



MANUAL PREVIEW

Ford

Service Manual

L-35, L-775,

L-778 & L-779

New Holland Skid Steer

Service Manual

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FO-S-L35,L775+

NEW HOLLAND

Service Manual



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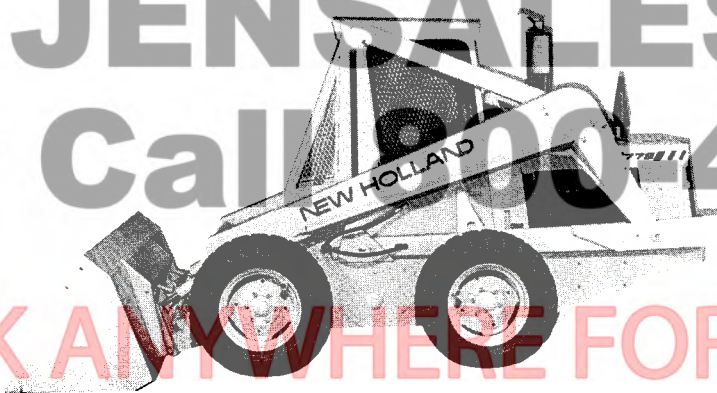
Skid-Steer Loaders
L-35, L-775, L-778, L-779

(Cessna and Vickers-Equipped)



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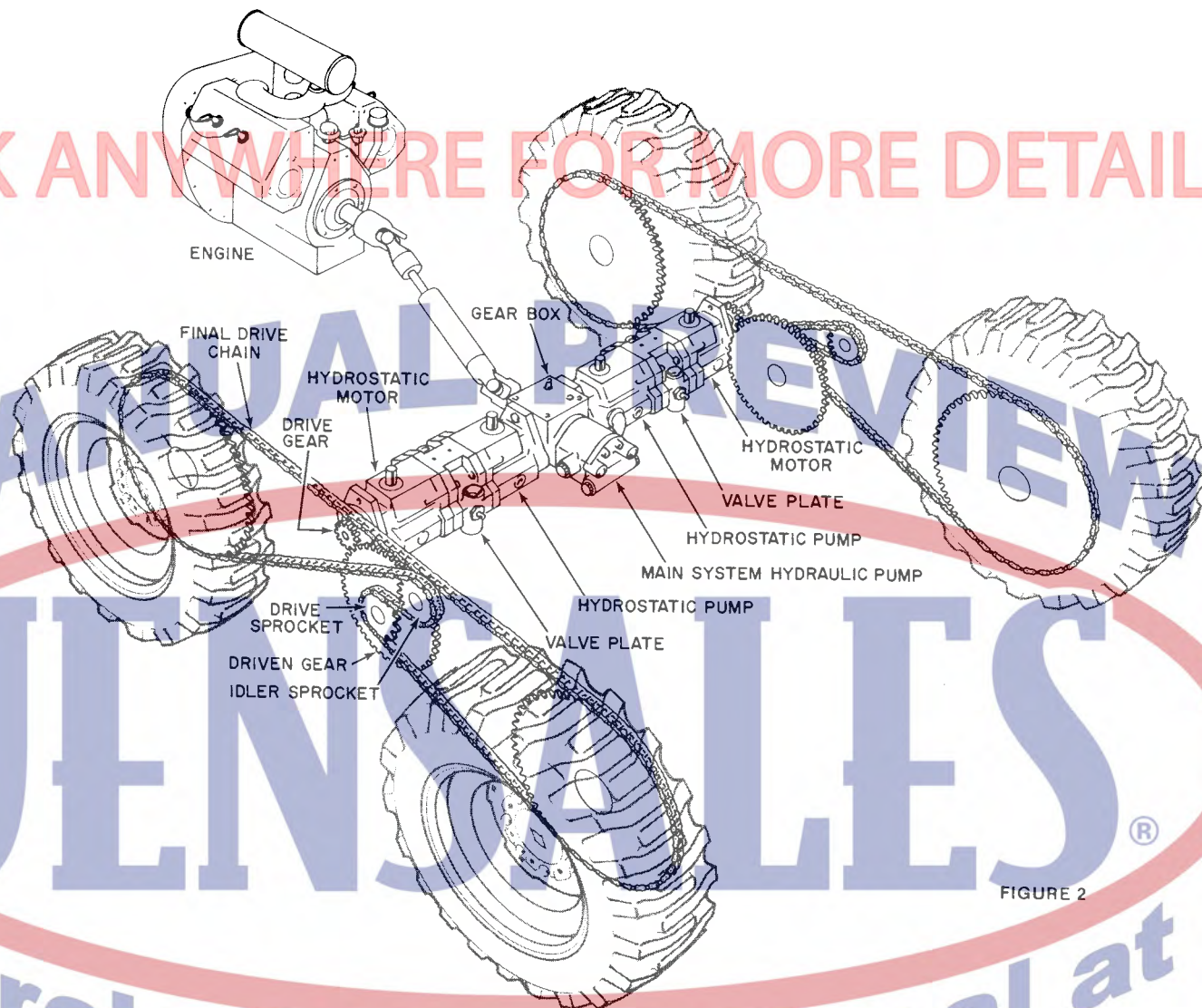


FIGURE 2



CAUTION: GIVE COMPLETE AND UNDIVIDED ATTENTION TO THE JOB AT HAND SO COMPLETE CONTROL OF THE LOADER IS MAINTAINED AT ALL TIMES.

