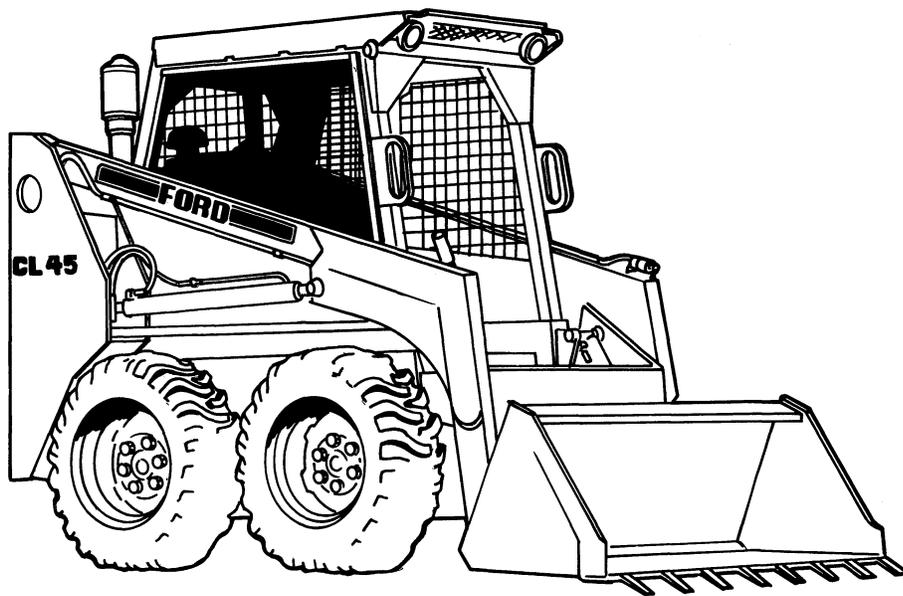


Product: New Holland Ford CL-35/CL-45 Compact Loader Service Repair Manual
Full Download: <https://www.aresairmanual.com/downloads/new-holland-ford-cl-35-cl-45-compact-loader-service-repair-manual/>

FORD

Compact Loader

CL-35 CL-45



repair manual

Sample of manual. Download All 306 pages at:
<https://www.aresairmanual.com/downloads/new-holland-ford-cl-35-cl-45-compact-loader-service-repair-manual/>

40003510

Reprinted

Product: New Holland Ford CL-35/CL-45 Compact Loader Service Repair Manual

Full Download: [https://www.arepairmanual.com/downloads/new-holland-ford-cl-](https://www.arepairmanual.com/downloads/new-holland-ford-cl-35-cl-45-compact-loader-service-repair-manual/)

[35-cl-45-compact-loader-service-repair-manual/](https://www.arepairmanual.com/downloads/new-holland-ford-cl-35-cl-45-compact-loader-service-repair-manual/)

FOREWORD

This repair manual provides information for the proper servicing and overhaul of Ford Model CL35 and CL45 Compact Loaders and is an essential publication for all service personnel carrying out repairs and maintenance procedures.

This manual covers units produced in 11/82 and later. Special service instructions are identified by loader serial number or applicable production dates throughout the text.

The manual is divided into 8 sections, each divided into subsections. Each subsection contains information on general operating principles, detailed inspection and overhaul and, where applicable, trouble shooting, special tools and specifications.

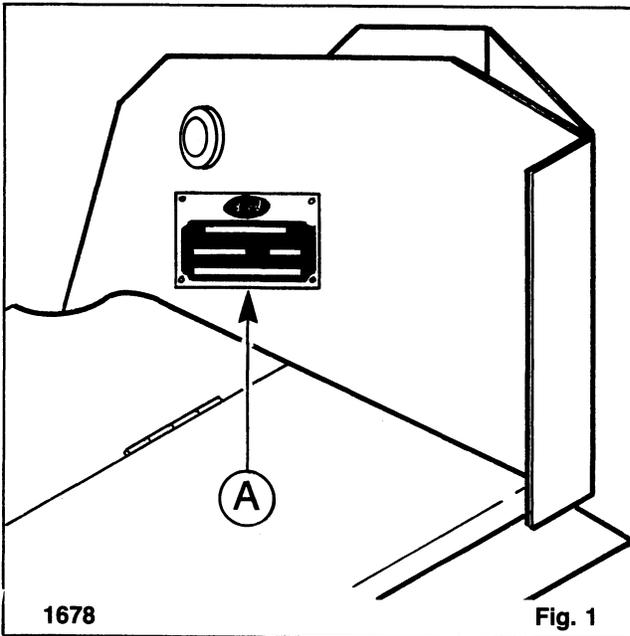
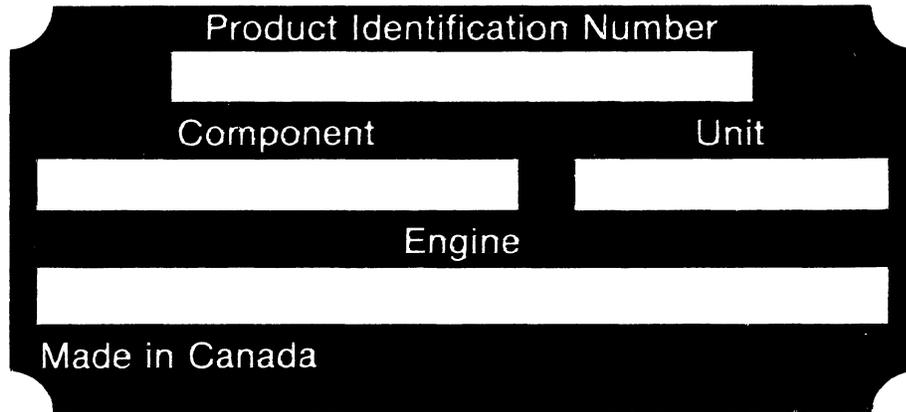
The material contained in this manual was correct at the time of going to print but Ford policy is one of continuous improvement and the right to change prices, specifications, equipment or design at anytime without notice is reserved. All data in this manual is subject to production variations, so overall dimensions and weights should be considered as approximate only and illustrations do not necessarily depict the unit to standard built specifications.

Tractor Operations
Ford Motor Company

Sample of manual. Download All 306 pages at:

<https://www.arepairmanual.com/downloads/new-holland-ford-cl-35-cl-45-compact-loader-service-repair-manual/>

PRODUCTION DATE CODES AND SERIAL NUMBERS



A vehicle identification plate is located on the inside of the fuel tank above the engine compartment cover at the rear of the machine (fig. 1 item A).

Whenever effecting repair or overhaul of the Ford Compact Loader, the relevant information should be noted and used when referring to service bulletins or ordering parts.

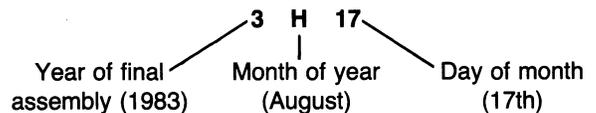
This plate is stamped with the following information:

- Product Identification Number — Serial number prefixed by the letters 'YG'
- Component — Production Model Code
- Unit — Production unit date code
- Engine — Serial number

KEY TO UNIT NUMBER (PRODUCTION DATE CODES)

First Number YEAR	First Letter MONTH	Second Number DAY OF MONTH
2 — 1982	A — Jan. G — July	01 — 32
3 — 1983	B — Feb. H — Aug.	
4 — 1984	C — Mar. J — Sept.	
5 — 1985	D — Apr. K — Oct.	
6 — 1986	E — May L — Nov.	
7 — 1987	F — June M — Dec.	
8 — 1988		
9 — 1989		

Example of Production date code





SAFETY PRECAUTIONS



Practically all Service work involves the need to drive the loader. The Operator's Manual, supplied with each loader, contains detailed safety precautions relating to Driving, Operating and Servicing that loader. These precautions are as applicable to the service technician as they are to the operator, and should be read, understood and practiced by all personnel.

Prior to undertaking any maintenance, repair, overhaul, dismantling or re-assembly operations, whether within a workshop facility or out "in the field", consideration should be given to factors that may have an effect upon Safety, not only upon the mechanic carrying out the work, but also upon bystanders.

PERSONAL CONSIDERATIONS

- The wrong clothes or carelessness in dress can cause accidents. Check to see that you are suitably clothed.
Some jobs require special protective equipment.
- **Eye Protection**
The smallest eye injury may cause loss of vision. Injury can be avoided by wearing eye protection when engaged in chiselling, grinding, discing, welding, painting, etc.
- **Breathing Protection**
Fumes, dust and paint spray are unpleasant and harmful. These can be avoided by wearing respiratory protection.
- **Hearing Protection**
Loud noise may damage your hearing and the greater the exposure the worse the damage. If you feel the noise excessive, wear ear protection.
- **Hand Protection**
It is advisable to use a protective cream before work to prevent irritation and skin contamination. After work clean your hands with soap and water. Solvents such as white spirit, paraffin, etc., may harm the skin.
- **Foot Protection**
Substantial or protective footwear with reinforced toe-caps will protect your feet from falling objects. Additionally, oil-resistant soles will help to avoid slipping.
- **Special Clothing**
For certain work it may be necessary to wear flame or acid-resistant clothing.
- Avoid injury through incorrect handling of components. Make sure you are capable of lifting the object. If in doubt get help.

EQUIPMENT CONSIDERATIONS

- **Machine Guards**
Before using any machine, check to ensure that the machine guards are in position and serviceable. These guards not only prevent parts of the body or clothing coming in contact with the moving parts of the machine,

but also ward off objects that might fly off the machine and cause injury.

• **Lifting Appliances**

Always ensure that lifting equipment, such as chains, slings, lifting brackets, hooks and eyes are thoroughly checked before use. If in doubt, select stronger equipment than is necessary.

Never stand under a suspended load or raised implement.

• **Compressed Air**

The pressure from a compressed air line is often as high as 100 psi (6.9 bar) 7 (kgf/cm²). It is perfectly safe if used correctly. Any misuse may cause injury.

Never use compressed air to blow dust, filing, dirt, etc., away from your work area unless the correct type of nozzle is fitted.

Compressed air is not a cleaning agent, it will only move dust, etc., from one place to another. Look around before using an air hose as bystanders may get grit into their eyes, ears or skin.

• **Hand Tools**

Many cuts, abrasions and injuries are caused by defective tools. Never use the wrong tool for the job, as this generally leads either to some injury, or to a poor job.

Never use

- A hammer with a loose head or split handle.
- Spanners or wrenches with splayed or worn jaws.
- Spanners or files as hammers; or drills, clevis pins or bolts as punches.

For removing or replacing hardened pins use a copper or brass drift rather than a hammer.

For dismantling, overhaul and assembly of major and sub components, always use the Special Service Tools recommended.

These will reduce the work effort, labor time and the repair cost.

Always keep tools clean and in good working order.

• **Electricity**

Electricity has become so familiar in day to day usage, that its potentially dangerous properties are often overlooked. Misuse of electrical equipment can endanger life.

Before using any electrical equipment — particularly portable appliances — make a visual check to make sure that the cable is not worn or frayed and that the plugs, sockets, etc., are intact. Make sure you know where the nearest isolating switch for your equipment is located.

GENERAL CONSIDERATIONS

• **Solvents**

Use only cleaning fluids and solvents that are known to be safe. Certain types of fluids can cause damage to

components such as seals, etc., and can cause skin irritation. Solvents should be checked that they are suitable not only for the cleaning of components and individual parts, but also that they do not affect the personal safety of the user.

• **Housekeeping**

Many injuries result from tripping or slipping over, or on, objects or material left lying around by a careless worker. Prevent these accidents from occurring. If you notice a hazard, don't ignore it — remove it.

A clean, hazard-free place of work improves the surroundings and daily environment for everybody.

• **Fire**

Fire has no respect for persons or property. The destruction that a fire can cause is not always fully realized. Everyone must be constantly on guard.

- Extinguish matches/cigars/cigarettes, etc., before throwing them away.
- Work cleanly, disposing of waste material into proper containers.
- Locate the fire extinguishers and find out how to operate them.
- Do not panic — warn those near and raise the alarm.
- Do not allow or use an open flame near the tractor fuel tank, battery or component parts.

• **First Aid**

In the type of work that mechanics are engaged in, dirt, grease, fine dusts, etc., all settle upon the skin and clothing. If a cut, abrasion or burn is disregarded it may be found that a septic condition has formed within a short time. What appears at first to be trivial could become painful and injurious. It only takes a few minutes to have a fresh cut dressed, but it will take longer if you neglect it. Make sure you know where the First Aid box is located.

• **Cleanliness**

Cleanliness of the loader hydraulic system is essential for optimum performance. When carrying out service and repairs plug all hose ends and component connections to prevent dirt entry.

Clean the exterior of all components before carrying out any form of repair. Dirt and abrasive dust can reduce the efficiency and working life of a component and lead to costly replacement. Use of a high pressure washer or steam cleaner is recommended.

OPERATIONAL CONSIDERATIONS

- Stop the engine, if at all possible, before performing any service.
- Place a warning sign on loaders which, due to service or overhaul, would be dangerous to start. Disconnect the battery leads if leaving such a unit unattended.
- Do not attempt to start the engine while standing beside the loader or attempt to by-pass the safety start system.
- Avoid prolonged running of the engine in a closed building or in an area with inadequate ventilation as exhaust fumes are highly toxic.

- Always turn the radiator cap to the first stop, to allow pressure in the system to dissipate when the coolant is hot.
- Never work beneath a loader which is on soft ground. Always take the unit to an area which has a hard working surface — concrete for preference.
- If it is found necessary to raise the loader for ease of servicing or repair, make sure that safe and stable supports are installed, beneath the main frame, before commencing work.
- Use footsteps or working platforms when servicing those areas of a loader that are not within easy reach.
- Before loosening any hoses or tubes, switch off the engine, remove all pressure in the lines by operating the foot pedals several times. This will remove the danger of personal injury by oil pressure.
- Prior to pressure testing, make sure all hoses and connectors not only of the loader, but also those of the test equipment, are in good condition and tightly sealed. Pressure readings must be taken with the gauges specified. The correct procedure should be rigidly observed to prevent damage to the system or the equipment, and to eliminate the possibility of personal injury.
- Always lower equipment to the ground when leaving the loader.
- If high lift attachments are installed on a loader beware of overhead power, electric or telephone cables when traveling. Drop attachment near to ground level to increase stability and minimize risks.
- Do not park or attempt to service a loader on an incline. If unavoidable, take extra care and block all wheels.
- Prior to removing wheels and tires from a loader, check to determine whether additional ballast (liquid or weights) has been added. Seek assistance and use suitable equipment to support the weight of the wheel assembly.
- When inflating tires beware of over inflation — constantly check the pressure. Over inflation can cause tires to burst and result in personal injury.

Safety precautions are very seldom the figment of someone's imagination. They are the result of sad experience, where most likely someone has paid dearly through personal injury.

Heed these precautions and you will protect yourself accordingly. Disregard them and you may duplicate the sad experience of others.

SERVICE TECHNIQUES

A. SERVICE SAFETY

Appropriate service methods and proper repair procedures are essential for the safe, reliable operation of all motor vehicles as well as the personal safety of the individual doing the work. This Shop Manual provides general directions for accomplishing service and repair work with tested, effective techniques. Following them will help assure reliability.

There are numerous variations in procedures, techniques, tools, and parts for servicing vehicles, as well as in the skill of the individual doing the work. This Manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this Manual must first establish that he compromises neither his personal safety nor the vehicle integrity by his choice of methods, tools or parts.

B. SERVICE TECHNIQUES

Clean the exterior of all components before carrying out any form of repair. Dirt and abrasive dust can reduce the efficient working life of a component and lead to costly replacement.

Time spent on the preparation and cleanliness of working surfaces will pay dividends in making the job easier and safer and will result in overhauled components being more reliable and efficient in operation.

