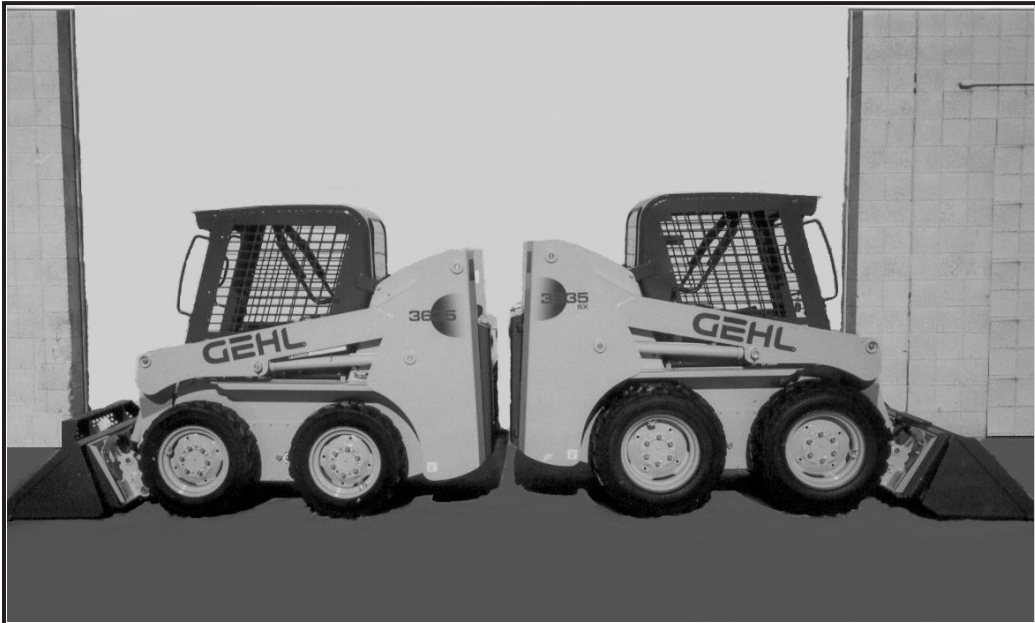


SL3635 and SL3935 Skid Loaders

Form No.
908269



Service Manual

GEHL®

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL



Fig. 2-1 The locking pin secures the liftarm support device underneath and inside the liftarm in the “storage” position.



Fig. 2-2 Grab o-ring tether on locking pin and pull it out of the liftarm, allowing the support device to lie on the lift cylinder.



Fig. 2-3 Start the loader and raise the liftarm until the support device drops onto the lift cylinder rod, above the lift cylinder tube.

Liftarm Support Device

! WARNING

BEFORE leaving the operator’s compartment to work on the loader with the liftarm raised, **ALWAYS** engage the liftarm support device. Turn the keyswitch to **OFF**, remove the key and take it with you.

Many service procedures require a raised liftarm to allow easier access to loader components. For operator and service personnel safety, a liftarm support device is standard on GEHL skid loaders. Used as a cylinder block, it helps prevent a raised liftarm from unexpectedly lowering.

BE SURE to engage the liftarm support device whenever the liftarm is raised. When the device is not being used, secure it to the anchor pin on the underside of the liftarm using the lock pin and retainer provided.

The liftarm support device is a safety device which must be kept in proper operating condition at ALL times.

The following procedures outline the correct way to engage and disengage the liftarm support device.

Liftarm Support Device Engagement

1. Lower liftarm until contact with loader frame.
2. Turn keyswitch to OFF position to stop engine. Remove key and take it with you.
3. Leave operator’s compartment. Press in and hold lock pin button to release its locking mechanism. Remove lock pin holding support device up against liftarm. Allow support device to come down into contact with lift cylinder. **Figs. 2-1 and 2-2**
4. Return to operator’s compartment and restart engine.
5. Use lift control to raise liftarm until lift arm support device drops over end of lift cylinder and around cylinder rod. Slowly lower liftarm until free end of support device contacts top end of lift cylinder. **Figs. 2-3 and 2-4**
6. Make sure liftarm support device is secure against cylinder end. Then, stop loader engine, remove key and leave operator’s compartment.

Introduction

Gehl SL3635/3935 skid loaders have a welded steel mainframe. Maintenance, service and repair can be performed through standard access panels. The left rear mainframe riser serves as the hydraulic reservoir. A plastic tank bolted to the mainframe behind the ROPS serves as the fuel tank.

Two side cases provide mounting for the drive motors and for the front and rear axles. The side cases also serve as sealed housings for the drive chains and sprockets.

Oil is used inside these cases to ensure the chains always receive proper lubrication.

The liftarm and the lift and tilt cylinders are mounted with pivot pins. Capscrews are used to secure the pivot pins. A Rollover Protective Structure/Falling Object Protective Structure (ROPS/FOPS) is standard for operator safety, and both the seat and restraint bar include safety interlock switches.

Rollover & Falling Object - Protective Structure (ROPS/FOPS) Components

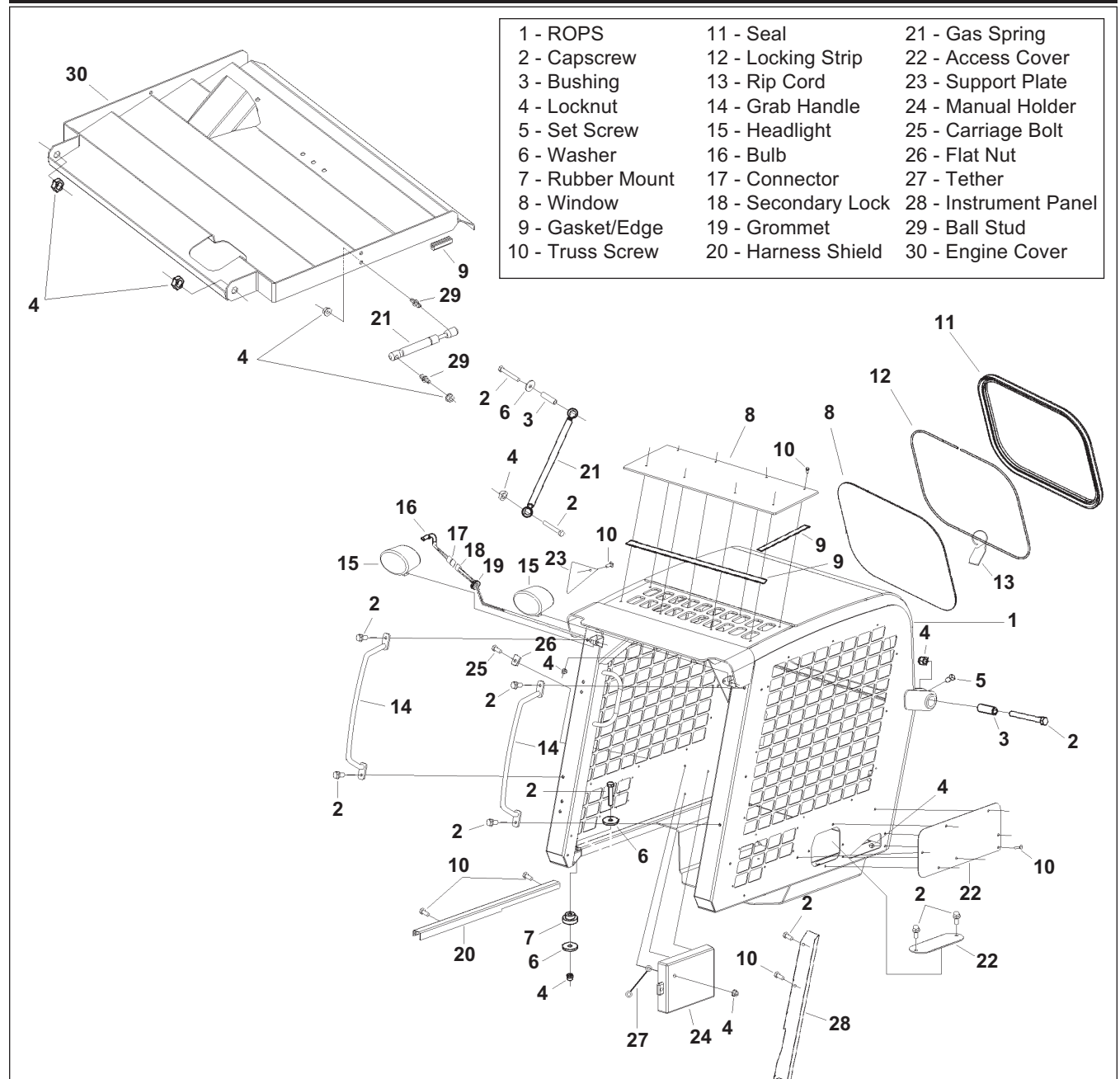


Fig. 4-1 Assembly view of ROPS components.

