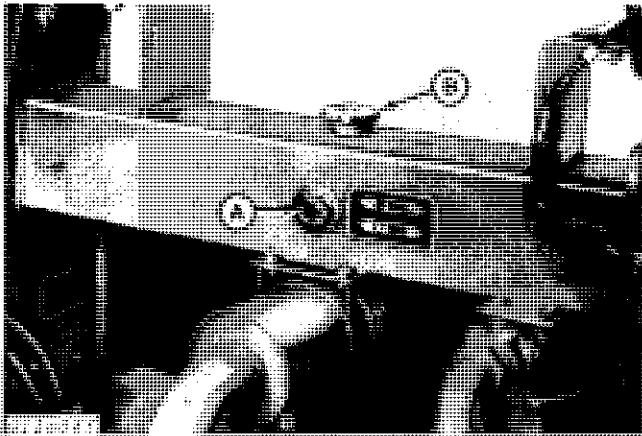
Fig. 10-Checking Oil Level

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

Add oil as needed to mark on dipstick. See page 10-10-1 for proper viscosity.

IMPORTANT: Do not overfill.

6. Hydraulic/Hydrostatic System



A—View Gauge B—Filler Spout

Fig. 11-Checking Fluid Level

Check oil level through view gauge (A).

CAUTION: Loosen cap slowly to allow pressure to escape.

Remove fill cap and add All-Weather Hydrostatic Fluid or an equivalent Type "F" Automotive Transmission Fluid through filler spout (B) until level is at top of view gauge.

7. Brakes

Check tension by depressing brake pedal. If travel is more than 4 inches (102 mm), adjustment is necessary.

Brake Adjustment

1. (Not illustrated.) Remove operator's seat.
2. (Not illustrated.) Remove floor plate.

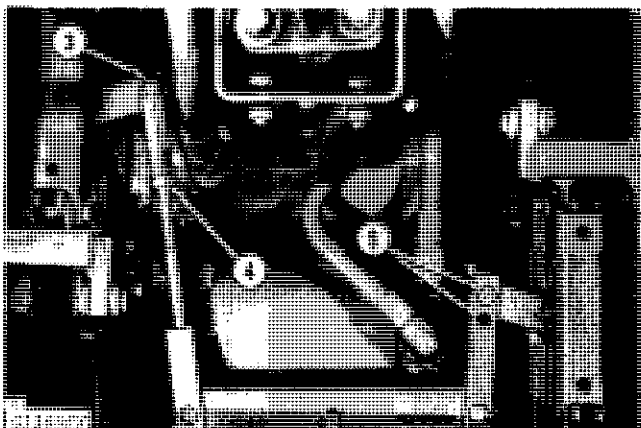


Fig. 12-Setting Pedal Travel

3. Remove cotter and clevis pin from linkage.
4. Loosen linkage nut and rotate clevis clockwise to tighten.

Check brake pedal for the correct travel setting of 1-1/4 inches (92 mm) to 2 inches (51 mm).

5. If more take-up is required, move pin to forward hole in linkage.

NOTE: If above procedure is unsuccessful, or brake is pulling to the left or right, brake pad replacement may be required.

Brake Pad Replacement

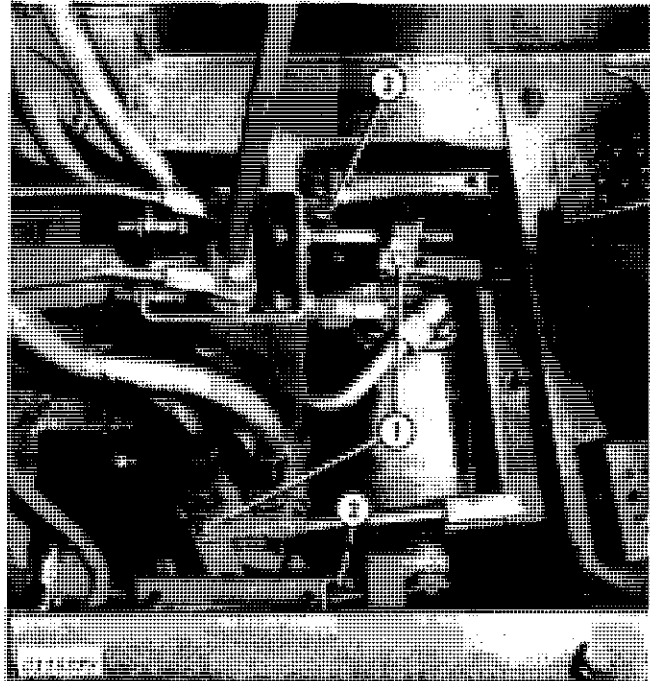


Fig. 13-Replacing Pad

1. Remove clevis and cotter pins from brake linkage.
2. Remove shoulder bolts from brake housings. Remove and replace brake pads.

8. Fuel Tank

Fill fuel tank with regular gasoline having an octane rating of 90 at the end of each day to prevent moisture from forming in tank.

50 HOURS OR WEEKLY

9. Tires

Check and inflate tires if necessary to 30 psi (2 bar) (2 kg/cm²).

10. Engine Air Cleaner

Remove air cleaner and tap it lightly on a hard surface to remove loose dirt particles.



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