

NEW HOLLAND



Service Manual

NEW HOLLAND

Skid-Steer Loader L-550 Series

40055510



Reprinted

INTRODUCTION

This service manual provides the technical information needed to properly service and maintain the Model L-555 skid-steer loader. Use it in conjunction with the operator's manual which is supplied with the loader. Keep both manuals available for ready reference.

Whenever working on Sperry New Holland equipment, left and right sides of the machine are determined by standing behind the unit, looking in the direction of travel.

For information on engine repair, refer to the manufacturer's service manual.

The easiest and least time-consuming removal, disassembly, and reassembly procedures are detailed in this manual. Modifying these procedures is not recommended.

The Model L-555 skid-steer loader has been designed with emphasis on safety for operator protection. However, careless and negligent operation can still result in serious injury to persons or property. Be sure to read and follow all safety instructions in this manual.

Your Sperry New Holland dealer is interested in your obtaining the most from your investment. He will be glad to answer any questions you may have about your loader. When major service is required, his staff of trained servicemen is ready to serve you.

When in need of parts, always order genuine Sperry New Holland service parts from your Sperry New Holland dealer. Be prepared to give your dealer the model and serial number of the engine and loader. Locate these numbers now and record them below.

Loader Model _____

Loader Serial Number _____

Engine Model _____

Engine Serial Number _____



**CAUTION: THIS SYMBOL IS USED THROUGHOUT THIS BOOK
WHENEVER YOUR OWN PERSONAL SAFETY IS INVOLVED. TAKE
TIME TO BE CAREFUL!**

ABOUT IMPROVEMENTS

Sperry New Holland is continually striving to improve its products. We must, therefore, reserve the right to make improvements or changes when it becomes practical and possible to do so, without incurring any obligation to make changes or additions to the equipment sold previously.

ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

CONTENTS

INTRODUCTION	inside front cover
ABOUT IMPROVEMENTS	inside front cover
SAFETY	0-2
SECTION 1 - OPERATION	1-1
SECTION 2 - STEERING ADJUSTMENTS	2-1
SECTION 3 - HYDROSTATIC TRANSMISSION REMOVAL	3-1
SECTION 4 - HYDROSTATIC PUMP OVERHAUL	4-1
SECTION 5 - HYDROSTATIC TRANSMISSION MOTORS	5-1
SECTION 6 - GEAR PUMP	6-1
SECTION 7 - BOOM AND BUCKET CYLINDERS	7-1
SECTION 8 - CONTROL VALVE	8-1
SECTION 9 - FINAL DRIVE	9-1
SECTION 10 - ELECTRICAL SYSTEM	10-1
SECTION 11 - SEAT ACTIVATED BOOM LOCKOUT	11-1
SECTION 12 - TROUBLESHOOTING	12-1
SECTION 13 - SPECIFICATIONS	13-1
INDEX	13-11

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PLEASE READ CAREFULLY!

INCLUDED THROUGHOUT THIS MANUAL AND ON MACHINE DECALS YOU WILL FIND PRECAUTIONARY STATEMENTS SUCH AS “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.

PERSONAL SAFETY!

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.

ADDITIONAL PRECAUTIONARY STATEMENTS SUCH AS “ATTENTION” AND “IMPORTANT” ARE FOLLOWED BY SPECIFIC INSTRUCTIONS. THESE STATEMENTS ARE INTENDED FOR MACHINE SAFETY.

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.

IMPORTANT!

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



SAFETY INFORMATION

UNSAFE OPERATING PRACTICES AND IMPROPER USE OF THE LOADER AND ITS ATTACHMENTS ON THE PART OF THE OPERATOR CAN RESULT IN INJURIES. OBSERVE THE FOLLOWING SAFETY PRECAUTIONS AT ALL TIMES.

- 1. GIVE UNDIVIDED ATTENTION TO THE JOB AT HAND SO COMPLETE CONTROL OF THE LOADER IS MAINTAINED AT ALL TIMES.**
- 2. DRIVE SLOWLY OVER ROUGH GROUND AND ON SLOPES. KEEP ALERT FOR HOLES, DITCHES AND OTHER IRREGULARITIES THAT MAY CAUSE THE LOADER TO OVERTURN.**
- 3. AVOID STEEP HILLSIDE OPERATION WHICH COULD CAUSE THE LOADER TO OVERTURN.**
- 4. REDUCE SPEED WHEN TURNING SO THERE IS NO DANGER OF THE LOADER OVERTURNING.**
- 5. ALWAYS LOOK BEHIND YOU BEFORE BACKING THE LOADER.**
- 6. MAINTAIN PROPER TRANSMISSION OIL LEVEL TO PREVENT LOSS OF BRAKING CONTROL.**
- 7. DO NOT ALLOW CHILDREN TO OPERATE THE LOADER OR RIDE ON THE LOADER AT ANY TIME.**
- 8. DO NOT ALLOW ANYONE TO OPERATE THE LOADER WITHOUT PROPER INSTRUCTION. THIS MACHINE CAN BE DANGEROUS.**

OSHA REQUIRES THAT ALL OPERATORS BE INSTRUCTED ON THE PROPER OPERATION OF THE MACHINE BEFORE THEY OPERATE THE UNIT.