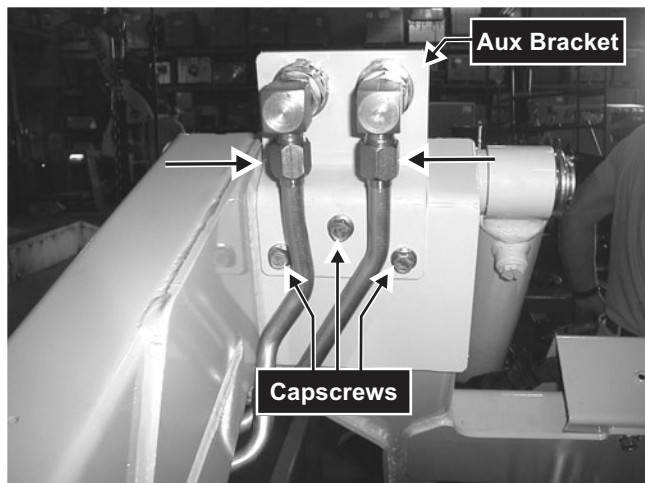


Fig. 4-31 Location of auxiliary hydraulic tubes connected at back of auxiliary coupler bracket to 90° elbows.

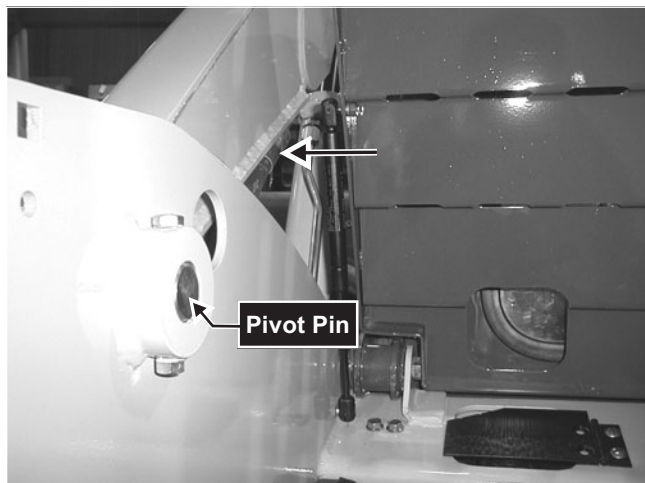


Fig. 4-32 Location underneath liftarm where hydraulic hoses connect to hydraulic tubes.

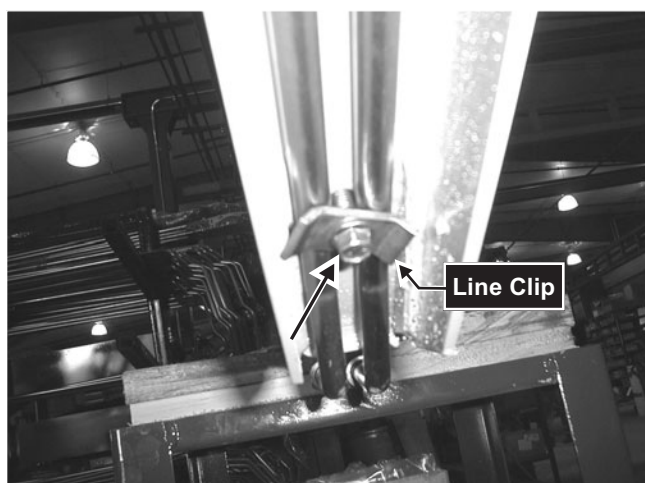


Fig. 4-33 Some of the hardware connecting hydraulic tubes underneath the liftarm.

12. Using a suitable hoist, raise liftarm to gain access to hydraulic hoses and tube fittings.
13. Disconnect hydraulic hoses attached to hydraulic tubes found underneath the liftarm (at back of liftarm). **Fig. 4-32**
14. Remove capscrews, line clips, and locknuts securing hydraulic tubes to liftarm. Remove hydraulic tubes from liftarm. **Figs. 4-30, 4-33**
15. Remove two capscrews and locknuts securing two liftarm pivot pins to mainframe. **Figs. 4-32, 4-34**
16. Drive liftarm pivot pins out of mainframe.
17. Remove liftarm assembly from loader with a suitable hoist.

Installation Procedure

1. Use a suitable hoist to position liftarm assembly on mainframe.

NOTE: Align the liftarm in a manner that allows access to the hydraulic hose and tilt tube fittings that will be attached to the underside of the liftarm.

2. Secure liftarm to mainframe with two pivot pins. **Fig. 4-34**

NOTE: Refer to liftarm bushing installation procedure in this chapter if bushings require replacement.

3. Secure liftarm pivot pin in place with two capscrews and locknuts. **Figs. 4-32, 4-34**
4. Before assembly, clean all hydraulic fittings to prevent contamination of hydraulic system.

NOTE: For location of the hydraulic hose and tube mounting hardware refer to the hydraulics chapter.

5. Attach hydraulic tubes to liftarm with capscrews, line clips and locknuts. **Figs. 4-30, 4-33**
6. Connect hydraulic tubes to hydraulic hose assemblies according to markings made at removal. If no markings were made prior to removal refer to the *Hydraulic System* chapter for correct fit up. **Fig. 4-32**
7. With three capscrews, bolt in auxiliary coupler bracket on front of left liftarm. **Fig. 4-31**
8. Connect auxiliary hydraulic tubes to 90° elbows at back of auxiliary coupler bracket. **Fig. 4-35**
9. Attach hex screws, line clips and tee fittings to tilt hoses on liftarm crossmember. **Fig. 4-30**

Introduction

This chapter covers removal, installation, assembly, and adjustment procedures for wheel drive system components on GEHL SL3635/3935 skid loaders. Wheel drive components covered in this chapter are shown below.

SL3635/3935 skid loaders are equipped with a hydrostatic pump assembly coupled to the diesel engine providing hydrostatic power to the two

fixed-displacement hydrostatic drive motors. The drive motors are directly connected to chaincases. Each motor drives one set of wheels on each side of the loader through a chain and sprocket system.

Service procedures related to the hydrostatic pump and drive motors can be found in the *Hydrostatic System* chapter.