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

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

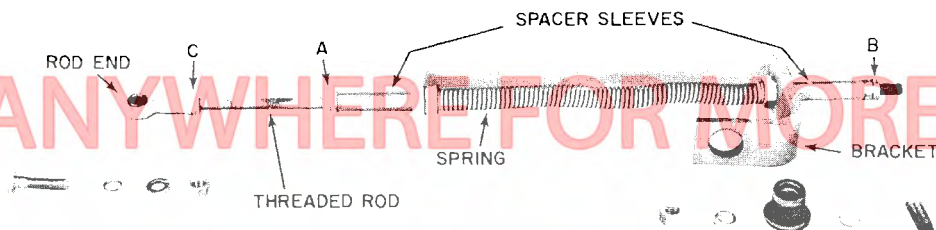


FIGURE 64

CENTERING SPRING ASSEMBLY

The centering spring assembly, see Figure 64, should be adjusted so the threaded rod does not have any lateral free travel inside the bracket or the spring. If the adjusting nuts, A and B, and jam nut, C, become loose, the threaded rod will be free to move unrestricted inside the spacers. This will cause the pintle lever to not always return to neutral and the loader will creep.

To adjust the assembly, turn in the adjusting nuts, B, until the threads stop and lock them together. Adjust nuts, A, inward toward the spacer to the point where the threaded rod cannot be shifted inside the spacers or bracket without compressing the spring. Lock nuts, A, together.

Attach the centering spring rod end to the pintle arm at B, Figure 65, with a $\frac{5}{16}$ " x $1\frac{1}{4}$ " cap screw, flat washer, lock washer and nut (the flat washer on top of the centering spring rod end will protect it from dirt).

Loosen the jam nut on the centering spring rod next to the rod end at C, Figure 64. Adjust the length of the centering spring rod by turning the centering spring rod assembly so the pintle arm is in approximately the neutral position.



SHIELDS SHOWN REMOVED FOR CLARITY.

FIGURE 65

Place a jack under the chain case, as shown in Figure 66, to lift the wheels off the ground. Lift all four wheels off the ground, and securely block the machine.



CAUTION: DISCONNECT THE BATTERY CABLES BECAUSE YOU ARE WORKING VERY CLOSE TO A BATTERY TERMINAL.



SECURELY BLOCK THE LOADER SO IT CANNOT FALL

FIGURE 66

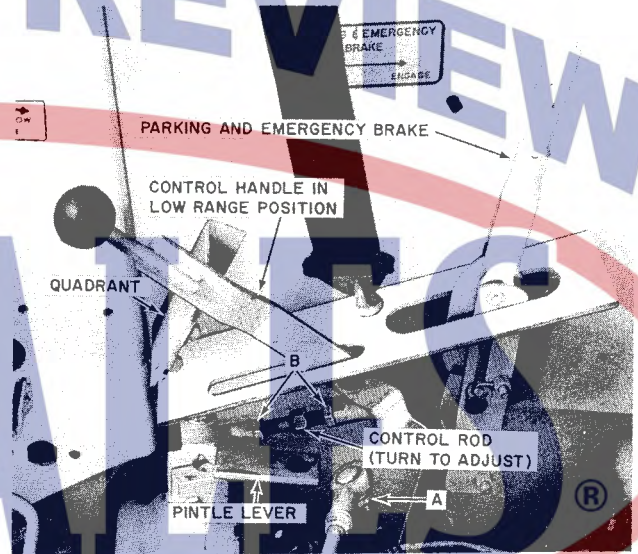


FIGURE 67

SHIELDS SHOWN REMOVED FOR CLARITY.



CAUTION: SECURELY BLOCK THE MACHINE SO IT CANNOT FALL!

Make sure everyone is clear of the machine. Start the engine. The wheels should remain stationary. If the wheels rotate, adjust the length of the centering spring rod at C, Figure 65, so the wheels remain stationary. Lock the jam nut, C.

RIGHT SIDE DRIVE CONTROL ADJUSTMENT

The right side drive control is adjusted the same as the left side drive control. Follow the left side drive control adjustment procedure to adjust the right side drive control.

HIGH AND LOW RANGE CONTROL ADJUSTMENT

Disconnect tie rod from right pintle lever as shown at A, Figure 67.

Position the high-low control handle in the low range (rear) position of the quadrant and adjust control rod at B, Figure 67, so approximately five pounds of force is required to snap the high-low control handle into the low range notch. Lock the jam nuts.

All linkage should work freely so the pintle lever is held against the motor internal stop.

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SHIELDS SHOWN REMOVED FOR CLARITY.

FIGURE 68

Position the high-low control handle into high range of the quadrant, Figure 68.

Adjust the sliding quadrant plate at A, Figure 68, until approximately five pounds of force is required to snap the high-low control handle into the high range notch with the pintle lever against its internal stop. The sliding quadrant plate is under the quadrant.

Move high-low control handle into low range position.

Connect the tie rod to the right pintle lever.

Adjust the tie rod, Figure 69, so the left side pintle lever begins to preload against its internal stop with the control lever in the low range position. Tighten the tie rod jam nuts.

The pintle levers are held against their internal stops to eliminate chattering and vibration in the linkage due to pressure pulsations in the motor. **DO NOT OPERATE THE LOADER WITH HI-LOW RANGE LEVER IN ANY OTHER POSITION THAN THE HI OR LOW LOAD SLOTS. TO DO SO MAY CAUSE DAMAGE TO THE TRANSMISSIONS.**



SHIELDS SHOWN REMOVED FOR CLARITY.

FIGURE 69

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