- 9. DO NOT ALLOW PASSENGERS TO RIDE ON THE LOADER AT ANY TIME. THEY COULD BE INJURED OR KILLED.**
- 10. DO NOT OPERATE THE LOADER FROM ANY POSITION OTHER THAN THE OPERATOR'S SEAT WITH THE SEAT BELT SECURELY FASTENED OR YOU COULD BE RUN OVER OR CRUSHED.**
- 11. BEFORE STARTING THE ENGINE, BE SURE ALL OPERATING CONTROLS ARE IN NEUTRAL.**
- 12. NEVER OPERATE THE LOADER ENGINE IN A CLOSED BUILDING WITHOUT ADEQUATE VENTILATION. ENGINE FUMES COULD INJURE OR KILL YOU.**
- 13. REFUEL THE LOADER OUTDOORS WITH THE ENGINE SHUT OFF. REPLACE THE FUEL CAP SECURELY. USE AN APPROVED FUEL CONTAINER. DO NOT SMOKE WHEN HANDLING FUEL. AVOID SPILLING FUEL.**
- 14. AFTER OPERATING THE ENGINE, NEVER TOUCH THE MUFFLER, EXHAUST PIPE OR ENGINE UNTIL THEY HAVE HAD TIME TO COOL.**
- 15. DRESS APPROPRIATELY - WEAR RELATIVELY TIGHT-FITTING CLOTHING WHEN OPERATING THE LOADER. LOOSE OR TORN CLOTHING CAN CATCH IN MOVING PARTS OR THE CONTROLS.**
- 16. PULL LOADS ONLY FROM THE REAR HITCH YOKE.**
- 17. BEFORE SERVICING THE LOADER OR ANY OF ITS ATTACHED EQUIPMENT, BE SURE THE ATTACHMENTS ARE LOWERED TO THE GROUND OR THE BOOM ARMS ARE SUPPORTED BY THE BOOM LOCKS, THE UNIT IS SECURELY BLOCKED, AND THE ENGINE IS TURNED OFF. IF THE MACHINE WOULD MOVE OR THE BOOM DROP UNEXPECTEDLY, YOU COULD BE KILLED.**
- 18. DO NOT WORK UNDER OVERHANGS, ELECTRIC WIRES, OR WHERE THERE IS DANGER OF A SLIDE.**

19. WEAR AN APPROVED SAFETY HAT WHEN OPERATING THE MACHINE, AND WHILE IN ANY WORK AREA.
20. WEAR A SUITABLE HEARING PROTECTIVE DEVICE SUCH AS EAR MUFFS OR EAR PLUGS IF YOU ARE EXPOSED TO NOISE WHICH YOU FEEL IS UNCOMFORTABLE.
21. WHEN DRIVING THE LOADER ON A ROAD OR HIGHWAY, USE WARNING LIGHTS OR WARNING DEVICES AS MAY BE REQUIRED BY LOCAL OR STATE GOVERNMENTAL REGULATIONS. HEADLIGHTS AND WARNING LIGHT KITS ARE AVAILABLE THROUGH YOUR SPERRY NEW HOLLAND DEALER. SLOW MOVING VEHICLE SIGNS ARE SUPPLIED AS STANDARD EQUIPMENT.
22. KEEP THE LOADER CLEAN. DO NOT ALLOW TRASH, DEBRIS OR OTHER ARTICLES TO ACCUMULATE IN THE CAB OR FLOOR AREA THAT MAY HINDER SAFE MACHINE OPERATION.
23. NEVER OPERATE THE LOADER WITH ANY OF THE SHIELDING REMOVED. THE SHIELDS ARE THERE TO PROTECT YOU.
24. NEVER OPERATE THE LOADER WITHOUT THE WINDOWS AND/OR SCREENS IN PLACE.
25. READ ALL SAFETY MESSAGES ON THE LOADER.
26. OBSERVE ALL WEIGHT LOAD LIMITS ON DOCKS, BRIDGES, AND TEMPORARY BRIDGING.

OSHA REQUIREMENTS NOW MAKE IT THE EMPLOYER'S RESPONSIBILITY TO FULLY INSTRUCT EACH OPERATOR IN THE PROPER AND SAFE OPERATION OF ALL OPERATIVE EQUIPMENT. BOTH EMPLOYER AND EMPLOYEE SHOULD THOROUGHLY FAMILIARIZE THEMSELVES WITH THE FOLLOWING SECTIONS.



CAUTION!

SOME PICTURES IN THIS MANUAL SHOW SAFETY SHIELDS REMOVED OR OPEN TO SHOW PARTS BEING SERVICED OR FOR CLARITY. ALL SHIELDS SHOULD BE CLOSED OR REPLACED PRIOR TO OPERATING THE MACHINE.



DANGER!

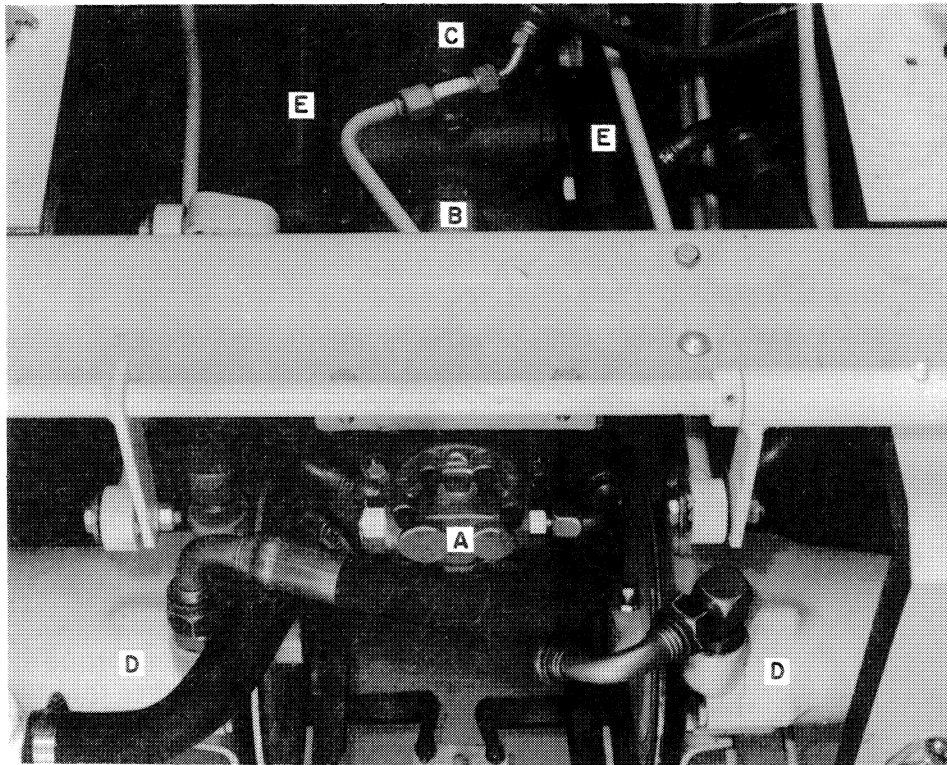
**FASTEN SEAT BELT
BEFORE STARTING ENGINE!**

THIS LOADER IS A VERY STABLE UNIT BUT IT CAN BE UPSET IF STOPPED SUDDENLY WHEN THE BUCKET IS RAISED AND LOADED.