Wheel Drives Components

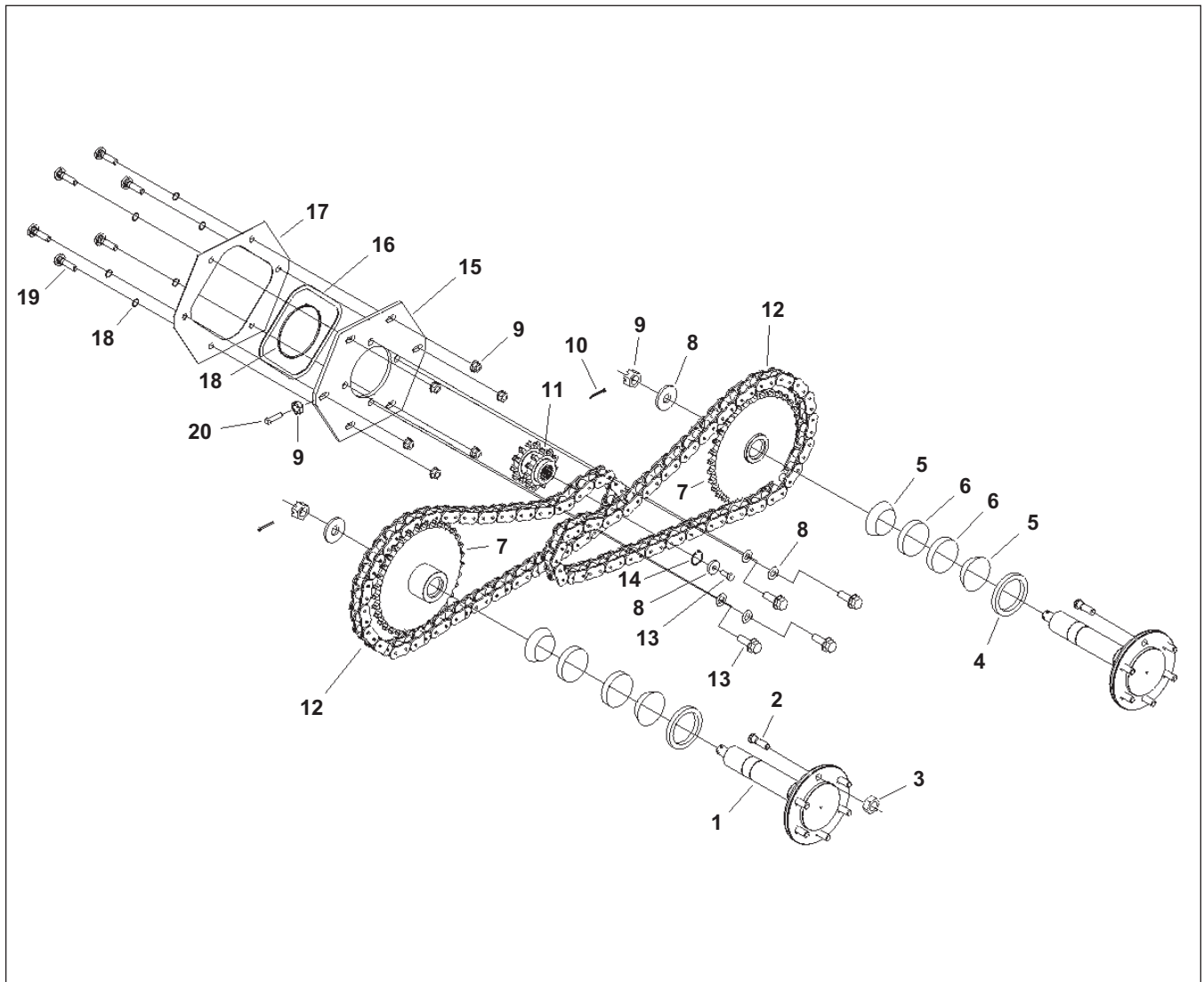
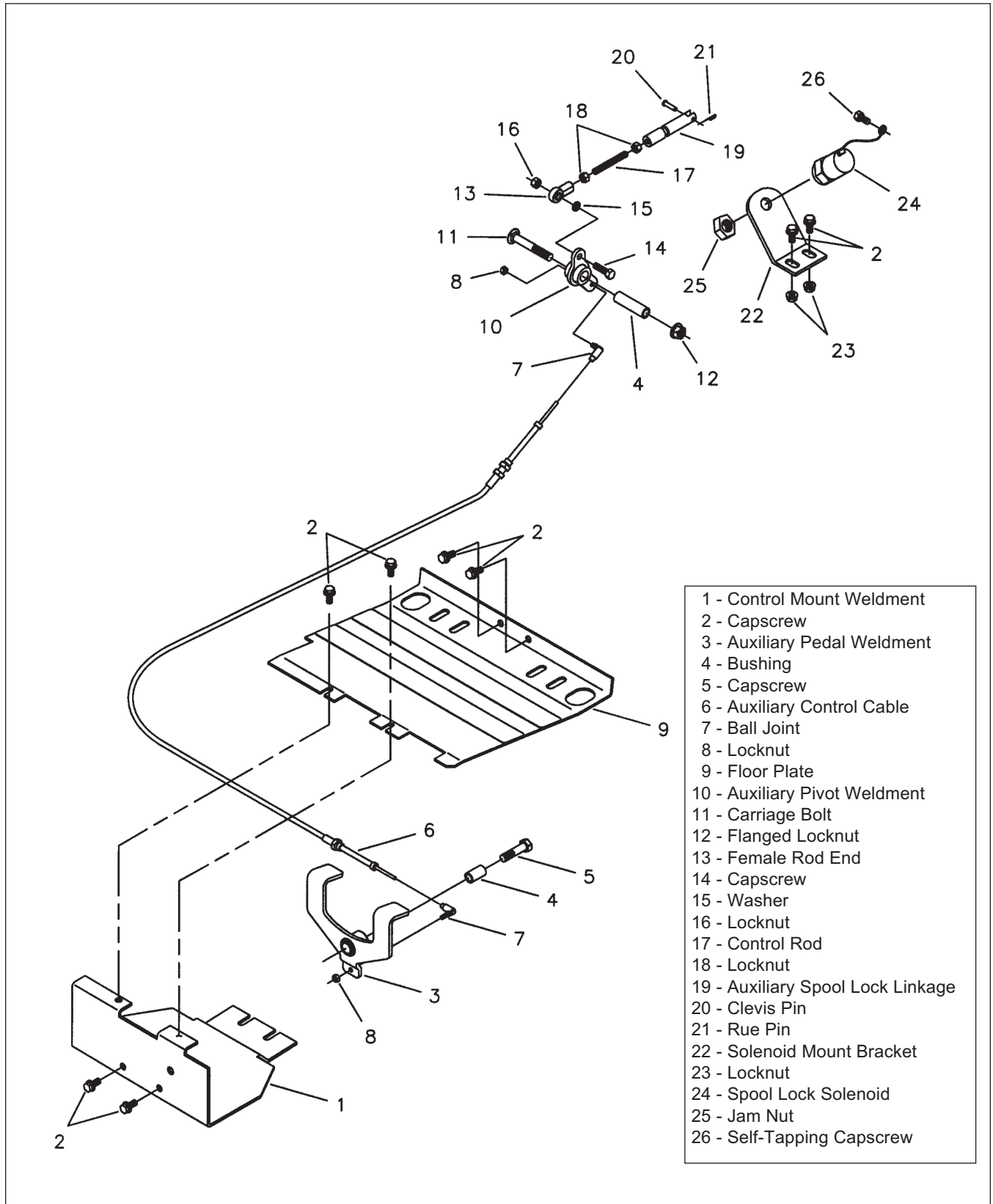


Fig. 5-1 Assembly view of the wheel drive components (left side shown, right side typical).

- | | | | |
|------------------|-----------------------|-------------------|-------------------|
| 1 - Axle | 6 - Bearing Cup | 11 - Sprocket | 16 - Gasket |
| 2 - Lug Bolt | 7 - Sprocket Weldment | 12 - Roller Chain | 17 - Gasket Plate |
| 3 - Lug Nut | 8 - Washer | 13 - Capscrew | 18 - O-Ring |
| 4 - Seal | 9 - Locknut | 14 - Snap Ring | 19 - Hub Bolt |
| 5 - Bearing Cone | 10 - Cotter Pin | 15 - Mount Plate | 20 - Set Screw |

T-Bar Control (Late) Models - Auxiliary Hydraulics



- 1 - Control Mount Weldment
- 2 - Capscrew
- 3 - Auxiliary Pedal Weldment
- 4 - Bushing
- 5 - Capscrew
- 6 - Auxiliary Control Cable
- 7 - Ball Joint
- 8 - Locknut
- 9 - Floor Plate
- 10 - Auxiliary Pivot Weldment
- 11 - Carriage Bolt
- 12 - Flanged Locknut
- 13 - Female Rod End
- 14 - Capscrew
- 15 - Washer
- 16 - Locknut
- 17 - Control Rod
- 18 - Locknut
- 19 - Auxiliary Spool Lock Linkage
- 20 - Clevis Pin
- 21 - Rue Pin
- 22 - Solenoid Mount Bracket
- 23 - Locknut
- 24 - Spool Lock Solenoid
- 25 - Jam Nut
- 26 - Self-Tapping Capscrew

Fig. 6-5 Assembly view of late model T-Bar auxiliary hydraulics components.