Use cleaning fluids which are known to be safe. Certain types of fluid can cause damage to 'O' rings and cause skin irritation. Solvents should be checked that they are suitable for the cleaning of components and also that they do not risk the personal safety of the user.

Replace 'O' rings, seals or gaskets whenever they are disturbed. Never mix new and old seals or 'O' rings, regardless of condition. Always lubricate new seals and 'O' rings with hydraulic oil before installation.

When replacing component parts use the correct tool for the job.

HOSES AND TUBES

Always replace hoses and tubes if the end connections are damaged.

When installing a new hose loosely connect each end and make sure the hose takes up the designed position before tightening the connection. Clamps should be tightened sufficiently to hold the hose without crushing and to prevent chafing.

The hoses are the arteries of the unit, be sure they are in good condition when carrying out repairs or maintenance otherwise the machine's output and productivity will be affected.

After hose replacement to a moving component check the hose does not foul by moving the component through the complete range of travel.

Be sure any hose which has been installed is not kinked or twisted.

Hose connections which are damaged, dented, crushed or leaking, restrict oil flow and the productivity of the components being served. Connectors which show signs of movement from the original swaged position have failed, and will ultimately separate completely.

A hose with a chafed outer cover will allow water entry. Concealed corrosion of the wire reinforcement will subsequently occur along the hose length with resultant hose failure.

Ballooning of the hose indicates an internal leakage due to structural failure. This condition rapidly deteriorates and total hose failure soon occurs.

Kinked, crushed, stretched or deformed hoses generally suffer internal structural damage which can result in oil restriction, a reduction in the speed of operation and ultimate hose failure.

Free-moving, unsupported hoses must never be allowed to touch each other or related working surfaces. This causes chafing which reduces hose life.

BEARINGS

Bearings which are considered suitable for further service should be cleaned in a suitable solvent and immersed in clean lubricating oil until required.

Installation of a bearing can be classified in two ways: press fit on rotating parts such as shafts, and gears, and push fit into static locations such as reduction gear housings. Where possible, always install the bearing onto the rotating component first.

Use the correct tools or a press, to install a bearing or bushing. In the absence of the correct tools or press, heat the bearings and/or the casing in hot oil to assist the installation of the bearing.

When bearings or bushings are removed always carefully check that the bearing is free from discoloration and signs of over-heating. Also check for mechanical damage such as excessive clearance, nicks and scuffing. If in doubt replace the bearings or bushings.

Bearings should never be removed unless absolutely necessary. Always use the recommended puller to reduce the risk of bearing or related component damage.

The reliability and durability of a unit depends on the effective operation of the many types of bearings and bushings which are incorporated in the complete assembly.

These bearings and bushings are subjected, in normal operation, to high working loads and adverse conditions.

Be sure during normal routine servicing, maintenance or repair that bearings are given the right attention and are installed with care.

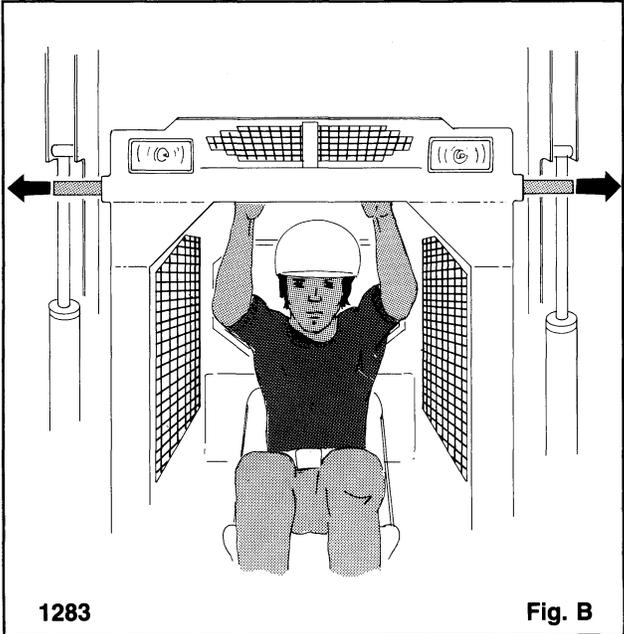
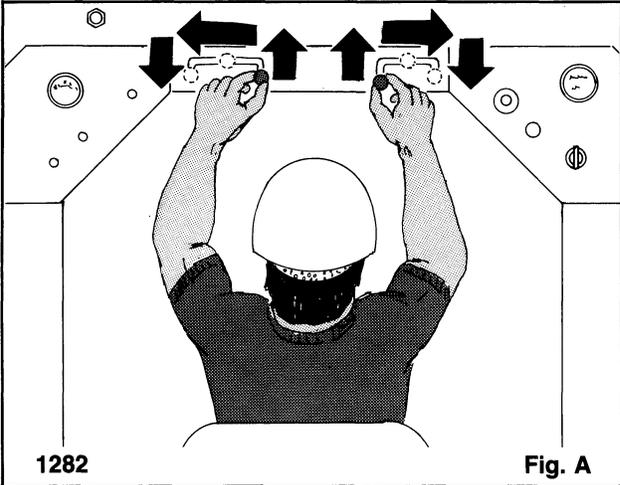
 **WARNING**

To avoid personal injury service the loader with the boom arm down and the bucket or attachment on the ground. If it is necessary to service the loader with the boom arms raised be sure to engage the boom locks (fig. A & B). Never work under or around a loader with raised boom arms without the boom locks engaged.

PRESSURE TESTING

Prior to pressure testing be sure all hoses are in good condition and all connections tight. Pressure readings must be taken with gauges of specified pressure ratings.

The correct procedure should be rigidly observed to prevent damage to the system or the equipment and to eliminate the possibility of personal injury.



SECTION 1

HYDRAULIC SYSTEM

HYDRAULIC CIRCUIT	1.1
Specifications	1.1.1
General information	1.1.2
Control functions	1.1.3
Maintenance schedule.....	1.1.4
GEAR PUMP	1.2
Specifications	1.2.1
General information	1.2.2
Testing, Hydraulic pump flow	1.2.3
Removal, Replacement	1.2.4
Disassembly and Inspection.....	1.2.5
Start-up after repair	1.2.6
CONTROL VALVE	1.3
Specifications	1.3.1
General information	1.3.2
Testing and adjusting relief valve.....	1.3.3
Removal, Replacement	1.3.4
Disassembly and Inspection.....	1.3.5
Spool Seal Replacement.....	1.3.6
HYDRAULIC CYLINDERS	1.4
Specifications	1.4.1
General information	1.4.2
Testing, Piston Seals.....	1.4.3
Cylinder Removal	1.4.4
Disassembly and Inspection.....	1.4.5
OIL FILTER	1.5
Specifications	1.5.1
General information	1.5.2
Filter Replacement	1.5.3
OIL COOLER	1.6
Specifications	1.6.1
General information	1.6.2
Service.....	1.6.3
OIL RESERVOIR	1.7
Specifications	1.7.1
General information	1.7.2
Checking and adding oil.....	1.7.3
Filter Replacement	1.7.4
TROUBLE SHOOTING	1.8

SECTION 1 HYDRAULICS

1.1.1 Specifications:

	CL35	CL45
Pump type	Gear	
Capacity (at rated RPM and Pressure)	9.2 GPM (34.8 l/m)	14.1 GPM (53.4 l/m)
Rated RPM	2800	2450
Rated Pressure	2150 PSI (148 Bar)	
Reservoir Capacity	8 gal. (30.3 l.)	
Fluid type	10W30 API class SE, CD or Ford oil no. 48	
Filtration	10 Micron	
Filtration, reservoir	Two, 100 micron elements	
Control valve, type	Series type with float on lift and detent on auxiliary	
Oil cooler	440 BTU	
Cylinders	LIFT	TILT
Type	Double Acting	Double Acting
Qty. per machine	2	2
Bore dia.	2 in.	2.5 in.
Rod dia.	1.25 in.	1.125 in.
Stroke	27.125 in.	13.375 in.

1.1.2 General Information — Hydraulic System

Operation:

(Refer to illustration 1.1.2)

Oil flows from the hydraulic reservoir (1) through a 100 micron element (2) located in the reservoir to the hydraulic pump (3).

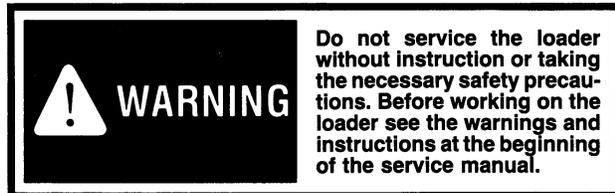
The hydraulic pump (3) is a gear type pump which is driven by a shaft through the hydrostatic drive pumps (4) at engine speed. The hydraulic pump (3) capacity is directly

related to engine speed. Oil goes from the hydraulic pump (3) to the hydraulic control valve (5).

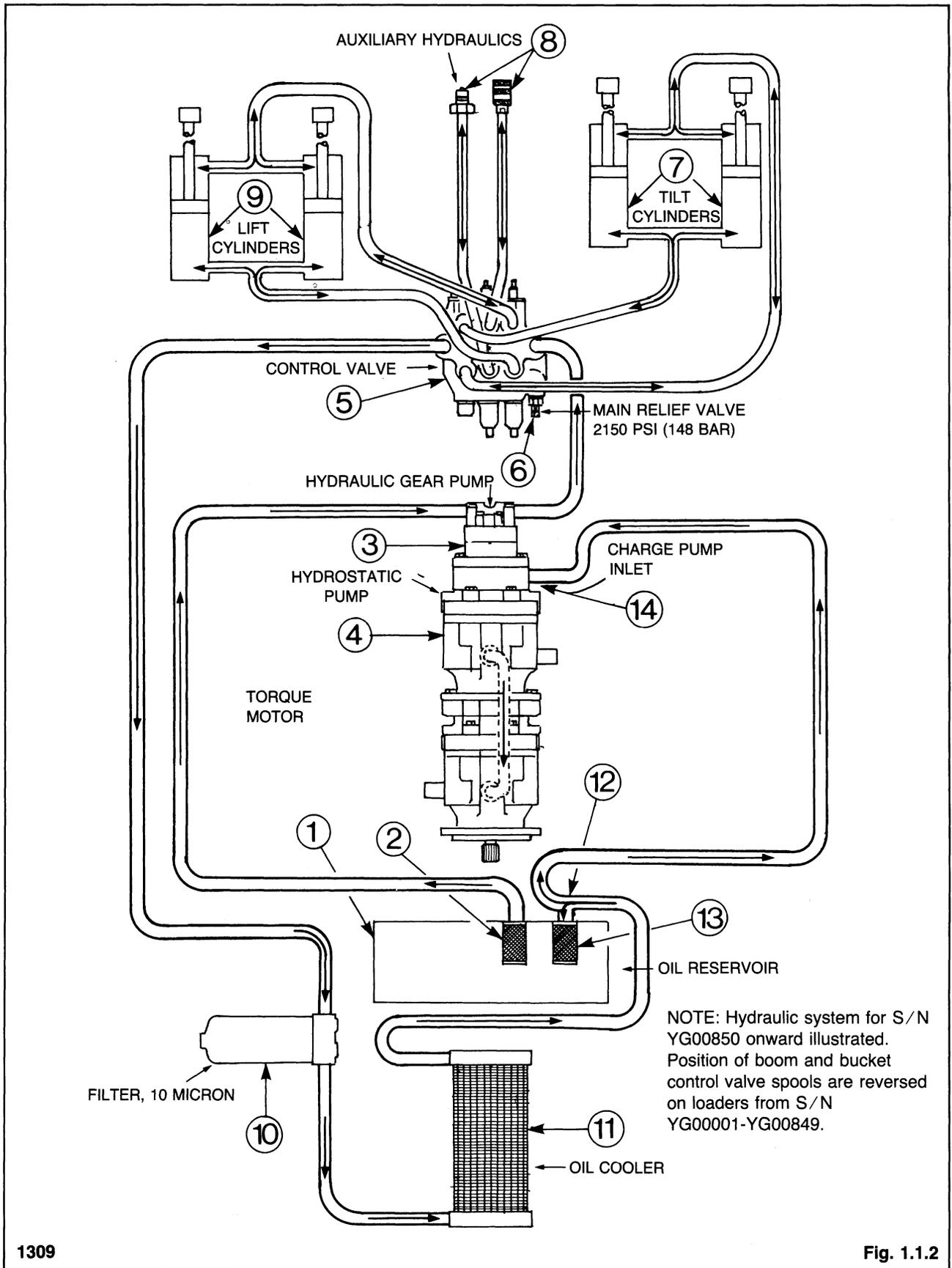
The hydraulic control valve (5) is equipped with an adjustable relief valve (6) which is set at 2150 PSI (148 BAR). The hydraulic control valve (5) is a 3 spool, mono block, series type valve. The third spool provides hydraulic flow to the two bucket cylinders (7). The center spool provides flow to the auxiliary hydraulic circuit (8) allowing operation of hydraulic attachments and tools. The center spool is equipped with a detent position to allow constant flow to the auxiliary hydraulic circuit (8). The first spool provides hydraulic flow to the two boom lift cylinders (9). The lift section spool is equipped with a float position.

Oil flows from the control valve to the hydraulic filter (10). The hydraulic filter (10) has a replaceable 10 micron element with a built in by-pass valve to allow the hydraulic fluid to flow if the element is plugged.

Oil flows from the hydraulic filter (10) through a 440 BTU hydraulic oil cooler (11). Oil flows from the hydraulic oil cooler (11) to a tee (12) located at the hydraulic reservoir (1). Oil flows from the tee (12) into the hydraulic reservoir (1) through a 100 micron element (13) and also to the hydrostatic drive pump (4) charge pump inlet (14). All hydraulic oil flowing to the hydrostatic drive pumps passes first through the 10 micron hydraulic filter (10) and the hydraulic oil cooler (11).



HYDRAULIC/HYDROSTATIC CIRCUIT



SECTION 1 HYDRAULICS

1.1.3 Control Functions:

The CL35 compact loader has a rated lift capacity of *1000 lbs. (454 kg.) to full height. The CL45 has a rated lift capacity of *1300 lbs. (590 kg.). Operation of the loader hydraulic functions are controlled by three foot pedals (fig. 1.1.3).

WARNING

Do not start the engine unless you are in the seat with the seat belt fastened around you.

Boom Lift — The L.H. pedal is the boom lift control (fig. 1.1.3). To raise the boom press on the heel (2) of the pedal. To lower the boom press on the toe (1) of the pedal. Firm pressure on the toe (1) of the pedal will lock the boom in float position. This allows the bucket to follow the ground as the loader moves backward.

Auxiliary Hydraulics — The center pedal is used to engage the auxiliary hydraulic circuit to power an attachment such as a back hoe. Pressing on the toe (3) of the pedal provides hydraulic pressure to the female quick-connect coupling located at the front of the boom arms. Firm pressure on the toe (3) of the pedal places the valve in detent position providing a continuous flow of hydraulic oil to the attachment. Pressing on the heel of the pedal (4) provides hydraulic pressure to the male quick-connect coupling reversing the flow of hydraulic oil. When the auxiliary circuit is not in use return the foot pedal to neutral position otherwise starting the loader may be difficult or impossible and damage to the starter may occur.

IMPORTANT

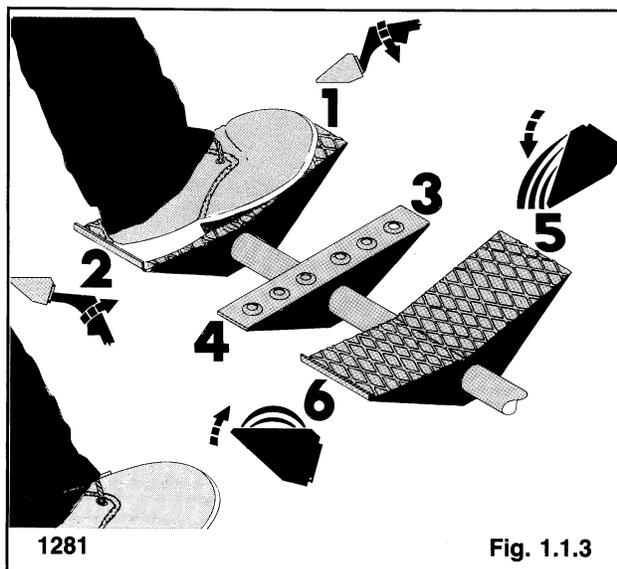
Return auxiliary hydraulic foot pedal to neutral position when not in use.