THEREFORE, DO NOT START THE ENGINE BEFORE SECURELY FASTENING THE SEAT BELT, AND CARRY THE LOAD LOW.

SECTION 1

OPERATION



SHIELDS REMOVED FOR CLARITY.

FIGURE 1-1

An understanding of the characteristics and principles of a hydrostatic drive will aid the operator and serviceman in obtaining maximum efficiency from the skid-steer loader.

Figures 1-1 and 1-2 give an overall view of the hydrostatic transmission and boom hydraulic systems of the skid-steer loader and point out the major components involved.

The Sperry New Holland loader features a fully hydrostatic drive with a tandem pump configuration. This arrangement consists of two variable displacement piston pumps, B and C, Figure 1-1, for operating the propulsion system and one gear pump for operating the hydraulic system, A, Figure 1-1. They are assembled as a unit and receive power directly from the engine. The two piston pumps are connected to two piston motors, D, Figure 1-1, (one for each final drive) by high pressure hoses.

The transmission pumps are controlled with two steering control levers. The control levers are connected to two neutralizers (spring-loaded shock absorbers), E, Figure 1-1, which automatically return the pintle arms to a positive neutral position. As the control levers are moved, they stroke the hydrostatic transmission pump pintle arms to the desired position. Hydrostatic pulsations and the torque feedback generated by drive train loads are resisted by the internal shock absorber neutralizer rather than by the operator's arms. This results in smoother operation and significantly less operator fatigue.

Skid-steer loader usage is typified by rapid changes of speed and direction, with accompanying low speeds at times of heavy loader power demands. It is under those conditions that a hydrostatic transmission is more efficient than a mechanical drive train.

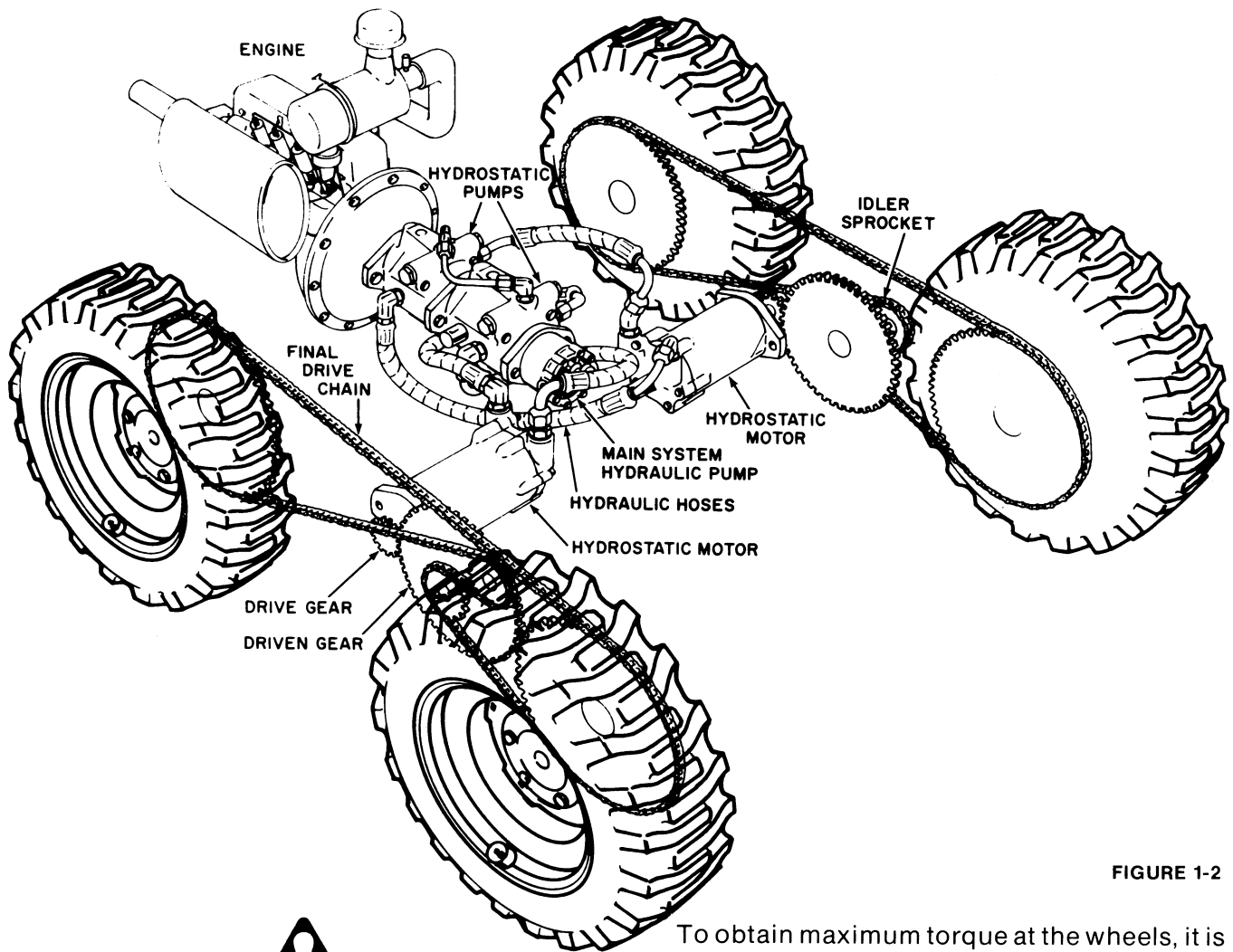


FIGURE 1-2



CAUTION!