CONTROLS

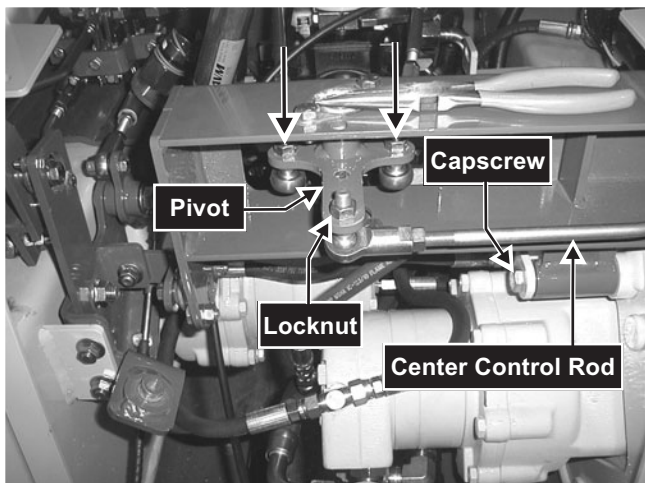


Fig. 6-20 Location of locknuts on studded rod ends connecting hydrostatic pump arms to pivot.

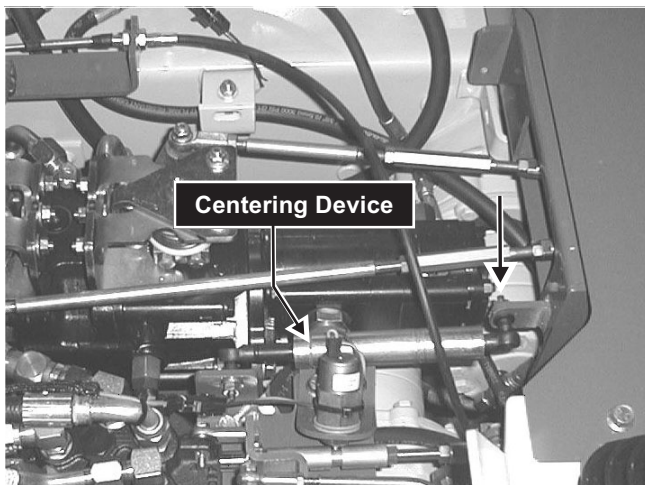


Fig. 6-21 Location to disconnect centering device on dual control weldment.

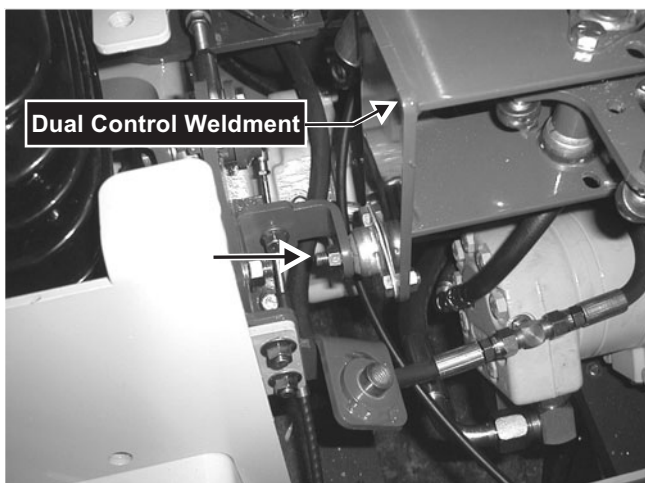


Fig. 6-22 Location of capscrew, spacer and locknut securing dual control weldment on lower right side.

Dual Control Weldment Removal and Installation - T-Bar Only

The dual control weldment in T-Bar skid loaders houses the left control handle pivots and provides a conduit for control of skid loader traction functions.

Removal Procedure

! WARNING

BEFORE beginning this service procedure, perform the following **SAFETY** procedures:

- Raise liftarm, engage liftarm support device.
- Shut off the engine.
- Roll ROPS back until lock engages.

(For detailed instructions, refer to the **Safety** chapter of this manual).

1. Remove floor cover and kick plate per the procedure in the *Mainframe* chapter.
2. Remove control handles per the procedure in this chapter.
3. Remove locknuts on rod ends attaching hydrostatic pump arms to pivot weldment. **Fig. 6-20**
4. At front of dual control weldment, remove two locknuts on studded rod ends on center control rod, attached between two pivots. **Figs. 6-11, 6-20**
5. Remove locknut and washer securing centering device to welded tab on dual control weldment. **Fig. 6-21**
6. Remove shoulder screw and two washers securing shock absorber to welded tab on dual control weldment. **Fig. 6-21**
7. Remove capscrew, spacer and locknut on lower right flange bearing of dual control weldment. **Fig. 6-22**
8. Remove capscrew securing lower left portion of dual control weldment to mainframe. **Fig. 6-20**

Installation Procedure - follow all WARNINGS first, then reverse the removal steps

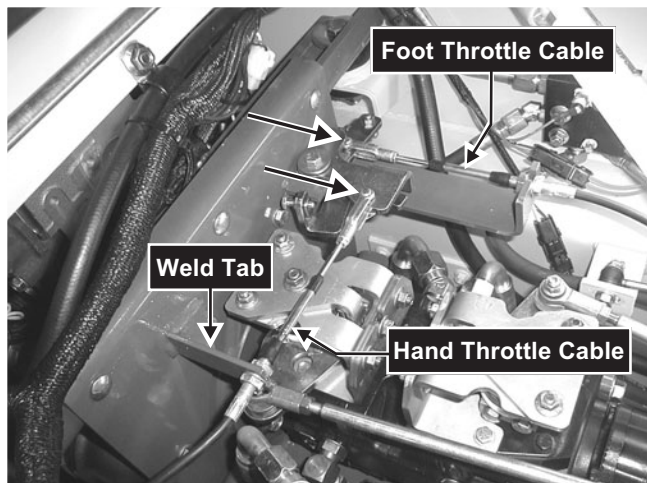


Fig. 6-50 Locations to remove hand throttle cable and foot throttle cable from pivots.

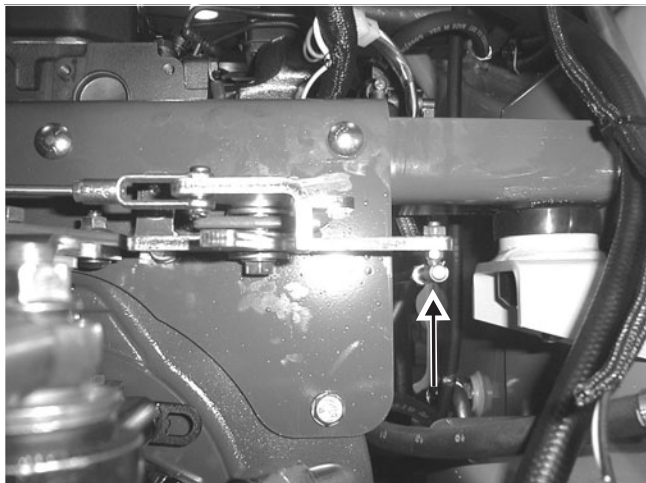


Fig. 6-51 Location of throttle rod ball joint on ball stud.

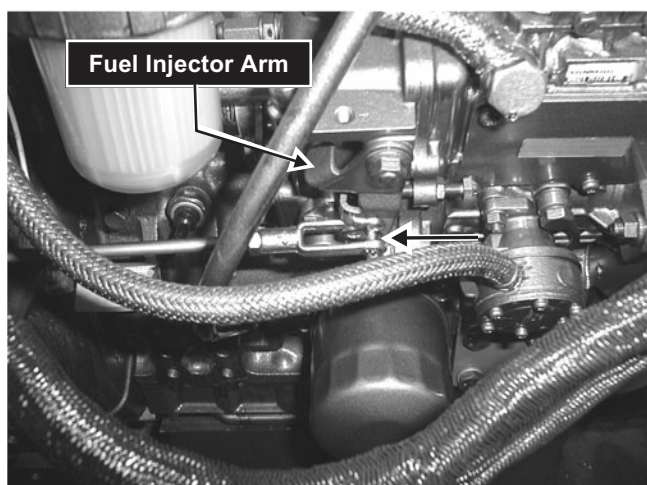


Fig. 6-52 Location of throttle rod connection to the engine.