WARNING

Always keep feet on the foot pedal controls while operating the loader.

Bucket Tilt — The R.H. pedal is the bucket tilt (dump) control. Pressing on the toe (5) of the pedal will dump the bucket. Pressing on the heel (6) of the pedal will roll the bucket back.

*with equipment specified in section 8



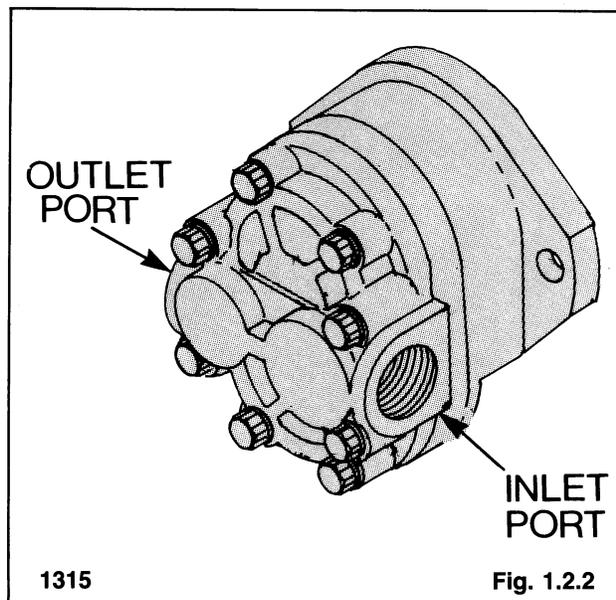
1281

Fig. 1.1.3

1.1.4 Maintenance Schedule:

	First (Hours)	Every (Hours)
Oil level, check	8	8
Oil filter, change.....	50	200
Oil cooler, clean.....	8	8
General system check (leaks etc.)	8	8
Cylinders, lubricate	8	8
Reservoir filters, change.....	1000	1000
Hydraulic oil, change	1000	1000

1.2 GEAR PUMP



1315

Fig. 1.2.2

SECTION 1 HYDRAULICS

1.2.1 Specifications:

	CL35	CL45
Pump, type.....		Gear
Displacement.....	.84 cu. in. (13.8 c.c.)	1.48 cu. in. (24.3 c.c.)
Capacity (at rated speed and pressure).....	9.2 GPM (34.8 l/m)	14.1 GPM (53.4 l/m)
Rated speed (RPM).....	2800	2450
Rated pressure.....	2150 PSI (148 BAR)	
Rotation.....	R.H. (viewed from shaft end)	
Tie bolt torque.....	25-28 ft. lbs. (34-38 N.M.)	

1.2.2 General Information:

The hydraulic gear pump (fig. 1.2.2) is mounted at the end of the two hydrostatic piston drive pumps. The splined shaft of the hydraulic gear pump is driven by the internal splined shaft of the front hydrostatic pump at engine crankshaft speed. The output flow of the hydraulic gear pump is directly related to engine speed. Maximum output will be at full rated engine speed.

Oil is drawn from the hydraulic oil reservoir and enters the hydraulic gear pump at the inlet port. The oil is pressurized and is directed through the outlet port to the hydraulic control valve for boom, bucket and auxiliary hydraulic functions.

1.2.3 Testing — Hydraulic Pump Flow:

Use test equipment which will meet the following performance figures when performing the test:

Flow Meter — Capable of reading up to 30 GPM (114 l/m) and equipped with a flow control valve.

Pressure Gauge — Capable of reading up to 3000 PSI (206.9 BAR).

1. This test must be performed with the engine running. Before performing the test, block the loader securely with all four wheels clear of the ground.
2. Raise the seat and remove the front shield.
3. Disconnect the line between the hydraulic gear pump and control valve (fig. 1.2.3A).

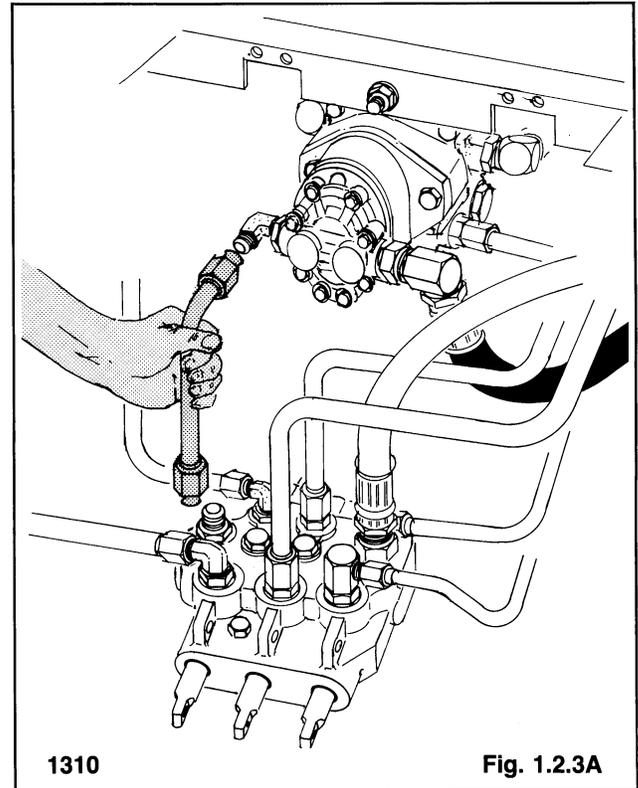


Fig. 1.2.3A

IMPORTANT

When making repairs to the hydraulic system, keep all parts clean and remove dirt from the work area. Use caps and plugs on all lines and openings.

4. Connect the hydraulic tester between the gear pump and the hydraulic control valve (fig. 1.2.3B).

The inlet hose from the hydraulic tester connects to the outlet port of the hydraulic gear pump.

The outlet hose from the tester connects to the control valve inlet port. Ensure the flow control on the hydraulic tester is fully open before starting the engine to prevent damage to the gear pump.



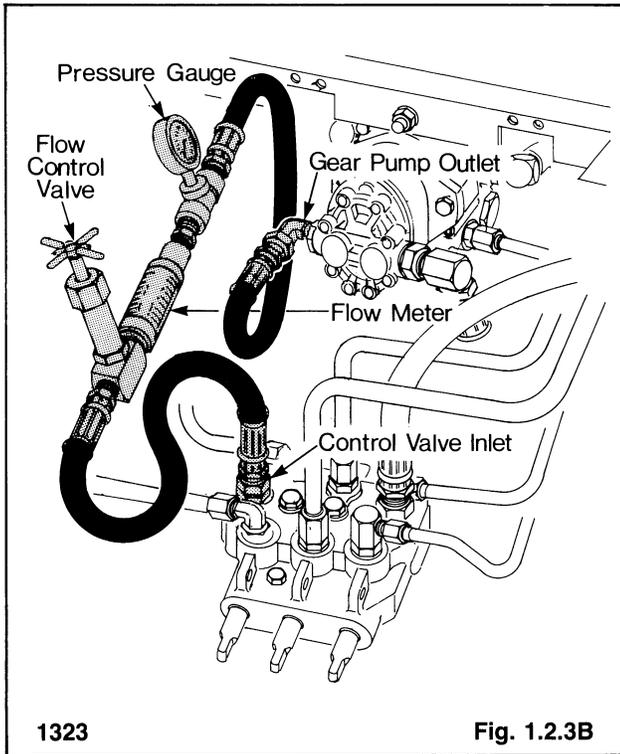
WARNING

Never repair or tighten hydraulic hoses or fittings with the engine running or the system under pressure.

IMPORTANT

There is no relief valve protecting the pump when the tester is connected. To prevent pump damage do not close the valve on the tester all the way or exceed 2150 PSI (148 BAR).

SECTION 1 HYDRAULICS



5. With the flow control on the tester fully open, start the engine and run it until it reaches normal operating temperature.
6. Set the engine speed to 1700 RPM and record the flow meter reading under no load conditions. (Refer to section 4.4 on setting the engine speed).
7. Apply load gradually to 2150 PSI (148 BAR). Correct the engine speed to 1700 RPM by increasing the throttle. Record the flow meter reading under load.

NOTE: The flow readings taken at no load and at 2150 PSI (148 BAR) must be at a constant 1700 RPM. If the RPM is not kept constant, the flow readings will be incorrect and pump efficiency will not be determined properly.

8. Determine pump efficiency by dividing the no-load reading into the 2150 PSI (148 BAR) reading. If the efficiency is less than 75% the pump should be repaired or if necessary replaced.
9. Disconnect the tester. If the pump is not to be removed from the loader reconnect the hydraulic line between the control valve and gear pump.

1.2.4 Removal and Replacement:

WARNING Do not work on a loader with the boom arms in a raised position unless the boom locks are engaged.

IMPORTANT

When making repairs to the hydraulic system, keep all parts clean and remove dirt from the work area. Use caps and plugs on all lines and openings.

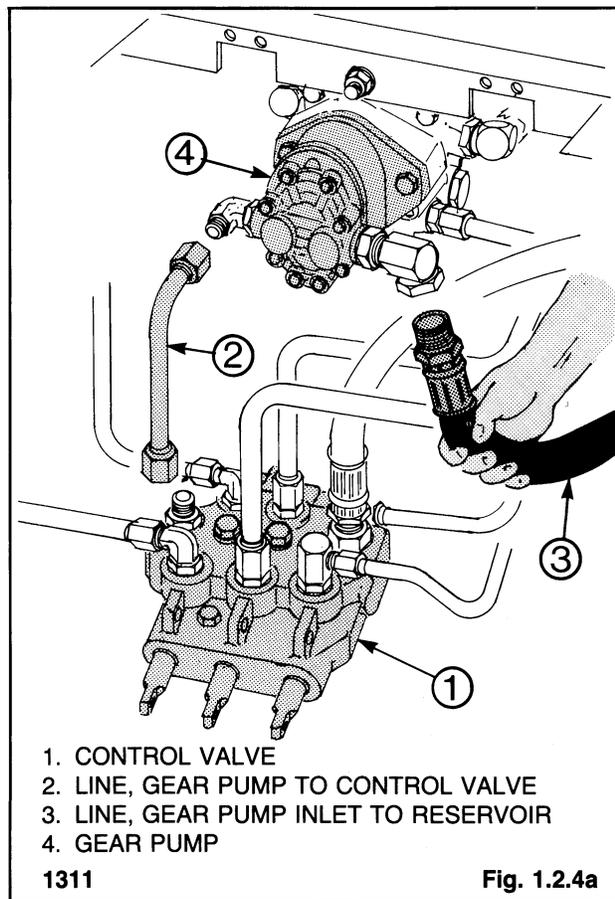
REMOVAL —

1. Raise the seat and remove the front shield.

WARNING

Never repair or tighten hydraulic hoses or fittings with the engine running or the system under pressure.

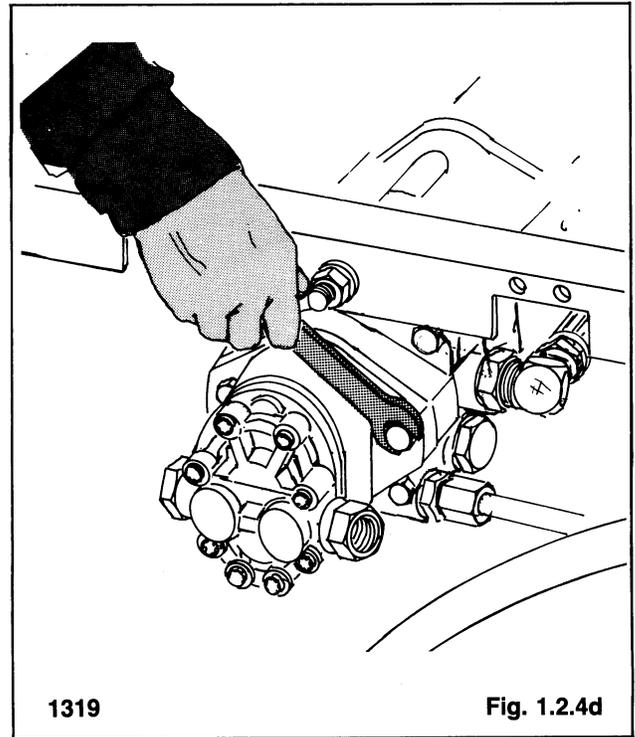
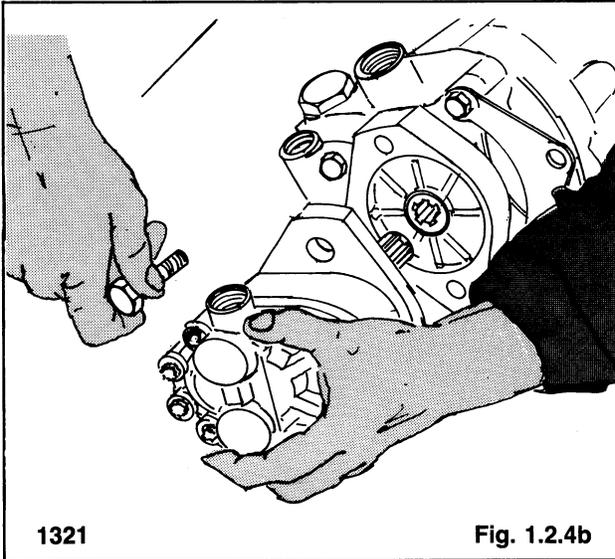
2. Disconnect the line between the hydraulic oil reservoir (fig. 1.2.4a) and the hydraulic gear pump at the gear pump inlet port. Cap the hose with a 3/4 inch N.P.T. cap to prevent loss of hydraulic oil.
3. Disconnect the line between the hydraulic gear pump and hydraulic control valve (fig. 1.2.4a).



1. CONTROL VALVE
2. LINE, GEAR PUMP TO CONTROL VALVE
3. LINE, GEAR PUMP INLET TO RESERVOIR
4. GEAR PUMP

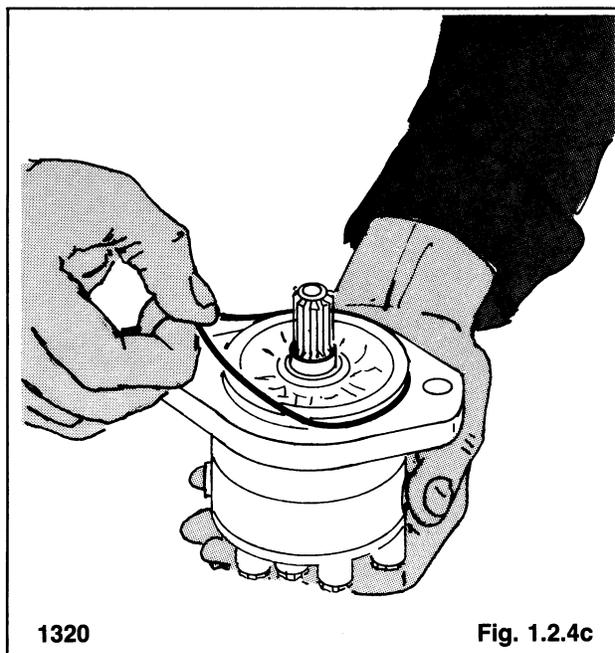
SECTION 1 HYDRAULICS

4. Remove the two (2) bolts which hold the hydraulic gear pump to the hydrostatic pump (fig. 1.2.4b).
5. Remove the hydraulic gear pump from the hydrostatic pump (fig. 1.2.4b).