BE A SAFE OPERATOR. Before attempting to operate the loader, thoroughly acquaint yourself with:

- A. The safety information in the Operator's Manual and Skid-Steer Loader Safety Manual.
- B. The operating instructions in the Operator's Manual.
- C. The controls on the loader.

When a loader digs into a pile of dirt, the operator strives to exert maximum tractive effort with very little speed. The variable displacement hydrostatic units are destroyed so they drive the motors at the required slow speed while generating maximum torque. Minimum power losses occur because input speeds are reduced drastically below levels attainable with slipping clutches as used in mechanical drives.

To obtain maximum torque at the wheels, it is important to remember that the control levers should be close to the neutral position. This differs from a mechanical drive unit where the operator pushes the control levers as far forward as possible to prevent the clutches from slipping. The positiveness of the hydrostatic drive at low speeds allows the operator to ease the bucket into loads, rather than using the impact loading technique which is so often necessary when using mechanically driven units. This machine never has to be used as a ramrod - a practice that is hard on both the operator and machine.

Because of the positive relationship between the hydrostatic pumps and motors, the units work to aid deceleration of the machine when the pump is stroked toward neutral position. This is the automatic braking characteristic of the hydrostatic drive. Infinitely variable speed means a full range from full speed reverse through neutral to full speed forward and any speed in between, with no jumps, jerks, or flat spots. Fast shuttle loading work is accomplished with no lost time changing directions. The smooth power application thus gained from the transmissions gives maximum tractive effort on any terrain. The operator can ease the loader into a tough load without breaking traction because he has precise control.

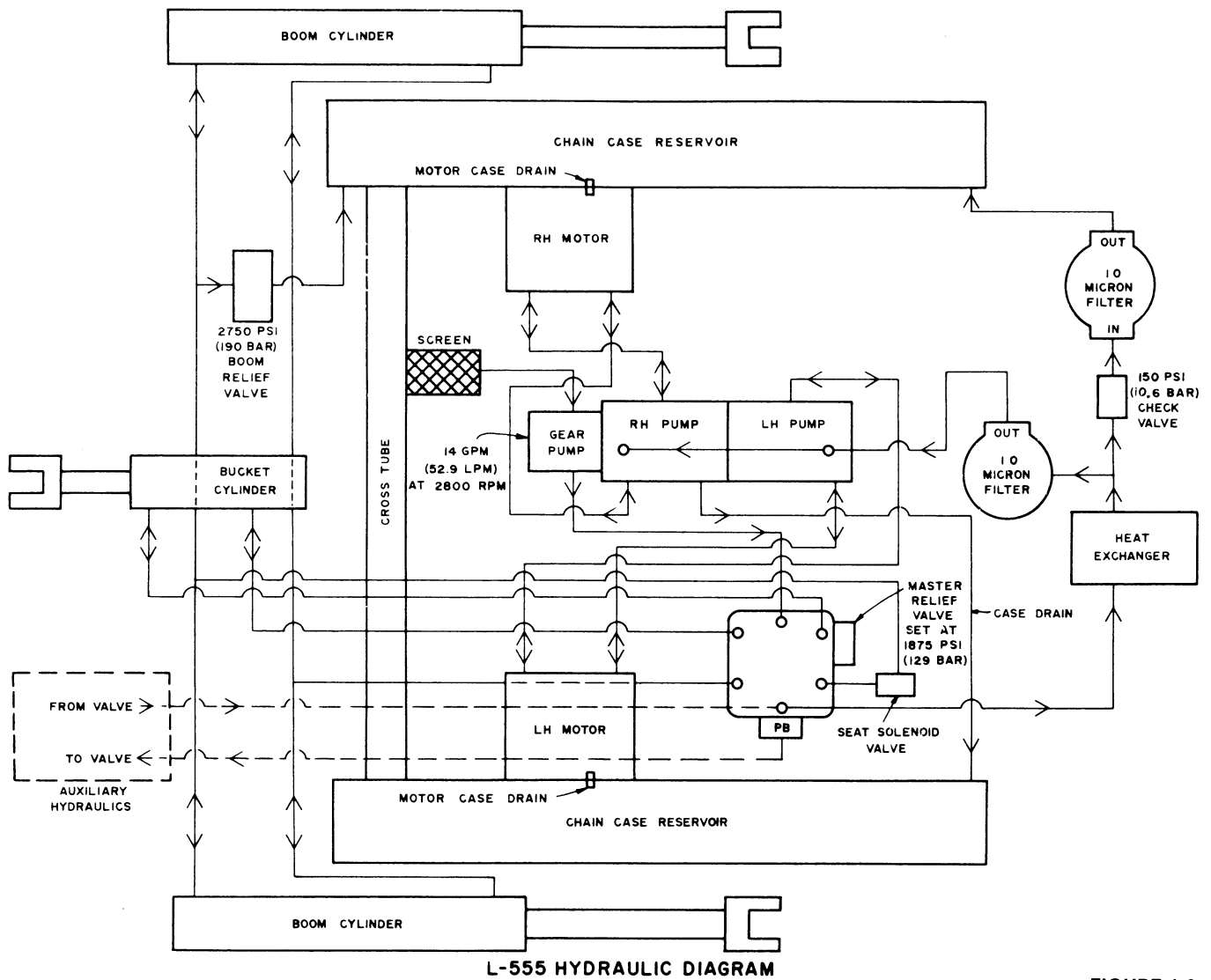


FIGURE 1-3

Figure 1-3 shows the hydraulic circuit and components as used on an L-555 loader.

To trace the oil flow through the hydraulic system of the loader, start with the chain case reservoir on either side of the loader, Figure 1-3. A cross tube connects both chain cases and serves as a supply point for oil to the front gear pump.