Hand Throttle, Hand Throttle Cable and Throttle Rod Removal and Installation

Removal Procedure

WARNING

BEFORE beginning this service procedure, perform the following **SAFETY** procedures:

- Raise liftarm, engage liftarm support device.
- Shut off the engine.
- Roll ROPS back until lock engages.

(For detailed instructions, refer to the **Safety** chapter of this manual).

1. Remove floor cover and kick plate per the procedure in the *Mainframe* chapter.
2. Remove clevis pin and cotter pin on throttle cable yoke end secured to throttle handle. **Fig. 6-49**
3. Remove locknut, capscrew and three washers securing hand throttle lever to chassis. Note orientation of two Belleville washers for reassembly later. Remove hand throttle lever.
4. Loosen jam nut on throttle cable below control handle and lift cable out of slot in mainframe. **Fig. 6-49**
5. At engine mount weldment, remove clevis pin and cotter pin on yoke end attaching other end of throttle cable to hand throttle pivot. **Fig. 6-50**

NOTE: T-Bar and Dual Hand model skid loaders will have the foot pedal throttle cable attached to its own throttle pivot at same place. Perform “Foot Throttle Removal and Installation” procedure in this chapter to remove that cable. **Fig. 6-50**

6. Loosen jam nut securing hand throttle cable to tab welded on engine mount weldment. **Fig. 6-50**
7. Remove the cable. If replacing cable, remove yoke ends, washers and jam nuts from old cable.
8. Next, disconnect ball joint on ball stud securing throttle control rod to throttle pivot. **Fig. 6-51**
9. Raise engine cover and open rear grille. Locate throttle rod connection on rear lower left of engine. **Fig. 6-52**

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

Problem	Possible Cause	Remedy
Neutral is difficult to maintain.	<p>Ball joints loose on centering mechanism or servo rod.</p> <p>Neutral centering mechanism(s) out of adjustment.</p> <p>Key is missing in one or both control arm assemblies.</p> <p>Clamping bolt is loose.</p> <p>Hydrostatic pump out of adjustment.</p>	<p>Check and tighten or replace components.</p> <p>Adjust neutral centering mechanism(s). See <i>Controls</i> chapter for procedure.</p> <p>Install key.</p> <p>Torque capscrew on the pump arm to 30 ft.-lbs. (40 N•m.)</p> <p>See hydrostatic pump manual.</p>
Sluggish response to acceleration.	<p>Air in the hydraulic system.</p> <p>Hydraulic oil supply is too low.</p> <p>Low hydrostatic system charge pressure.</p> <p>Drive motor(s) or hydrostatic pump(s) have internal damage or leakage.</p> <p>Engine is not responding under load.</p>	<p>Cycle the lift and tilt cylinders to maximum stroke and maintain pressure for a short time to clear air from system. Check hydraulic oil reservoir, fill as needed.</p> <p>Check hydraulic oil reservoir. Add oil, if necessary.</p> <p>See hydrostatic pump manual.</p> <p>Refer to component manufacturer's service manual.</p> <p>Troubleshoot engine.</p>
Hydrostatic drive is overheating.	<p>Drive system overloaded continuously.</p> <p>Lift and tilt system overloaded continuously.</p> <p>Drive motor(s) or hydrostatic pump(s) have internal damage or leakage.</p> <p>Oil cooler is plugged with debris.</p> <p>Loader being operated in a high temperature area with no air circulation.</p>	<p>Improve efficiency of operation.</p> <p>Improve efficiency of operation.</p> <p>Refer to component manufacturer's service manual.</p> <p>Clean oil cooler fins.</p> <p>Reduce duty cycle and improve air circulation.</p>

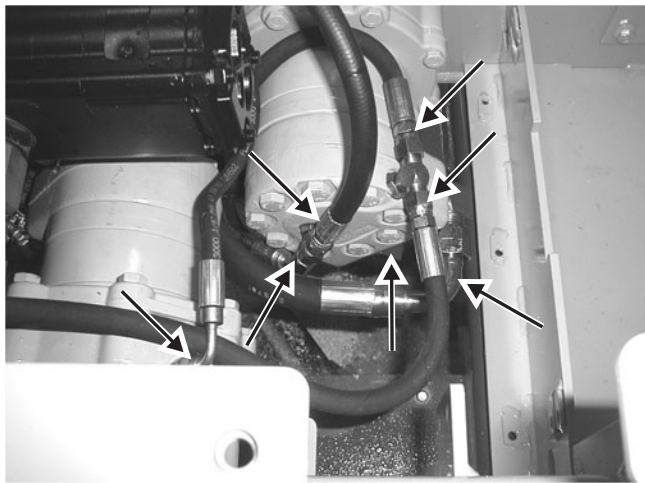


Fig. 7-21 Disconnect all hydraulic hoses from drive motor to be removed.

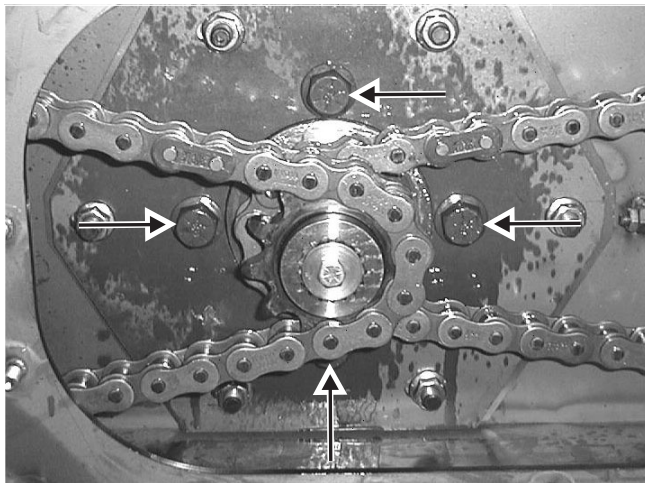


Fig. 7-22 Location of four capscrews and seal washers securing drive motor to chaincase.



Fig. 7-23 Be sure o-ring seal is on drive motor prior to reinstallation into skid loader.

Drive Motor Removal and Installation

Removal Procedure

WARNING

BEFORE beginning this service procedure, perform the following **SAFETY** procedures:

- Shut off the engine.

(For detailed instructions, refer to the **Safety** chapter of this manual).

1. Drain chaincase oil per the procedure in the *Lubrication* chapter.
2. Raise and block skid loader so that all tires are off the ground per the procedure in the *Safety* chapter.
3. Perform the drive chain removal procedure in the *Wheel Drives* chapter.
4. Remove six capscrews on belly pan underneath loader and remove belly pan.
5. If necessary, drain oil from the hydraulic reservoir per the procedure in the *Hydraulic System* chapter.

NOTE: If the hydraulic hoses and tubes are plugged after removal to prevent oil leakage, it should not be necessary to drain the hydraulic reservoir. Hydraulic hoses and tubes should be plugged to prevent contaminants from entering the hydraulic system.

6. **BEFORE** disconnecting hydraulic hoses and tubes from drive motor, mark each hose and port where it attaches to drive motor (hoses can then be correctly reattached during installation). Disconnect all hydraulic hoses on drive motor. **Fig. 7-21**
7. Remove four capscrews (120 ft-lbs) (168 N•m) (Loctite 242) and seal washers attaching drive motor to chaincase. Lower drive motor and o-ring seal through belly pan with a suitable hoist. **Fig. 7-22**

Installation Procedure - Follow all WARNINGS first, then reverse the removal steps*

* Install o-ring seal on the drive motor (**Fig. 7-23**). Perform drive chain adjustment procedure in the *Wheel Drives* chapter after reinstallation of drive chains.