REASSEMBLY —

1. Install a new O-Ring on the mounting flange of the hydraulic gear pump (fig. 1.2.4c).
2. Install the hydraulic gear pump on the hydrostatic pump.
3. Install the two (2) mounting bolts and torque to 27-31 ft. lbs. (36.6-42 N.M. (fig. 1.2.4d).



4. Install the hydraulic line between the gear pump and hydraulic control valve.
5. Install the hydraulic hose from the oil reservoir at the gear pump inlet.
6. Install the front shield and lower the seat.

IMPORTANT

To prevent damage after removal or repair of hydraulic components refer to start up procedure sect. 1.2.6.

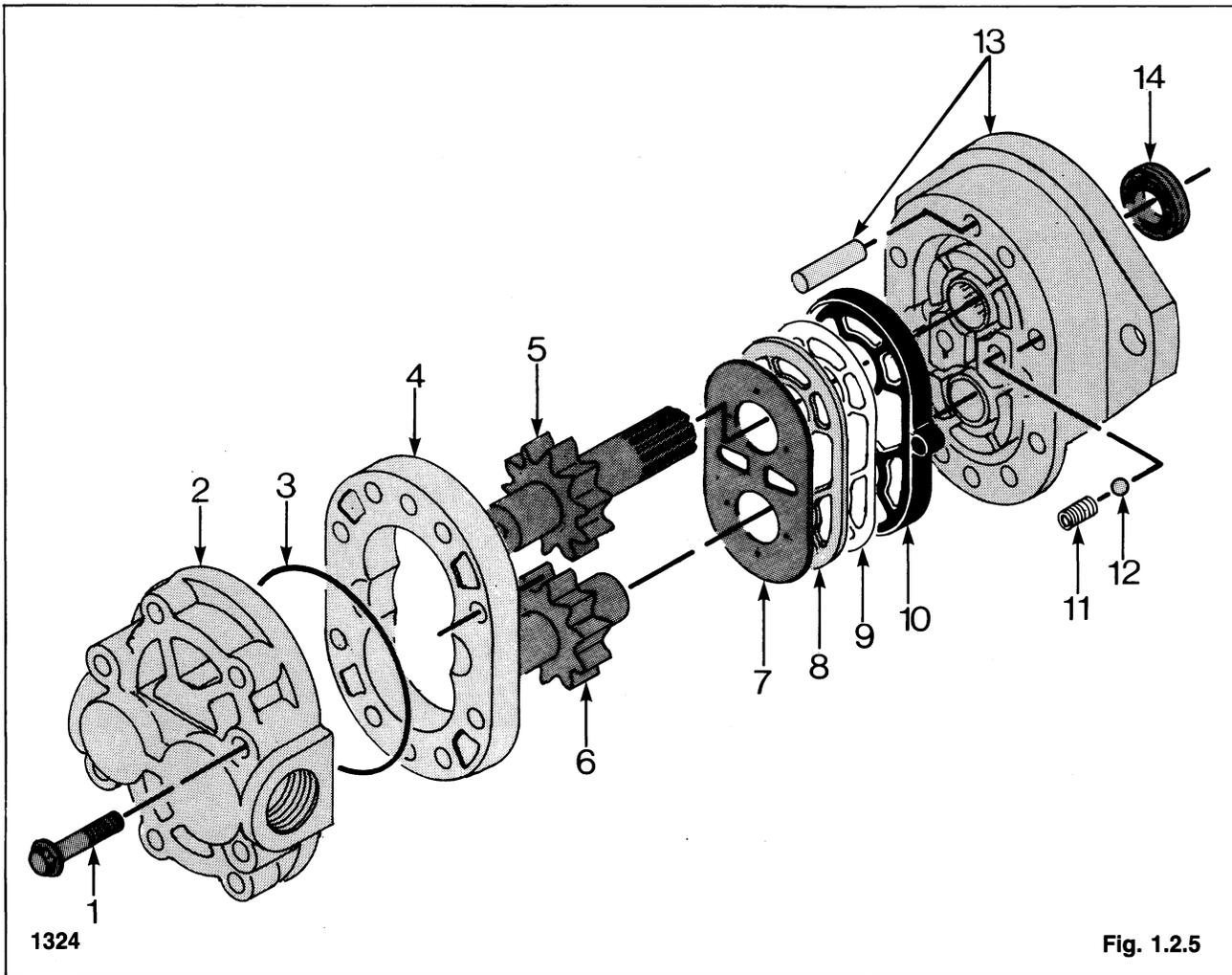
1.2.5 Disassembly and Inspection:

Before disassembling the pump, clean the body with a suitable solvent and dry with compressed air. Ensure all openings are plugged to prevent solvent entering the pump. Mark the pump across the front plate, body and back plate to assist reassembly.

! WARNING

To avoid eye injury use safety goggles when cleaning with compressed air.

SECTION 1 HYDRAULICS



1324

Fig. 1.2.5

- | | | | |
|------------------------|---------------|---------------------|-----------------|
| 1. TIE BOLTS | 4. BODY | 7. DIAPHRAGM | 11. SPRING |
| 2. BACK PLATE ASSEMBLY | 5. DRIVE GEAR | 8. BACK-UP GASKET | 12. BALL |
| 3. O-RING | 6. IDLER GEAR | 9. PROTECTOR GASKET | 13. FRONT PLATE |
| | | 10. DIAPHRAGM SEAL | 14. SHAFT SEAL |

DISASSEMBLY — (Refer to fig. 1.2.5)

1. Remove the eight tie bolts (1).
2. Hold the pump in both hands and tap the drive shaft against a wooden block to separate the front plate (13) from the back plate (2). The body (4) will remain with either the front plate or back plate.
3. To separate the body from the section it remains with, place the drive gear (5) in the body and tap the protruding end of the gear shaft with a plastic mallet.
4. Remove O-Ring (3) from the back plate and discard.
5. Using a sharp tool remove and discard the diaphragm (7) from the front plate.
6. Remove the two springs (11) and two balls (12) from the front plate.

7. Remove and discard the back-up gasket (8), protector gasket (9) and the diaphragm seal (10) from the front plate.
8. Remove and discard the shaft seal (14) from the front plate.

INSPECTION —

1. Thoroughly clean and dry all parts.
2. Inspect the shaft and gear assemblies for roughness or excessive wear at the bearing and seal areas.
3. Inspect the gear faces for scoring or excessive wear. Carefully remove any sharp areas on the gear teeth with emery cloth.

SECTION 1 HYDRAULICS

4. Inspect the bearings in the front and back plate. The bearings are an integral part of the front and back plate and are not serviced separately. The complete plate should be changed if the following conditions are not met.
 - (a) The bearings in the front plate should be flush with the raised portions of the groove pattern.
 - (b) The oil grooves in the bearings should line up with the dowel pin holes and be 180° apart for both front and back plate.
 - (c) The inside diameter of each bearing should not exceed .691 in. (17.551 mm).
5. Inspect the gear pockets of the body for excessive scoring or wear.

REASSEMBLY —

The diaphragm, back-up gasket, diaphragm seal, protector gasket, o-ring and shaft seal should be replaced as new parts during reassembly.

1. Using a dull tool, fit the diaphragm seal (10), into the groove in the front plate with the open part of the “V” section facing down.
2. Press the protector gasket (9) and the back-up gasket (8) into the diaphragm seal.
3. Insert the two steel balls (12) into their respective seats and place the two springs (11) over the balls.
4. Place the diaphragm (7) on top of the back-up gasket with the bronze face up.
5. Check that the entire diaphragm fits inside the raised rim of the diaphragm seal.
6. Dip the gear assemblies in system oil and install into the front plate bearings.
7. Apply a thin coat of heavy grease to both milled faces of the body. Install the body over the gears onto the front plate. The halfmoon, port cavities in the body must face away from the front plate and the small drilled hole in one of the cavities must face the outlet (pressure) side of the pump.
8. Install O-Ring (3) in the groove on the backplate.
9. Slide the back plate over the gear shafts until the dowel pins are engaged.
10. Install and evenly tighten the eight tie bolts (1). Torque to 25-28 ft. lbs. (34-38 N.M.).
11. Dip the shaft seal (14) in system fluid and install it on the drive shaft being careful not to cut the rubber sealing lip. Fully seat the seal into the recessed bore in the front plate.
12. Rotate the pump shaft by hand. A small amount of resistance should be felt, however, the pump should turn freely after a short period of use.

IMPORTANT

To prevent damage after removal or repair of hydraulic components refer to start up procedure sect. 1.2.6.

1.2.6 Start-up After Repair:

To prevent damage on start-up, after draining the hydraulic oil reservoir or replacing major hydraulic or hydrostatic components, follow the procedures below:

1. Fill the hydraulic oil reservoir to the correct level with 10W30 API classification SE, CD or Ford No. 48 oil. Refer to section 1.7.3 for procedure and capacities.
2. On diesel engines — with the throttle lever set in the off position, intermittently turn the engine over with the starter motor for approximately two (2) minutes. This allows both the gear pump and hydrostatic drive pump draw oil from the reservoir ensuring the system is full on start-up.
On gasoline engines — disconnect the coil wire and follow the above procedure.
3. Start the engine and run it at half throttle with no hydraulics engaged for several minutes.



WARNING

Do not start the engine unless you are in the seat with the seat belt fastened around you.

4. With the engine running at half throttle, operate the hydraulic control valve to build up pressure at 3 second intervals for approximately three (3) minutes.
5. Increase the engine speed to full throttle, operate the hydraulic control valve to build up pressure at 3 second intervals for approximately three minutes.
6. Shut off the engine and check for leaks.



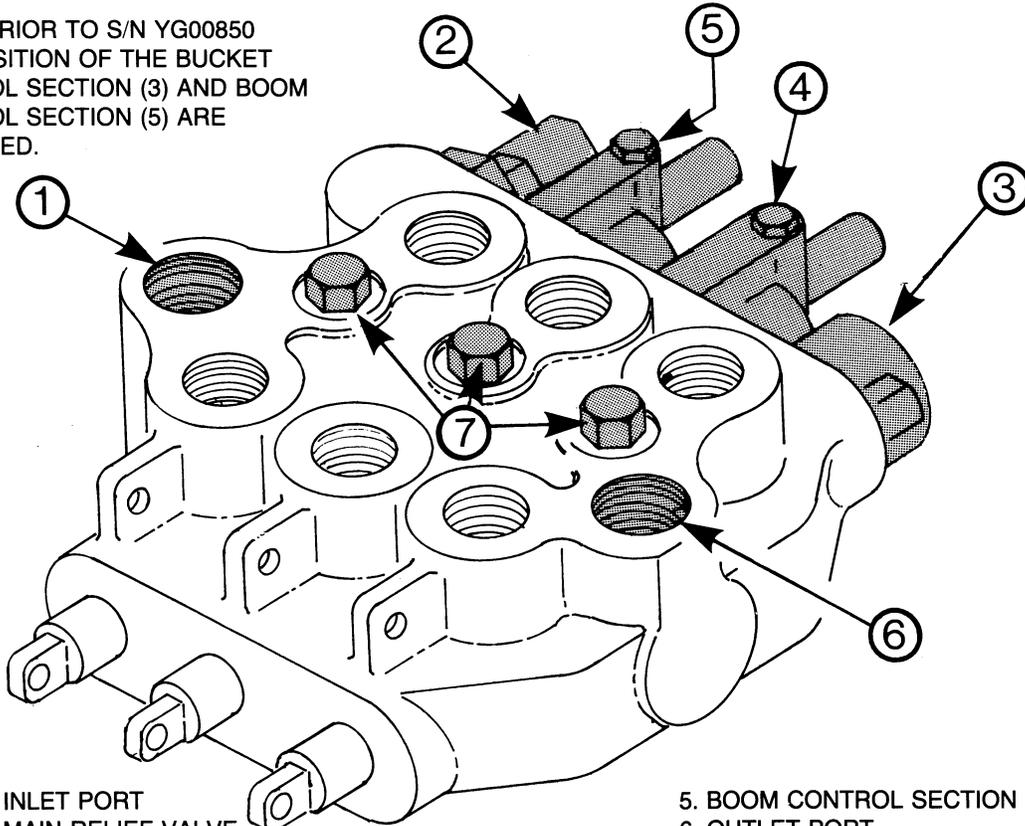
WARNING

Do not start the engine unless you are in the seat with the seat belt fastened around you.

SECTION 1 HYDRAULICS

1.3 CONTROL VALVE

NOTE: PRIOR TO S/N YG00850
THE POSITION OF THE BUCKET
CONTROL SECTION (3) AND BOOM
CONTROL SECTION (5) ARE
REVERSED.



- 1. INLET PORT
- 2. MAIN RELIEF VALVE
- 3. BUCKET CONTROL SECTION
- 4. AUX. HYDRAULIC CONTROL SECTION
- 5. BOOM CONTROL SECTION
- 6. OUTLET PORT
- 7. LOAD CHECK (3)

1322

Fig. 1.3

1.3.1 Specifications:

Model.....	DV32
Valve type.....	3 spool, monoblock, series type with float on boom & aux. detent
Flow capability.....	20 GPM (75.7 l/m)
Main relief, type.....	Pilot operated, adjustable
Main relief, setting.....	2150 PSI (148 BAR)
Load check.....	one per valve circuit

1.3.2 General Information:

LOADER CONTROL VALVE

The loader hydraulic control valve is a series type, mono block valve. The valve contains 3 spools which control loader bucket, auxiliary hydraulic and boom operations.

The spools are hardened, ground, chrome plated steel. Each spool is selectively fitted to the section spool bore. Because of this selective fitting, the spools are not interchangeable or serviced individually. Each spool is sealed at the rear with an O-Ring and at the front with an O-Ring and rod wiper.

When the spools are in neutral, oil flows from the hydraulic gear pump, through the control valve, and returns to the

hydraulic reservoir. As a spool is moved, oil is directed to one end of the cylinders. Oil returning from the cylinders is ported to the next valve circuit which allows operation of more than one function at the same time.

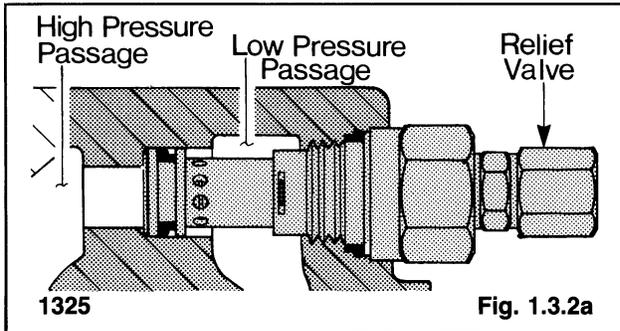
Each spool end contains a centering spring which returns the spool to neutral position if the foot pedal control is released. The auxiliary section contains a detent mechanism to hold the spool in position, providing constant flow to the auxiliary hydraulic circuit when required. The boom section has a detent mechanism to hold the spool in position, when float is desired.

SYSTEM RELIEF VALVE OPERATION

The system relief valve (fig. 1.3.2a), is located at the rear of the valve near the inlet port between the high pressure passage and the low pressure passage. When a spool is moved, oil is directed to one end of the cylinders. If the cylinders are restricted, or reach the limit of their travel, oil pressure builds up in the system. To protect against the pressure increase, the relief valve opens and allows high pressure oil to return to the reservoir.

The system relief valve is a pilot operated relief and is adjustable. Refer to section 1.3.3. The relief valve is preset at 2150 PSI (148 BAR).