The loader lift system consists of the oil strainer, gear pump, control valve, boom cylinders, and bucket cylinder. Hydraulic oil is pulled from the chain case reservoir through the #100 mesh strainer screen and into the gear pump. The gear pump supplies oil to the main control valve with a master relief valve set at 1,875 psi (129 bar) to limit the maximum system pressure. Oil is then supplied to the boom or bucket cylinders on demand. Return oil from the open center control valve flows through the oil cooler before it is filtered through the 10-micron bypass type filter at the rear of the right chain case and returns to the chain case reservoir. If this filter element should become plugged, the oil will bypass through the filter base.

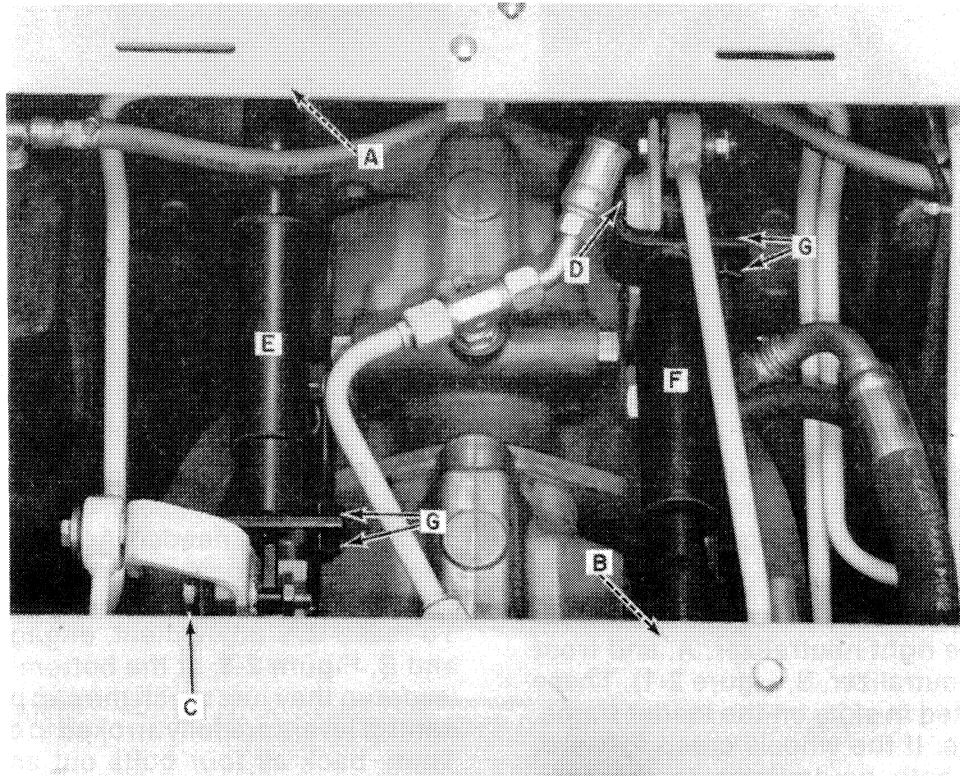
A pressure-beyond (PB) fitting supplies oil from the main control valve to the auxiliary hydraulic or auxiliary valve kit if these options have been installed.

The transmission system consists of a charge line filter, two variable displacement piston pumps, and two fixed displacement piston motors. The piston motors transfer power to each chain case where the wheels are driven by a gear and roller chain reduction.

Hydraulic oil is supplied to the 10-micron bypass charge line filter from the control valve return oil at 150 psi (10.35 bar) to provide adequate oil flow to the hydrostatic piston pumps. The left and right piston pumps supply oil to the piston motors whenever the steering levers are activated. A case drain line moves leakage oil from the piston pump cases to the reservoir. The piston motor cases drain directly into the reservoir through the output shaft bearings. The forward and reverse relief valves used on the transmission piston pumps are 3,000 psi (204 bar).

SECTION 2

STEERING ADJUSTMENTS



SHIELDS REMOVED FOR CLARITY.

FIGURE 2-1



CAUTION: MAKE ALL ADJUSTMENTS WITH THE ENGINE STOPPED, UNLESS OTHERWISE SPECIFIED.

DRIVE CONTROL ADJUSTMENT PROCEDURE

If the machine creeps or the transmissions make a noise indicating they are being slightly stroked, a neutralizing adjustment is required.



CAUTION: TO MAKE A NEUTRALIZER ADJUSTMENT, BLOCK THE MACHINE OFF THE GROUND SO THE WHEELS TURN FREELY. RAISE THE BOOM AND PLACE IT ON THE BOOM LOCK PINS. WHEN THE ENGINE IS RUNNING, STAY CLEAR OF THE ROTATING WHEELS.

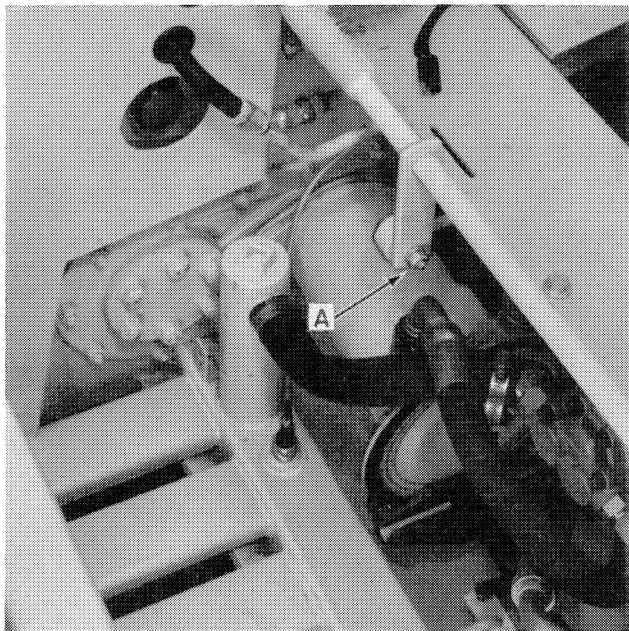
Neutralizer, E, Figure 2-1, controls the right drive wheels and neutralizer, F, Figure 2-1, controls the left drive wheels. Check for end-play in the neutralizer tube assembly first. If end-play is found, adjust nuts, G, on the side being adjusted until no end-play is present. Tighten nuts, G, securely.

If end-play in the neutralizer is present, the loader will react as follows:

If the steering lever is pulled forward and released, the loader will creep forward. If the steering lever is pulled in reverse and released, the loader will creep in reverse.

This indicates the neutralizer is not returning to the same position each time.

If the loader only creeps in one direction after pulling the steering levers in forward and reverse, there is no end-play in the neutralizer and only the following creep adjustments should be made.

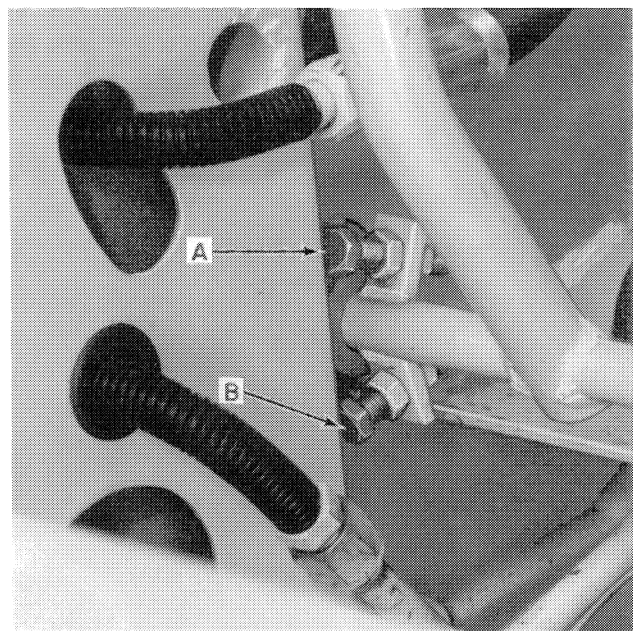


SHIELDS REMOVED FOR CLARITY. **FIGURE 2-2**

All end-play must be removed from the neutralizer tube assembly before adjusting the creep to insure that the steering levers return to the set position each time.

First, loosen the bolts retaining the neutralizer (rear end on the right neutralizer, A, and front end of the left neutralizer, B, Figure 2-1). These bolts are mounted in slots on the loader frame. Start the engine. If the wheels creep forward, adjust one or both neutralizers to the rear. Adjust the neutralizers to the front if the unit creeps rearward. Stop the engine. Retighten the hardware.

This procedure works best if the neutralizer hardware remains snug and the adjustment is achieved by bumping the control arms with the palms until proper adjustment is achieved. If more adjustment slot is needed, loosen bolt, C, Figure 2-1, on the pintle arm (also slotted) to gain additional creep adjustment. If, after adjusting the neutralizers, the control arms are not vertical, adjust the connecting link on the end of the right control handle so this is achieved, A, Figure 2-2. The handle joint is provided with a slot so the pivot bolt can be moved to gain the proper vertical adjustment.



SHIELDS REMOVED FOR CLARITY. **FIGURE 2-3**

If adjustment of the control arm yokes is necessary, readjustment of the control arm stop bolts will be needed. Adjustable stops have been provided for the control levers to prevent overloading of the internal transmission stops. To make this adjustment, engage the bolts, A and B, Figure 2-3, at the bottom of the control levers so they just touch the cab posts when the control levers are fully stroked in each direction. Then, back all four bolts out an additional $\frac{1}{4}$ turn so they, rather than the transmissions, provide the stop. Use the jam nuts to lock the bolts in place. Any further adjustment to provide equal speed of both sides at full stroke should be done by further backing the stop out on the faster side, thus matching the speed on the fastest side to the maximum speed of the slower side. Do this for both forward and reverse.

***IMPORTANT:** If external stops are not accurately set, the transmission pintle shaft and the rubber bushing in the control linkage may be damaged.*

LABOR GUIDE

The following labor amounts are listed as a guide only. Working conditions and experience will vary the time it actually takes to complete each job.

Job	Man-Hours
Adjust neutral - both drives	1 hr.
Remove and rebuild one neutralizer assembly	1 hr.

SECTION 3

HYDROSTATIC TRANSMISSION REMOVAL

SPECIFICATIONS

A. HYDROSTATIC PUMPS

Hydrostatic pump to engine

Bell housing bolt torque, 1/2" x 1 1/2" (Grade 5) 40-45 ft. lbs. (54-61 N·m)

Hydrostatic pump mount to isolation mount (Reference Figure 3-12)

Bolt torque, 1/2" x 3" (Grade 5) 40-47 ft. lbs. (89 N·m)

Hydrostatic pump isolation (Reference Figure 3-12)

Mount bolt torque, 3/8" x 2 1/2" (Grade 5) 27-31 ft. lbs. (36-41 N·m)

Flex plate 3/8" x 3/4" self-locking screw, USR standard 27-31 ft. lbs. (36-41 N·m)

B. HYDROSTATIC MOTORS

Hydrostatic motor housing to final drive chain housing,
carriage bolt, 1/2" x 1 3/4" (Grade 5) 66 ft. lbs. (89 N·m)



CAUTION: BEFORE SERVICING THE LOADER OR ANY ATTACHED EQUIPMENT, BE SURE THE ATTACHMENTS ARE LOWERED TO THE GROUND OR THE BOOM ARMS ARE SUPPORTED BY THE BOOM LOCK PINS.

Before removing the hydrostatic transmission pumps or motors from the loader, make a complete check of the hydraulic system. Use the "Troubleshooting" section of this manual as a guide to eliminate external transmission failures. The hydrostatic pumps or motors can be removed independently of each other if the problem can be located in one component.



CAUTION: FOR EASIER ACCESS TO THE TRANSMISSION AREA, THE BOOM SHOULD BE RAISED AND RESTING ON THE BOOM LOCK PINS. IF THE LOADER MUST BE LIFTED OFF THE GROUND, ALWAYS USE JACK STANDS OR BLOCKS OF GOOD QUALITY. NEVER WORK BENEATH THE UNIT WHEN IT IS SUPPORTED BY THE HYDRAULIC SYSTEM.

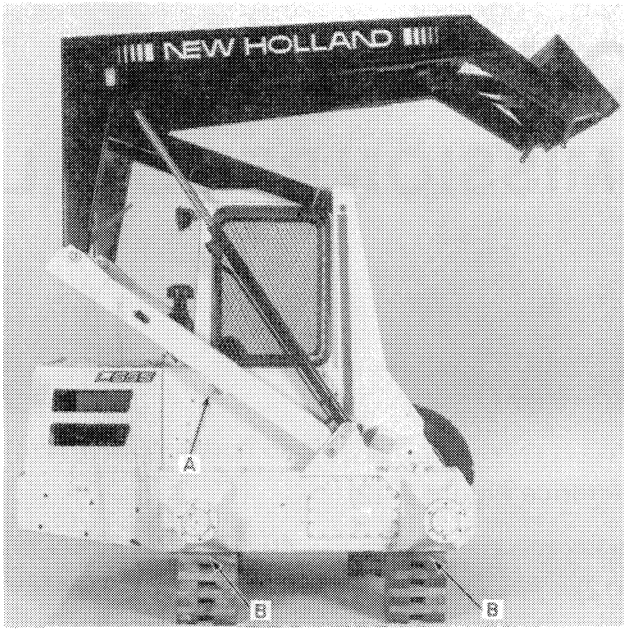
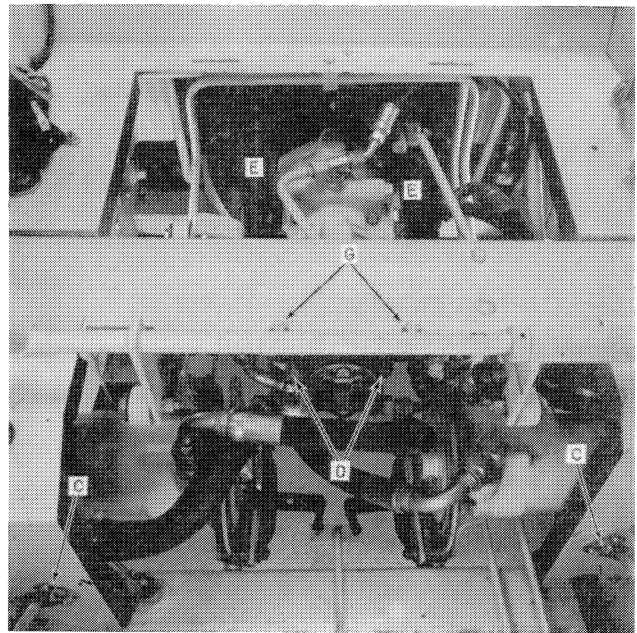


FIGURE 3-1



SHIELDS REMOVED FOR CLARITY.

FIGURE 3-2

A. HYDROSTATIC PUMP REMOVAL

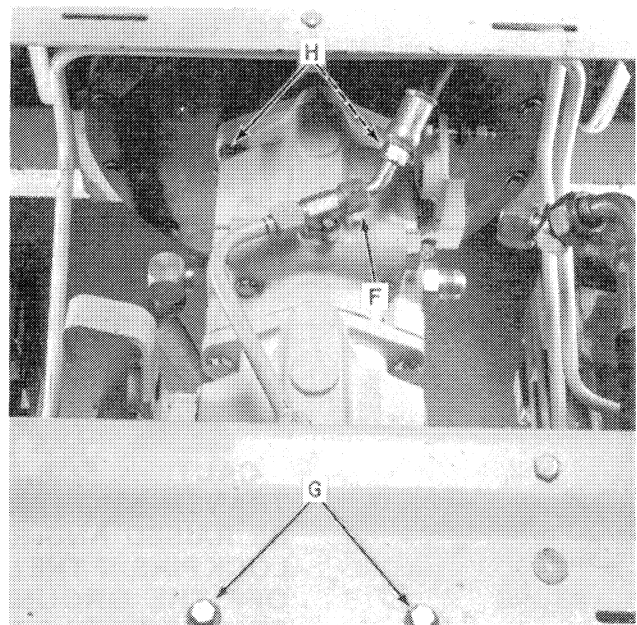
To insure maximum cleanliness of internal transmission parts, remove the tandem pump assembly as a unit, and plug all ports and lines as they are opened. Steam clean the loader before any repairs are made to the hydraulic system.

1. Raise the boom and extend the boom lock pins, A, Figure 3-1. Stop the engine. Turn the key to the "ON" position and work the boom and bucket pedals to relieve any residual hydraulic pressure before dismounting from the loader. Turn the ignition key off.
2. Jack up the loader and block it securely, B, Figure 3-1.

NOTE: Hydrostatic pumps and motors can be removed without removing the fuel tank. Depending on the severity of the problem, you may want to remove the fuel tank at this time.

3. Remove the seat and front panel held by two overcenter latches, C, Figure 3-2.
4. Remove the suction hose and high pressure hose from the gear pump.
5. Remove the two cap screws, D, Figure 3-2, and slide the gear pump off the hydrostatic pumps.
6. Remove the steering neutralizers, E, Figure 3-2, from the pintle lever control arms.

7. Remove charge pressure line, F, Figure 3-3, and all hydraulic hoses from the hydrostatic pumps.
8. Remove the two mounting bolts, G, Figures 3-2 and 3-3.



SHIELDS REMOVED FOR CLARITY.

FIGURE 3-3



Suggest:

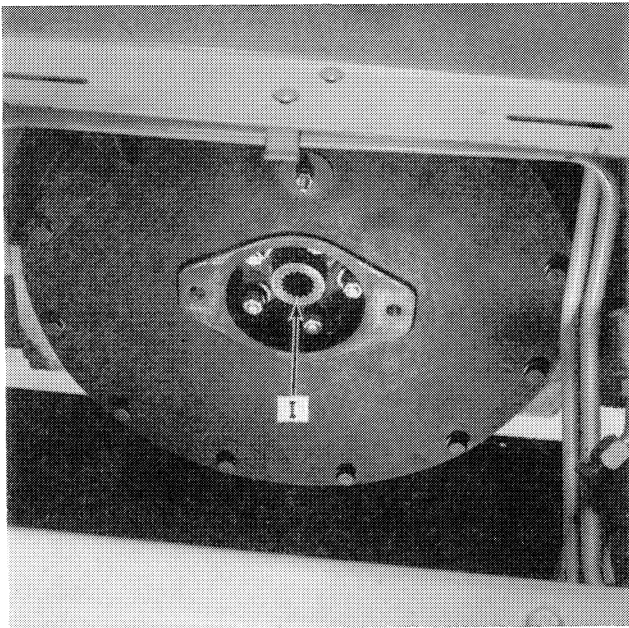
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SHIELDS REMOVED FOR CLARITY. **FIGURE 3-4**

9. Remove the two mounting bolts, H, Figure 3-3, and slide the hydrostatic pumps out of spline, I, Figure 3-4.
10. The complete hydrostatic pump assembly, Figure 3-5, can now be lifted out through the top or, if the belly pan and fuel tank have been removed, through the bottom.

B. HYDROSTATIC MOTOR REMOVAL

Drain the hydraulic oil before removing the hydrostatic motors. To insure maximum cleanliness of the internal transmission parts, plug all ports and lines as they are opened. Steam clean the loader before any repairs are made to the hydraulic system.

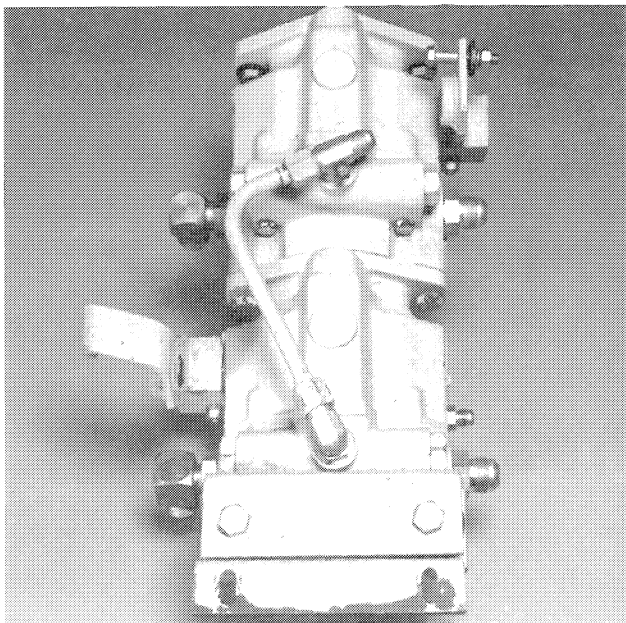
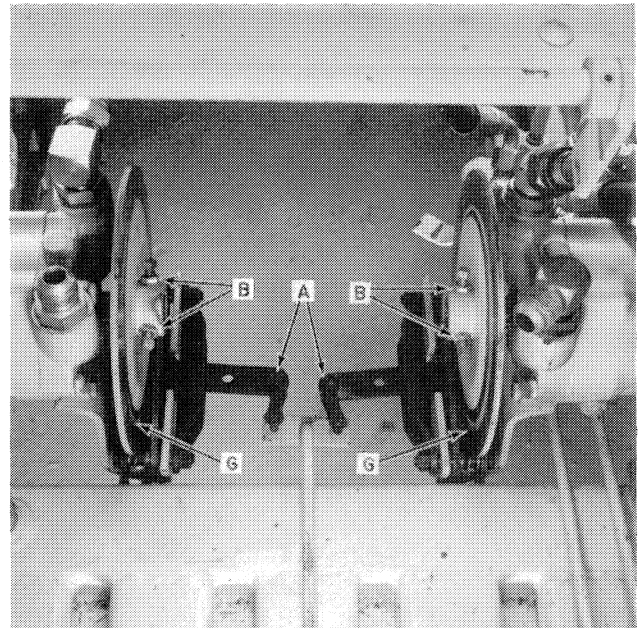
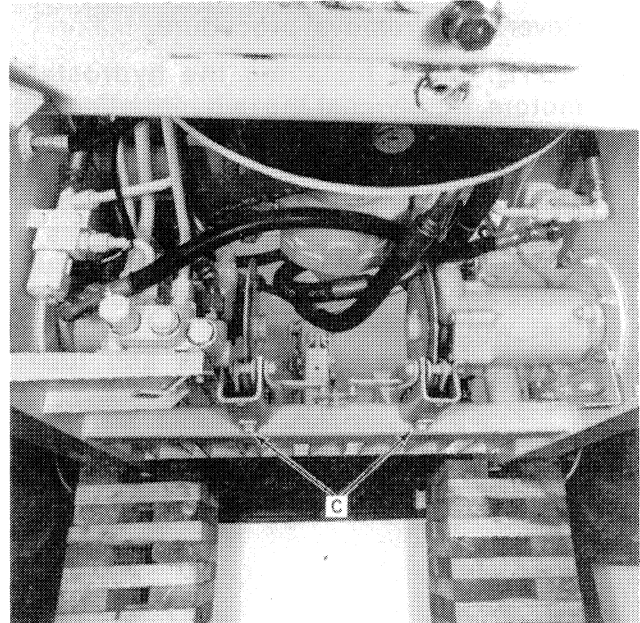


FIGURE 3-5



SHIELDS REMOVED FOR CLARITY. **FIGURE 3-6**

1. Follow steps 1, 2, and 3 in the "Hydrostatic Pump Removal" section.
2. Remove the brake assemblies.
 - a. Remove the connector links, A, Figure 3-6.
 - b. Loosen the 4 set screws, B, Figure 3-6.
 - c. Remove the cap screws, C, Figure 3-7, and slide both brake assemblies off the keyed shafts of the hydrostatic motors. There may be one or two shim washers between the frame tab and brake assembly. Be sure the same number of shims are reinstalled on assembly.



SHIELDS REMOVED FOR CLARITY. **FIGURE 3-7**

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