Fig. 8-9 For the tilt cylinder test, load a bucket with dirt, gravel or sand to begin the test.

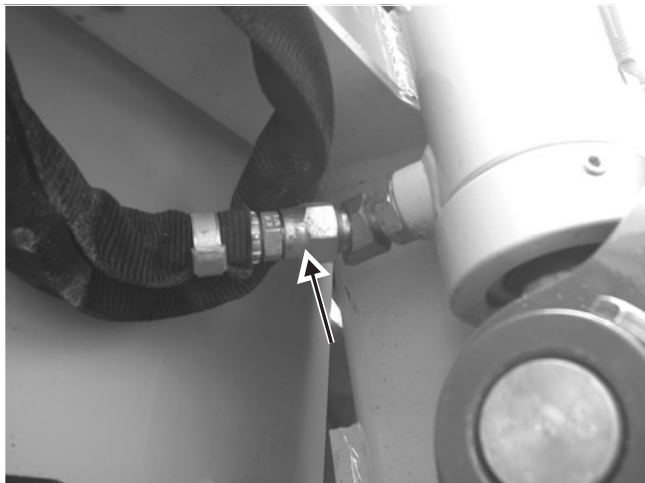


Fig. 8-10 Location of the lower hydraulic hose on the left tilt cylinder.



Fig. 8-11 Location of the lower hydraulic hose on the right tilt cylinder.

Tilt Cylinder Test

If the bucket (or attachment) settles down with the tilt control in the NEUTRAL position, first check the tilt cylinders for external leakage. If external leakage is evident, a new seal kit should be installed in the leaking cylinder(s). If NO external leakage is evident, check the tilt cylinders for internal leakage according to the following procedure.

NOTE: When checking the bucket for settling, the ignition key **MUST BE ON**, operator in the seat, and the restraint bar lowered. The maximum allowable tilt cylinder circuit settling with a loaded bucket is 0.88" (22 mm) of cylinder extension in 10 minutes.

Test Procedure

⚠ WARNING

BEFORE beginning this service procedure, perform the following **SAFETY** procedures:

- Shut off the engine.
- Relieve hydraulic system pressure.

(For detailed instructions, refer to the *Safety* chapter of this manual).

NOTE: To prevent contamination, **ALWAYS** clean the area around the hydraulic fittings before disconnecting any hydraulic plug, hose or tube.

1. What you'll need: an assistant, tee fitting and a minimum 5000 PSI (345 bar) pressure gauge.
2. Checking one tilt cylinder at a time, install tee fitting with pressure gauge between hydraulic hose and rod end of tilt cylinder circuit.
3. With liftarm lowered, start engine and roll bucket all the way back.
4. Lower bucket four to six inches at cutting edge and shut off engine. Turn ignition key to ON position (engine OFF) and operate tilt control in both directions.
5. Add weight to bucket until pressure gauge reads 1000 PSI (69 bar). Measure distance between rod end of cylinder barrel and Multi-Tach pin.
6. Wait ten minutes and measure that distance again. The maximum allowable tilt cylinder circuit settling

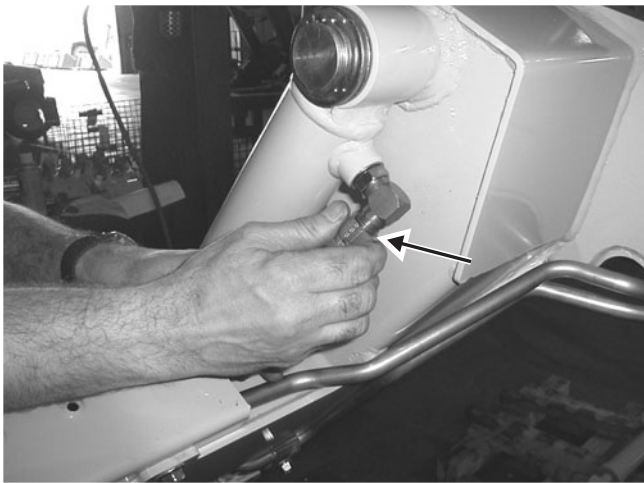


Fig. 8-30 Remove upper tilt cylinder hoses.



Fig. 8-31 Remove lower tilt cylinder hoses.



Fig. 8-32 Remove capscrew and locknut securing lower tilt cylinder pin to the All-Tach™.

Tilt Cylinder Removal and Installation

Removal Procedure

NOTE: Refer to “Liftarm Removal and Installation” procedure in the *Mainframe* chapter for help on removing the complete liftarm group including the tilt cylinders.

1. Remove bucket or attachment.
2. With engine running, lower liftarm until it is in contact (or near contact) with liftarm stops (on front of mainframe).



WARNING

BEFORE continuing this service procedure, perform the following SAFETY procedure:

- Shut off the engine.
- Relieve hydraulic system pressure.

(For detailed instructions on the above, refer to the *Safety* chapter in this manual).

3. Support hitch with suitable hoist.
4. Disconnect upper and lower tilt cylinder hoses from tee fittings on crossmember. **BE SURE** to install plugs in hoses and cap fittings to prevent fluid loss and contamination of hydraulic system. **Figs. 8-30, 8-31**

NOTE: To aid in correct reassembly of hydraulic hoses, mark the hoses to be removed **BEFORE** disconnection in step 4.

5. Support the weight of the tilt cylinder and remove capscrew and locknut securing lower tilt cylinder pivot pin. Then drive pivot pin out to release lower end of tilt cylinder. **Figs. 8-32, 8-33**
6. Loosen capscrew on upper tilt cylinder pin by two to three counterclockwise turns. Strike bolt head to drive pin into liftarm to break pin free of the taper. Remove capscrew and washer. Remove upper tilt cylinder pin while supporting tilt cylinder and remove tilt cylinder. **Fig. 8-34**
7. Remove tilt cylinder from upper tilt cylinder pin.

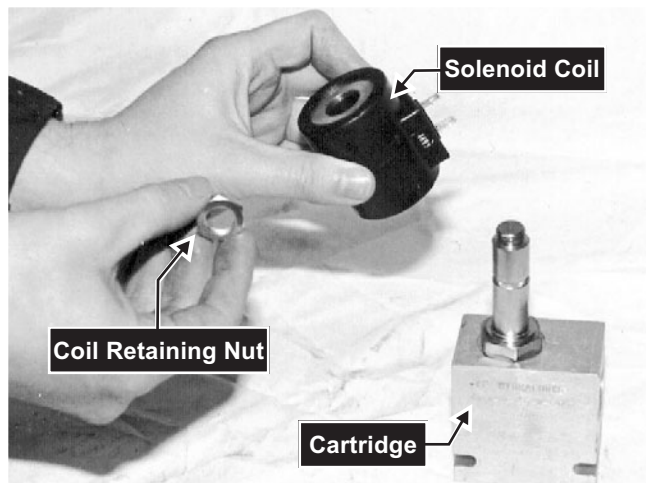


Fig. 8-52 Solenoid valve components.

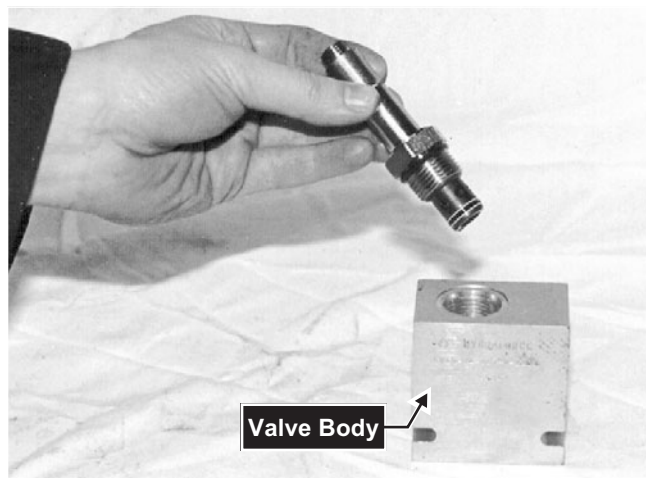


Fig. 8-53 Solenoid cartridge removed from the valve body.