SECTION 1 HYDRAULICS

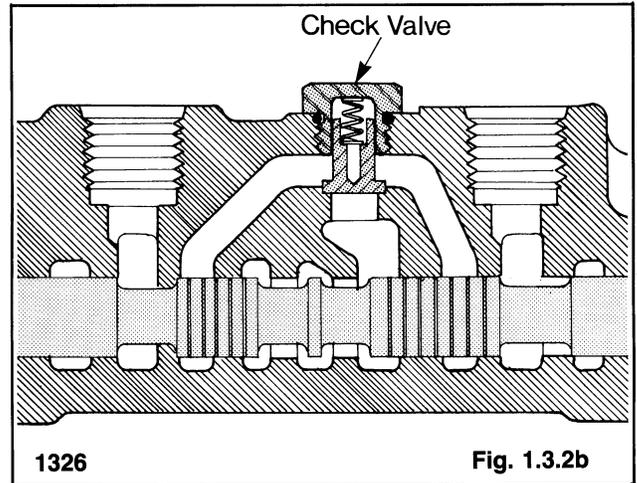


LOAD CHECK VALVE OPERATION

Load check valves are located between the ports of each spool circuit. The function of the check valves is to hold the boom arms or bucket in position during initial spool movement.

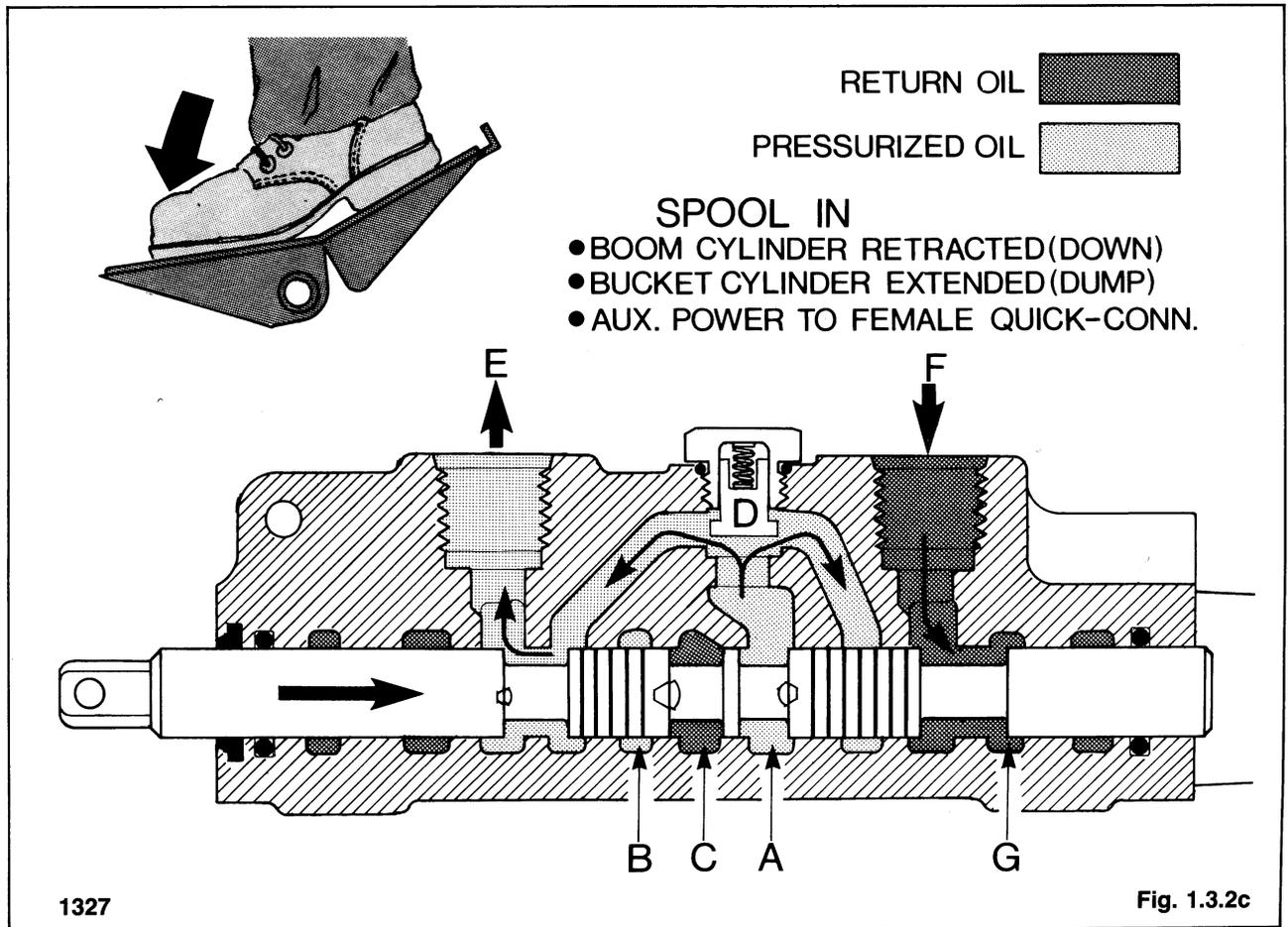
In operation, the check valve (fig. 1.3.2b), is retained on its seat by spring force. At initial spool movement, the natural tendency is for the oil, which is being pressurized by the closing of the open center passage to flow to an area of lower pressure. As the open center passage is being blocked, the oil would then attempt to flow past the open spool. This oil is held at the check valve until the pumped oil overcomes the force holding the check valve on its seat. As the pressure

increases, the oil pressure unseats the check valve and pressurized oil flows to the cylinder.



OPERATION — SPOOL IN

Fig. 1.3.2c illustrates oil flow through the valve to the cylinder hose ports. Pushing the spool in causes the boom to lower in the boom spool section, the bucket to dump in the bucket spool section and oil to flow to the female quick-connect coupling on the auxiliary hydraulic spool section.



SECTION 1 HYDRAULICS

Oil enters the inlet section at A and B. The spool land blocks the oil from flowing to port C. All pumped oil is directed through passage A, the pressure increases until the load check valve D is unseated. Oil passes by the load check valve and out hose port E to one end of the cylinders.

Oil forced out of the cylinders by the piston, enters the valve through hose port F and flows to the reservoir through passage G.

The auxiliary hydraulic spool has a detent mechanism to hold the spool in this position if a constant flow of oil to the auxiliary circuit is required.

OPERATION — SPOOL OUT

Fig. 1.3.2d illustrates oil flow through the valve to the cylinder hose ports when the spools are out. Pulling the spool out in the boom section causes the boom to raise, in the bucket section the bucket to roll back and in the auxiliary section oil to flow to the male quick-connect coupling.

Oil enters the inlet valve section at A and B. The spool land blocks the oil from flowing to passage C. All pumped oil is directed through passage A where it is blocked by the load check valve D. The pressure increases until it overcomes the force

holding the check valve on its seat. The oil pressure unseats check valve D and flows out hose port E to one end of the cylinders.

Oil forced out of the cylinders by the pistons, enters the valve through hose port F and flows to the reservoir through passage G.

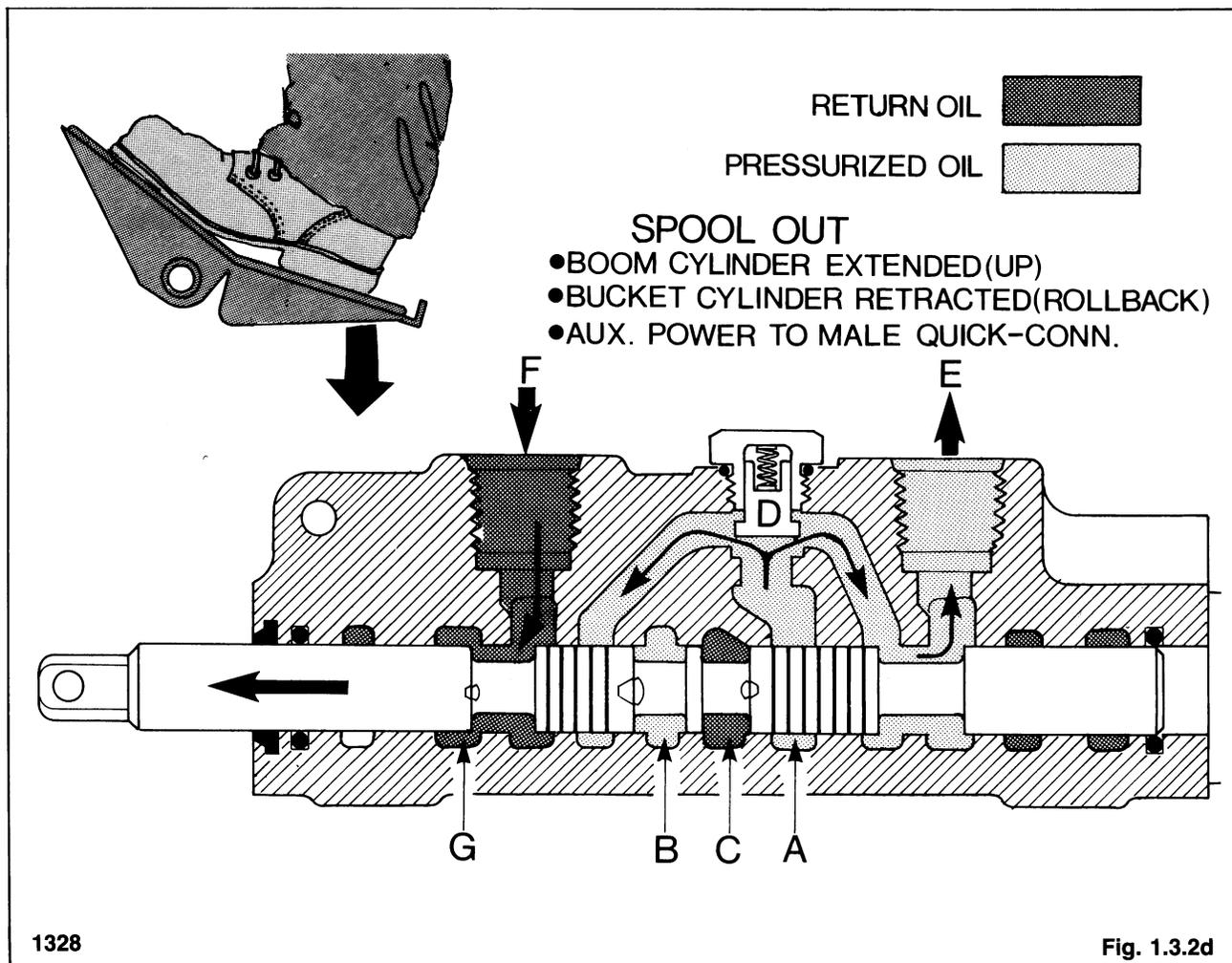
OPERATION — BOOM FLOAT POSITION

Incorporated at the end of the boom spool is a detent locking device that holds the spool in float position. With the spool in this position, oil is permitted to flow freely between the rod and piston end of the boom cylinders as illustrated in fig. 1.3.2e. As the working surface varies the boom arms "float" with the ground contour.

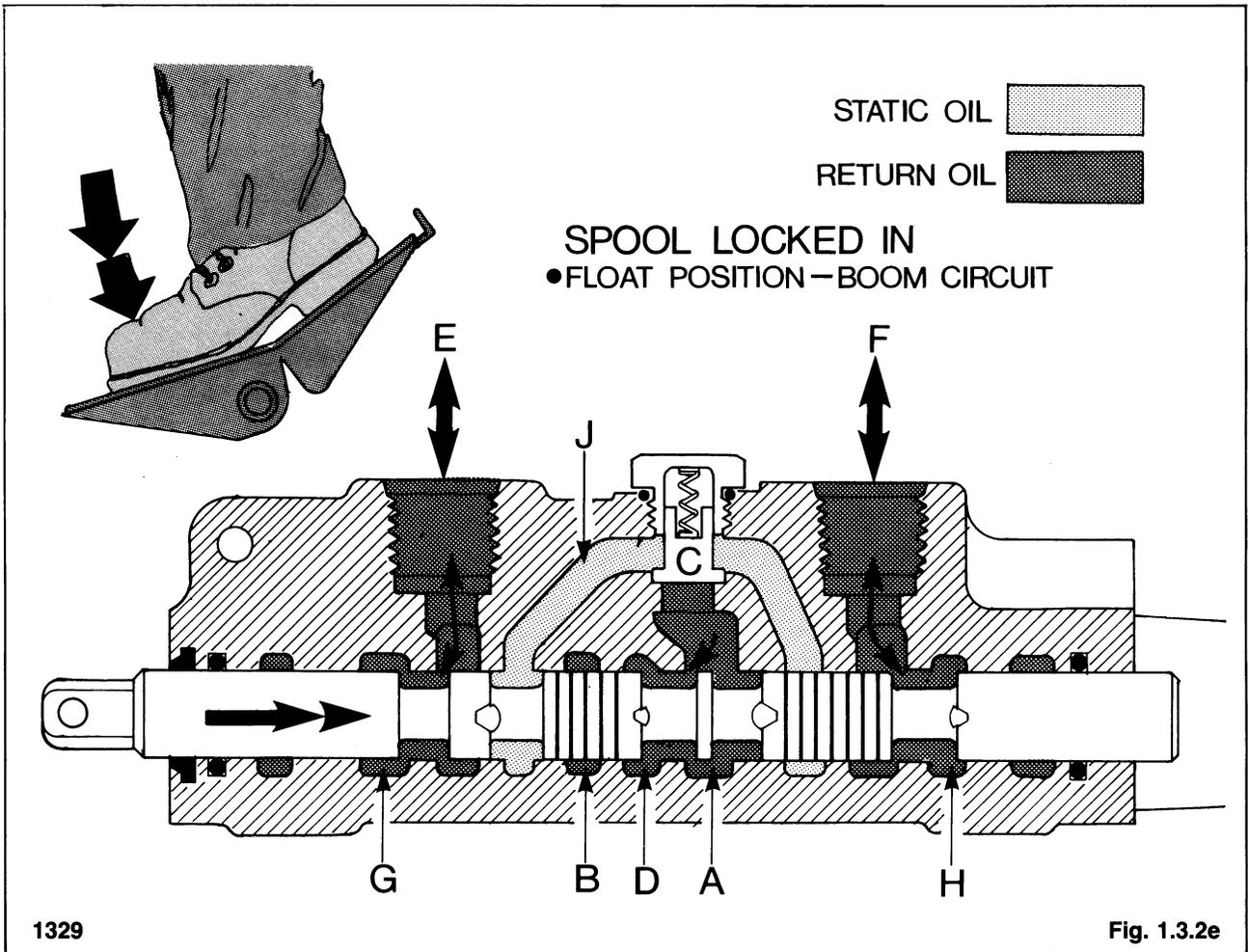
Oil travels through passages A and B to passage D which is connected to the reservoir and to passages G and H.

Oil being displaced or forced out of one cylinder end circulates to the other cylinder end through hose port E or F, depending on whether raising or lowering conditions occur.

The load check valve C will not unseat as passage J is blocked by the spool land.



SECTION 1 HYDRAULICS



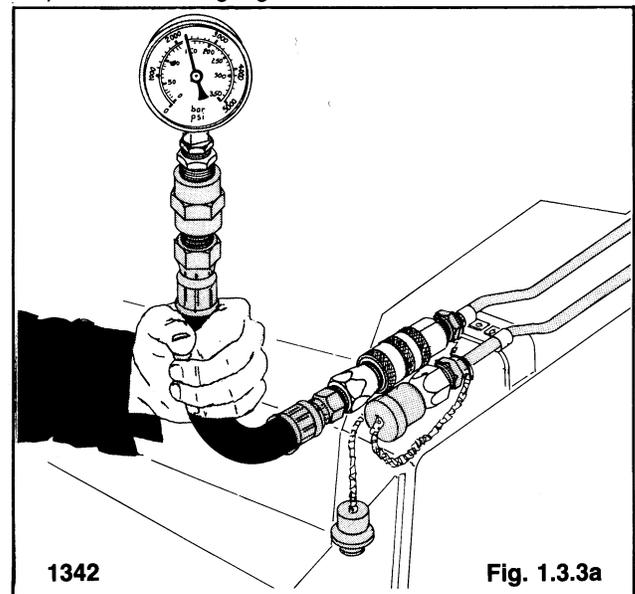
1.3.3 Testing and Adjusting the Relief Valve

TESTING — SYSTEM RELIEF VALVE

Use a pressure gauge capable of reading up to 3000 PSI (206.8 BAR) and hose and fittings capable of 3000 PSI (206.8 BAR) continuous pressure when performing the test.

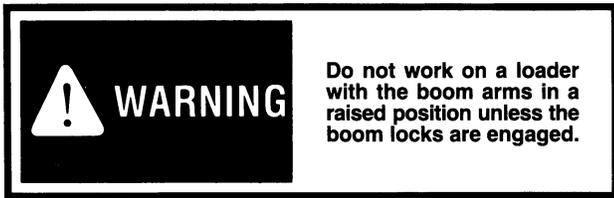
1. Operate the loader until the hydraulic oil is warm. Shut off the engine.
2. This test must be performed with the engine running. Before performing the test remove any attachment and block the loader securely with all four wheels clear of the ground.
3. Connect a pressure gauge in the female quick-connect coupling on the auxiliary hydraulic circuit located at the front of the boom arm (fig. 1.3.3a).
4. Start the engine.
5. Press the toe of the auxiliary (center) pedal to activate the auxiliary hydraulic circuit.
6. Pressure must be 2150 PSI (148 B) \pm 50 PSI (\pm 3.4 BAR).

7. Shut off the engine and cycle the foot pedal to relieve pressure at the gauge.



SECTION 1 HYDRAULICS

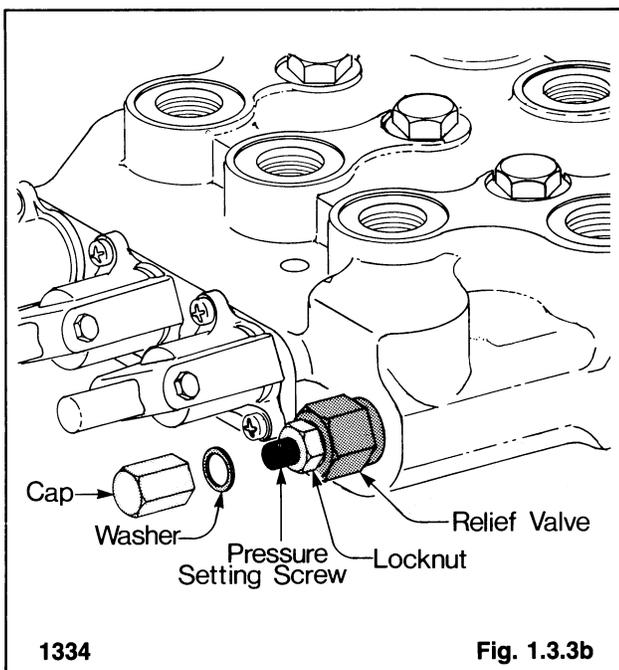
ADJUSTMENT — SYSTEM RELIEF VALVE



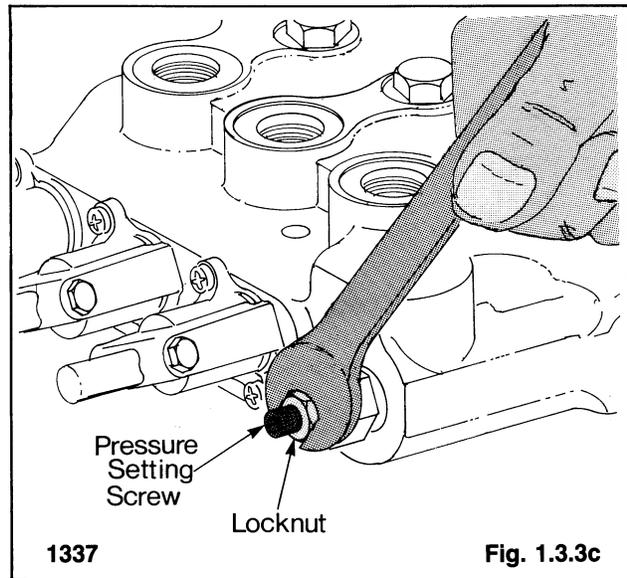
1. Remove any attachment, raise the boom arms and engage the boom locks. Shut off the engine.



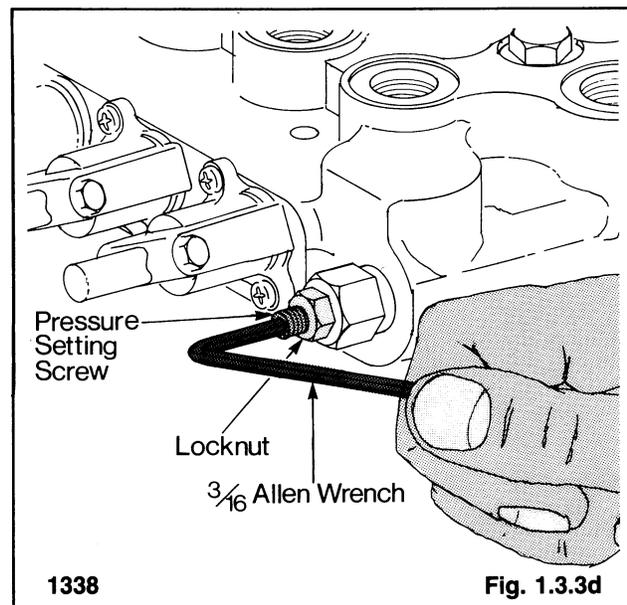
2. The engine must be run after making any adjustment to check the relief pressure. Block the loader securely with all four wheels clear of the ground.
3. Connect a pressure gauge in the female quick-connect coupling on the auxiliary hydraulic circuit. The pressure gauge, hoses and fittings used should be capable of accepting 3000 PSI (148 BAR) continuous pressure.
4. Raise the seat and remove the hydrostatic shield.
5. Remove the relief valve cap screw and washer from the relief valve (fig. 1.3.3b).



6. Loosen the relief valve locknut (fig. 1.3.3c).



7. Using a 3/16 inch allen wrench (fig. 1.3.3d) turn the pressure setting screw a maximum of 1/4 turn. To increase the pressure setting, turn the pressure setting screw in. To decrease, turn the pressure setting screw out.



8. Tighten the relief valve locknut.
9. Start the engine. Press the toe of the auxiliary foot pedal to activate the auxiliary hydraulic system and read the pressure setting on the gauge. Pressure should be 2150 PSI (148 BAR) ± 50 PSI (± 3.4 BAR). Shut off the engine. If necessary repeat steps 6 through 9.

SECTION 1 HYDRAULICS

IMPORTANT

Do not set the relief pressure above 2150 PSI (148 BAR) to prevent damage to the hydraulic system components.

10. When the correct relief pressure is obtained tighten the locknut to 16-20 ft. lbs. (22-27 N.M.).
11. Install the cap and washer and tighten to 16-20 ft. lbs. (22-27 N.M.).

1.3.4 Control Valve Removal, Replacement

IMPORTANT

When making repairs to the hydraulic system, keep all parts clean and remove dirt from the work area. Use caps and plugs on all lines and openings.

REMOVAL—

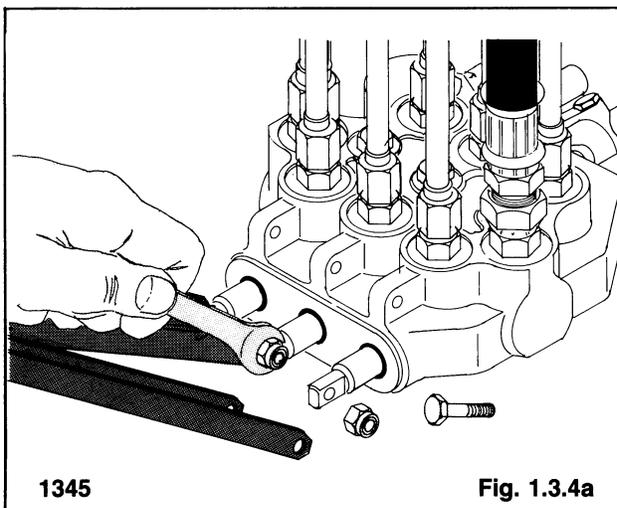
1. Remove any attachment. Raise the boom arms and engage the boom locks. Shut off the engine.



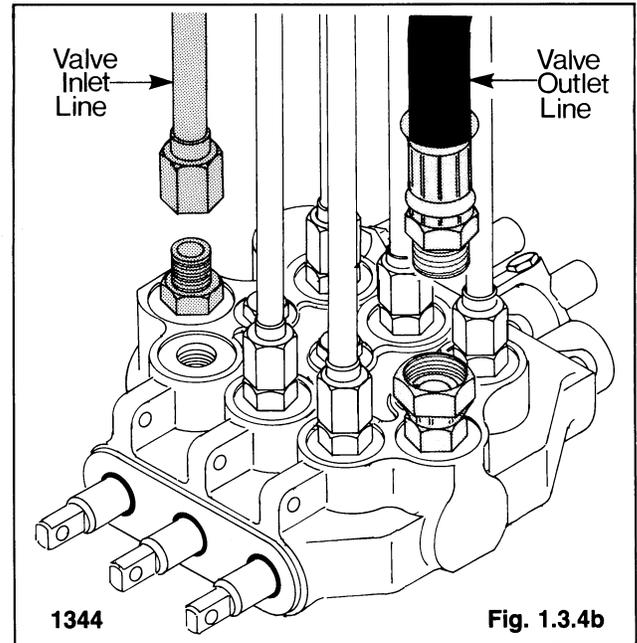
WARNING

Do not work on a loader with the boom arms in a raised position unless the boom locks are engaged.

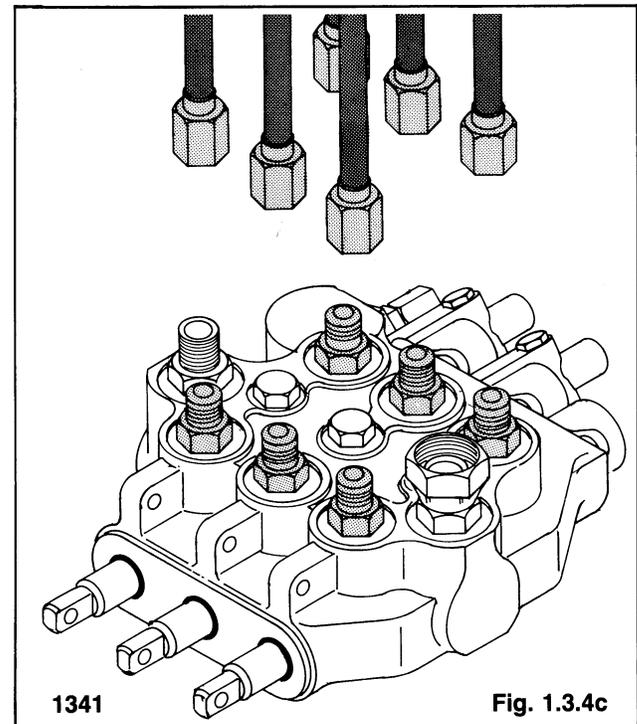
2. Drain the oil from the hydraulic reservoir. Refer to section 1.7.3.
3. Raise the seat and remove the hydrostatic shield.
4. Disconnect the foot pedal linkage at the control valve spool (fig. 1.3.4a).



5. Disconnect the line between the hydraulic gear pump outlet and control valve inlet (fig. 1.3.4b). Cap the hydraulic line and plug the control valve inlet port.
6. Disconnect the line from the control valve outlet port (fig. 1.3.4b). Cap the hydraulic line and plug the control valve outlet port.



7. Disconnect all six lines going to the bucket, boom and auxiliary hydraulic circuits at the control valve (fig. 1.3.4c). Cap all six hydraulic lines and hose ports on the control valve.



SECTION 1 HYDRAULICS

8. Remove the two bolts and nuts which secure the hydraulic control valve to the valve mount.
9. Remove the hydraulic control valve.

REPLACEMENT—

1. Install the valve and secure with two bolts and nuts.
2. Connect the six hydraulic lines going to the bucket, boom and auxiliary hydraulic circuits at the control valve.
3. Connect the hydraulic hose going to the oil filter at the hydraulic control valve outlet port.
4. Connect the hydraulic pipe going to the hydraulic gear pump at the hydraulic control valve inlet port.

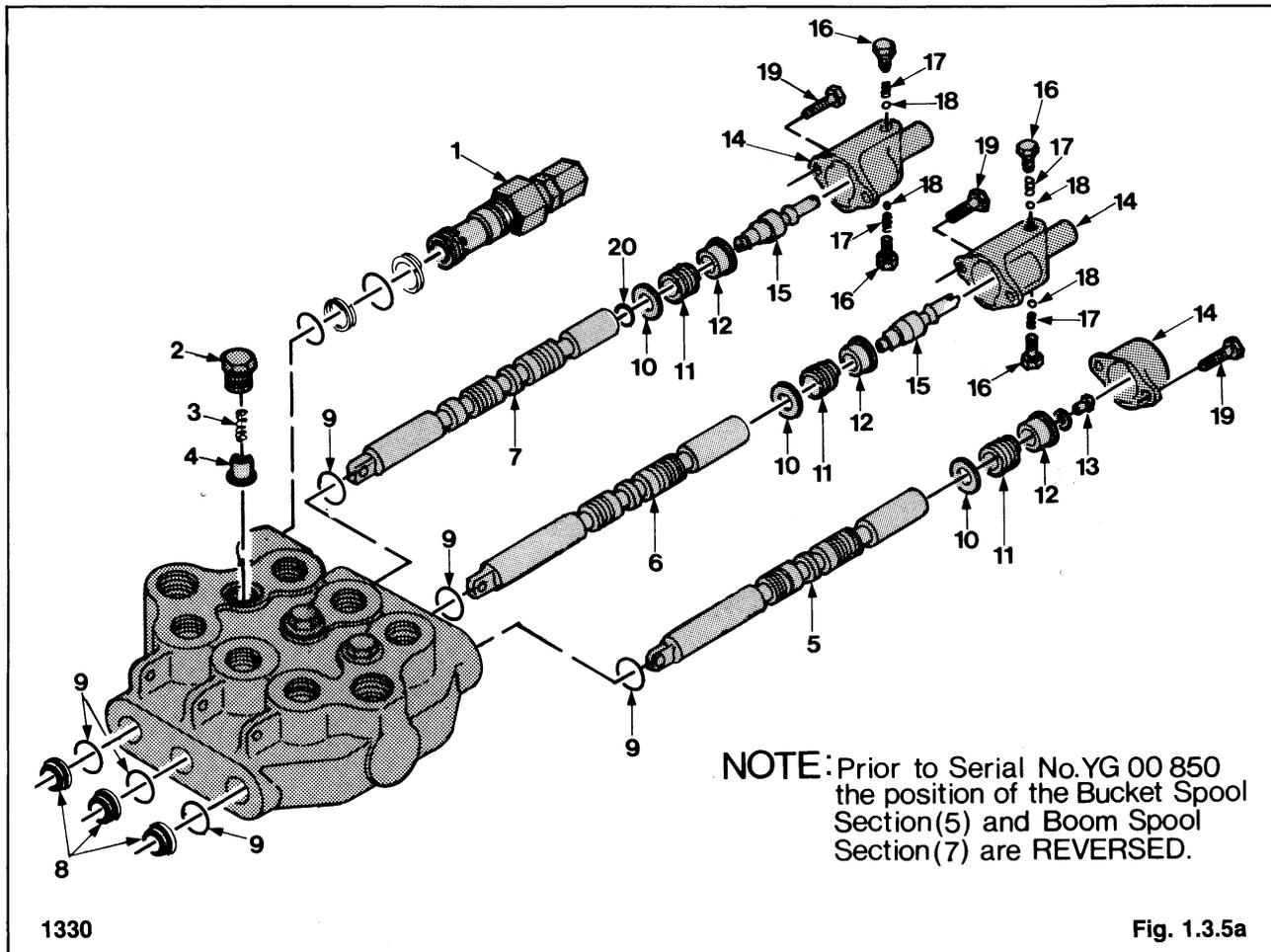
5. Connect the foot pedal linkages to the hydraulic control valve spools.
6. Fill the hydraulic reservoir to the correct level with 10W30 API classification SE, CD or Ford No. 48 oil. Refer to section 1.7.3 for procedure and capacities.

IMPORTANT

To prevent damage after removal or repair of hydraulic components refer to start up procedure sect. 1.2.6.

7. Before start up refer to section 1.2.6 for correct procedure to prevent damage to the hydraulic system components.

1.3.5 Disassembly and Inspection:



1330

Fig. 1.3.5a

- | | | | |
|-------------------------|----------------------------|-------------------|-------------------|
| 1. RELIEF VALVE | 6. AUXILIARY SECTION SPOOL | 11. SPRING | 16. DETENT PLUG |
| 2. LOAD CHECK, PLUG | 7. BOOM SECTION SPOOL | 12. SPRING SPACER | 17. DETENT SPRING |
| 3. LOAD CHECK, SPRING | 8. SPOOL WIPER SEAL | 13. SCREW | 18. DETENT BALL |
| 4. LOAD CHECK, POPPET | 9. SPOOL O-RING | 14. END CAP | 19. END CAP SCREW |
| 5. BUCKET SECTION SPOOL | 10. RETURN WASHER | 15. DETENT SPOOL | 20. O-RING |

SECTION 1 HYDRAULICS

IMPORTANT

When making repairs to the hydraulic system, keep all parts clean and remove dirt from the work area. Use caps and plugs on all lines and openings.

DISASSEMBLY —

Before disassembling the hydraulic control valve, clean the body with a suitable solvent and dry with compressed air. Ensure all openings are plugged to prevent solvent entering the pump. Refer to figure 1.3.5a to assist in disassembly.



WARNING

To avoid eye injury use safety goggles when cleaning with compressed air.

1. Remove the pressure relief valve (1). Discard O-rings and back-up washers.
2. Remove three load check plugs (2), springs (3) and poppets (4). Discard the O-rings which seal the load check plugs.
3. Remove the two end cap screws (19) from the bucket spool end cap (14). Remove the end cap (14).
4. Remove the return spring screw (13) and lockwasher from the bucket spool spring return assembly.
5. Remove the spring spacer (12), spring (11) and return washer (10) from the bucket section spool (5). Remove the bucket spool (5).

IMPORTANT

Do not intermix parts from one spool with another. Keep spool parts separate.

6. Remove the two detent plugs (16) detent springs (17) and detent balls (18) from the auxiliary spool end cap (14).
7. Remove the two end cap screws (19) from the auxiliary spool end cap (14). Remove the end cap.
8. Remove the detent spool (15), spring spacer (12), spring (11) and return washer (10) from the auxiliary spool (6). Remove the auxiliary spool (6).
9. Remove the two detent plugs (16), detent springs (17) and detent balls (18) from the boom spool end cap (14).
10. Remove the two end cap screws (19) from the boom spool end cap (14). Remove the boom spool end cap (14).

11. Remove the detent spool (15), spring spacer (12), spring (11) and return washer (10) from the boom spool (7). Remove the boom spool (7).
12. Remove and discard the six spool O-rings (9) and the spool wiper seals (8) from the spool bores (fig. 1.3.5b). Be careful not to scratch the spool bores.

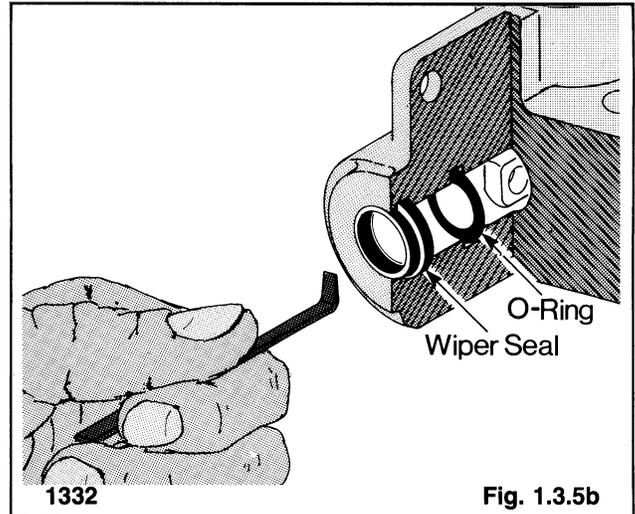


Fig. 1.3.5b

INSPECTION —

1. Thoroughly clean and dry all parts.
2. Inspect the load check valve springs (3) for breakage or loss of tension.
3. Inspect the load check poppets (4) for scoring or wear (fig. 1.3.5c).

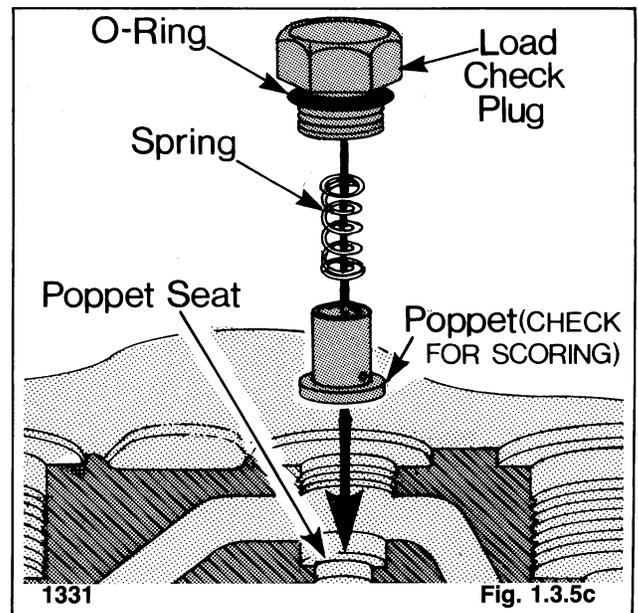


Fig. 1.3.5c

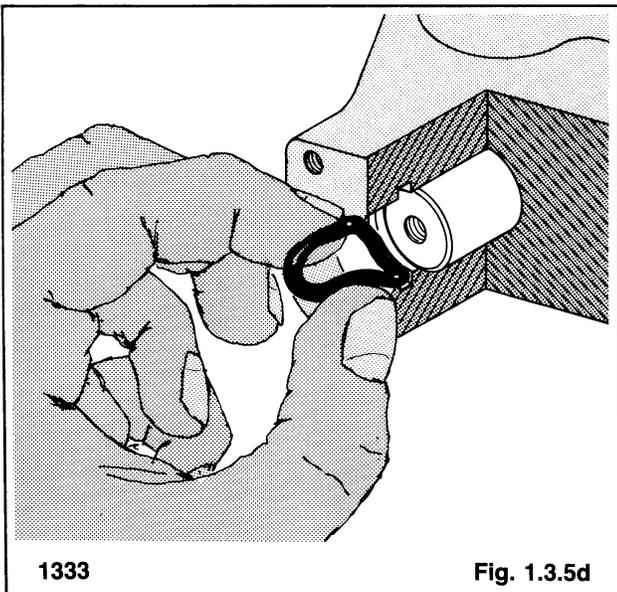
4. Inspect the poppet seats inside the valve body for scoring (fig. 1.3.5b). Scoring on the poppet or poppet seat will allow leakage and may result in the boom or bucket being unable to hold their position when the spools are in neutral or at initial spool movement.

SECTION 1 HYDRAULICS

5. Check the spools for scoring or wear. The spools are selectively fitted to each section spool bore. Because of this selective fitting, the spools are not interchangeable or serviced individually.
6. Inspect the spool bores in the control valve body for scoring or wear.
7. Inspect the return washers (10), return springs (11), spring spacers (12) and the detent spools (15) for damage or wear.
8. Check the relief valve and relief valve seat in the control valve housing for scoring or wear.

ASSEMBLY —

1. Install the three load check poppets (4), poppet springs (3) and load check plug (2) in the control valve housing. Install a new O-ring on the load check plug (2) before assembly.
2. Install the relief valve (1) in the control valve housing. Install new O-rings and backup washers on the relief valve before assembly.
3. Lubricate with system oil, three spool O-rings (9) and install them in the 'O' ring grooves at the front of the valve housing.
4. Carefully insert each spool into its proper bore from the back of the valve housing. Rotate the spools as they pass through the O-rings at the front of the valve body. Pull the spools out of the front of the valve body until the back edge of the spool is in line with the back edge of the O-ring groove at the rear of the valve housing (fig. 1.3.5d).
5. Lubricate with system oil, three spool O-rings and install them in the O-ring grooves at the rear of the valve housing (fig. 1.3.5d). Push the spools back into the valve body rotating while pushing until the back of the spools are even with the outside of the valve housing.



6. Install three wiper seals (8) at the front of the control valve housing.
7. Install the return washer (10), spring (11), spring spacer (12) on the end of the bucket spool and secure in place with the lockwasher and screw (13). Torque to 2-3 ft. lbs. (2.7-4 N.M.).
8. Install the bucket spool end cap (14) and secure with two end cap screws (19). Torque the end cap screws 2-3 ft. lbs. (2.7-4 N.M.).
9. Install the return washers (10), springs (11) and spring spacer (12) on the ends of both the auxiliary and boom spools. Secure in place with the detent spools (15). Apply lock-tite RC609 to the detent spool threads (15) and torque the detent spools (15) to 2-3 ft. lbs. (2.7-4 N.M.).

IMPORTANT

Do not intermix parts from one spool with another. Keep spool parts separate.

10. Install the auxiliary and boom spool end caps (14) and secure with end cap screws (19). Torque the end cap screws 2-3 ft. lbs. (2.7-4 N.M.).
11. Install the detent balls (18), detent springs (17) and detent plugs (16) in the spool end caps (14) on both the auxiliary and the boom sections.

1.3.6 Spool Seal Replacement:

It is not necessary to remove the hydraulic control valve from the loader or to remove the spools from the valve body to replace the spool seals.

The spool is sealed on both ends with an O-ring (fig. 1.3.6a). In addition a wiper seal is located at the front of each spool to prevent dirt entering the valve body as the spool is moved.

The following instructions refer to replacement of the spool seals on the boom lift spool. The procedure on the other two spools will be the same with the exception of removing the spring mechanism on the bucket spool. Refer to section 1.3.5 for additional information.

IMPORTANT

When making repairs to the hydraulic system, keep all parts clean and remove dirt from the work area. Use caps and plugs on all lines and openings.

1. Remove any attachment, raise the boom arms and engage the boom locks. Shut off the engine.

SECTION 1 HYDRAULICS

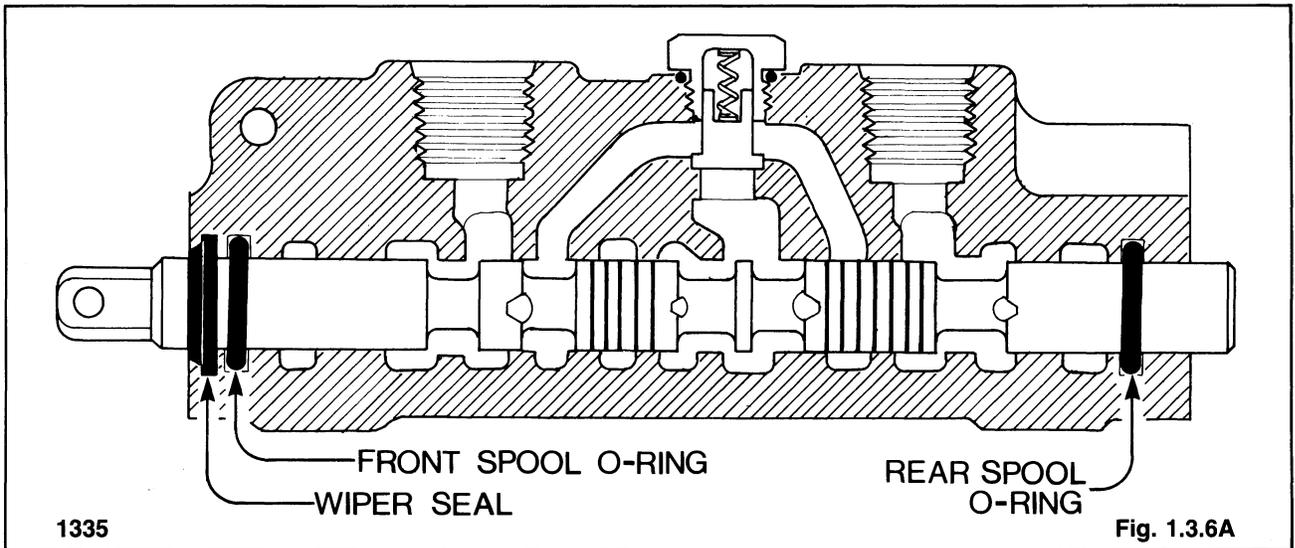
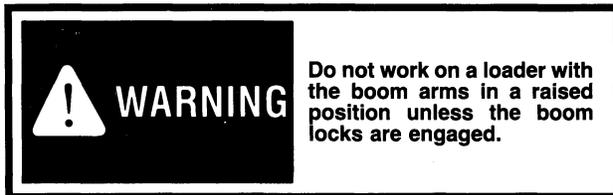


Fig. 1.3.6A



2. Raise the seat and remove the hydrostatic shield.
3. Disconnect the foot pedal linkage at the control valve spool (fig. 1.3.6b).

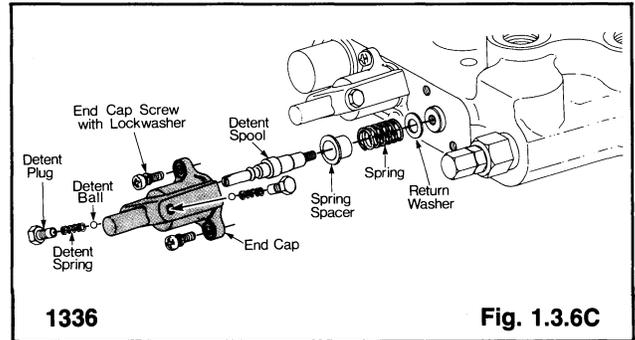


Fig. 1.3.6C

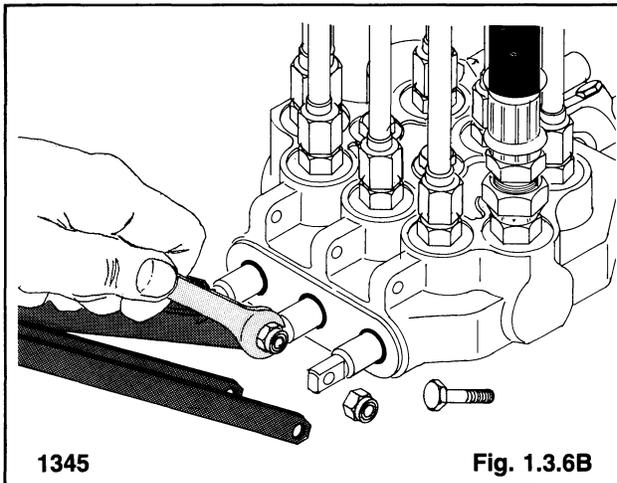


Fig. 1.3.6B

4. Remove the detent plug, detent spring and detent ball from the end cap (fig. 1.3.6c).
5. Remove the end cap (fig. 1.3.6c).
6. Remove the detent spool, spring spacer, spring and return washer from the end of the spool (fig. 1.3.6c).
7. Pull the spool out of the front of the valve body until the back edge of the spool is in line with the back edge of the O-ring groove at the rear of the valve housing (fig. 1.3.6d).

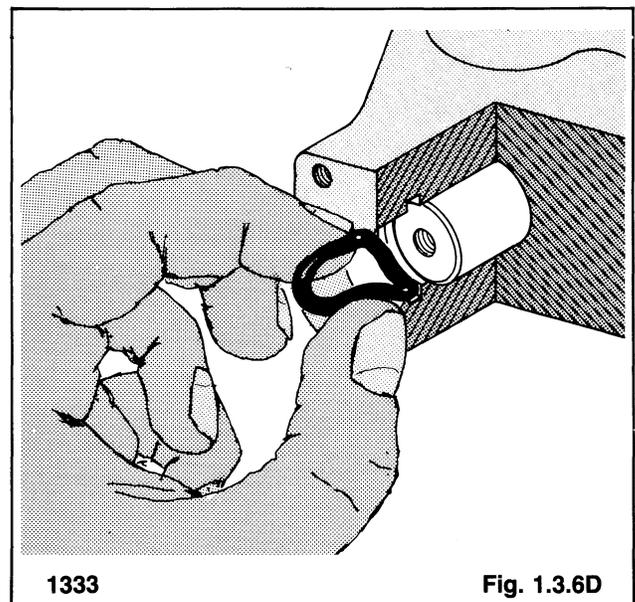


Fig. 1.3.6D

8. Remove and discard the O-ring.
9. Lubricate a new O-ring with system oil and install in the O-ring groove (fig. 1.3.6d).

SECTION 1 HYDRAULICS

10. Push the spool back into the valve body, rotating the spool while pushing, until the clevis end of the spool is even with the back edge of the O-ring groove at the front of the valve body (fig. 1.3.6e).
11. Remove and discard the O-ring and wiper seal.
12. Lubricate a new O-ring with system oil and install in the O-ring groove (fig. 1.3.6e).
13. Pull the spool out of the valve housing. Rotate the spool while pulling until the back of the spool is even with the outside of the valve housing at the rear.
14. Install a new wiper seal at the front of the valve housing.
15. Install the end cap and spring return parts in the reverse order of disassembly.

Apply loctite RC609 to the detent spool and torque the detent spool 2-3 ft. lbs. (2.7-4 N.M.).

Torque the end cap screws 2-3 ft. lbs. (2.7-4 N.M.).

16. Reconnect the foot pedal linkage.
17. Start the engine and check for leaks.

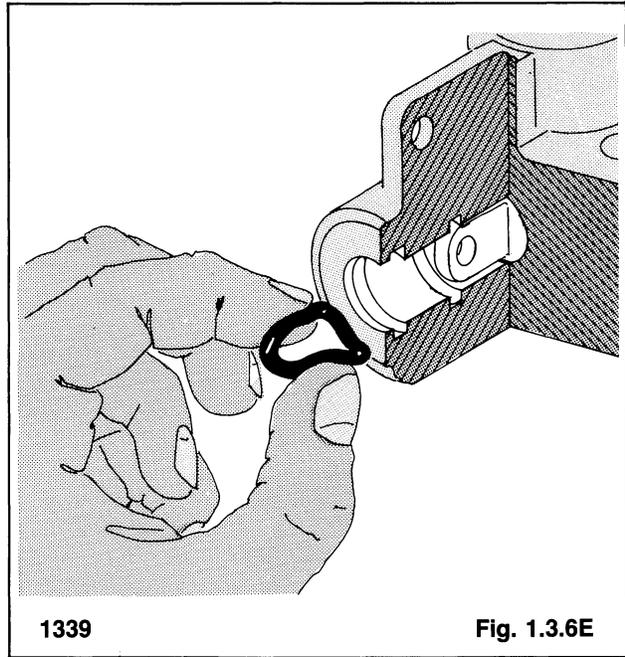


Fig. 1.3.6E

1.4 HYDRAULIC CYLINDERS

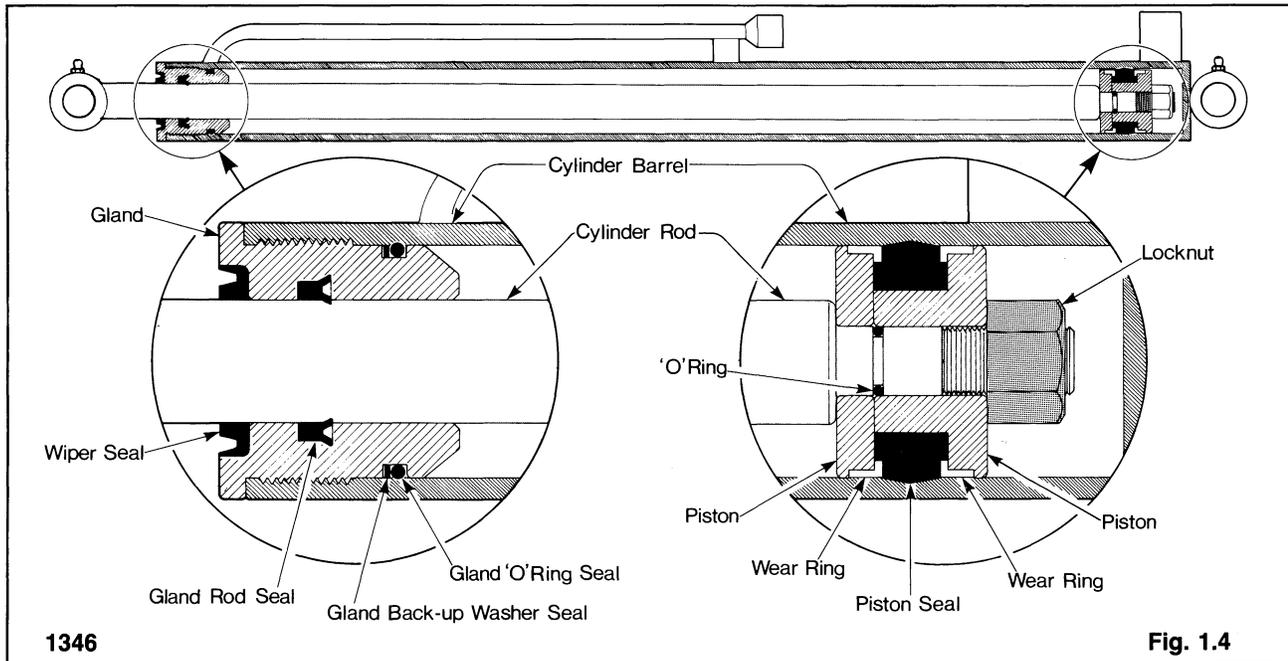


Fig. 1.4

1.4.1 Specifications:

	BOOM CYLINDERS	BOOM CYLINDERS		Bore diameter 2 in. (50.8 mm) 2.5 in. (63.5 mm)
	Boom	Bucket		Stroke..... 27.125 in. 13.375 in.
	Cylinders	Cylinders		(689 mm) (340 mm)
Type	Double acting	Double acting		CYCLE TIMES (sec.)
Qty. per model	2	2		CL35 CL45
Rod diameter	1.25 in. (31.8 mm)	1.125 in. (28.6 mm)		Boom up..... 4.5 3.5
				Boom down..... 3.5 3.0
				Bucket dump..... 3.0 3.0
				Bucket rollback..... 3.0 2.0
				Total cycle time..... 8.5 8.0

SECTION 1 HYDRAULICS

1.4.2 General Information:

All cylinders are double acting being designed to both extend and retract under hydraulic pressure.

The piston rods, which are made of high strength distortion free material, are precision ground and hard chrome plated. The cylinder barrels are microhoned to close tolerance, straightness and smooth finish for long piston packing life.

All cylinders have a two piece piston assembly made of ductile iron and a polypac seal arrangement consisting of a piston seal and two wear rings.

The gland rod seal or polyseal consists of an 'O' ring set in a 'U' cup providing a loaded, energized seal. The 'U' cup and 'O' ring face the pressurized oil. The outer gland seal consists of an 'O' ring and teflon back-up washer with the back-up washer located on the low pressure side. The rod wiper keeps foreign matter from entering the cylinder by wiping the rods clean as the cylinders retract.

1.4.3 Testing, Piston Seals:

If the boom or bucket cylinders drift down with the control valve in neutral position, and with no external leaks in the hydraulic system, the following test will indicate if oil is leaking by the cylinder piston seal. Before performing the test ensure the foot pedals are not binding and the hydraulic control valve spools are centering in neutral position.

BOOM CYLINDERS:

1. This test must be performed with the engine running. Remove any attachment and block the loader securely with all four wheels clear of the ground.
2. Lower the lift arms completely down. Shut off the engine and cycle the foot pedals to release hydraulic pressure.

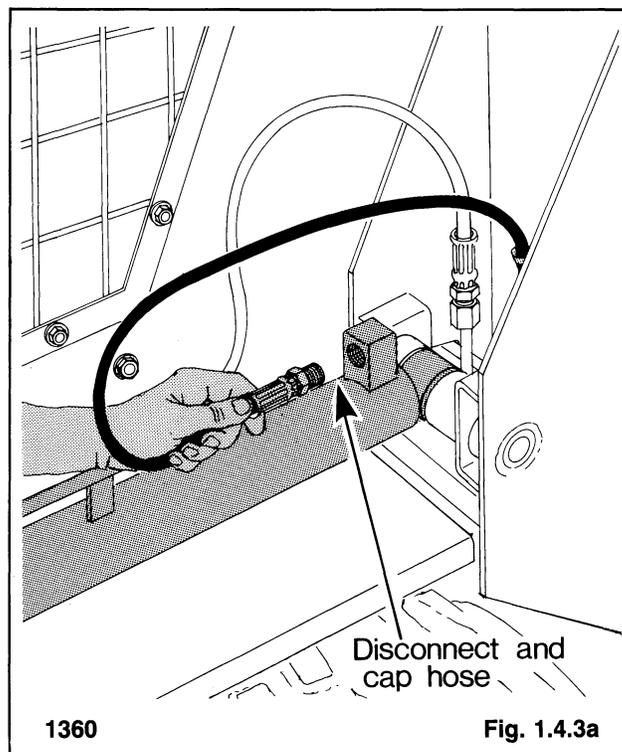


3. Disconnect the hydraulic hose from the boom cylinder rear port (fig. 1.4.3a). Cap the hose.



4. Start the engine. Push down on the toe of the boom foot control pedal (do not put in float position).
5. If oil leaks from the rear boom cylinder port, remove the cylinder or cylinders and make repairs as needed (see

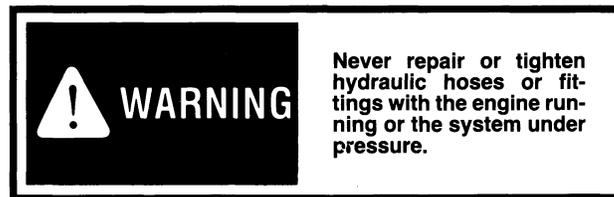
section 1.4.4 and 1.4.5). If there is no leakage from the rear boom cylinder port check for internal leakage at the control valve (section 1.3.5).



6. Connect the hydraulic hose to the rear port of the boom cylinder.

BUCKET CYLINDERS:

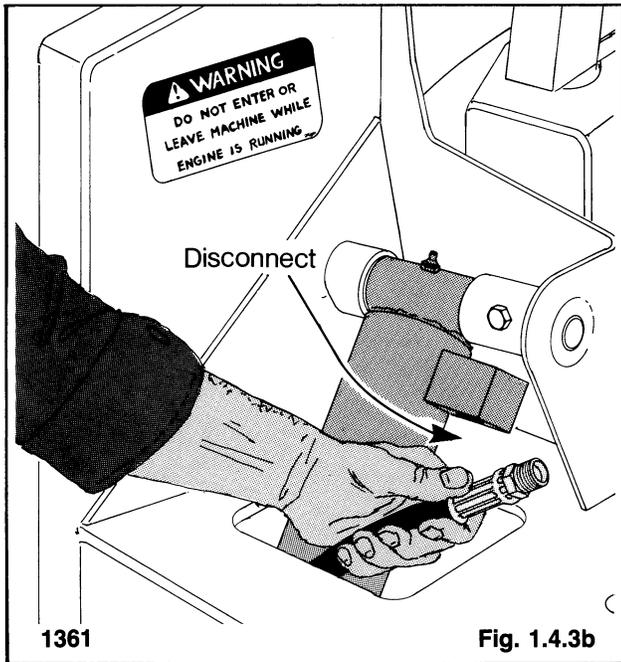
1. This test must be performed with the engine running. Remove any attachment and block the loader securely with all four wheels clear of the ground.
2. Retract the bucket cylinders fully (rollback) and stop the engine. Cycle the foot pedals to release hydraulic pressure.



3. Disconnect the hydraulic hose from the bucket cylinder rear port (fig. 1.4.3b). Cap the hose.



SECTION 1 HYDRAULICS

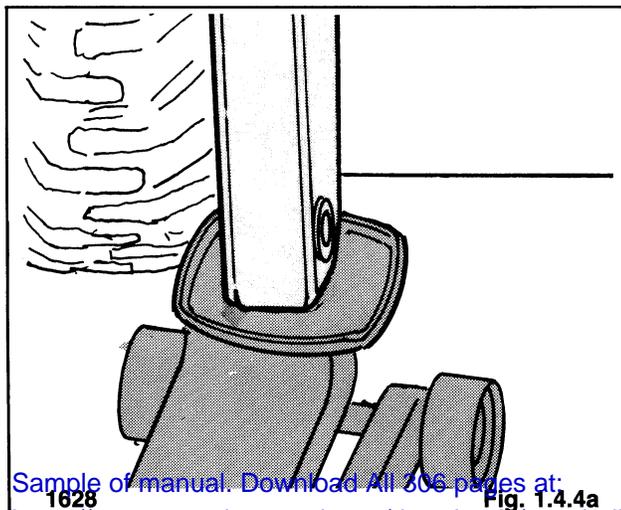


4. Start the engine. Push down on the heel of the bucket foot control pedal.
5. If oil leaks from the rear bucket cylinder port, remove the cylinder or cylinders and make repairs as needed (see section 1.4.4 and 1.4.5). If there is no leakage from the rear bucket cylinder port check for internal leakage at the control valve (section 1.3.5).
6. Connect the hydraulic hose to the rear port of the bucket cylinder.

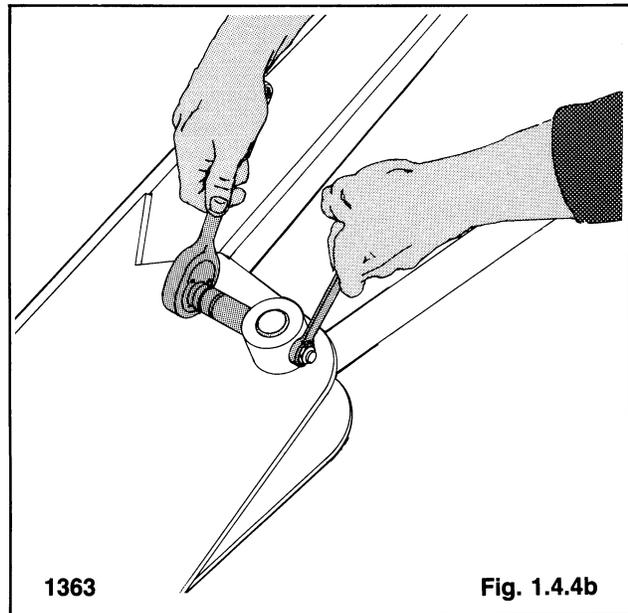
1.4.4 Cylinder, Removal:

BOOM CYLINDER — REMOVAL:

1. Stop the engine and cycle the foot pedals to relieve any hydraulic pressure in the system.
2. Put a floor jack under the boom arms (fig. 1.4.4a).



3. Lock the boom lift foot pedal in float position by pushing firmly down on the toe of the pedal (see section 4.2.1).
4. Raise the boom arms with the floor jack until the pivot pins in the rod end of the boom cylinders can be removed.
5. Remove the locknut, washer and bolt from the pivot pin at the rod end of the boom cylinders (fig. 1.4.4b).



6. Remove the pivot pins (fig. 1.4.4c). Place a support under the boom cylinder to prevent the cylinder from falling when the pivot pin is removed.