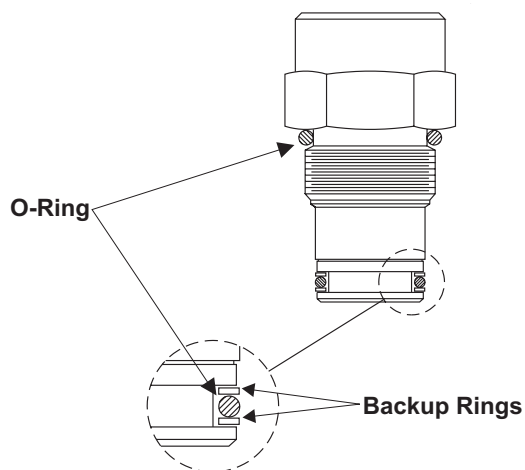


Fig. 8-54 Detail drawing of backup rings and o-ring on solenoid valve cartridge.

Lift, Tilt and Brake Safety Lock Valves - Disassembly and Assembly

Lift, tilt and brake safety lock valves can be removed from the loader for parts replacement, but may not be necessary. If it is necessary, refer to the procedure in this chapter.

Disassembly Procedure

1. Remove the nut that secures the coil to the cartridge. The coil can then be removed from the cartridge. **Fig. 8-52**
2. Unscrew cartridge from the valve body. **Fig. 8-53**
3. Install seal kit (or other new parts). Assemble solenoid valve in reverse order of disassembly. **Fig. 8-54**

IMPORTANT

DO NOT torque coil retaining nut more than 45 in-lbs (5,1 N•m).

4. If removed from the loader, install the lift or tilt solenoid on the hydraulic system. Refer to the procedure in this chapter.

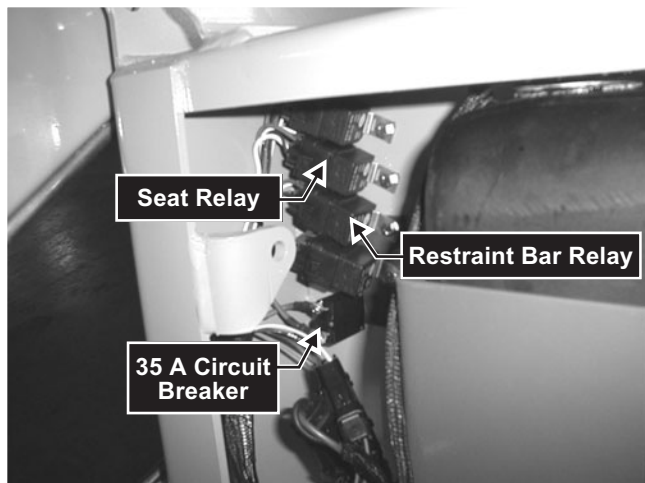


Fig. 9-7 Identification of relays.

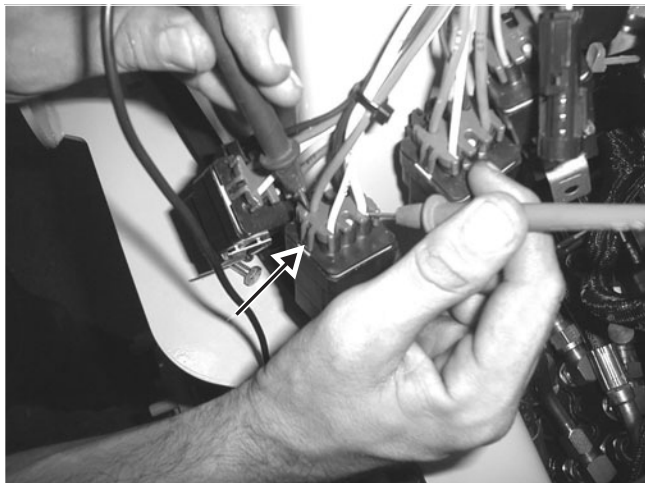


Fig. 9-8 Continuity test on the interlock relays with a multimeter.

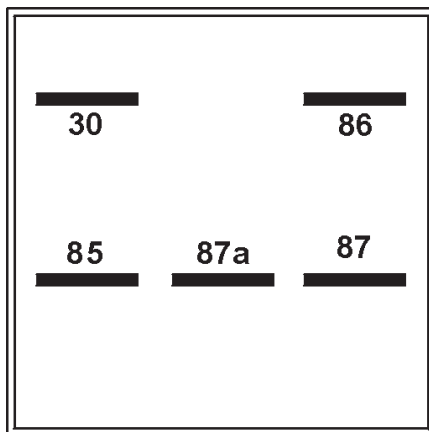
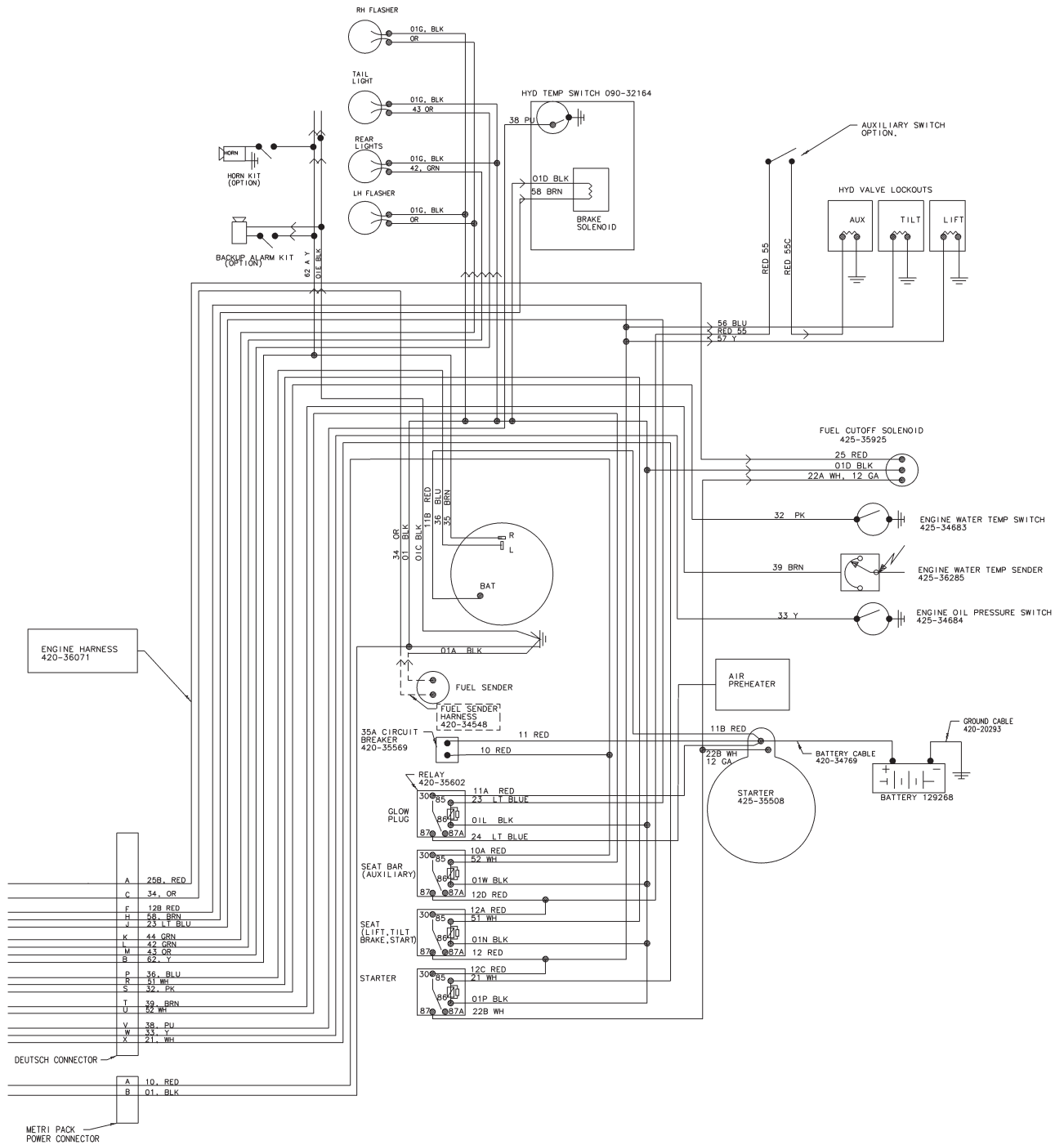


Fig. 9-9 Illustration of the interlock relay terminals.

1. Unbolt four relays from mainframe. **Fig. 9-5**
2. Hang all four relays out of loader as far as possible. If more clearance is needed, unbolt 35 A circuit breaker too. **Fig. 9-6**
3. CAREFULLY AND SLOWLY lower ROPS so that the wiring harness is not pinched between ROPS and mainframe.
4. Using a volt/ohm multi-meter, confirm following conditions with wiring plug connected to relay. An assistant should be in operator's seat with restraint bar down: **Figs. 9-8, 9-9**
 - ◆ With key switch OFF, there should be continuity between terminals #85 and #86. There should not be continuity between terminals #87 and #30.
 - ◆ Turn key switch ON. There should be power (12 VDC) to the #30 terminal of the seat bar switch only.
 - ◆ Lowering restraint bar should provide power (12 VDC) at the #85 terminal (52 wh from the seat bar switch), the #87 terminal and the #30 terminal of the seat relay.
 - ◆ Depressing seat switch will provide power (12 VDC) at #85 terminal (#51 wh from seat switch), #87 terminal and #30 terminal of starter relay.
 - ◆ Turning key switch to START will provide power (12 VDC) at the #85 terminal (#21 wh from start switch) to starter solenoid.

Electrical System Schematic



ELECTRICAL



Fig. 10-12 Location of shut off valve on fuel filter.

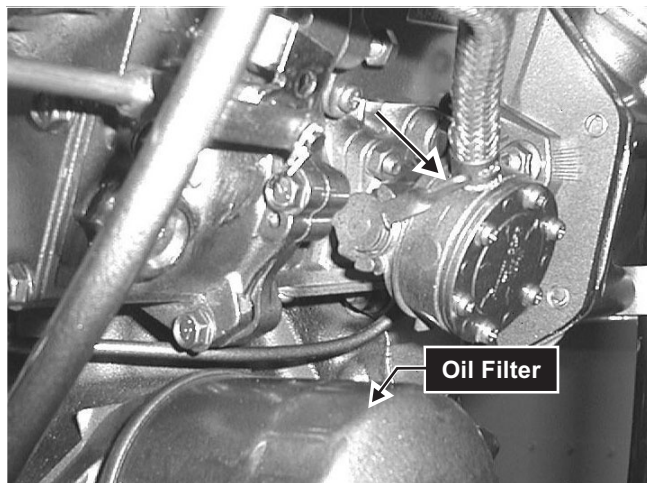


Fig. 10-13 Location of manual priming lever on fuel injection lift pump.

Fuel Filter Removal and Installation

The fuel filter is the only maintenance item in the fuel system.

Removal Procedure - Fig. 10-12

1. Shut off valve at fuel filter.
2. Remove sediment bowl and discard filter element.
3. Clean sediment bowl and install a new filter element and o-ring.

NOTE: When the fuel filter is changed the system **MUST BE** primed (see following procedure).

4. If contaminated fuel is suspected, fuel feed pump may also be contaminated. Fuel feed pump service is covered in engine manufacture's service manual.

Priming Diesel Fuel System

When the fuel filter is changed or if the diesel engine runs out of fuel, the system **MUST BE** primed.

Priming Procedure - Fig. 10-13

1. The manual priming lever is located on fuel injection lift pump, near and above the oil filter. Push down and release repeatedly to prime.
2. Air is vented through excess fuel return line to tank. There is no vent plug to open.
3. Stroke priming lever until air is no longer heard being released in tank.

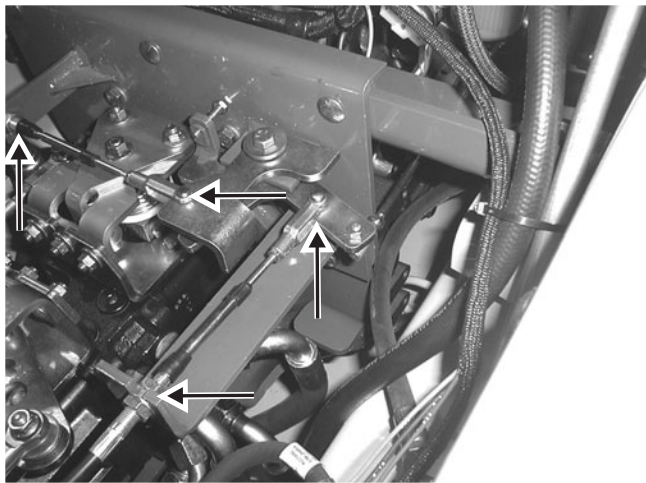


Fig. 10-39 Four possible locations to disconnect throttle cable.

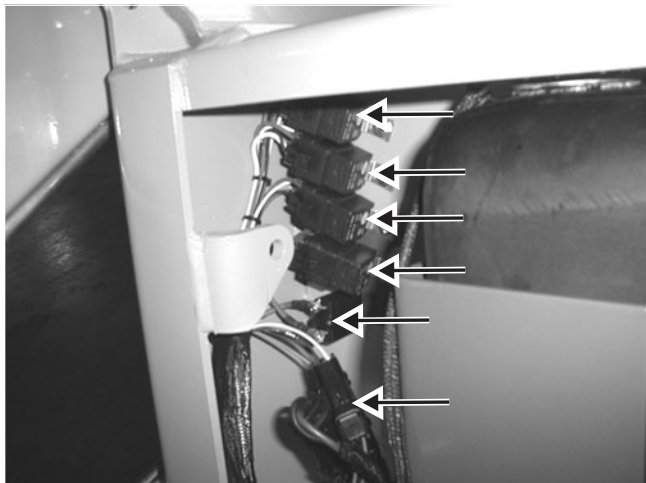


Fig. 10-40 Remove relays from firewall. Disconnect 35 A reset button and one hydraulic lock solenoid connection in same area.



Fig. 10-41 One of three (1 of 3) hydraulic lock solenoids to electrically disconnect.

WARNING

DO NOT PROCEED with the following steps unless the engine has completely cooled and is safe to touch.

9. Remove radiator per the procedure in this chapter.
10. Remove oil cooler and shroud per the procedure in this chapter.
11. Remove exhaust assembly per the procedure in this chapter.
12. Remove two capscrews securing rear engine rubber mount to the mainframe. **Fig. 10-38**

NOTE: The following steps include disconnection of hydraulic hoses. Mark all hoses to ease installation. If the hoses cannot be capped/plugged to prevent fluid loss, the hydraulic reservoir should be drained BEFORE disconnecting hoses. Refer to the *Hydraulic System* chapter for the procedure.

NOTE: ALWAYS clean area around hydraulic fittings BEFORE disconnecting any hydraulic hose or tube.

13. Remove all hoses on hydrostatic pump and gear pump.
14. Disconnect throttle cable from cable bracket(s) and throttle pivot(s) at engine mount weldment. **Fig. 10-39**
15. Disconnect hydrostatic pump arms per the procedure in the *Controls* chapter.
16. Disconnect the following wiring connections:
 - a. Hydraulic Lock Solenoids **Fig. 10-41**
 - b. Fuel Tank Sender
 - c. Firewall Relays and Reset (per the procedure in the *Electrical* chapter) **Fig. 10-40**
 - d. Fuel Shut Off Solenoid
 - e. Engine Temperature Sensors/Switch
 - f. Starter
 - g. Alternator
 - h. Hydraulic Temperature/Oil Pressure Switch
 - i. Hydraulic Oil Filter
 - j. Parking Brake Solenoid

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL