

Form No.
907248
Replaces
904266

5625

Skid Loader



OPERATOR'S MANUAL

GEHL®

INTERNATIONAL SYMBOLS

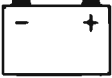
					
STARTER	IGNITION ON	ALL POWER OFF	POWER ON ACCESSORIES	WORK LIGHT	EMERGENCY OR HAZARD FLASHER
					
HORN	ENGINE OIL PRESSURE	ENGINE HOURS (Running Time)	AMMETER OR GENERATOR LIGHT	HEATER STARTER	FUSE
					
ENGINE COOLANT TEMPERATURE	Full	Gasoline	CHOKE	HYDRAULIC RESERVOIR	Engaged
					
CAUTION: PRESSURIZED RADIATOR	1/2 Full	Diesel	ENGINE OIL	DIRECTION OF CONTROL LEVER	Disengaged
					
NEUTRAL	ROTATE CLOCKWISE	ROTATE COUNTERCLOCKWISE	FUEL SHUT-OFF	DUMP	Float
					
Fast	REVERSE	FORWARD	BUCKET CONTROL	Roll Back	Lower
					Raise
SPEED RANGE	COOLANT	GREASE	DIPSTICK	BUCKET CONTROL	LIFT ARM CONTROL

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IDENTIFICATION INFORMATION

Write your Gehl Loader Model and Serial Numbers in the space provided below.
Refer to these numbers when inquiring about parts or service from your Gehl dealer.

MODEL NO. SL _____
SERIAL NO. _____
GEHL® WEST BEND, WI 53095 U.S.A.

The Model and Serial Numbers for this Loader are on a Decal located inside the right Chassis Riser, between the Lift Arm and Lift Cylinder.

CHAPTER 1

INTRODUCTION

The information in this Operator's Manual was written to give the owner/operator assistance in preparing, adjusting, maintaining and servicing of the Loader. More importantly, this manual provides an operating plan for safe and proper use of the machine. Major points of safe operation are detailed in the **SAFETY** chapter of this manual. A chart of standard hardware torques is located in the back of this manual.

The GEHL Company asks that you read and understand the contents of this manual COMPLETELY and become familiar with your new machine, BEFORE attempting to operate it.

Throughout this manual, information is provided which is set in *italic* type and introduced by the word **NOTE**. Be sure to read carefully and comply with the message or directive given. Following this information will improve your operating or maintenance efficiency, help you to avoid breakdowns or damage and extend your machine's life.

A plastic container is provided on the unit for storing the Operator's Manual. After using the Manual, please return it to the container and keep it with the unit at all times! If this machine is resold, **GEHL** Company recommends that this Manual be given to the new owner.

"Right" and "left" are determined from a position sitting on the Seat and facing forward. From this position:

If your Loader is T-Bar Controlled: the Propulsion (Traction) Control T-Bar is on the "*left*" and the Lift/Tilt Control T-Bar is on the "*right*".

If your Loader is Hand/Foot Controlled: The "*left*" T-Bar controls the Propulsion (Traction) on the left side of the machine. The "*right*" T-Bar controls Propulsion (Traction) on the right side of the machine. The "*left*" Foot Pedal controls the Lift. The "*right*" Foot Pedal controls the Tilt.

Our wide Dealership network stands by to provide you with any assistance you may require, including genuine **GEHL** service parts. All parts should be obtained from or ordered through your **GEHL** Dealer. Give complete information about the part and include the model and serial numbers of your machine. Record the serial number in the space provided on the previous page, as a handy record for quick reference.

GEHL Company reserves the right to make changes or improvements in the design or construction of any part without incurring the obligation to install such changes on any unit previously delivered.

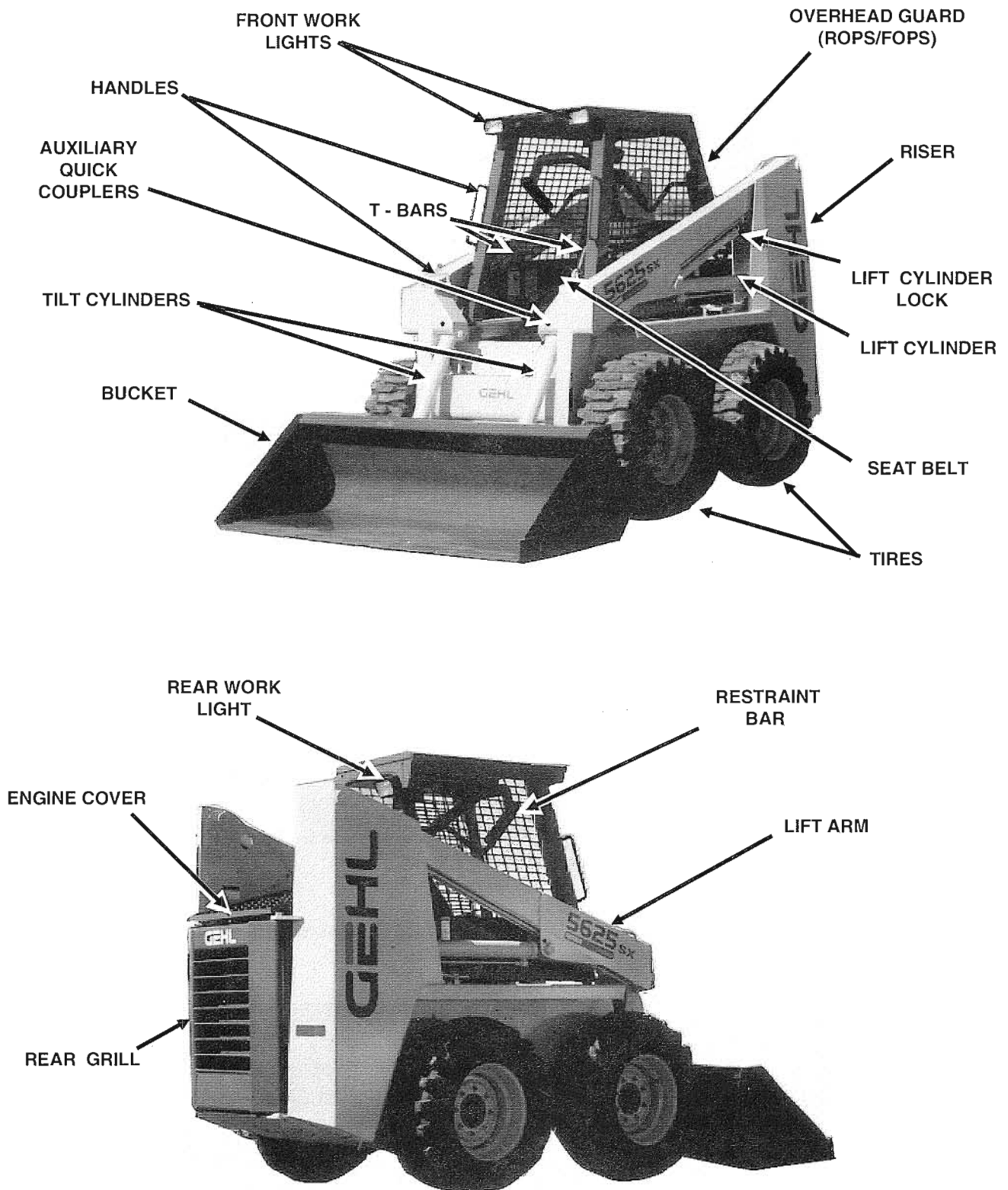
**The GEHL Company, in cooperation with the
American Society of Agricultural Engineers and the
Society of Automotive Engineers, has adopted this**

SAFETY ALERT SYMBOL



to pinpoint characteristics which, if NOT properly followed, can create a safety hazard. When you see this symbol in this manual or on the machine itself, you are reminded to BE ALERT! Your personal safety is involved!

Loader Identification



CHAPTER 2

SPECIFICATIONS

Gehl Skid Loader Models:

5625SX, 5625DX

Engine:

Make Perkins
 Model..... Model 204-25
 Fuel Diesel
 Displacement 152 CID (2.5L)
 Horsepower-Gross SAE 56 hp (42 kW) @ 2700 rpm
 Torque - Max..... 111 ft/lbs (150 Nm) @ 2200 rpm

Electrical :

Battery 12 Volt DC with 950 CCA
 Starter..... 12 Volt DC
 Alternator..... 40 amp

*SAE Operating Capacity:..... 1700 lbs (771 Kg)

Shipping Weight: 5255 lbs (2384 Kg)

Capacities:

Fuel Tank:..... 16 Gallons (61 liters)
 Hydraulic Reservoir: 14 Gallons (53 liters) with 4 Micron Filter
 Chaincases: 2 Gallons (7.6 liters) each
 Engine Oil: 6.3 Quarts (6 liters)

Delivery Rates:

Hydraulic System Pump:
 Standard (Single) 21 gpm (79.5 l/m)
 High Flow (Dual) (DX Models)..... 32.4 gpm (122.6 l/m)

Travel Speed:..... 0 to 6.5 mph (0 to 10.4 kph)

*Operating capacity rated with 68" (1727 cm) wide Dirt/Construction Bucket, 12.00 x 16.5 Tires and a 175 lb (79 kg) operator in accordance with SAE J818.

Tire Options

Flotation Tire Set - 12.00 x 16.5 6 - ply
 Heavy Duty Flotation Tire Set - 12.00 x 16.5 10 - ply
 High Clearance Flotation Tire Set - 14.5 x 17 10 - ply
 Chevron Tire Set - 8.25 x 15 6 - ply
 Solid Rubber Tire Set - 8.00 x 16
 AirBoss Segmented Industrial Tire Set - 8.25 x 15
 AirBoss Segmented Flotation Tire Set - 12.00 x 16.5
 Extra Wide Tire Set - 31 x 15.5 x 15 8 - ply

Buckets & Capacities

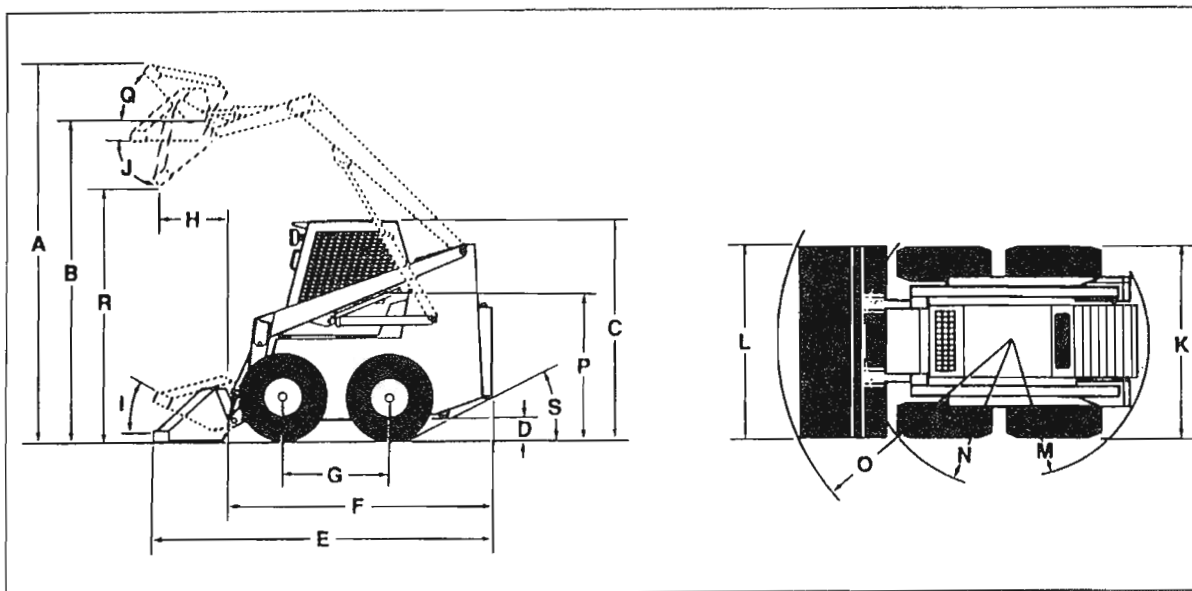
Width in(mm)	Bucket Description	Capacity (Heaped)	
		cu ft	cu m
65 (1651)	Utility	19	.54
68 (1727)	Dirt/Construction	14	.40
68 (1727)	Dirt/Construction with Teeth	14	.40
72 (1829)	Dirt/Construction	17	.48
72 (1829)	Utility (Agriculture Use)	21	.59
72 (1829)	Light Material	21	.59

Standard Features

- Side-Mount "Load Trak" T-Bar Controls
- Power-Assist Controlled Hydrostatic Drive
- ROPS-FOPS ISO Level 2 Approved Overhead Guard
- Self-Level Lift Action
- Independent Hydraulic Reservoir
- Operator Restraint Bar with Armrests
- Seat and Operator Restraint Bar Interlock for Starter, Lift Cylinders, and Tilt Cylinders
- Adjustable Contoured Seat with Seat Belt
- Mechanical Lift Cylinder Lock
- Integral Belly Plate with Cleanout
- Hourmeter
- Coolant Temperature Gauge
- Fuel Gauge
- Oil Pressure, Battery Charge Indicators
- Hand and Foot Throttle-Hand Controls
- Glow Plug Starting Assist
- Disc Type Handbrake
- Operational Lights - 2 Front, 1 Rear
- Spark Arrestor Muffler
- Locking Fuel Cap
- Dual Element Air Cleaner
- Front Auxiliary Hydraulics with 3/4" Couplers
- Gehl Quick-Lock Attachment Mounting
- Sound Deadening Package
- 50/50 Anti-Freeze Protection

Accessories

- 3" Seat Belt - Where required by Law
- Centrifugal Pre-Cleaner
- All Weather Rigid Cab Enclosure with Door Kit
- Vinyl Cab Enclosure Kit
- Wiper Kit
- Heater/Defroster Kit
- Back-Up Alarm
- Dual Flasher Kit
- Strobe Light
- Horn Kit
- Lift Kit
- Hydraulic Reservoir Heater
- Enclosed Alternator - 12 Volt, 30 Amp
- Suspension Seat
- Engine Heater - Block - 400 Watt
- Engine Auto-Shutdown System Kit
- Battery Disconnect Switch



General Specifications

		SL56SX/DX	
		inch	(mm)
A	Overall Operation Height -Fully Raised	148.8	(3780)
B	Height to Hinge Pin- Fully Raised	119.0	(3023)
C	Overall Height- Top of Operator Guard	81.0	(2057)
D	Ground Clearance-to Chassis	9.4	(239)
E	Overall Length (w/68" Dirt/Construction Bucket)	126.3	(3208)
F	Overall Length (less Bucket)	98.6	(2504)
G	Wheel Base	39.5	(1003)
H	Dump Reach-w/68" Dirt/Const. Bucket (full height)	28.0	(711)
	Dump Reach-w/68" Dirt/Const. Bucket (116" height)	29.3	(744)
	Dump Reach-w/72" Utility Bucket (full height).	32.0	(813)
I	Rollback at Ground	25°	
J	Dump Angle.	41°	
K	Overall Width-less Bucket (w/8.25 x 15 Tires).	61.0	(1549)
	Overall Width-less Bucket (w/12.00 x 16.5 Tires)	66.4	(1687)
L	Bucket Width (Dirt-Const. Bucket)-Overall.	69.0	(1753)
M	Clearance Circle - Rear	58.8	(1494)
N	Clearance Circle - Front (less Bucket)	48.0	(1219)
O	Clearance Circle - Front (w/68" Dirt/Const. Bucket)	76.7	(1948)
P	Seat to Ground Height	41.5	(1054)
Q	Rollback at Full Height	91°	
R	Dump Height	94.0	(2388)
S	Departure Angle	28°	
	Reach Maximum	40.1	(1019)
	Dump Height at Maximum Reach	70.0	(1778)
	Height to Top of Rise	73.0	(1854)
	Maximum Back Grading Angle	82°	

CHAPTER 3

CHECKLISTS

PRE-DELIVERY

The following Checklist is an important reminder of valuable information and inspections which **MUST** be made before delivering the Loader to the Customer. Check off each item after prescribed action is taken.

Check that:

- ☐ Unit has NOT been damaged in shipment. Check for such things as dents and loose or missing parts; correct or replace components as required.
- ☐ Battery is securely mounted and NOT cracked, cable connections are tight, and Battery Disconnect Switch (if equipped) is in the "ON" position.
- ☐ Lift and Tilt Cylinders, Hoses and Fittings are NOT damaged, leaking or loosely connected.
- ☐ Radiator Hoses and Fittings are NOT damaged, leaking or loosely connected.
- ☐ Filters are NOT damaged, leaking or loosely secured.
- ☐ Wheels are properly and securely attached and Tires are properly inflated.
- ☐ Loader is properly lubricated and NO Grease Fittings are missing or damaged.
- ☐ Hydraulic System Reservoir, Engine Crankcase and Drive Chaincases are filled to their proper levels.
- ☐ All adjustment are made to comply with settings given in the Adjustments chapter of this manual.
- ☐ All Guards, Shields and Decals are in place and securely attached.
- ☐ Model and Serial Numbers, for this unit, are recorded in space provided on this page and page 1.

Start Loader Engine and test-run the unit while checking that proper operation is exhibited by all controls.

Check that:

- ☐ Propulsion Control and Lift/Tilt Control T-bars *or* Hand/Foot Controls operate properly and are NOT damaged or binding.
- ☐ Propulsion Control T-bar or Hand/Foot Controls are properly adjusted for a correct "neutral" position so that Loader does NOT creep.
- ☐ Lift Cylinder and Starter Interlock system functions properly. By design, the Engine will NOT start unless the Operator is sitting on the Seat and the Restraint Bar is "lowered". Furthermore, the Lift and Tilt Circuits will not operate unless the Operator is sitting on the Seat, the Restraint Bar is "lowered", and the Starter Key Switch is in the "Run" position.

I acknowledge that pre-delivery procedures were performed on this unit at outlined above.

Dealership Name

Dealer Representative's Name

Date Checklist Filled-out

Loader Model#

Loader Serial#

Engine Serial#

Delivery

Check that:

The following Checklist is an important reminder of valuable information that **MUST** be passed on to the Customer at the time the unit is delivered. Check off each item as you explain it to the Customer.

Review with the Customer the contents of this manual; especially:

- ☐ The INDEX at the back, for quickly locating topics;
- ☐ The SAFETY, CONTROLS & SAFETY EQUIPMENT and OPERATION Chapters, for information regarding safe use of the machine;
- ☐ The ADJUSTMENTS, LUBRICATION, SERVICE and TROUBLESHOOTING Chapters, for information regarding proper maintenance of the machine. Explain that regular lubrication and maintenance are required for continued safe operation and long life.
- ☐ Give this Operator's Manual to the Customer and instruct the Customer to be sure to read and completely understand its contents BEFORE operating the unit.
- ☐ Explain that the Customer **MUST** consult the Engine Manual (provided) for related specifications, operating adjustments and maintenance instructions.
- ☐ Completely fill out the Owner's Registration, including Customer's signature and, return it to the company.

Customer's Signature

Date Delivered

(Dealer's File Copy)

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(To be removed as Dealer's file copy)

CHAPTER 3

CHECKLISTS

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- ☐ Battery is securely mounted and NOT cracked, cable connections are tight, and Battery Disconnect Switch (if equipped) is in the "ON" position.
- ☐ Lift and Tilt Cylinders, Hoses and Fittings are NOT damaged, leaking or loosely connected.
- ☐ Radiator Hoses and Fittings are NOT damaged, leaking or loosely connected.
- ☐ Filters are NOT damaged, leaking or loosely secured.
- ☐ Wheels are properly and securely attached and Tires are properly inflated.
- ☐ Loader is properly lubricated and NO Grease Fittings are missing or damaged.
- ☐ Hydraulic System Reservoir, Engine Crankcase and Drive Chaincases are filled to their proper levels.
- ☐ All adjustment are made to comply with settings given in the Adjustments chapter of this manual.
- ☐ All Guards, Shields and Decals are in place and securely attached.
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Start Loader Engine and test-run the unit while checking that proper operation is exhibited by all controls.

Check that:

- ☐ Propulsion Control and Lift/Tilt Control T-bars or Hand/Foot Controls operate properly and are NOT damaged or binding.
- ☐ Propulsion Control T-bar or Hand/Foot Controls are properly adjusted for a correct "neutral" position so that Loader does NOT creep.
- ☐ Lift Cylinder and Starter Interlock system functions properly. By design, the Engine will NOT start unless the Operator is sitting on the Seat and the Restraint Bar is "lowered". Furthermore, the Lift and Tilt Circuits will not operate unless the Operator is sitting on the Seat, the Restraint Bar is "lowered", and the Starter Key Switch is in the "Run" position.

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Dealer Representative's Name

Date Checklist Filled-out

Loader Model# Loader Serial# Engine Serial#

Delivery

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Customer's Signature

Date Delivered

(Pages 7 & 8 have been removed at Perforation)



CHAPTER 4 SAFETY



The above Safety Alert Symbol means **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!** It stresses an attitude of "Heads Up for Safety" and can be found throughout this Operator's Manual and on the machine itself.

BEFORE YOU ATTEMPT TO OPERATE THIS EQUIPMENT, READ AND STUDY THE FOLLOWING SAFETY INFORMATION. IN ADDITION, MAKE SURE THAT EVERY INDIVIDUAL WHO OPERATES OR WORKS WITH THIS EQUIPMENT, WHETHER FAMILY MEMBER OR EMPLOYEE, IS FAMILIAR WITH THESE SAFETY PRECAUTIONS.

Our Company **ALWAYS** takes the operator's safety into consideration when designing its machinery, and guards exposed moving parts for the operator's protection. However, some areas can **NOT** be guarded or shielded in order to assure proper operation. In addition, this Operator's Manual, and Decals on the machine, warn of further danger and should be read and observed closely.



DANGER

"DANGER" indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING

"WARNING" indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

"CAUTION" indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. May also alert against unsafe practices.

MANDATORY SAFETY SHUTDOWN PROCEDURE

BEFORE unclogging, cleaning, adjusting, lubricating or servicing the unit:

1. Move the Propulsion Control T-bar(s) to the "neutral" position.
2. Lower the Lift Arm and Attachment completely. Also, see Step 5, below.
3. Move the Throttle to the low idle position, shut the Engine off and remove the Key.
4. Apply the Parking Brake.
5. If the Lift Arm **MUST** be left in the "raised" position, **BE SURE** to properly engage the Lift Cylinder Mechanical Lock instead of performing step 2.

ONLY when you have taken these precautions can you be sure it is safe to proceed. Failure to follow the above procedure, could lead to death or serious injury.

ADDITIONAL SAFETY REMINDERS

- Some photographs in this manual may show Doors, Guards and Shields open or removed for illustrative purposes **ONLY**. **BE SURE** that all Doors, Guards and Shields are in their proper operating positions **BEFORE** starting the engine to operate the unit.
- To ensure safe operation, replace damaged or worn-out parts with genuine Gehl service parts, **BEFORE** attempting to operate this equipment.
- GEHL Skid Loaders are designed and intended to be used **ONLY** with GEHL Company Attachments or approved Referral Attachments. The GEHL Company can **NOT** be responsible for operator safety if the Loader is used with a non-approved Attachment.



SAFETY

(CONTINUED)



- The stability of a Skid Loader is determined by its short wheel base. The following elements: the terrain, Engine speed, load being carried or dumped, and/or abrupt Control movements, can affect stability. **IF MISUSED, ANY OF THE ABOVE FACTORS CAN CAUSE THE LOADER TO TIP, THROWING YOU FORWARD OR OUT OF THE UNIT, CAUSING DEATH OR SERIOUS INJURY.** Therefore, ALWAYS have the Operator Restraint Bar “lowered” and wear the Seat Belt. Operate the Controls smoothly and gradually at an appropriate Engine speed which matches the operating conditions.
- For additional stability when operating on inclines or ramps, ALWAYS travel with the heavier end of the Loader to the top of the incline.
- NEVER attempt to by-pass the Keyswitch to start the Loader Engine. Only use the jump-starting procedure detailed in the service chapter of this manual.
- Do NOT attempt to remove the Radiator Cap after the Engine has reached operating temperature or has overheated because the Engine Coolant will be extremely HOT and under pressure. ALWAYS wait for the Engine to cool down BEFORE attempting to relieve pressure and remove the Radiator Cap. Failure to heed could result in severe burns.
- NEVER use your hands to search for hydraulic fluid leaks, use a piece of paper or cardboard. Escaping fluid under pressure can be invisible and can penetrate the skin and cause a serious injury. If any fluid is injected into your skin, see a doctor at once. Injected fluid MUST be surgically removed by a doctor or gangrene may result.
- ALWAYS wear safety glasses with side shields when striking metal against metal. In addition, it is also recommended that a softer (non-chipable material) be used to cushion the blow. Failure to heed could lead to serious injury to the eyes or other parts of the body.
- DO NOT raise or drop a loaded Bucket or Fork suddenly. Abrupt movements under load can cause serious instability.
- DO NOT push the Lift Control all the way forward (into the “float” position) with the Attachment loaded and the Lift Arm raised as this will cause the Lift Arm to drop, very rapidly.
- DO NOT drive too close to an excavation or ditch; BE SURE that the surrounding ground has adequate strength to support the weight of the Loader and the load.
- DO NOT smoke or have any spark producing equipment in the area while filling the Fuel Tank or while working on the fuel or hydraulic systems.



SAFETY

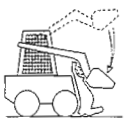
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! WARNING FOR MAXIMUM STABILITY CARRY LOAD AS LOW AS POSSIBLE. FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

093475

! WARNING



ALWAYS USE MECHANICAL LOCK WHEN LEAVING LIFT ARM IN THE RAISED POSITION FOR SERVICING LOADER.

BEFORE SERVICING LOADER, PROCEED AS SPECIFIED IN THE OPERATOR'S MANUAL.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

! WARNING



OPERATING CONDITIONS COULD PRODUCE JERKY MOVEMENT.

BEFORE STARTING ENGINE FASTEN SEAT BELT.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

123912

! WARNING



PINCH POINT BETWEEN LIFT ARM AND LEDGE.

KEEP FEET INSIDE COMPARTMENT AND OFF LEDGE.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

! WARNING

DO NOT USE BRAKE TO TEST HYDROSTATIC DRIVE TORQUE.

OVERHEATING AND ACCELERATED WEAR OF THE DISC AND PADS CAN OCCUR.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

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123912

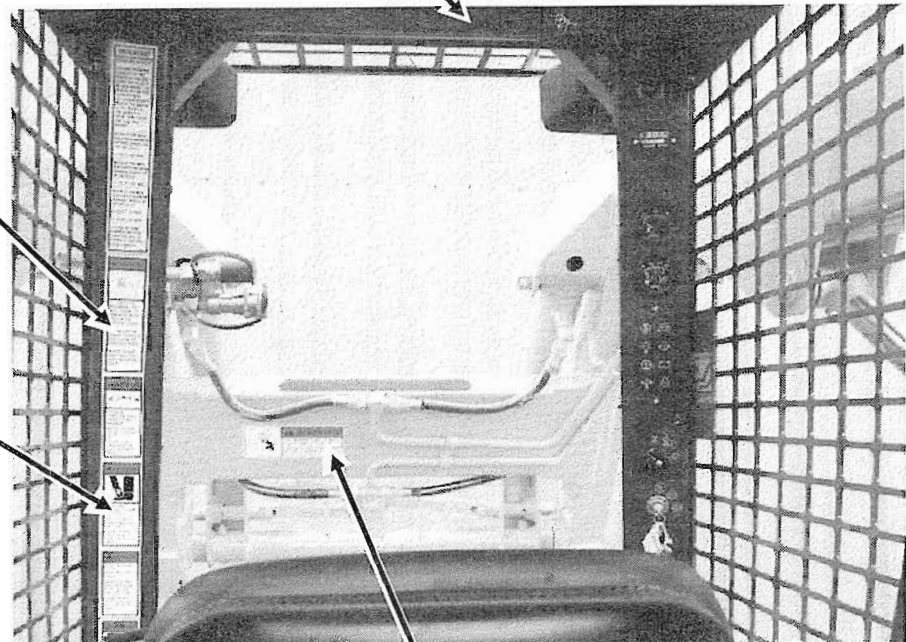
! WARNING



BEFORE OPERATING WITH ATTACHMENT, CHECK LOCKING PIN ENGAGEMENT OF THE QUICK-TACH TO THE ATTACHMENT.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

122718



! WARNING



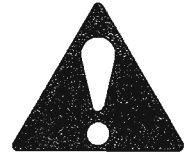
FOR MAXIMUM STABILITY CARRY LOAD AS LOW AS POSSIBLE. FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

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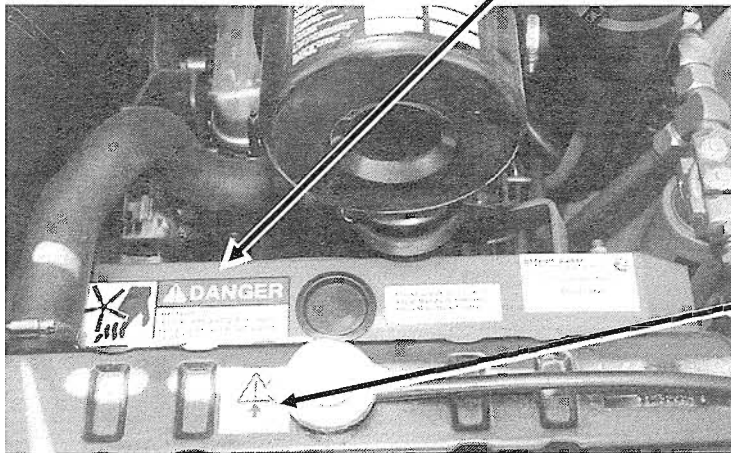


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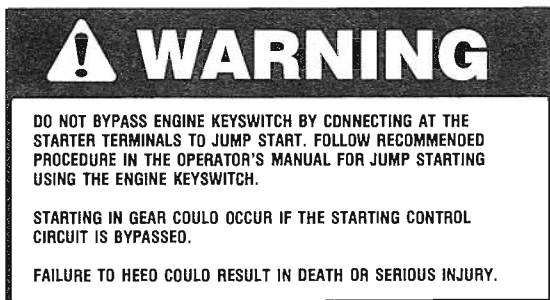
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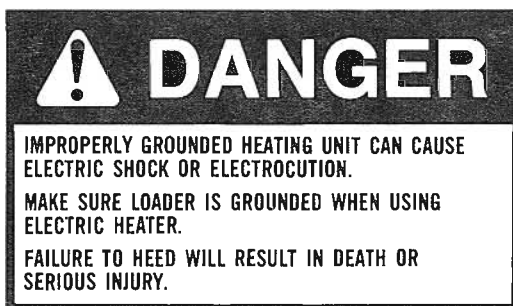
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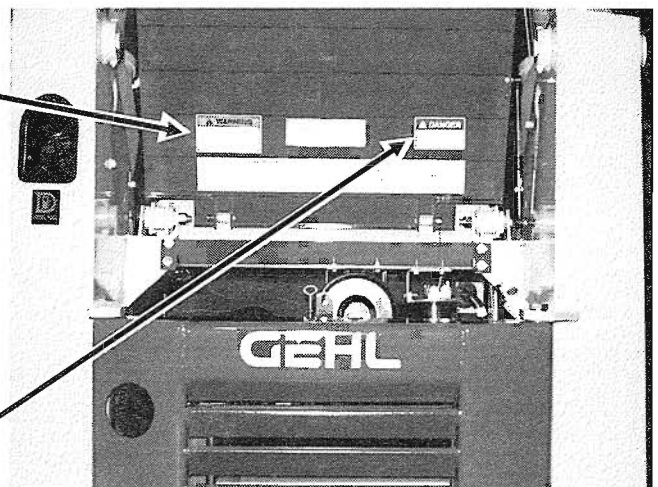
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SAFETY

(CONTINUED)



! DANGER



MAINTAIN SAFE CLEARANCE FROM ELECTRIC POWER LINES AND AVOID CONTACT WITH ANY ELECTRICALLY CHARGED CONDUCTOR.

CONTACT WITH ELECTRICAL POWER SOURCE CAN RESULT IN ELECTRICAL SHOCK OR ELECTROCUTION.

FAILURE TO HEED WILL RESULT IN DEATH OR SERIOUS INJURY.

093202

! WARNING

KEEP ALL GUARDS AND SHIELDS IN PLACE.

KEEP HANDS, FEET, AND ARMS INSIDE ENCLOSURE WHILE ENGINE AND MACHINE ARE OPERATING AND AWAY FROM POWER DRIVEN COMPONENTS.

KEEP CHILDREN AND BYSTANDERS OFF AND AWAY FROM MACHINE.

DO NOT WEAR LOOSE OR BAGGY CLOTHING WHILE OPERATING OR SERVICING MACHINE.

WEAR PROPER PERSONAL SAFETY GEAR CALLED FOR BY JOB OR CONDITIONS.

DO NOT START ENGINE OR OPERATE LOADER OR ATTACHMENT CONTROLS FROM ANY POSITION OTHER THAN PROVIDED.

DO NOT OPERATE MACHINE IN ENCLOSED AREA WITHOUT PROPER VENTILATION.

TRAVEL SLOWLY OVER ROUGH TERRAIN WHEN RAISING LIFT ARM AND APPROACHING DUMP AREA. NEVER MAKE SHARP MANUEVERS WITH LIFT ARMS RAISED.

BEFORE LEAVING OPERATOR'S SEAT, LOWER LIFT ARMS AGAINST FRAME, STOP ENGINE AND ENGAGE PARKING BRAKE.

IF LIFT ARMS MUST BE LEFT IN RAISED POSTION, ALWAYS INSTALL LIFT ARM LOCK.

DO NOT CHANGE BUCKET WITH LIFT ARMS RAISED.

ESCAPING FLUID UNDER PRESSURE CAN BE INVISIBLE AND CAN PENETRATE SKIN. DO NOT USE HANDS TO SEARCH FOR LEAKS. RELIEVE PRESSURE PRIOR TO DISCONNECTING. HYDRAULIC LINES AND COMPONENTS CAN BE HOT. DO NOT TOUCH.

NEVER SMOKE WHILE FILLING FUEL OR WORKING ON FUEL OR HYDRAULIC SYSTEM.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

093474





SAFETY

(CONTINUED)



! WARNING



THE OWNER IS RESPONSIBLE FOR MAKING INFORMATION AVAILABLE TO THE OPERATOR ON THE SAFE USE AND PROPER MAINTENANCE OF THIS MACHINE.

DO NOT START, OPERATE, OR WORK ON THIS MACHINE UNTIL YOU READ AND UNDERSTAND THE CONTENTS OF THE OPERATOR'S MANUAL.

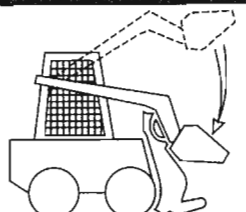
IF YOU HAVE QUESTIONS ON OPERATION ADJUSTMENT OR MAINTENANCE OF THIS MACHINE OR NEED AN OPERATOR'S MANUAL, OR IF ANY DECALS ARE NOT READABLE, CONTACT YOUR GEHL DEALER OR GEHL COMPANY, WEST BENO, WISCONSIN 53095 MODEL AND SERIAL NUMBERS WILL BE REQUIRED.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.



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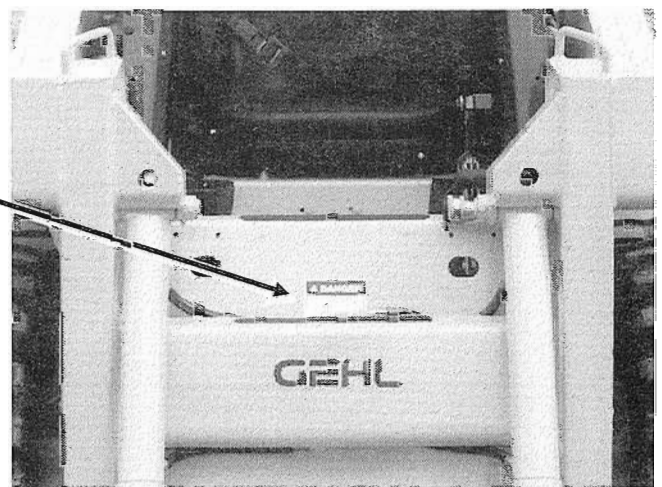
! DANGER



DO NOT WORK UNDER LIFT ARMS WHEN RAISED UNLESS SUPPORTED BY LIFT ARM STOP WITH ENGINE STOPPED.

REMOVING HOSES OR COMPONENT FAILURE CAN CAUSE LIFT ARMS TO DROP.

FAILURE TO HEED WILL RESULT IN DEATH OR SERIOUS INJURY.

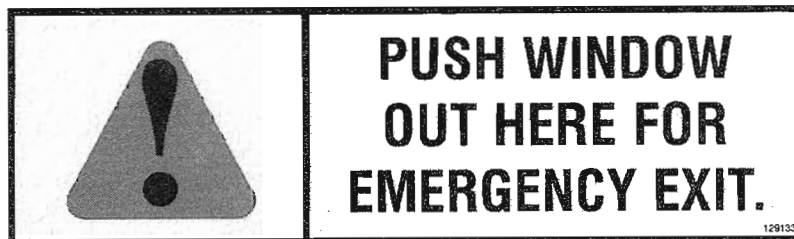


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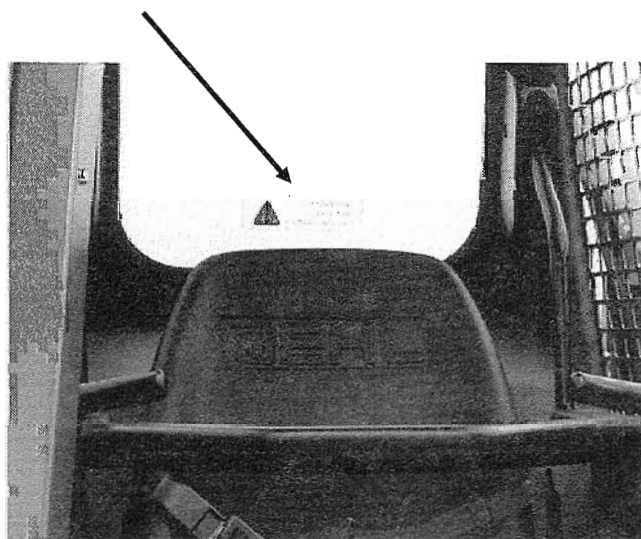


SAFETY

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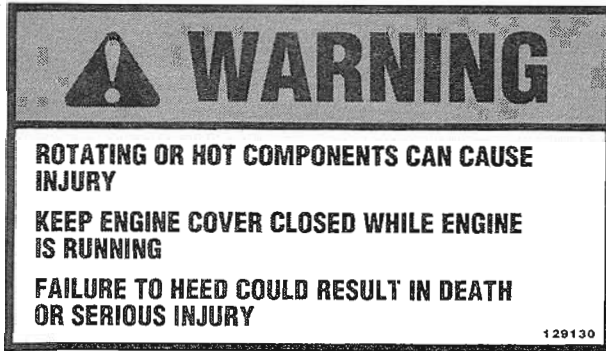
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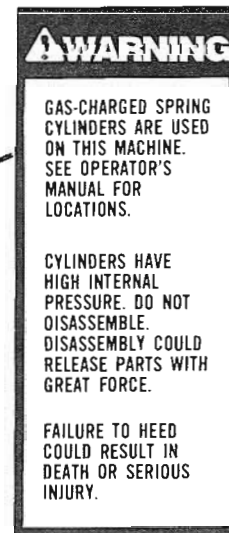
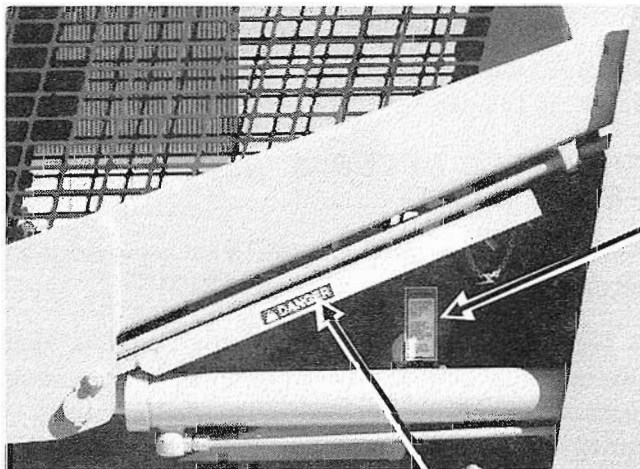


SAFETY

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CHAPTER 5

CONTROLS & SAFETY EQUIPMENT



CAUTION

Become familiar with and know how to use **ALL** safety devices and controls on the Skid Loader **BEFORE** attempting to operate it. Know how to stop Loader operation **BEFORE** starting it. This GEHL Skid Loader is designed and intended to be used **ONLY** with a GEHL Company Attachment or a GEHL Company approved accessory or referral attachment. The GEHL Company can **NOT** be responsible for operator safety if the Loader is used with a non-approved attachment.

GUARDS & SHIELDS

Whenever possible and without affecting Loader operation, Guards and Shields are used to protect potentially hazardous areas. In many places, Decals are also provided to warn of potential dangers and/or to display special operating procedures.



WARNING

Read and thoroughly understand **ALL** Safety Decals on the Loader **BEFORE** attempting to operate it. Do **NOT** attempt to operate the Loader unless **ALL** factory installed Guards and Shields are properly secured in place.

CONTROLS

Your Loader could be equipped with either "Hand & Foot" or "T-Bar" Controls.

Follow instructions appropriate for your Loader type.

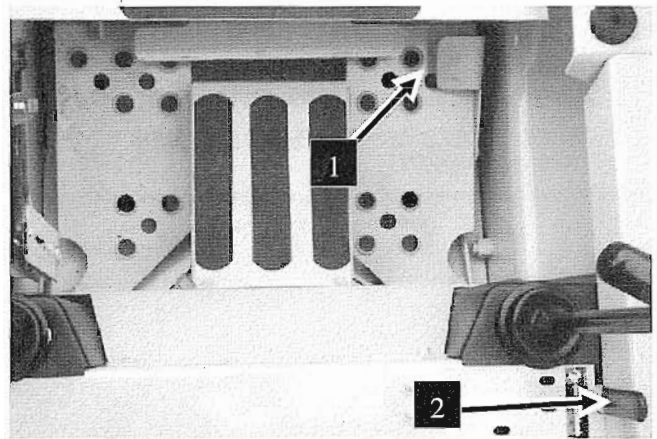


Fig. 1

1. Accelerator Pedal
2. Hand Throttle

THROTTLE LEVER & ACCELERATOR PEDAL (Fig. 1)

A right-hand controlled Throttle Lever is provided on all models for adjusting the Engine RPM.

A right-foot operated Accelerator Pedal is also provided to control the Engine RPM to match increased power requirements. The Pedal linkage is spring-loaded to return to the adjusted hand-operated Throttle setting.

T-BAR CONTROLLED LOADERS (Fig. 2)

Side-mounted **T-Bars** are provided on Skid Loader to control the hydraulic and hydrostatic functions of the Loader. Both T-Bars return to their "neutral" positions when released.

PROPULSION CONTROL T-BAR

The left T-Bar is the Propulsion Control which is linked to the Hydrostatic Drives.

Forward Travel: Push the left T-Bar straight forward (without twisting).

Reverse Travel: Pull the left T-Bar straight backwards (without twisting).

Turning during Travel: Twist the left T-Bar and move it slightly forward or rearward to cause a slow gradual forward or rearward turn. The farther the T-Bar is moved, in any direction, the faster the maneuver will be made. Engine RPM also has a directly proportional affect on movement.

Fast Turning (Pivoting): Twist the left T-Bar clockwise to cause a spin turn to the right; twist the T-Bar counterclockwise to cause a spin turn to the left. On a spin turn, the wheels opposite the direction of the turn will rotate forward and the wheels on the same side as the direction of the turn will rotate rearward.

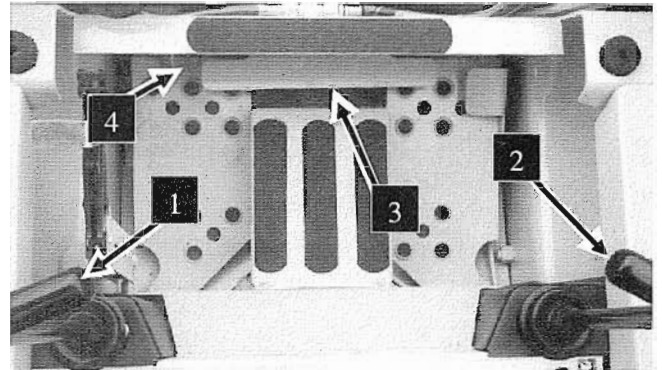


Fig. 2: T-Bar Controlled Loaders

1. Propulsion Control T-Bar
2. Lift/Tilt T-Bar
3. Auxiliary Hydraulics Foot Pedal
4. Auxiliary Hydraulics Foot Pedal Stop

Lift Arm Travel: To raise the Liftarm: Pull the right T-Bar straight back (without twisting)

To lower the Liftarm: Push the right T-Bar straight forward (without twisting).

The Lift Spool in the System Control Valve is provided with a detent circuit to allow the lowered Liftarm to "float" when traveling over changing ground conditions. To place the Liftarm in the **detent** (float) position: Push the T-Bar all the way forward, past the detent. (See Warning below).

CAUTION

ALWAYS make sure that both T-Bars are in their "neutral" positions **BEFORE** attempting to start the Engine. Operation of the T-Bar controls should be smooth and with safety in mind. Excessive travel speed together with quick T-Bar movements, with NO regard for conditions and circumstances, is hazardous and could cause an accident.

Lift/Tilt Control T-Bar

The right T-Bar controls the Lift (Arm) and Tilt (Attachment) through linkage to the Loader's Main Hydraulic Control Valve.

Attachment Travel: Twist the right T-Bar clockwise to tilt the Attachment downward; twist it counterclockwise to tilt the Attachment up or back.

WARNING

NEVER push the Lift/Tilt T-Bar into the "Float" position with the Bucket or Attachment loaded and/or raised. Doing so could cause the Lift Arm to lower rapidly and the Bucket or Attachment to dump.

NOTE: *The speed of all movements controlled by the Lift/Tilt T-Bar is directly proportional to the amount of T-Bar movement and Engine RPM.*

Auxiliary Hydraulics: Depress the Foot Pedal to control the direction of flow. A stop is provided to lock the Foot Pedal in the "on" (**detent**) position for continuous use.

HAND & FOOT CONTROLLED LOADERS

(Figs. 3 & 4)

Both **right and left T-Bars** are used to control forward and reverse travel of the Loader. The T-Bars are also used for making turns by moving one T-Bar further than the other. **Foot Pedals** are used to control Liftarm and Attachment movements.

PROPULSION CONTROL T-BARS

NOTE: Moving the T-Bars equally in the same direction will result in traveling straight ahead or backward.

Forward Travel: Push both T-Bars straight forward, slowly in the same direction (without twisting).

Reverse Travel: Pull both T-Bars straight back, slowly and in the same direction (without twisting).

Turning during Travel: Move one T-Bar farther forward or rearward than the other T-Bar. Turn direction is determined by which T-Bar is moved the furthest; for example: to turn left, move right T-Bar further than left.

Fast Turning (Pivoting): Move one T-Bar in the opposite direction of the other. Turn direction is determined by which T-Bar is moved forward; for example: to pivot turn to the left, move the right T-Bar forward and the left T-Bar rearward.

Auxiliary Hydraulics: Twist the right T-Bar to control the direction of flow. A lock is provided for retaining the right T-Bar in the auxiliary hydraulics "on" (**detent**) position for continuous use.

NOTE: Speed of motion is determined by how far and fast the T-Bars are moved away from neutral and engine speed.

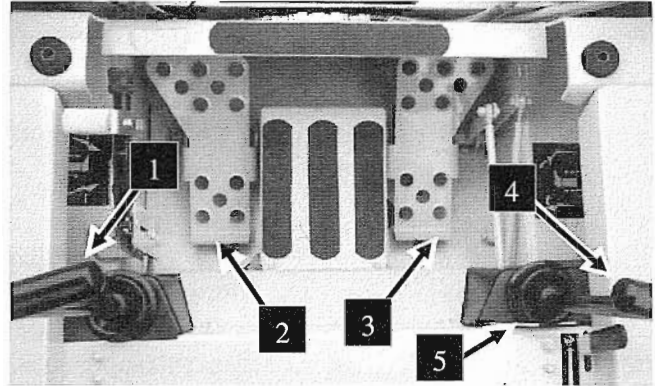


Fig. 3: Hand & Foot Controls

1. Left Travel T-Bar
2. Left Foot Pedal (Liftarm Raise/Lower)
3. Right Foot Pedal (Attachment Tilting)
4. Right Travel T-Bar & Auxiliary Hydraulics Control
5. Auxiliary Hydraulics T-Bar Stop

CAUTION

ALWAYS make sure that both T-Bars are in their "neutral" positions **BEFORE** attempting to start the Engine. Operation of the T-Bar controls should be smooth and with safety in mind. Excessive travel speed together with quick T-Bar movements, with **NO** regard for conditions and circumstances, is hazardous and could cause an accident.

HAND & FOOT CONTROLLED LOADERS (continued)

LIFT/TILT CONTROL FOOT PEDALS

Attachment Travel: The right Foot Pedal controls the tilting motion of the attachment. To tilt the attachment rearward, use your heel to push down on the rear of the right Pedal; to tilt the attachment forward, use your toe to push down on the front of the right Pedal.

Liftarm Travel: The left Foot Pedal controls the raising and lowering motion of the Liftarm.

To **raise** the Liftarm, use your heel to push down on the rear of left Foot Pedal.

To **lower** the Liftarm, use your toe to push down on the front of the left Pedal.

The Lift Spool in the System Control Valve is provided with a detent circuit to allow the lowered Liftarm to "float" when traveling over changing ground conditions. To place the Liftarm in the **detent** (float) condition, use your toe to push the left Foot Pedal all the way down, past the detent. (See Warning below).

WARNING

NEVER push the Lift/Tilt T-Bar into the "Float" position with the **Bucket or Attachment loaded and/or raised**. Doing so could cause the Lift Arm to lower rapidly and the Bucket or Attachment to dump.

NOTE: *Speed of motion is directly proportional to the amount of Foot Pedal movement and Engine RPM.*

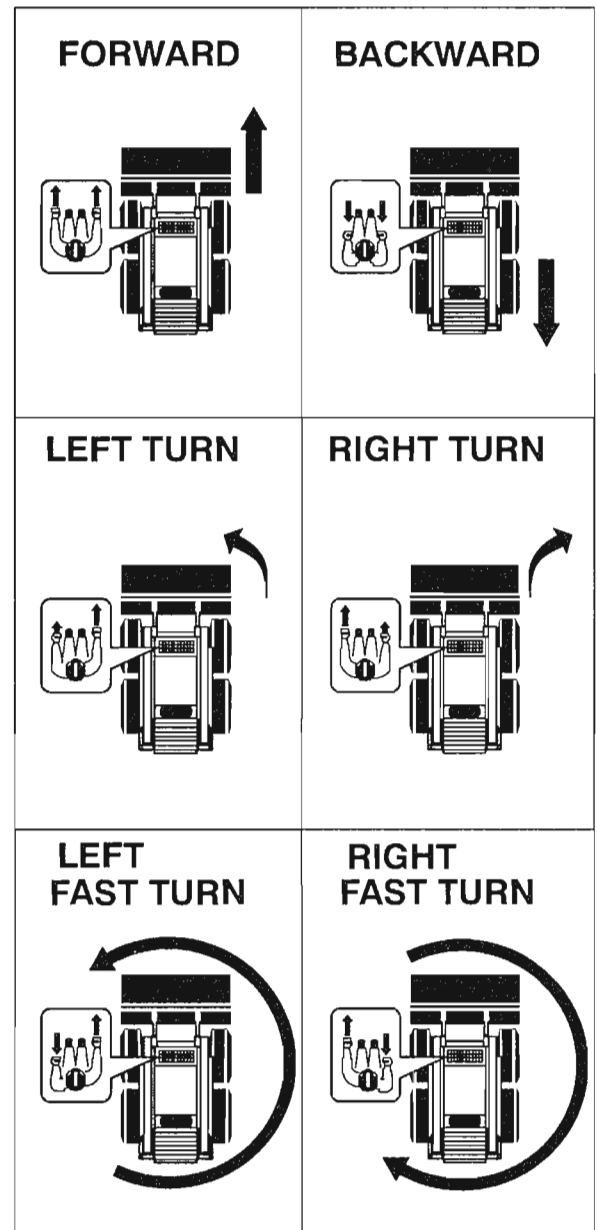


Fig. 4: Hand & Foot Loader Movement

PARKING BRAKE (Fig. 5)

This Skid Loader is equipped with a Hand Operated Parking Brake which functions as both a parking brake, and an emergency brake. The Parking Brake Handle is linked by Cables to a Disc Brake assembly on each Hydrostatic Drive Motor. As an emergency brake, the Parking Brake can be gradually engaged to slow down and stop Wheel rotation.

The Parking Brake Lever has an Extension Bracket which is contacted by the Propulsion Control T-Bar. This Bracket serves to disengage the Parking Brake as the Propulsion Control T-Bar is moved forward thus helping to prevent unintentionally leaving the Brake engaged when starting to operate the Loader.

WARNING

The Parking Brake **MUST BE** engaged anytime the loader is parked on a grade. If the Parking Brake is **NOT** set, the Loader can start to roll because of minimal resistance in the Hydrostatic Drive Motors. Failure to heed could result in death or serious injury.

WARNING

Function and adjustment of the Parking Brake should be checked on a routine basis to maintain proper operation at all times. The Parking Brake should **NEVER** be used as a means of checking Hydrostatic torque as this will cause overheating and accelerated wear of the Discs and Pads resulting in early and unexpected Parking Brake failure.

OPERATOR RESTRAINT BAR (Fig. 6)

The Operator Restraint Bar is securely anchored to the Overhead Guard. It is designed to be pivoted up before leaving or lowered after entering the Operator's Compartment. When used in conjunction with the Seat Belt, the Restraint Bar serves to keep you in the Operator's Compartment. For operator comfort and convenience, the Restraint Bar is fully padded and can be used as an arm rest while operating the Loader.

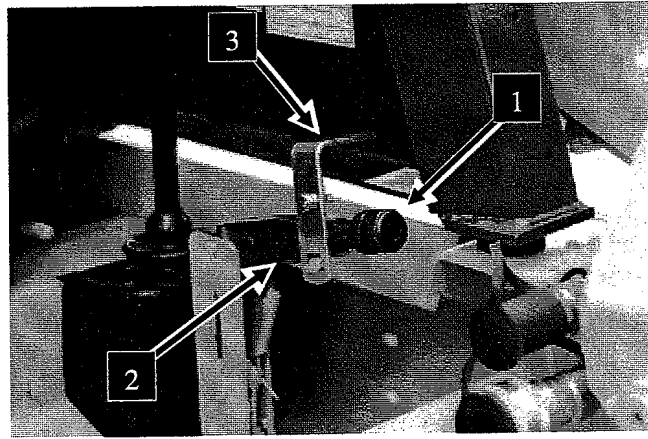


Fig. 5: Parking Brake

1. Parking Brake Adjustment Handle
2. Parking Brake in the Disengaged "OFF" Position
3. Parking Brake Lever Extension Bracket

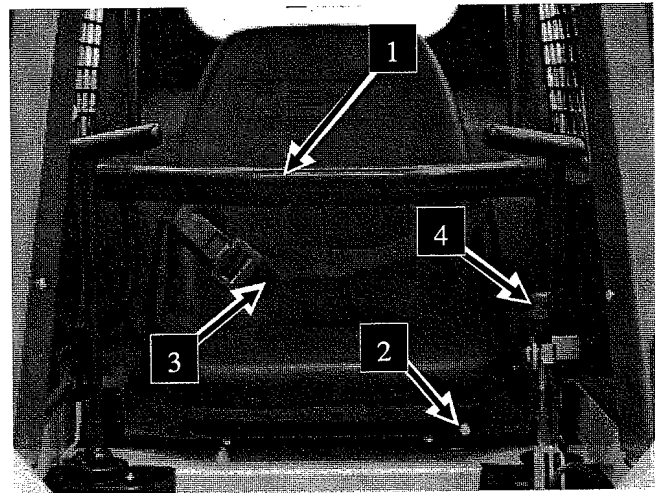


Fig. 6: Restraint Bar

1. Operator Restraint Bar
2. Seat Adjustment Lever
3. Seat Belt
4. Parking Brake in the Engaged "ON" Position

The Restraint Bar Switch is wired in series with the Seat Switch to form an interlock for the Lift Arm, Tilt, and Starter circuits (refer to the "Interlocks" topic later in this chapter for additional information).

WARNING

NEVER attempt to electrically or mechanically defeat the Operator Restraint Bar or Seat Switch, and **ALWAYS** wear your Seat Belt.

SEAT POSITIONING (Fig. 6)

The Loader Seat is mounted on Rails to provide forward or backward repositioning to adapt to the operator's size and comfort. A spring-loaded Latch Handle is provided for activating the Seat Adjustment mechanism.

BATTERY DISCONNECT SWITCH (Optional)(Fig. 7)

This Skid Loader may be equipped with a Battery Disconnect Switch. When in the "OFF" position, the Battery is disconnected from the electrical system.

OVERHEAD GUARD (ROPS/FOPS) & LOCK MECHANISM (Fig. 8)

The Overhead Guard is SAE ROPS and FOPS approved. The Guard is designed to protect the operator from falling objects and to be a life-saving protection if the Loader is accidentally tipped-over or rolled, provided the operator is secured within the confines of the Overhead Guard by the Seat Belt and Restraint Bar. A Rear Window is provided to help reduce Engine noise.

For service, the Guard can be unbolted and tilted back. Two Gas-charged Springs are provided to assist in tilting the Guard back. A self-actuating Lock Mechanism engages to maintain the Guard in the rolled-back position. To lower the Guard, apply upward pressure on the Guard while pulling the Lock Mechanism Handle toward the rear of the Loader. Then, lower the Guard into contact with the Chassis and reinstall and secure the anchor bolts, washers, and locknuts.

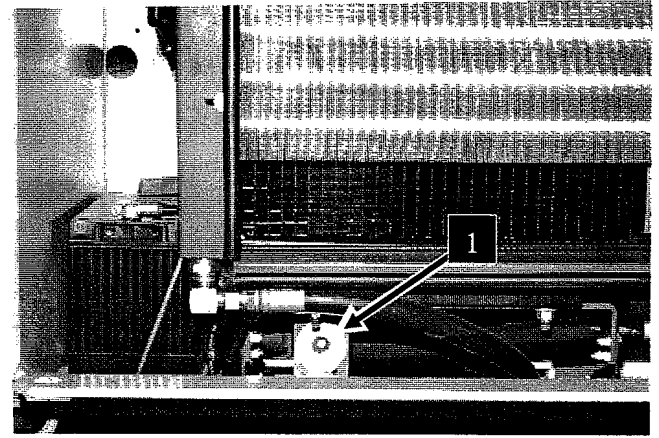


Fig. 7: Optional Battery Disconnect Switch

1. Battery Disconnect Switch

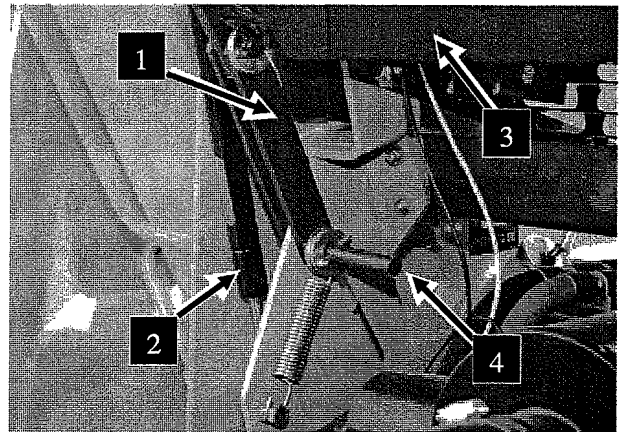


Fig. 8: Overhead Guard Unbolted, Rolled-back & Locked

1. Self-actuating Lock Mechanism (Engaged)
2. Gas charged Spring (1 of 2)
3. Overhead Guard (ROPS/FOPS)
4. Lock Mechanism Handle

WARNING

NEVER attempt to operate the Skid Loader with the Overhead Guard removed or locked-back. **BE SURE** that the Lock Mechanism Pin is securely engaged when the Guard is tilted back. Properly support the Overhead Guard while unlatching the Lock Mechanism Handle and lowering the Overhead Guard. **BE SURE** to reinstall and secure the front anchor bolts, washers, and locknuts **BEFORE** resuming Loader operation.

INSTRUMENT & CONTROL PANEL (Fig. 9)

The Instrument and Control Panel contains the following control Switches and Indicators. International symbols are provided on the Panel to represent various functions, conditions and Switch positions. Symbols are only visible when indicator lamps are on.

1. **Coolant Temperature Gauge** - Indicates Engine coolant temperature.
2. **Fuel Level Gauge** - Indicates the amount of fuel remaining in the Fuel Tank.

NOTE: Reference Items 3 through 6 are Indicator Lights which display the following:

3. **Battery** - Indicates the condition of the charging system. During normal operation, this Indicator should be OFF. If the charge rate is too high or too low, this Indicator will light.
4. **Engine Oil Pressure**- During normal operation, this Indicator should be OFF. If the Engine oil pressure drops too low, this Indicator will light and warn the operator to IMMEDIATELY stop the Engine and determine the cause for the pressure drop.
5. **Fasten Seat Belt** - Audible and visual indications are provided to remind the operator to fasten the Seat Belt.
6. **Glow Indicator Lamp** - After the Glow Plugs have heated for a sufficient amount of time, the Lamp will go out and the Engine can be started. Turn the Key to the "START" position to start the Engine, the BATTERY Light should go off.

NOTE: The Loader Engine cannot be started unless the operator is sitting on the Seat, and the Operator Restraint Bar is down.

7. **Hourmeter** - Indicates the total operating hours of the Loader. The Hourmeter is especially useful for logging time in the "Maintenance Schedule" located at the back of this manual.

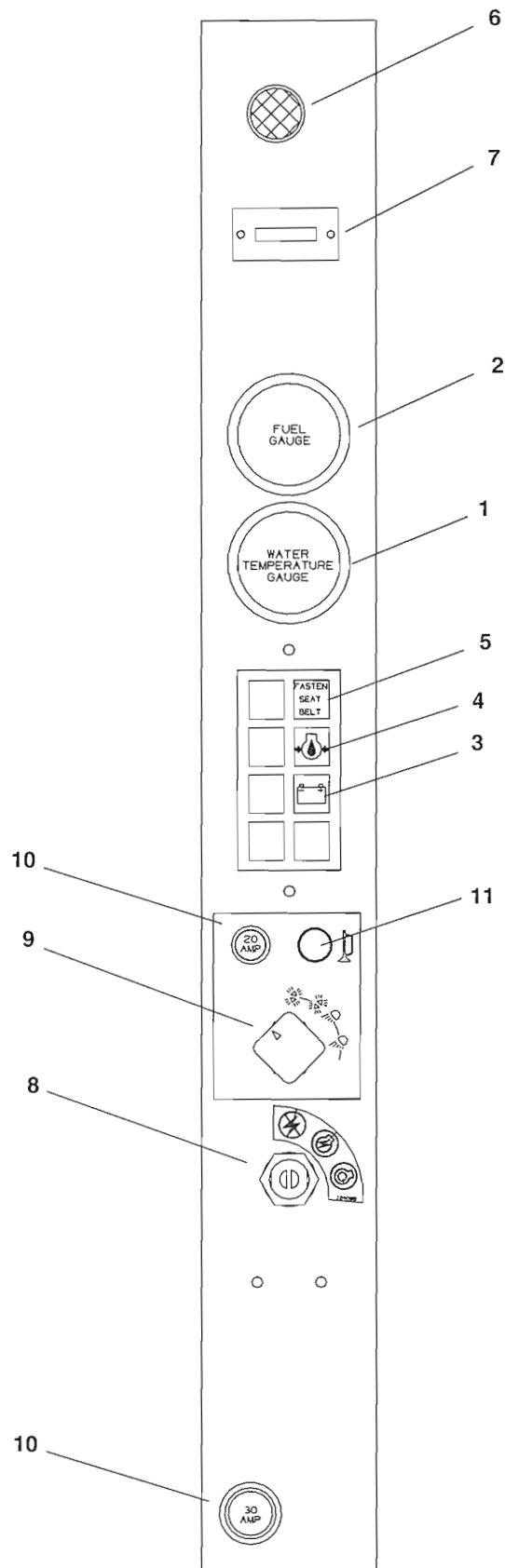


Fig. 9: Instrument & Control Panel

8. **Keyswitch** - International symbols, located around the perimeter of the Keyswitch, denote the functions and positions that the Key can be rotated to. In a clockwise rotation, these positions are:

Off Position - When the Key is vertical in the Keyswitch, power from the Battery is disconnected to the Control and Instrument Panel electrical circuits. Also, this is the only position in which the Key can be inserted or removed from the Keyswitch.

On or Run Position - When the Key is turned one position clockwise from the vertical (OFF) position, power from the Battery is supplied to all Control and Instrument Panel electrical circuits.

Start Position - When the Key is turned fully clockwise and held in that position, the electric Starter will be energized for starting the Engine. Release the Key as soon as the Engine starts (it will return to the RUN position by itself).

NOTE: *The Key MUST always be returned to the Off position between starting attempts.*

9. **Light Switch** - Controls all lights (standard and optional) on the Loader. International symbols denote the four positions of the Light Switch. In a clockwise direction these are: Off, Flashers, Headlight/Taillight with Flashers, and Headlight/Taillight only. For the Lights to function, the Keyswitch MUST be in the "On"(Run) position.

10. **Fuses, & Flasher** - Two Fuses are provided on the Instrument Panel to protect the Loader electrical circuits. Easy access to the Fuses is provided by simply removing the Fuse Caps. An SAE 30 ampere Fuse protects the main wiring circuit, and an SAE 20 ampere Fuse protect the Lighting circuit, and indicator lamps. Easy access to the Heavy-duty Flasher, if so equipped is provided by simply removing the Access Cover.

NOTE: *Do NOT attempt to defeat the fusing by jumping across the Fuse or by using a higher amperage Fuse.*

11. **Horn** - (Optional): A Horn Kit is available for installation on the Skid Loader.

INTERLOCKS

CAUTION

NEVER attempt to defeat the interlock system functions by mechanically or electrically bypassing any Switches, Relays or Solenoid Valves.

With operator safety in mind, interlock systems are used on the Loader. Together with Solenoid Valves Switches and Relays, the interlocks:

- Prevent starting of the Engine unless the operator is sitting on the Seat, and the Operator Restraint Bar is down.
- Disable Lift Arm and Attachment Tilt anytime the operator leaves the Seat, turns the Keyswitch to "Off" or raises the Restraint Bar.

QUICK-TACH ATTACHMENT MOUNTING (Figs. 10 & 11)

A single Lever is provided for operating the Quick-Tach Mechanism for mounting and releasing a Bucket or other Attachment. The Latch Pins of the Quick-Tach are mechanically linked to the Lever and are spring-loaded to ensure positive engagement into the Attachment. Rotate the Lever completely to the left (as viewed while sitting on the Operator's Seat) to engage the Lock Pins. Rotate the Lever to the right to disengage the Lock Pins.

CAUTION

To prevent unexpected Attachment release from the Lift Arms, BE SURE to properly secure the Lock Pins by rotating the Quick-Tach Lever completely to the Left (as viewed while sitting on the Operator's Seat).



Fig. 10: Quick Tach Lever in "Engaged" Position
all the way to the Left
(Attachment Removed for Clarity)

1. Latch Pin Extending from Quick-Tach



Fig. 11: Quick-Tach Lever in "Release" Position
all the way to the Right
(Attachment Removed for Clarity)

LIFT CYLINDER MECHANICAL LOCK (Figs. 12 & 13)

A Mechanical Lock is provided on the left Lift Cylinder and it is to be used as a Cylinder lock to prevent the raised Lift Arm from unexpectedly lowering while servicing the Loader. BE SURE to engage the Lock whenever the Lift Arm is raised. When the Lock is NOT being used, secure it to the Anchor Pin on the underside of the Lift Arm using the Lock Pin provided.

The Lift Cylinder Mechanical Lock is a safety device which must be kept in proper operating condition at all times. To use the Cylinder Lock, proceed as follows:

WARNING

BEFORE leaving the Operator's Compartment to work around the outside of the Loader with the Lift Arm raised, **ALWAYS** engage the Lift Cylinder Mechanical Lock. Also, turn the Keyswitch to the Off position, remove the Key and take it with you.

Lock Engagement

To engage the Lift Cylinder Mechanical Lock, proceed as follows:

1. Apply the Parking Brake.
2. Lower the Lift Arm into contact with the Loader Frame.
3. Turn the Keyswitch to the Off position to Stop the Engine, remove the Key and take it with you.
4. Leave the Operator's Compartment and remove the Lock Pin which holds the Lock up against the Lift Arm. Allow the Lock to come down into contact with the Lift Cylinder.
5. Return to the Operator's Compartment and restart the Engine.
6. Move the Lift Control to raise the Lift Arm until the Lock drops over the end of the Lift Cylinder and around the Cylinder Rod. Then, slowly lower the Lift Arm until the free-end of the Lock contacts the top end of the Lift Cylinder.
7. Look to make sure that the Lock is secure against the Cylinder End. Then, stop the Loader Engine and leave the Operator's Compartment.

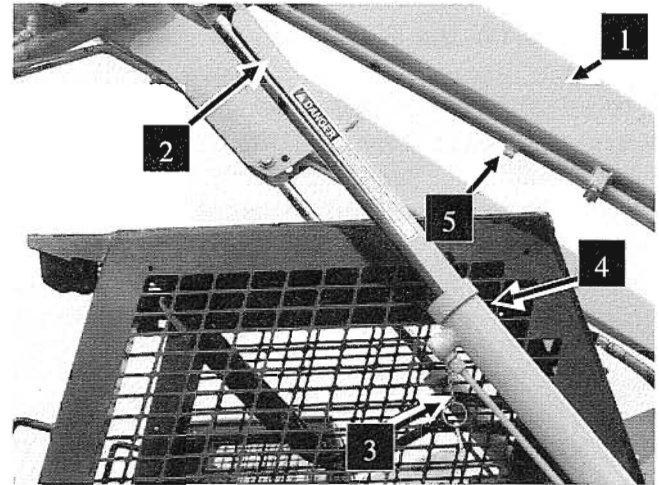


Fig. 12: Lift Arm raised & Lock "Engaged"

1. Lift Arm
2. Lift Cylinder Mechanical Lock "Engaged"
3. Lock Pin
4. Left Side Lift Cylinder
5. Anchor Pin

Lock Disengagement

WARNING

NEVER attempt to disengage the Lift Cylinder Lock by leaving the Operator's Compartment while the Engine is running.

To return the Lift Cylinder Mechanical Lock to its "storage" position, proceed as follows:

1. Apply the Parking Brake.
2. Raise the Lift Arm completely.
3. Turn the Keyswitch to the Off position to Stop the Engine, remove the Key and take it with you.

CAUTION

BEFORE performing Step 4, below, **MAKE SURE** the area **BELOW** the Lift Arm and Attachment is clear.

4. Before leaving the Operator's Compartment, check to make sure that the Lift Arm is being held in the raised position by the Solenoid Valve (See the following NOTE).

NOTE: With the Keyswitch OFF, and if the Solenoid Valve is working properly, the Arm should remain in the raised position when the Lift Control is moved forward. If the Valve does NOT hold the Arm and the Arm begins to lower, do NOT leave the Operator's Compartment. Instead, have another person place the Lock into the "storage" position for you. Then, contact your Gehl dealer to determine the reason why the Lift Arm lowers while the Keyswitch is in the "off" position.

5. To store the Lock, raise it up until it contacts the Lift Arm and install the Lock Pin through the hole in the Lock Anchor Pin under the Lift Arm.

AUXILIARY HYDRAULICS

Standard Flow Auxiliary Hydraulics (Fig. 14)

Loaders are shipped from the factory with standard flow Auxiliary Front Hydraulic connections. A pair of Quick-disconnect Fittings, located at the left, inside corner of the Lift Arm, can be used for operating Attachments (Grapple, Backhoe, etc.).

T-Bar Controlled Loaders: A Footpedal is used to control the direction of oil flow. A stop is provided to lock the footpedal for continuous operation.

Hand/Foot Controlled Loaders: the right T-Bar is twisted to control the direction of oil flow. A stop is provided to lock the T-Bar for continuous operation.

High Flow Auxiliary Hydraulics (Fig. 15)

In addition to standard flow Auxiliary Front Hydraulic connections, model 5625DX Loaders are shipped from the factory with High Flow Auxiliary Hydraulics. An additional pair of Quick-disconnect Fittings, located at right and left front corners of the Lift Arm, can be used for operating high hydraulic oil flow Attachments (Cold Planer, Snowblower, etc.).

A two-position, Toggle Switch is used to control the operation of the High Flow Hydraulics. The two positions on the Toggle Switch are:

OFF - which disables output to the Quick-disconnect Fittings.

ON - which pressurizes the Top Male Port.

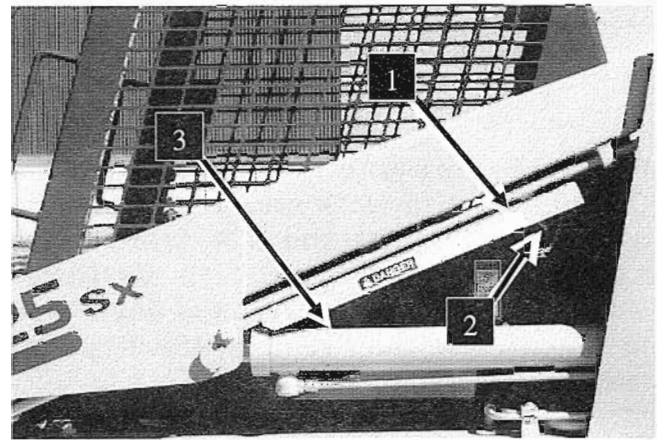


Fig. 13: Lift Arm Lowered & Lock "Stored"

1. Lift Cylinder Mechanical Lock in "Storage" Position
2. Lock Pin
3. Left Side Lift Cylinder

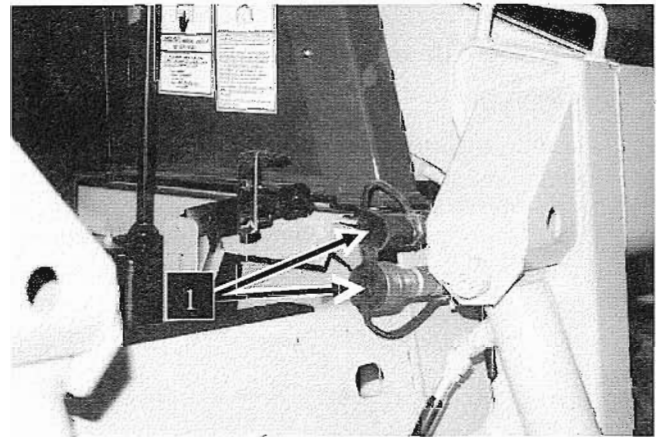


Fig. 14: Standard Flow Auxiliary Hydraulics

1. Standard Flow Quick-disconnects

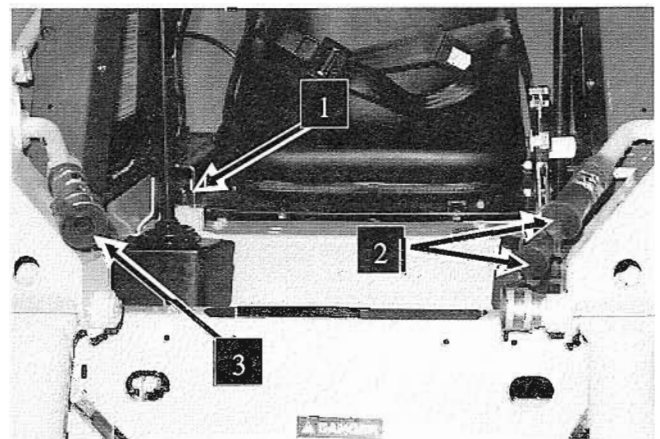


Fig. 15: High Flow Auxiliary Hydraulics

1. High Flow Auxiliary Hydraulics Control Switch
2. High Flow Quick-disconnects
3. Case Drain Line

CHAPTER 6

OPERATION

GENERAL INFORMATION

(Fig. 16)

CAUTION

BEFORE starting the Engine and operating the Loader, review and comply with ALL safety recommendations set forth in the SAFETY chapter of this manual. Know how to STOP the Loader **BEFORE** starting it. Also, **BE SURE** to fasten and properly adjust the Seat Belt and lower the Operator Restraint Bar.

BEFORE STARTING ENGINE

Before starting the Engine and running the Loader, refer to the "Controls & Safety Equipment" Chapter and familiarize yourself with the various operating controls, Indicators and safety devices on the Loader.

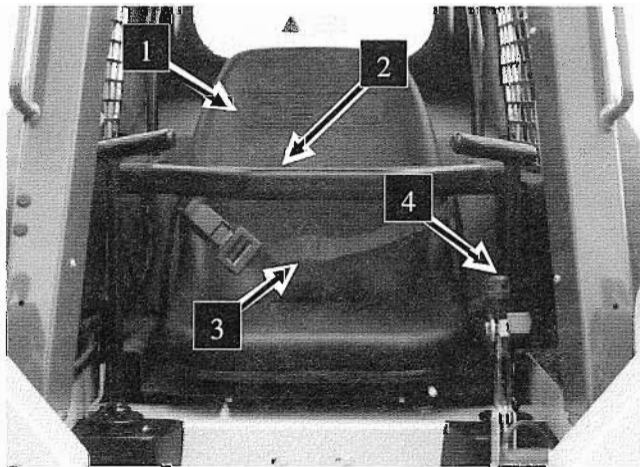


Fig. 16: Operator's Compartment

1. Operator's Seat
2. Operator Restraint Bar
3. Seat Belt
4. Parking Brake in the Engaged "ON" Position

STARTING THE ENGINE

WARNING

ALWAYS fasten your Seat Belt and lower the Restraint Bar **BEFORE** starting the Loader Engine. Leave the Parking Brake "engaged" until the Engine is running and you are ready to operate the Loader.

The following procedure is recommended for starting the Loader Engine:

1. Carefully step up onto the back of the Bucket or Attachment while grasping the Handles to get into the Operator's Compartment.
2. Fasten the Seat Belt and lower the Restraint Bar.
3. Check that both Control T-Bars are in their "Neutral" positions.
4. Push the Throttle forward to half of full speed.

NOTE: When the Key is turned to "ON" position, a Buzzer will sound momentarily.

5. Turn the Keyswitch to the "ON" position. Wait for the Glow Indicator Light to go out, then turn the key to the start position.

NOTE: Crank the Starter until the Engine is started. If the Engine fails to start within 15 seconds, return the key to the "Off" position, wait 2 minutes, and try to restart the Engine. Cranking the engine for longer than 15 seconds will result in premature failure of the Starter.

After the Engine starts, allow a sufficient warm-up time before attempting to operate the Controls.

COLD STARTING PROCEDURES

A Block Heater or Lower Radiator Hose Heater is recommended for starting in temperatures of 20°F or lower. See your Gehl Dealer for recommended Heater.

STOPPING THE LOADER

The following procedure is the recommended sequence for stopping the Loader:

1. Check that Propulsion Control T-Bar(s) are in the "Neutral" position.
2. Using the Lift/Tilt Control, lower the Lift Arm and rest the Attachment on the ground.
3. Pull the Throttle Lever back to the Idle position (*and/or take your foot off the Accelerator Pedal for T-Bar controlled machines*).
4. Turn the Keyswitch Key to the Off position to shut the Engine off.
5. Apply the Parking Brake, Raise the Restraint Bar, unlatch the Seat Belt and grasp the Handles while climbing out of the Operator's Compartment.

WARNING

The Parking Brake **MUST BE** engaged anytime the Loader is parked on a grade. If the Parking Brake is **NOT** set, the Loader can start to roll because of minimal resistance in the Hydrostatic Drive Motors. Failure to heed could result in death or serious injury.

LOADER MOVEMENT

The Hydrostatic Drive of the Skid Loader controls forward and reverse direction and speed. As rapidly as the Propulsion Control(s) are moved to the straight "Neutral" position, movement of the Wheels is slowed accordingly.

CAUTION

A combination of high heat and excessive loads may cause the engine to overheat. See the Troubleshooting chapter in this manual for further instruction.

CAUTION

Operate the Propulsion Controls gradually and smoothly when starting, stopping, turning and reversing Loader directions. Excessive speed can be hazardous. **ALWAYS** exercise caution and good judgment while operating the Skid Loader.

First Time Operation

CAUTION

BE SURE the area being used for test-running is clear of spectators and obstructions. For the first time, operate the Loader with an empty Bucket.

Smoothest and most efficient Loader operation is achieved while running the Engine at half-throttle. Make sure the Engine is warm and then, follow instructions appropriate for your type of Loader.

T-Bar Controlled Loaders (Fig. 17): Using your right hand, slowly and smoothly pull straight back on the Lift/Tilt Control T-Bar to raise the Lift Arm. Twist the T-Bar to roll the Bucket forward or back. Attempt all raising and lowering functions, and combinations of the two functions before proceeding to operate the Propulsion Control T-Bar. ALWAYS lower the Lift Arm and roll the Bucket back BEFORE proceeding to operate the Propulsion T-Bar.

Using your left hand, slowly and smoothly move the Propulsion Control T-Bar straight forward to travel ahead. Then, slowly pull the T-Bar backward to "Neutral" to stop forward movement. To travel backwards, slowly and smoothly move the T-Bar straight back. Then, return the Propulsion Control T-Bar to the "Neutral" position to stop reverse movement. Next, twist the Propulsion T-Bar slowly clockwise to turn right and counterclockwise to turn left. Attempt all forward, reverse and turning movements before proceeding to operate both T-Bars at the same time.

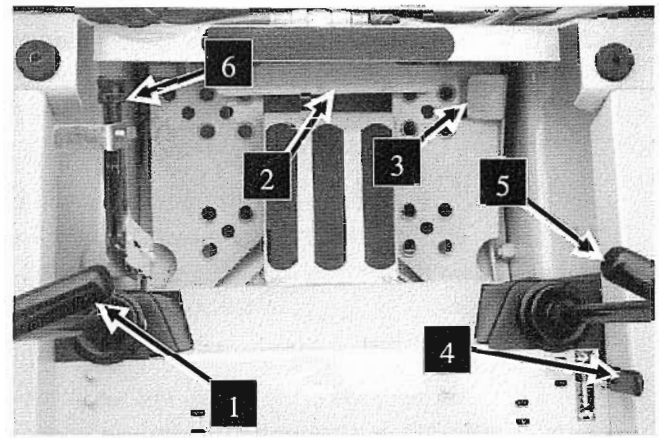


Fig. 17: T-Bar Controlled Loaders

1. Propulsion Control T-Bar
2. Auxiliary Hydraulics Control Footpedal
3. Foot Throttle
4. Hand Throttle
5. Lift/Tilt Control T-Bar
6. Parking Brake

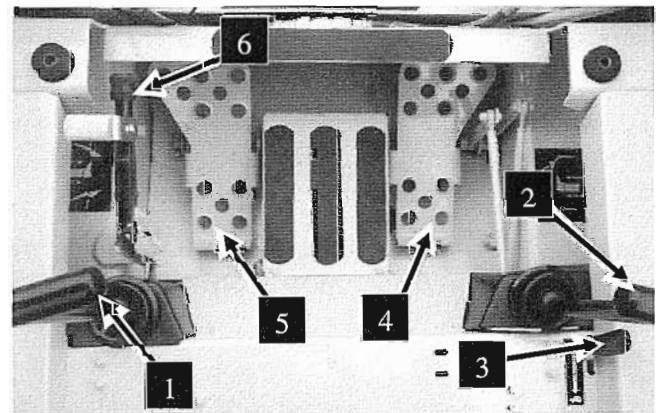


Fig. 18: Hand & Foot Controls

1. Left Propulsion Control T-Bar
2. Right Propulsion Control T-Bar & Auxiliary Hydraulics
3. Hand Throttle
4. Attachment Tilting (right foot pedal)
5. Attachment Lifting (left foot pedal)
6. Parking Brake

Hand & Foot Controlled Loaders (Fig. 18): To raise the Liftarm, use your heel to push down on the rear of the left Foot Pedal. To lower the Liftarm, use your toe to push down on the front of the left Pedal.

The right Foot Pedal controls the tilting motion of the attachment. To tilt the attachment rearward, use your heel to push down on the rear of the right Pedal: to tilt the attachment forward, use your toe to push down on the front of the right Pedal.

Attempt all raising and lowering functions, and combinations of the two functions before proceeding to operate the Propulsion Control T-Bars. ALWAYS lower the Lift Arm and roll the Bucket back before proceeding to operate the Propulsion T-Bars.

Using both hands, slowly and smoothly move the Propulsion Control T-Bars straight forward to travel ahead. Then, slowly pull the T-Bars backward to "Neutral" to stop forward movement. To travel backwards, slowly and smoothly move the T-Bars straight back. Then, return the T-Bars to the "Neutral" position to stop reverse movement.

To Turn during Travel: Move the right T-Bar further forward then the left to turn left. Move the left T-Bar further forward than the right to turn right.

To Pivot: Move the right T-Bar forward and the left T-Bar rearward to pivot to the left. Move the left T-Bar forward and the right T-Bar rearward to pivot to the right.

Skid Loader operating skills are only obtained through proper coordination of the Loader's forward and reverse movements, with raising and lowering the Lift Arm and with rolling the Bucket forward and back. To gain proficiency, practice all Control T-Bar operations until you are capable of performing the movements without mistake or hesitation.

NOTE: *If the Loader Engine kills while either T-Bar is being operated, the T-Bar must be returned to its "Neutral" position before the Engine can be restarted.*



CAUTION

BEFORE leaving the Operator's Compartment, engage the Parking Brake. **BE SURE** to lower the Lift Arm or engage the Lift Cylinder Mechanical Lock, as appropriate. Shut the Engine off, and remove the Key.

NOTE: *If the Loader will not start, the Liftarm can be lowered by sitting in the Operator's Seat with the Restraint Bar down, and turning the Key to the "ON" position, then lowering the Liftarm.*

PARKING BRAKE (Figs. 16, 17, & 18)



WARNING

Function and adjustment of the Parking Brake should be checked on a routine basis to maintain proper operation at all times. **NEVER** use the Parking Brake as a means of checking Hydrostatic torque as this will cause overheating and accelerated wear of the Discs and Pads resulting in early and unexpected Parking Brake failure.

NOTE: *The Parking Brake is NOT designed for, NOR intended to be used as, the primary means of stopping forward or reverse movement of the Loader. The Propulsion Control T-Bar(s), when returned to the "Neutral" position, provide Hydrostatic braking and are the primary means for stopping Loader movement.*

The proper sequence for correct Loader operation is to always engage the Parking Brake before shutting off the Loader Engine or to disengage the Brake ONLY after the Engine is running and you are ready to move the Propulsion T-Bar(s). In an EMERGENCY, when it becomes necessary to STOP the Loader forward or reverse movement, IMMEDIATELY, pull up on the Parking Brake.

CHANGING ATTACHMENTS (Fig. 19)

WARNING

To prevent unexpected Attachment release from the Lift Arm, BE SURE to properly secure the Quick-Tach Mechanism Lock Pins by rotating the Latch Lever all the way to the left.

The Skid Loader features a Quick-Tach Latching and Locking Mechanism for mounting an Attachment to the front of the Lift Arm. The Quick-Tach mechanism uses a single Latch Lever control for attaching and detaching the Attachment.

Attaching

1. Rotate the Latch Lever completely to the right (as viewed from the Operator's Compartment) to fully retract the Latchpins.
2. Start the Loader Engine and make sure the Lift Arm is lowered and in contact with the Loader Frame.
3. Align the Loader squarely with the back of the Attachment.
4. Roll the Quick-Tach mechanism forward until the mating parts of the mechanism are in-line with and slightly below the Hooks on the back of the Attachment.
5. Slowly drive the Loader forward and, at the same time, roll the Quick-Tach mechanism back to engage the Hooks on the Attachment.
6. Stop forward travel when the Hooks are engaged but, continue to roll the Quick-Tach mechanism back to pick the Attachment up off the ground. Exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE** (page 10).

7. With the Loader Engine OFF, leave the Operator's Compartment, and swing the Latch Lever completely to the left (as viewed from the Operator's Compartment) to fully engage the Latchpins.
8. To check that the Attachment is properly installed, apply down pressure to the Attachment prior to operating.

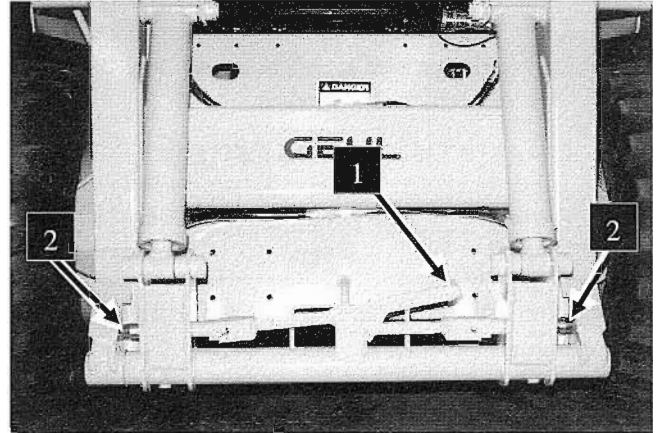


Fig. 19: Quick-Tach

1. Quick-Tach Lever Locked (all the way to the Left)
2. Quick-Tach Lock Pin

Detaching

1. Roll the Quick-Tach mechanism backward until the Attachment is off the ground. Exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE** (page 10).
2. With the Loader Engine OFF, leave the Operator's Compartment, and rotate the Latch Lever completely to the right (as viewed from the Operator's Compartment) to fully retract the Latchpins.
3. Start the Loader Engine and make sure that the Lift Arm is lowered and in contact with the Loader Frame.
4. Roll the Quick-Tach mechanism forward and slowly back-up the Loader until the Attachment is free from the Loader.

SELF-LEVELING

Loaders are provided with a hydraulic self-leveling feature. This feature is designed to keep the attachment level while the Lift Arm is being raised.

MATERIAL DENSITIES

The Table at the right lists densities for some common materials which could be carried in a Bucket. The densities listed are average values and intended only as a guide for Bucket selection. For a material which is NOT in the Table, obtain its density value before selecting the appropriate Bucket.

To prevent exceeding the operating capacity of the Loader, use the Table of Common Material Densities to determine the proper size Bucket to use, based on the type of material to be carried.

SAE OPERATING CAPACITIES

Model	Weight in lbs.	Weight in kg.
5625	1700	771

To use the table, find the material name and see what its maximum density is. Then, divide the operating capacity of the Loader by the material density to determine the **maximum** size Bucket to use for a heaped load.

NOTE: Where the material density is listed as a range (Clay at 80-100 lbs/ft³, for example), always use the maximum density (100 lbs/ft³ in this example) for making calculations. (Also, see the following Examples.)

EXAMPLE 1: If clay (density of 80-100 lbs/ft³) is to be hauled using a **5625** Loader, the maximum Bucket size is (**1700 lbs ÷ 100 lbs/ft³ = 17 cubic feet**). Therefore, you could safely use a Bucket that has a capacity of **17 cubic feet or less**.

EXAMPLE 2: If concrete (density of 115 lbs/ft³) is to be hauled using an **5625** Loader, the maximum Bucket size is (**1700 lbs ÷ 115 lbs/ft³ = 14.8 cubic feet**). Therefore, you could safely use a Bucket that has a capacity of **14 cubic feet or less**.



NEVER exceed the rated operating capacity of the Loader as shown on the Capacity Decal.

Table of Common Materials and Densities

Material	Density in	
	(lb./ft. ³)	(kg/m ³)
Ashes	35-50	560-800
Brick-common	112	1792
Cement	110	1760
Charcoal	23	368
Clay	80-100	1280-1600
Coal	53-63	848-1008
Concrete	115	1840
Cinders	50	800
Coal-anthracite	94	1504
Coke	30	480
Earth-dry loam	30	480
Earth-wet loam	65	1040
Granite	93-111	1488-1776
Gravel-dry	66	1056
Gravel-wet	90	1440
Gypsum-crushed	115	1840
Iron Ore	145	2320
Lime	60	960
Lime Stone	90	1440
Manure-liquid	65	1040
Manure-solid	45	720
Peat-solid	47	752
Phosphate-granular	90	1440
Potash	68	1088
Quartz-granular	110	1760
Salt-dry	100	1600
Salt-Rock-solid	135	2160
Sand-dry	108	1728
Sand-wet	125	2000
Sand-foundry	95	1520
Shale-crushed	90	1440
Slag-crushed	70	1120
Snow	15-50	240-800
Sulpha	95	1520
Taconite	107	1712

The Specifications Chapter lists the available Buckets and their capacities to help you determine which size Bucket to use. You can always use a smaller capacity Bucket, but NOT a Bucket with greater capacity than the calculated MAXIMUM unless it is only partially filled.

LOADER OPERATION (Figs. 20 - 26)

WARNING

ALWAYS maintain a safe distance from electric power lines and avoid contact with any electrically charged conductor or gas line! Accidental Contact or rupture can result in electrocution or an explosion! Contact the "Digger's Hotline" or proper local authorities for utility line locations **BEFORE** starting to dig!

Digging with and Loading a Bucket

To dig with and load a Bucket, first lower the Lift Arm down into contact with the Loader Frame and then roll the Bucket's Cutting Edge down into contact with the ground. Move the Loader into material and, as Engine loads, roll Bucket back slowly and, at same time, pull back gradually on Propulsion T-Bar(s) to decrease travel speed while still maintaining Wheel torque.

When attempting to fill the Bucket while working with most hard-packed materials, it will usually be necessary to raise the Lift Arm while rolling the Bucket back. Also, avoid driving onto the material to be picked-up, if at all possible.

WARNING

ALWAYS carry loaded Bucket with Lift Arm resting on Loader Frame. For additional stability when operating on inclines, **ALWAYS** travel with heavier end of Loader to the top of the incline.

With the Bucket filled, back the Loader away from the material and rest the Lift Arm against the Loader Frame before proceeding to the dumping area.

Dumping the Load Onto a Pile

Carry loaded Bucket as low as possible until reaching the pile. Slowly stop forward motion and raise the Lift Arm high enough so that the Bucket clears the top of the pile. Then, slowly move the Loader ahead to position the Bucket to dump the material on top of the pile. Empty the Bucket and back the Loader away while lowering the Lift Arm and rolling the Bucket back.

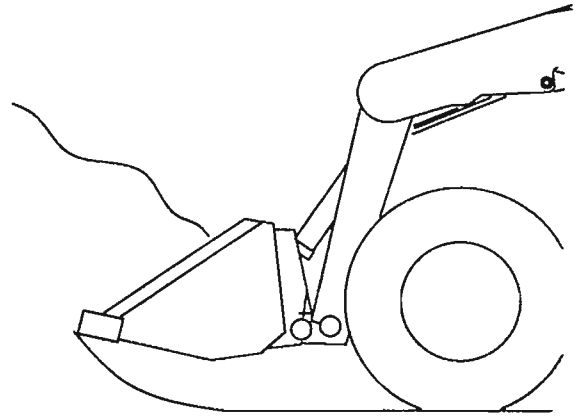


Fig. 20: Loading the Bucket

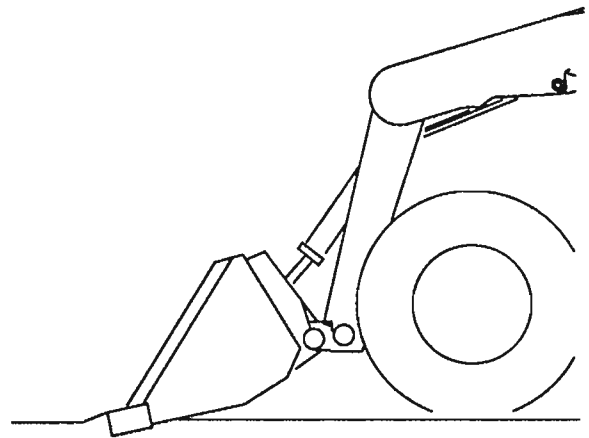


Fig. 21: Digging in Hard-packed Materials

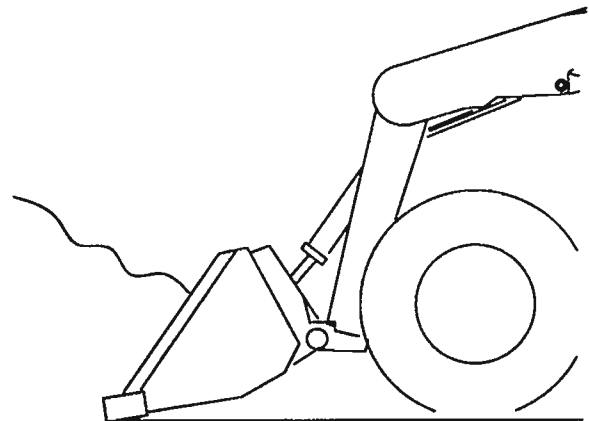


Fig. 22: Digging in Loose Materials

WARNING

NEVER push the Controls into the "Float" position with the Bucket or Attachment loaded and/or raised. Doing so could cause the Lift Arm to lower rapidly and the Bucket or Attachment to dump.

Dumping the Load Into a Box

Carry the loaded Bucket low and approach the truck, trailer or spreader box squarely with the side of the box. Stop your approach as close to the side of the box as possible while still allowing clearance for raising the Lift Arm and loaded Bucket. Then, raise the Lift Arm until the Bucket clears the top of the box and move the Loader ahead to position the Bucket over the inside of the box. After the material is dumped, back away from the box and lower the Lift Arm while rolling the Bucket back.

Dumping the Load Over a Solid Embankment

CAUTION

Do NOT drive too close to an excavation or ditch; **BE SURE** the surrounding ground has adequate strength to support the weight of the Loader and the load.

Carry the loaded Bucket as low as possible while traveling toward the dumping area. Stop the Loader at the position where the Bucket extends half-way over the edge of the embankment. Then, roll the Bucket forward and raise the Lift Arm to dump the material. After the material is dumped, back away from the embankment while lowering the Lift Arm and rolling the Bucket back.

Scraping with a Bucket

For scraping, the Skid Loader should be operated in the forward direction. First, position the Lift Arm down against the Loader Frame. Tip the Bucket Cutting Edge at a slight angle to the surface being scraped. While traveling slowly forward, with the Bucket in this position, material can flow over the Cutting Edge and collect inside the Bucket.

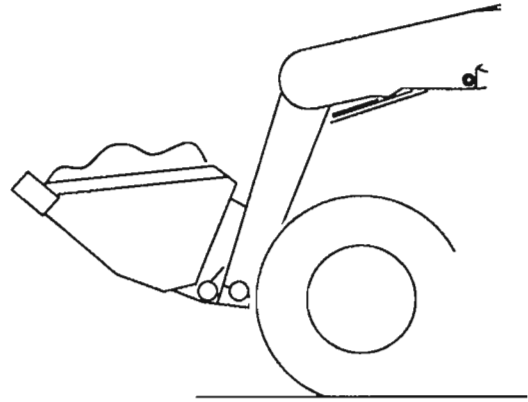


Fig. 23: Carrying the Load

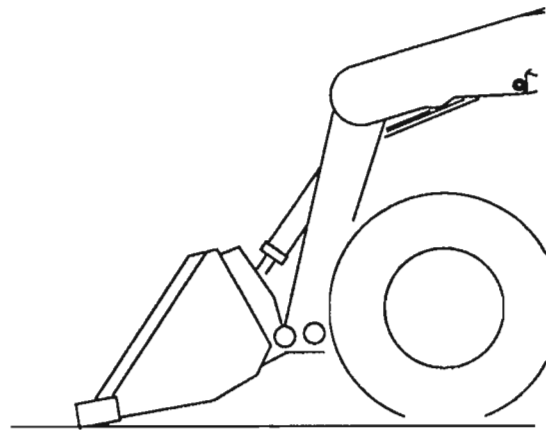


Fig. 24: Positioning Bucket for Scraping

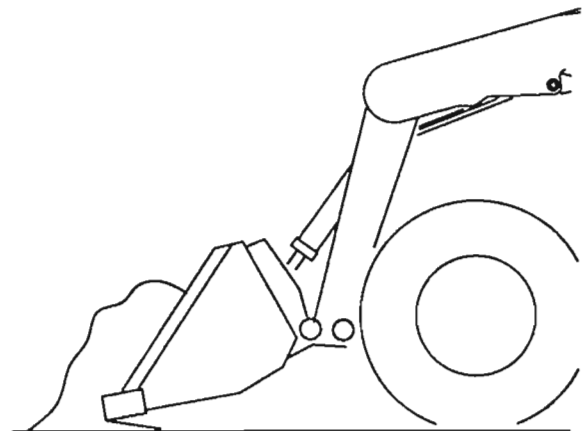


Fig. 25: Scraping with a Bucket

Leveling with a Bucket

First drive the Loader to the outer edge of the area to be leveled. Then, with the Lift Arm down against the Frame, push the Lift/Tilt T-Bar (*T-Bar Controlled Loaders*), or Left Foot Pedal (*Hand & Foot Controlled Loaders*), into the "float" position and roll the Bucket forward to place the Bucket Cutting Edge at a 30 to 45 degree angle to the surface being leveled. Proceed to drive the Loader backwards dragging the dirt and, at the same time, leveling it.

NOTE: The "float" (detent) position for T-Bar Controlled Loaders is reached by pushing the right T-Bar all the way forward. For Hand -Foot Controlled Loaders use your toe to push the front of the left Foot Pedal all the way down. This position opens both work ports to the Reservoir and thus allows the Lift Arm to "float" while the Bucket follows the ground contour.

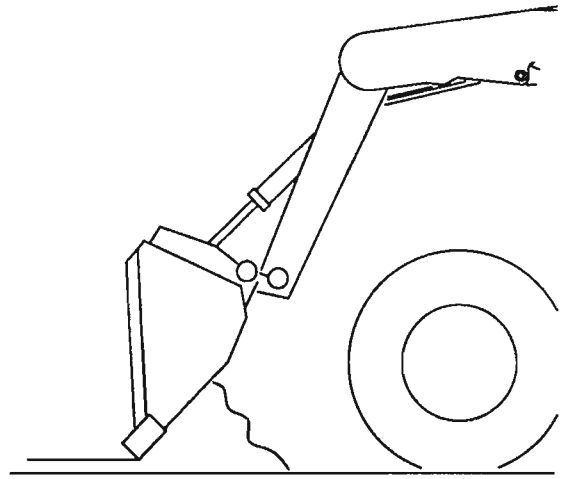


Fig. 26: Leveling with a Bucket

HIGHWAY TRAVEL (Fig. 27)

When it becomes necessary to frequently move the Loader over long distances, obtain and use a properly rated Loader Trailer. For short distance highway travel, attach a SMV (Slow Moving Vehicle) Emblem (purchased locally) to the back of the Loader. For highway operation, obtain and install Amber Dual Flashers or a Strobe Light.

LIFTING & TIE-DOWN LOCATIONS (Fig. 27)

Three tie-down Hooks are provided near the bottom of the Loader for inserting chains through to secure the Loader while transporting.

If the Loader has to be lifted (using a crane), first purchase Lifting Kit (805805) from your local GEHL dealer and install it on the front corners of the Loader using the holes provided. At the rear of the Loader, two lifting holes are provided (one on each rear riser).

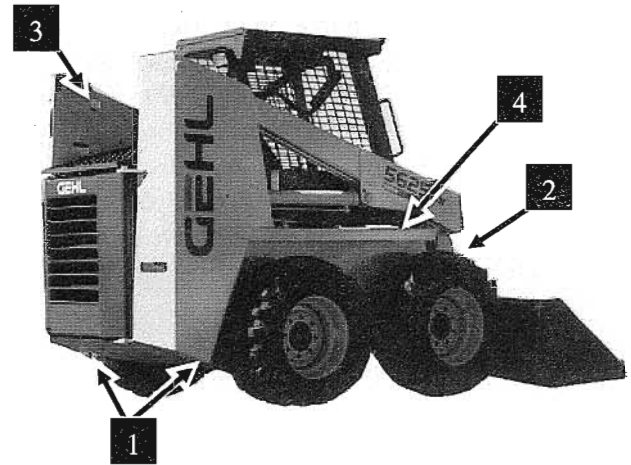


Fig. 27: Lifting & Tie Down Locations

1. Rear Tie-down Hook Location (1 each side)
2. Front Tie-down Hook Location
3. Rear Lifting Hole Location (1 each side)
4. Lifting Kit Mounting Location (1 each side)

LONG TERM STORAGE

If your Skid Loader is to be stored for a long period of time, the following procedures are suggested.

1. Fully inflate Tires.
2. Lubricate all grease zerks.
3. Check all fluid levels and replenish as necessary.
4. Add stabilizer to fuel per fuel suppliers recommendations.
5. Remove battery, fully charge, and store in a cool, dry location.
6. Protect against extreme weather conditions such as moisture, sunlight, and temperature.

CHAPTER 7

ADJUSTMENTS

LOADER RAISING PROCEDURE

The following procedure should be used to raise the Skid Loader so that all four (4) Tires ARE NOT contacting the ground.

WARNING

BEFORE beginning this service procedure, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 10).

WARNING

DO NOT rely on a jack or hoist to maintain the "raised" position without additional blocking and supports. Serious personal injury could result from improperly raising and/or blocking the Skid Loader.

1. For blocking the Loader, obtain solid wooden blocks that measure 6" to 8" wide and about 12" long. Obtain enough so that when stacked, the blocks for each corner of the Loader will measure at least 7 1/2" tall. The exact quantity will be determined once the Loader is raised off its Tires.
2. Using a jack or hoist capable of lifting at the fully-equipped weight of the Loader (with all attached options), lift the rear of the Loader until the rear Tires are off the ground.
3. Place a 7 1/2" stack of wooden blocks under the flat part of the Loader Chassis. They should run parallel with, but not touch, the rear Tires. (See Fig. 28)

4. Slowly lower the Loader so its weight rests on the blocks. If the Tires still touch the ground, raise the Loader again, and add more blocks, then lower again.
5. Repeat steps 2 thru 4 for the front end of the Loader. When the procedure is finished, all four Tires should be off the ground so they can be removed if necessary. (See Fig. 28)

LOADER LOWERING PROCEDURE

1. When service or adjustment procedures are complete, the Skid Loader can be taken down from the "raised" position. Lower the Loader back onto its Tires as follows:
2. Using a jack or hoist, raise the front of the Loader until its weight no longer rests on the front blocks.
3. Carefully remove the blocking under the front of the Loader.
4. Slowly lower the Loader until the front Tires are resting on the ground.
5. Repeat Steps 1 thru 3 for the rear of the Loader. When the procedure is finished, all four (4) Tires should be on the ground and the blocking should be removed from under the Loader.

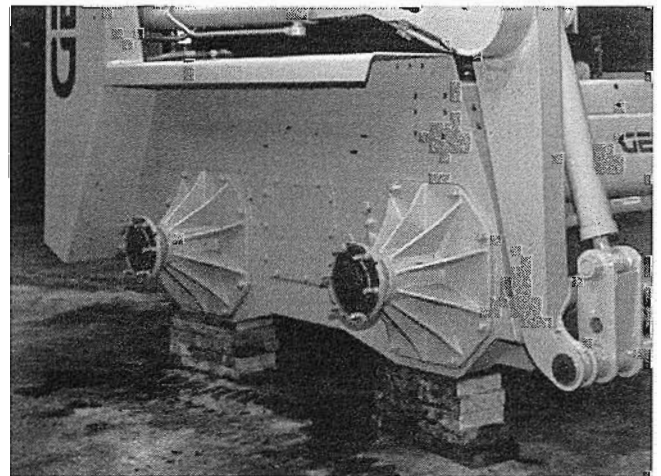


Fig. 28: Skid Loader properly Blocked
(the Tires and Wheels are removed to show Blocks).



CAUTION

BEFORE Proceeding to perform any adjustments on the Skid Loader, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 10).

ENGINE

Skid Loaders are provided with separate Engine maintenance manuals which should be consulted for Engine related specifications, adjustments, maintenance and service information.

CONTROL T-BARS

Both Control T-Bars are factory adjusted and should require NO further readjustment. If the Control T-Bars are removed for service, refer to the Shop Manual or your Gehl Dealer for proper settings and adjustment details.

THROTTLE LEVER & ACCELERATOR PEDAL

The Skid Loader is equipped with a right hand-operated Throttle Lever.

T-Bar controlled Loaders are also equipped with a right foot-operated Accelerator Pedal.

The Cable and Linkage used to interconnect the Accelerator Pedal to the Throttle Lever have adjustable Yokes for altering the Cable length and amount of travel required to go from idle to full speed. The Cable is factory adjusted and should require NO further readjustment. If the Cable is removed for service, refer to the Shop Manual or your Gehl Dealer for proper adjustment details.

In addition to the Throttle Cable adjustment, the Throttle Lever Friction Pad pressure can be readjusted if the Throttle Lever does NOT hold its position. A Bellville Washer and Lock Nut are provided for making this adjustment.

PARKING BRAKE (Figs. 29 & 30)

The Parking Brake is linked by Cables to a Disc Brake assembly located on the end of each Hydrostatic Drive Motor. The end of the Brake Handle can be rotated (the Handle **MUST** be in the "Released" position when making an adjustment) to remotely adjust the Cable lengths and, in turn, the Brake Calipers. After every 200 hours of operation, the Parking Brake function should be checked and the Brakes adjusted by rotating the end of the Brake Handle.

After numerous adjustments, the end of the Handle will reach its limit of travel and NO longer affect Brake adjustment. At this time, the end of the Brake Handle should be turned back to the opposite end of its rotating limits and the Adjustment Bolt on each Brake assembly **MUST** be readjusted to obtain a Brake Pad to Disc gap of 0.010" to 0.015" (measured with a feeler gauge).

Access to the Adjustment Bolt for each Brake is gained by unbolting, tilting-back and locking the Overhead Guard. BE SURE to readjust the Brake Handle before attempting to adjust the Bolt on each Brake assembly. Also, loosen the Lock Nut before turning the Adjustment Bolt and BE SURE to retighten the Nut after the adjustment is made.

After the Brake assemblies have been readjusted twice, the Pads of both Caliper Brake assemblies will require replacement.

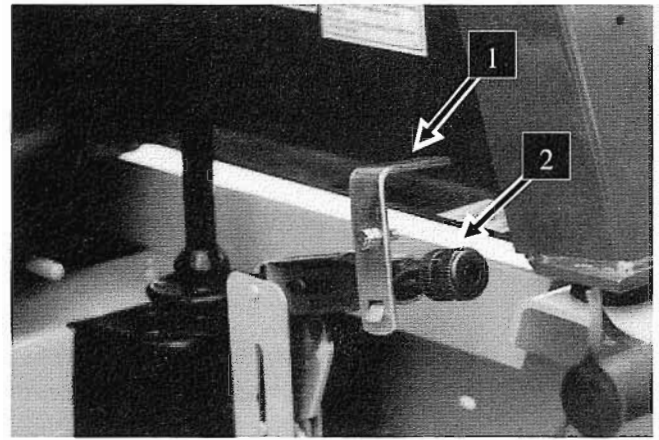


Fig. 29: Parking Brake Adjustment Handle

1. Brake Adjustment Handle
2. Extension Bracket

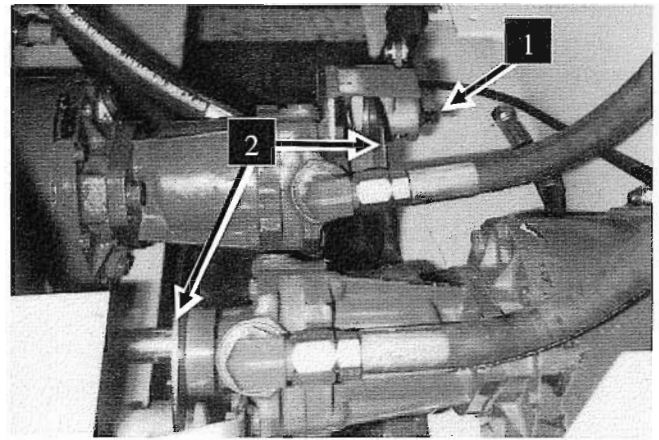


Fig. 30: Brake Assembly Adjustment Bolt

1. Adjustment Bolt
2. Brake Discs

DRIVE CHAINS (Fig. 31)

Drive Chains should be checked and adjusted after every 100 hours of operation. To properly adjust the Drive Chain Tension on either side of the Loader, follow the directions below.

1. Raise the Loader off the ground following the "Loader Raising Procedure" topic at the beginning of this chapter.
2. Remove the Access Cover at the outside, center of the Chaincase (between the Wheels) to gain access to the Drive Chain Front and Rear Take-up Assemblies.
3. Rotate the Front and Rear Tires (by hand) towards each other so that the slack sides of the Chains are at the top.
4. Working through the access hole, loosen the Jam Nut and Lock Nut, and then tighten the Adjustment Nut on either of the two Chains. This will cause the Idler Assembly to lower and thereby increase tension on the Chain.
5. Correct Chain deflections is 1/4" @ 20 lbs. on the side opposite from the Adjuster - 1/2 way between the Sprockets. (see Fig. 31).

6. If it is not possible to measure deflection, adjust the Chain as follows: have an assistant attempt to turn the Tire back and forth while you tighten the Adjustment Nut. When it's no longer possible to turn the Tire by hand, the Chain is tight enough for Loader operation.

7. After the proper Chain tension is obtained, retighten the Jam Nut and Lock Nut.

NOTE: *Overtightening the Drive Chain will cause premature Drive Chain and Axle Sprocket wear.*

8. Repeat steps 4 through 5 for the other Chain.

9. Repeat steps 2 through 6 for the other side of Loader.

10. If necessary, Replenish the Chaincase oil level to 1 1/2" deep as measured directly below Access opening. (see Fig. 31) Then, reinstall both Chaincase Access Covers using oil resistant RTV or equivalent between the Cover and the Chaincase.

11. Follow "Loader Lowering Procedure" topic at the beginning of this chapter to return Loader to the ground.

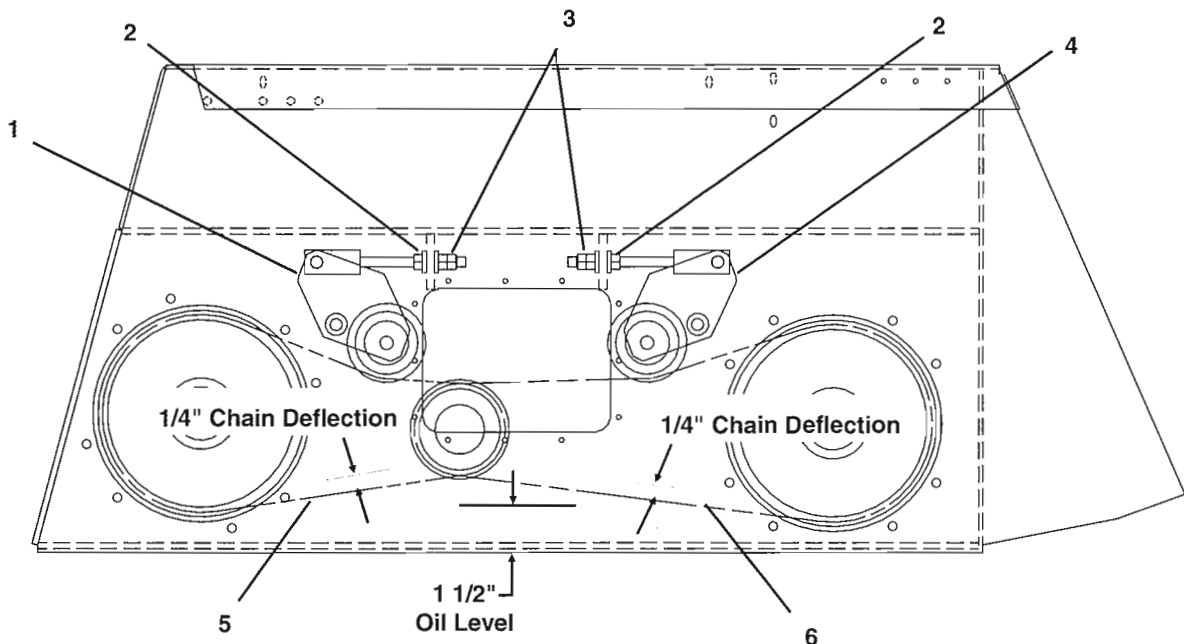


Fig. 31: Adjusting Drive Chain Tension
(Left side shown, Right side Typical)

1. Front Adjuster
2. 5/8" Jam Nut
3. 5/8" Adjustment Nut & Lock Nut

4. Rear Adjuster
5. Front Drive Chain
6. Rear Drive Chain

CHAPTER 8

LUBRICATION

GENERAL INFORMATION

CAUTION

NEVER attempt to lubricate or service this unit when any part of the machine is in motion. **ALWAYS BE SURE** to exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE** (page 10) **BEFORE** proceeding to lubricate or service this equipment.

NOTE: *The Maintenance Log Chapter in this manual has provisions for recording the dates and Hourmeter readings after lubrication or other service has been performed; use those spaces to keep a log for maintaining a current service interval record. Proper routine lubrication is an important factor in preventing excessive part wear and early failure.*

LUBRICANTS

The following chart lists the locations, temperature ranges and types of recommended lubricants to be used when servicing this machine. Also refer to the separate Engine Manual (provided) for additional information regarding recommended Engine lubricants, quantities required and grades.

NOTE: *Refer to Operator Services topic in Service Chapter of this manual for detailed information regarding periodical checking and replenishing of lubricants.*

GREASING

Refer to the following pages for fitting locations and greasing frequencies. Wipe dirt from the fittings before greasing them to prevent contamination. Replace any missing or damaged fittings. To minimize dirt build-up, avoid excessive greasing.

Hydraulic System Reservoir 	
Use a Mobil DTE 15M, or Amoco Rykon 46, or equivalent which contains anti-rust, anti-foam, and anti-oxidation additives & conforms to ISO VG46. Capacity: 14 Gallons (53 liters)	
Chaincases 	
Use SAE 10W-30 motor oil. Capacity (each side): 2 Gallons (7.6 liters)	
All Grease Fittings 	
Use No. 2 Lithium-based Grease	
Crankcase Oil (Perkins Diesel Engine) 	
Ambient Temperature	Grade**
Below 32°F (0°C)	SAE 10 or 10W-30
32-77°F (0-25°C)	SAE 20 or 10W-30
Above 77°F (25°C)	SAE 30 or 10W-30
**Service Classification: API - CD/CE/CF-4	
Capacity 6.3 Quarts (6 liters)	
Planetary Gear Oil 	
Use API-GL-5 80W90 Capacity (each side): 1 Quart (.9 liters)	

LUBRICATION LOCATIONS

Every 10 Hours (or daily)

1. Grease Lift Arm Pivots (2)
2. Grease Lift Cylinder Pivots (4)
3. Grease Tilt Cylinder Pivots (4)
4. Grease Quick-Tach Pivots (2)
5. Check Engine Oil Level
6. Check Hydraulic Oil Level

Every 100 Hours

7. Grease T-Bar Pivots (2)
8. Change Engine Oil and Filter
9. Check Oil Level in Chaincases
10. Check Planetary Gearcase Oil Level

Every 500 Hours (Or Annually)

11. Grease Axle Bearings (4)*
12. Change Hydraulic Oil
13. Change Chaincase Oil

* Remove Wheels for access to Fittings

See the Service Chapter of this Manual for further details

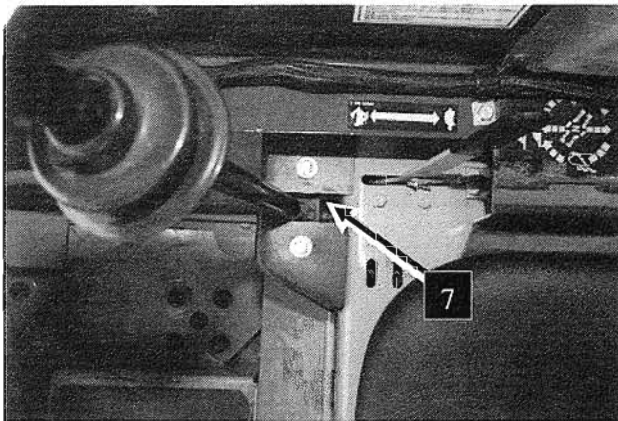


Fig. 32: T-Bar Pivot

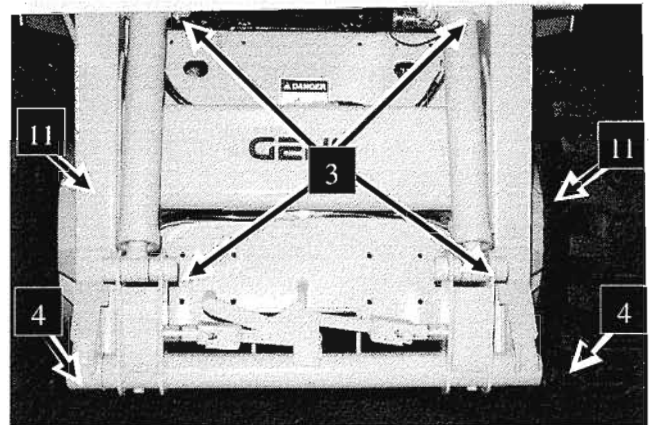


Fig. 33: Lift and Tilt Pivots & Axle Bearings

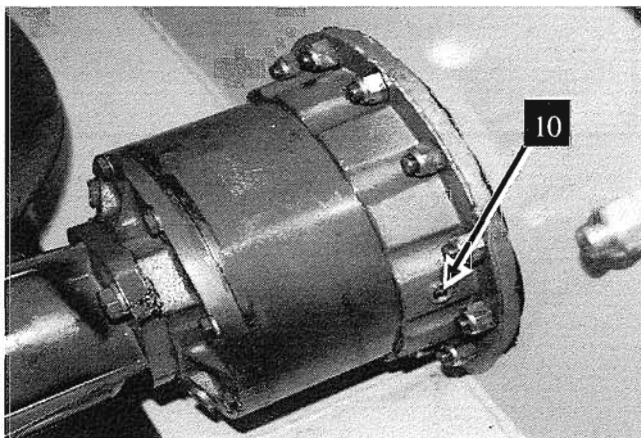
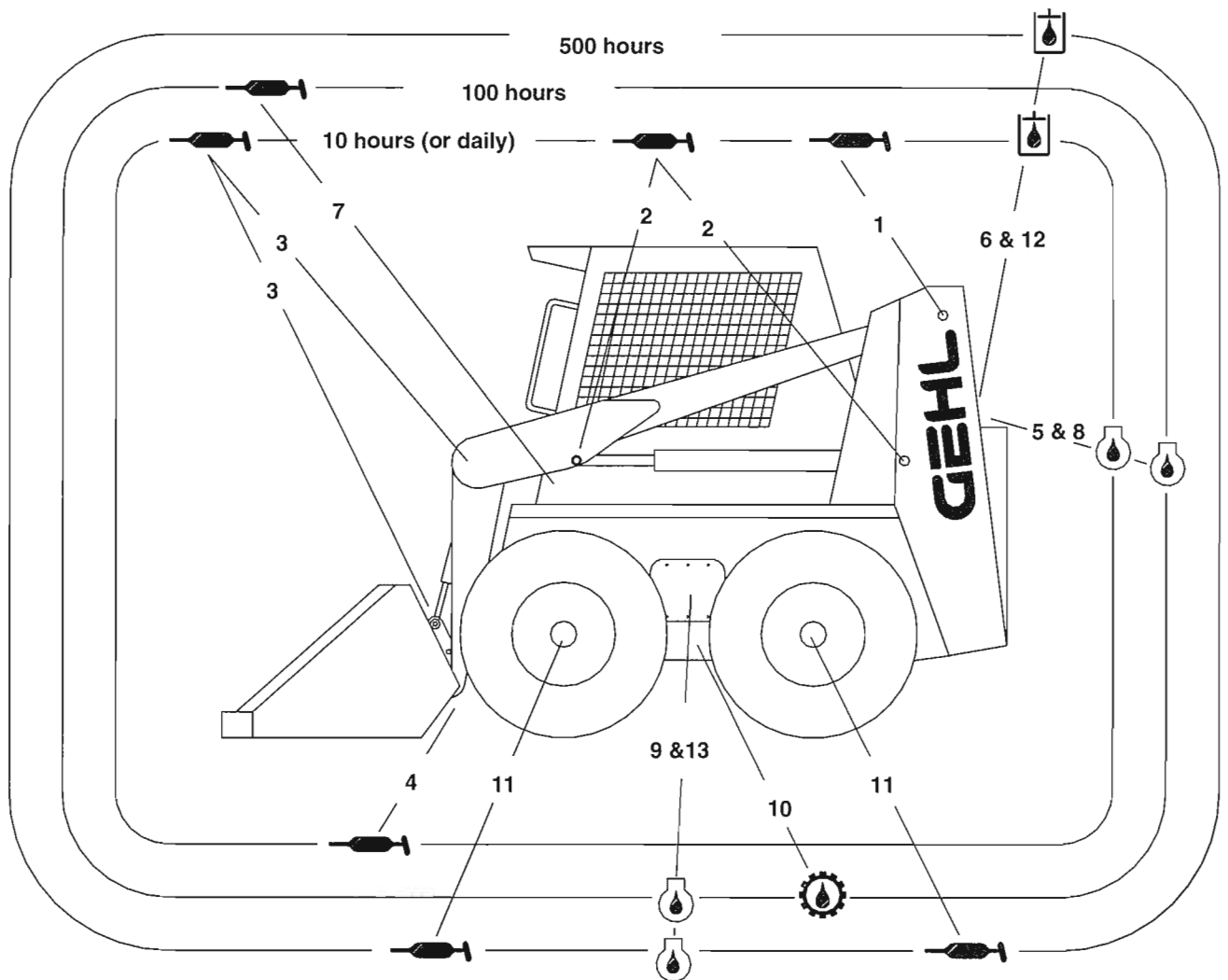


Fig. 34: Planetary Gear Case

LUBRICATION CHART

Detailed views shown on previous page



Engine Oil



Grease



Hydraulic Oil



Gear Oil

CHAPTER 9

ATTACHMENTS & ACCESSORIES

All Specifications are in English (Metric) Units

The Gehl Company reserves the right to change specifications without notice.

5625 ATTACHMENTS

NOTE: To order Attachments, and for information on additional Attachments contact your Gehl dealer.

ATTACHMENT HOOK KIT

A bolt on Attachment Hook Kit enables attachment/detachment of components to the Lift Arm of the **SL5625** loader. This kit consists of right and left Bucket Hook assemblies which match the Quick - Tach Attachment mount.

Description	Weight
Attachment Hook Kit	62 lbs (28kg)

BACKHOES

The **SL5625** Skid Loader Frame can be adapted with provisions for operating a Backhoe. The Backhoe kit consists of a Mounting Plate, Hydraulics Hoses and Couplers, and Backhoe.

Description	Weight
Model BH9HD (Frame Mounted)	1645 lbs (746kg)
12" (305mm) Power Dig Bucket	120 lbs (54kg)
18" (457mm) Power Dig Bucket	145 lbs (66kg)
24" (610mm) Power Dig Bucket	170 lbs (77kg)
36" (914mm) Power Dig Bucket	211 lbs (96kg)
Model BH9HD (Lift Arm Mounted)	1745 lbs (792kg)
Model BH9MD (Lift Arm Mounted)	1385 lbs (628kg)
Model BH9MD (Lift Arm Mounted with Vertical Stabilizers)	1385 lbs (628kg)
12" (305mm) Power Dig Bucket	125 lbs (57kg)
18" (457mm) Power Dig Bucket	150 lbs (68kg)
24" (610mm) Power Dig Bucket	175 lbs (79kg)

BREAKER

A Breaker is available for mounting onto the **SL5625** Loader Lift Arm. The Breaker Kit consists of a Mounting Plate, Quick Attach Hooks, Hoses, Hydraulic Hoses and Couplers, and Moil Point.

Description	Weight
Model HB500	600 lbs (272kg)
Model HB750	900 lbs (408kg)

BROOMS

Four models of Brooms are available for mounting on the **SL5625** loader. Poly-wire Brooms can be ordered in 60" (1524mm) and 72" (1829mm) widths. 60" (1524mm) & 72" (1829mm) wide Bucket Sweepers are also available.

Description	Weight
Model HB60 Bucket/Sweeper	1000 lbs (454kg)
Model HB72 Bucket/Sweeper	1200 lbs (544 kg)
Model S24 60" (1524mm) Broom	660 lbs (299kg)
Model S24 72" (1829mm) Broom	1075 lbs (488kg)

BUCKETS

Several size Buckets for different purposes are available for the **SL5625** loader. Refer to the Operator's Chapter of this manual for mounting and removal information. Contact your Gehl Dealer for assistance in ordering the right Bucket for your application.

Description	Weight
65" (1651mm) Utility	410 lbs (186kg)
68" (1727mm) Dirt/Construction	450 lbs (204kg)
68" (1727mm) Dirt/Construction w/teeth	475 lbs (215kg)
72" (1829 mm) Dirt/Construction	515 lbs (234kg)
72" (1829mm) Utility	550 lbs (249kg)
72" (1829mm) Light Material	610 lbs (277kg)

INDUSTRIAL BUCKET & GRAPPLE

A 68" (1727mm) wide Industrial Bucket and Grapple Kit is available for the **SL5625** loader. This Kit consists of an Industrial Bucket, Grapple, Hoses, and Couplers. See your Gehl Dealer for ordering information.

Description	Weight
Industrial Bucket and Grapple	825 lbs (374kg)

COLD PLANER*

Two Cold Planer attachments are available for the **SL5625DX** Skid Loader. Kits contain a Mounting Plate, Hydraulic Hoses and Couplers, and Cold Planer. Cutting Drums are sold separately.

Description	Weight
CP416 Cold Planer less Drum	1538 lbs (698kg)
Drums available for use with the CP416:	
Slot Cutter 2 1/2" (64mm) wide	54 lbs (25kg)
All Purpose 16" (406mm) wide	233 lbs (105kg)
CP424 Cold Planer less Drum	1718 lbs (779kg)
Drums available for use with the CP424:	
Slot Cutter 2 1/2" (64mm) wide	54 lbs (25kg)
All Purpose 18" (457mm) wide	262 lbs (119kg)
All Purpose 20" (508mm) wide	284 lbs (129kg)
All Purpose 24" (610mm) wide	314 lbs (142kg)

PALLET FORK

Three Pallet Fork attachments are available for the **SL5625** loader. Pallet Fork Kits consist of a Carriage and two 36" (914mm), 42" (1066mm), or 48" (1219mm) Tine Forks. The Forks have built-in locking Handles and Pins which engage equally spaced holes in the Carriage.

Description	Weight
Pallet Fork with 2-36" (914mm) Tines	400 lbs (181kg)
Pallet Fork with 2-42" (1069mm) Tines	530 lbs (240kg)
Pallet Fork with 2-48" (1219mm) Tines	560 lbs (254kg)

POST HOLE AUGERS

Two models of Augers are available for mounting on the **SL5625** loader. The Auger Attachment Kit consists of a Mounting Plate, Auger Drive Head, and Auger. To purchase the right Auger for your application contact your Gehl Dealer.

Description	Weight
Model 1650	370 lbs (168kg)
Model 2350*	430 lbs (195kg)
6" (152mm) Auger	60 lbs (27kg)
9" (229mm) Auger	85 lbs (39kg)
12" (305mm) Auger	100 lbs (45kg)
18" (457mm) Auger	140 lbs (64kg)
24" (610mm) Auger	185 lbs (84kg)
14" (356mm) Auger Extension	30 lbs (14kg)
24" (610mm) Auger Extension	50 lbs (27kg)

TRENCHERS

Two models of Trenchers are available for the **SL5625** loader. The Trencher Attachment Kit consists of a Mounting Plate, Hoses, Couplers, and Trencher.

Description	Weight
Model 14B	850 lbs (386kg)
Model HT40*	1100 lbs (499kg)

UTILITY FORK AND GRAPPLE

A 65" (1651mm) wide Utility Fork and Grapple are available for the **SL5625** loader. See your Gehl Dealer for ordering information.

Description	Weight
Utility Fork	413 lbs (187kg)
Utility Fork Grapple	205 lbs (93kg)

* For use on **DX** models only

5625 ACCESSORIES

All Accessories listed are field installed. Information for field installation of Accessories will be provided with the appropriate kit of parts, if applicable. Contact your Gehl dealer for information on additional Accessories, factory installed Accessories, or ordering assistance.

Description	Weight
• Adapter Plate - Bobcat®	135 lbs (61kg)
• Adapter Plate - Toyota®	120 lbs (54kg)
• Auto - Shut Down System	3 lbs (1.4kg)
• Back - Up Alarm Kit	5 lbs (2.3kg)
• Dirt and Rock Teeth, set of 8 (for 68" (1727mm) Dirt Buckets only)	21 lbs (9.5kg)
• Drawbar Kit	10 lbs (4.5kg)
• Enclosed Alternator	13 lbs (4.5kg)
• Engine Block Heater	3 lbs (1.4kg)
• Exhaust Purifier Kit - (non - Spark Arresting)	21 lbs (9.5kg)
• Heater/Defroster Kit	19 lbs (8.6kg)
• Horn Kit	5 lbs (2.3kg)
• Hydraulic Reservoir Heater	2 lbs (0.9kg)
• Hydraulic Coupler Kit (2 Couplers and Fittings) - 3/4" size	5 lbs (2.3kg)
• Lift Kit	20 lbs (9.1kg)
• Light Kit - Strobe	5 lbs (2.3kg)
• Light Kit - Dual Flasher and Tail Light	10 lbs (4.5kg)
• Pre - Cleaner - Centrifugal	15 lbs (6.8kg)
• ROPS Enclosure - Rigid All Weather with Door Kit	107 lbs (49kg)
• ROPS Enclosure - Vinyl	25 lbs (11.3kg)
• ROPS Front Door Kit	57 lbs (26kg)
• ROPS Front Door Wiper Kit	6 lbs (2.7kg)
• ROPS Side Window Kit	50 lbs (23kg)
• Seat Belt - 3" Wide (where required by law)	5 lbs (2.3kg)
• Seat/Suspension	40 lbs (18.1kg)
• Sound Deadening Package - Deluxe	30 lbs (13.6kg)
• Tires - 12.00 x 16.5 6 ply Flotation on Rim - 1 only	100 lbs (45kg)
• Tires - 12.00 x 16.5 10 ply Heavy Duty Flotation on Rim - 1 only	123 lbs (56kg)
• Tires - 8.25 x 15 6 ply Chevron on Rim - 1 only	78 lbs (35kg)
• Tires - 8.00x 16 Solid Rubber on Rim - 1 only	245 lbs (111kg)
• Water Tank (for use with Cold Planer)	100 lbs (45kg)

CHAPTER 10

TROUBLESHOOTING

The following Troubleshooting Guide lists potential problems, as well as possible causes and remedies, for Gehl Skid Loaders.

When a problem occurs, don't overlook simple causes. A malfunction could be caused by something as simple as an empty Fuel Tank. After a mechanical failure has been corrected, be sure to locate the cause of the problem.



CAUTION

DO NOT attempt to service or repair major components, unless authorized to do so by your GEHL Dealer. Any Unauthorized Repair will Void the Warranty.

ELECTRICAL SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Entire Electrical System does not function.	Battery Disconnect Switch is "OFF" (optional feature). 30 ampere (Master) Fuse, is blown. Main Wiring Harness Connectors at rear of Overhead Guard are not properly plugged-in. Battery Terminals or Cables are loose or corroded. Battery is faulty.	Turn Battery Disconnect Switch to "ON". Refer to the wiring diagram, check circuit and locate trouble (i.e., pinched wires, faulty connections, etc.) before replacing Fuse. Check Main Connectors. Clean Battery Terminals and Cables and retighten them. Test Battery and replace as needed.
No Instrument Panel lamps with Keyswitch turned to "ON".	30 ampere (Master) Fuse or 20 ampere Fuse is blown. Battery Terminals or Cables are loose or corroded.	Refer to the wiring diagram, check circuit and locate trouble before replacing Fuse(s). Clean Battery Terminals and Cables and retighten them.
No Glow Indicator Lamp with Key Switch turned to "ON".	Bulb is burned out. Faulty QGS Module.	Replace Bulb. Contact your Gehl Dealer for assistance.
Buzzer does not sound when Key is first turned to "ON", indicator lamps work properly.	Buzzer is disconnected. Faulty Buzzer.	Reconnect Wires to Buzzer. Replace Buzzer.
Fuel Gauge does not work.	Faulty Fuel Gauge Sender. Loose wiring/terminal connections. Faulty Fuel Gauge.	Replace Fuel Gauge Sender. Verify wiring connections. Replace Fuel Gauge.

ELECTRICAL SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Engine Temperature Gauge does not work.	Faulty Temperature Sender. Loose wiring/terminal connections. Faulty Temperature Gauge.	Replace Temperature Sender. Verify wiring connections. Replace Temperature Gauge.
Hour Meter does not work.	Loose wiring/terminal connections. Faulty Alternator. Faulty Hour Meter.	Verify wiring connections. Contact your Gehl Dealer for assistance. Replace Hour Meter.
Starter will not engage when key is turned to "Start".	Seat or Restraint Bar Switch is not activated or is faulty. Poor connections to Starter Relay (Instrument Panel). Battery Terminals or Cables are loose or corroded. Faulty Starter Relay (#1)(Instrument Panel).	Make certain operator is in the Seat with the Restraint Bar down. Replace Switches as needed. Verify Relay connections. Clean Battery terminals and cables and retighten them. Contact your Gehl Dealer for assistance.
Battery will not recharge.	Battery Terminals or Cables are loose or corroded. Battery or Alternator is defective.	Clean Battery Terminals and Cables and retighten them. Replace Cables as needed. Contact your Gehl Dealer for assistance.
Work Lights not functioning properly.	Single Light doesn't work: Light bulb burned out, faulty wiring. No lights at all: 20 ampere (Lights) Fuse may be blown. Faulty Light Switch or Poor Ground.	Check and replace light bulb as needed. Check wiring connection to Light. Refer to wiring diagram, check circuit, and locate trouble before replacing Fuse. Replace Light Switch. Check Ground Wire connections.
Lift/Tilt Lock Solenoids do not work.	Wiring to Solenoids is disconnected or faulty. Faulty Seat or Restraint Bar Switch. Faulty Solenoid Valve Coil. Faulty Hydraulic Solenoid Relay (#2) (Instrument Panel).	Refer to wiring diagram, locate trouble, and repair as needed. Contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance.

ENGINE

PROBLEM	POSSIBLE CAUSE	REMEDY
Engine will not turn over.	Battery Terminals or Cables corroded or loose.	Clean Battery Terminals and Cables and secure them tightly.
	Battery discharged or defective.	Recharge or replace Battery.
	Starter Solenoid not Functioning.	Troubleshoot circuit per wiring diagrams to locate trouble and repair or replace Starter Solenoid.
	Seat or Restraint Bar Switch Malfunctioning.	Sit on Seat and lower Restraint Bar. If Engine still doesn't start, contact your Gehl Dealer for assistance.
	Wiring to and from Ignition, Seat Switch, Restraint Bar Switch, etc... is loose or disconnected.	Check wiring for poor connections or broken leads and repair wiring or connection.
	Starter or Pinion faulty.	Remove Starter and repair or replace as needed.
Engine turns over but will not start.	Engine turns over too slow.	Check Battery charge. If after being recharged it still does not hold a charge, replace it.
	Engine cranking speed too slow.	Battery requires recharging or, in cold temperatures, pre-warm the Engine and Hydraulic oils.
	Fuel Tank empty.	Check for faulty Fuel Gauge Sender or refill Fuel Tank.
	QGS malfunctioning.	Check connection and voltage, replace if needed.
	Fuel Shut-off Solenoid not energizing.	Check electrical connections and voltage to shut-off Solenoid.
	Engine and/or fuel not warm enough.	Cycle glow plugs or check glow plug wiring connections.
	Ambient Temperature is too low.	Install a Block Heater.
	Fuel Pump not working.	Contact your Perkins Engine Service Center.
	Air or moisture in the Fuel Line.	Bleed system per details in the Engine Manufacturer's manual.

ENGINE

PROBLEM	POSSIBLE CAUSE	REMEDY
Engine overheats.	Crankcase oil level too low or too high.	Add or remove oil as required.
	Engine overloaded.	Operate Loader at 1/2 to full throttle.
	Cooling system low on water or coolant.	Add water or coolant.
	Fan air circulation blocked or restricted.	With Engine OFF, remove blockage or restriction.
	Fan Shroud improperly positioned.	Contact your Gehl Dealer for assistance.
	Grade of oil improper or excessively dirty.	Drain and replace with clean oil of proper grade.
	Exhaust restricted.	Allow exhaust to cool, then remove the restriction.
	Air Filter is restricted.	Replace the Filter.

HYDROSTATIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
No response from either the Hydrostatic Drive or the Lift/Tilt Systems.	Hydraulic oil viscosity is too heavy.	Allow longer warm-up or replace existing oil with the proper viscosity oil.
	Hydraulic oil supply is to low.	Check for low oil level in Reservoir. Add oil as needed.
	Reservoir Strainer is plugged.	Remove Reservoir Cover and clean the Strainer. Inspect Reservoir for foreign objects plugging the system.
Traction Drive will not operate in either direction.	Parking Brake is engaged.	Disengage Parking Brake.
	Hydraulic oil supply is low.	Check for low oil level in Reservoir. Add oil as needed.
	Control Rod Linkage disconnected.	Check Linkage connection at T-Bar and Neutral Centering Mechanisms. Reconnect Linkage.
	Low or no charge pressure.	Contact your Gehl Dealer for assistance.
	Tandem Pump Relief Valves are malfunctioning.	Contact your Gehl Dealer for assistance.

HYDROSTATIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Sluggish response to acceleration.	Air in the Hydraulic system.	Cycle Lift and Tilt Cylinders to maximum stroke and maintain pressure for a short time to clear air from system. Also check for low oil level in Reservoir, fill as needed.
	Hydraulic oil supply is too low.	Check for low oil level in Reservoir. Add oil as needed.
	Low Hydrostatic System charge pressure.	Contact your Gehl Dealer for assistance.
	Drive Motor(s) or Tandem Pump(s) have internal damage or leakage.	Contact your Gehl Dealer for assistance.
Hydrostatic Drive is overheating.	Drive System overloaded continuously.	Improve efficiency of operation.
	Lift and Tilt System overloaded continuously.	Improve efficiency of operation.
	Drive Motor(s) or Tandem Pump(s) have internal damage or leakage.	Contact your Gehl Dealer for assistance.
	Oil Cooler Fins are plugged with debris.	Clean Oil Cooler Fins.
	Loader being operated in a high temperature area with no air circulation.	Reduce duty cycle and improve air circulation.
Hydrostatic (Drive) System is noisy.	Hydraulic oil viscosity is too heavy.	Allow longer warm-up or replace existing oil with the proper viscosity oil.
	Air in Hydraulic System.	Cycle Lift and Tilt Cylinders to maximum stroke and maintain pressure for a short time to clear air from system. Also check for low oil level in Reservoir, fill as needed.
	Drive Motor(s) or Tandem Pump(s) have internal damage or leakage.	Contact your Gehl Dealer for assistance.
Right side doesn't drive in either direction. Left side operates normally.	Excessive internal leakage in right Drive Motor.	Contact your Gehl Dealer for assistance.
	Excessive leakage in rear Tandem Pump.	Contact your Gehl Dealer for assistance.
	Key missing on rear Pump Arm Control Shaft.	Contact your Gehl Dealer for assistance.
	Relief Valves on rear Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.
	Control Rod Linkage to rear Tandem Pump disconnected.	Attach Control Rod Linkage.

HYDROSTATIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Right side doesn't drive in forward direction.	LH Relief Valve on rear Tandem Pump is malfunctioning.	Contact your Gehl Dealer for assistance.
	Rear Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.
Right side doesn't drive in reverse direction.	RH Relief Valve on rear Tandem Pump is malfunctioning.	Contact your Gehl Dealer for assistance.
	Rear Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.
Left side doesn't drive in either direction. Right side operates normally.	Excessive internal leakage in left Drive Motor.	Contact your Gehl Dealer for assistance.
	Excessive leakage in front Tandem Pump.	Contact your Gehl Dealer for assistance.
	Key missing on front Pump Arm Control Shaft.	Contact your Gehl Dealer for assistance.
	Relief Valves on front Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.
Left side doesn't drive in forward direction.	Control Rod Linkage to front Tandem Pump disconnected.	Attach Control Rod Linkage.
	RH Relief Valve on front Tandem Pump is malfunctioning.	Contact your Gehl Dealer for assistance.
Left side doesn't drive in reverse direction.	Front Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.
	LH Relief Valve on front Tandem Pump is malfunctioning.	Contact your Gehl Dealer for assistance.
	Front Tandem Pump malfunctioning.	Contact your Gehl Dealer for assistance.

HYDRAULIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Lift/Tilt Controls fail to respond.	Hydraulic oil viscosity is too heavy.	Allow longer warm-up or replace with proper viscosity oil.
	Solenoid Valve(s) malfunctioning.	Check electrical connections to Lift Solenoid and repair connections as needed.
	Hydraulic oil level is low.	Check oil level in Reservoir. If oil is low, check for an external leak. Repair and add oil.

HYDRAULIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Hydraulic Cylinder action is slow for Lift and/or Tilt functions.	Low Engine speed. Hydraulic oil viscosity is too heavy. Hydraulic oil leaking past Cylinder packing. Worn Gear Pump. Reservoir Strainer is plugged. Lift Solenoid Valve could be malfunctioning. Relief Valve in Control Valve not functioning properly. Squealing noise should be evident.	Operate Engine at higher speed. Allow longer warm - up or replace existing oil with proper viscosity oil. Contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance. Check electrical connections to Lift Solenoid and repair connections as needed. If Lift Solenoid Valve is still not functioning properly, contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance.
Lift Arm does not raise, Bucket Tilt works properly.	Lift Solenoid Valve could be malfunctioning. Lift spool in Control Valve not actuated or leaking.	Check electrical connections to Lift Solenoid and repair connections as needed. If Lift Solenoid Valve is still not functioning properly, contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance.
Jerky Lift Arm and Bucket action.	Seat or Restraint Bar Switch malfunction. Air in the Hydraulic System. Oil in Hydraulic Reservoir low. Reservoir Strainer is plugged.	Check electrical connections to the Switches. Replace as needed. Cycle Lift and Tilt Cylinders to maximum stroke and maintain pressure for short time to clear air from system. Check and add oil to Reservoir as needed. Contact your Gehl Dealer for assistance.

HYDRAULIC SYSTEM

PROBLEM	POSSIBLE CAUSE	REMEDY
Lift Arm will not lower or raise.	Lift Cylinder Mechanical Lock engaged. Lift Solenoid Valve malfunctioning. Restraint Bar not lowered. Seat or Restraint Bar Switch malfunction.	Raise Lift Arm and disengage Lock. Check electrical connections to Solenoid. Repair or replace as needed. Lower Restraint Bar. Check electrical connections to the Switch. Replace Switches as needed.
Bucket drifts downward with Tilt Control in neutral.	Oil leaking past Tilt Cylinder Seals (internal or external). Self-Leveling Valve is malfunctioning. Leaking Hydraulic Hoses, Tubes, or fittings between Control Valve and Cylinders.	Contact your Gehl Dealer for assistance. Repair or replace as needed. Inspect Hoses and Tubes, tighten fittings as needed. Replace Hoses or Tubes as needed.
No down pressure on the Bucket.	Control Valve in "Float" position. Tilt Cylinders are malfunctioning. Relief Valve in Control Valve not functioning properly. Squealing noise should be evident.	Take Control out of "Float" position. Contact your Gehl Dealer for assistance. Contact your Gehl Dealer for assistance.
Bucket does not level on the lift cycle.	Self-Leveling Valve misadjusted or malfunctioning.	Contact your Gehl Dealer for assistance.
Bucket will not tilt, Lift Arms work properly.	Tilt Solenoid Valve malfunctioning. Tilt Spool in Control Valve not actuated or leaking.	Check electrical connections to Tilt Solenoid and repair connections as needed. If Tilt Solenoid Valves are still not functioning properly, contact your Gehl Dealer. Check Hose or tube connections to Valve.
High-Flow Auxiliary Hydraulics fails to turn on (DX units only).	Wiring to Switch or High-Flow Manifold Valve may be disconnected. Seat or Restraint Bar Switch malfunction. Solenoid on High-Flow Manifold Valve is malfunctioning.	Check electrical connections. Reconnect or repair as needed. Check electrical connections to the Switch. Replace Switches as needed. Check electrical connections to Solenoid.
Attachment connected to High-Flow Hydraulics stalls or had low power (DX units only).	Relief Valve on High-Flow Manifold Valve is malfunctioning.	Replace Relief Valve.

CHAPTER 11

SERVICE

GENERAL INFORMATION



BEFORE proceeding to perform any Service routines on the Skid Loader, or unless expressly instructed to the contrary, exercise the **MANDATORY SAFETY SHUTDOWN PROCEDURE** (page 10). After Service has been performed, **BE SURE** to restore all Guards, Shields and Covers to their original positions **BEFORE** resuming Loader operation.

NOTE: All Service routines, with the exception of those described under the "Dealer Services" topic are owner-operator responsibilities. All Operator Services described under the 10 hour, 100 hour, 200 hour and 500 hour subtopics, are also referred to on a Decal which is located on the underside of the Engine Access Cover. Refer to the Lubrication Chapter of this manual for lubrication information.

NOTE: Under extreme operating conditions more frequent service than the recommended intervals may be required. You must decide if your actual operation requires more frequent service based on your use.

This Service Chapter details procedures to follow for making routine maintenance checks, adjustments and replacements. The majority of the procedures are also referred to in both the Troubleshooting and Maintenance Log Chapters of this manual. For Engine related adjustments and servicing procedures, **BE SURE** to refer to the separate Engine Manual provided.

NOTE: ALWAYS dispose of waste lubricating oils, anti-freeze and hydraulic fluids according to local regulations or take to a recycling center for disposal; do NOT pour onto the ground or down the drain.

DEALER SERVICES

The following areas of internal components service, replacement and operating adjustments should only be performed by an authorized GEHL Skid Loader dealer.

HYDROSTATIC COMPONENTS

The Hydrostatic Pumps are coupled directly to each other (in tandem) and to the Engine Crankshaft. The Hydrostatic Drive Motors Pumps are devices that require special knowledge and tools for servicing.

NOTE: If a Hydrostatic Pump or Drive Motor is suspected of faulty operation, contact your GEHL dealer for further information.

HYDRAULIC SYSTEM PUMP

The Hydraulic System Pump is coupled directly to the front of the Tandem Hydrostatic Pumps. This Pump also requires special tools and knowledge for internal component servicing.

NOTE: Hydrostatic/Hydraulic System Schematics are located at the end of this chapter, and are provided as a guide for troubleshooting and service parts reference.

VALVES

Internal component service on any of the Hydraulic Valves should only be performed by an authorized GEHL Skid Loader dealer. Access to the various Hydraulic Valves is gained by either unbolting, rolling-back and locking the Overhead Guard and/or by opening the Rear Grill and Engine Access Cover.

CYLINDERS

All Hydraulic Cylinders used on the Skid Loader are designed with provisions unique to the Skid Loader application requirements. Internal Cylinder component service and replacement requires special knowledge and tools.

ELECTRICAL COMPONENTS

Electrical system diagrams which are located at the end of this chapter, are provided as a guide for troubleshooting and service parts reference.

OPERATOR SERVICES

Figure 35 shows the locations of various components required for general Loader services.

Service Every 10 Hours or Daily

CHECK RADIATOR COOLANT LEVEL (Fig. 36)



Do NOT remove the Radiator Cap when the Engine is HOT or overheated. Coolant is extremely HOT and under pressure and it can burn your skin. Wait for the Engine to cool down BEFORE relieving the pressure and removing the Radiator Cap.

The Radiator coolant level must always be checked when the Engine is **cool**. Access to the Radiator is obtained by unlatching and opening the Rear Grill and opening the Engine Access Cover. Maintain the coolant level just below the neck of the Filler Hole. Refer to the Engine Manual for anti-freeze recommendations and to the "Flushing Radiator & Replacing Anti-freeze" subtopic, under the 500 Hour or One Year topic in this chapter, for coolant draining and replacement details.

CHECK FUEL FILTER/WATER TRAP (Fig. 37)

A Primary Fuel Filter with Water Trap is located on the left Chassis Riser. The Water Trap removes water from the fuel and deposits the water at the bottom of the Filter. Turn the Drain Knob on the bottom of the Trap to discharge water until only fuel is flowing from the outlet.

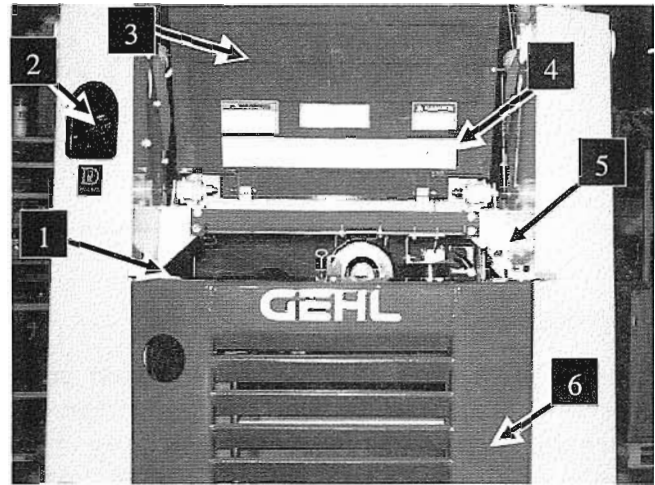


Fig. 35: Servicing Loader

1. Rear Grill Latch & Release Handle
2. Fuel Inlet
3. Engine Access Cover
4. Maintenance Schedule
5. Hydraulic Oil Inlet
6. Rear Grill

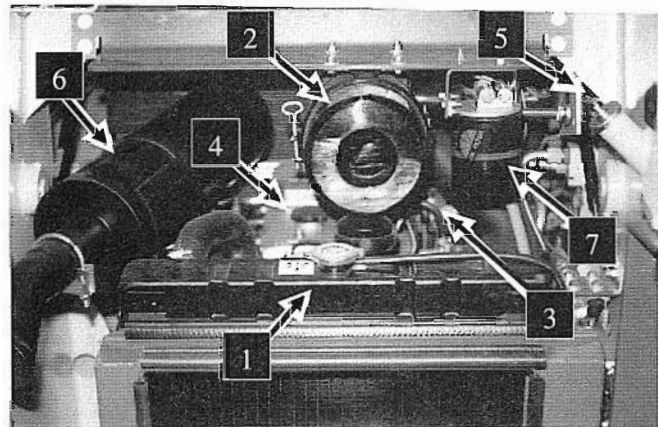


Fig. 36: Engine Components

1. Radiator
2. Air Cleaner
3. Engine Oil Dipstick
4. Engine Oil Fill Cap
5. Hydraulic Oil Fill Cap
6. Spark Arrestor Muffler
7. Remote Oil Filter

CHECK ENGINE AIR CLEANER SYSTEM (Fig. 38)

Dual Element Air Cleaners are provided with an "Air Filter Restriction Indicator" for monitoring the condition of the Filter Element. The Indicator is located near the front of the Air Cleaner on the hose connection. If the Air Filter Element becomes restricted, this Indicator will turn red to warn the operator that the Air Filter Element requires service. If the Indicator is red, change the Filter Element Following the procedure below.

Besides checking the Indicator, make a daily check of the Air Cleaner Intake Hose and Clamps and the Mounting Bracket hardware to ensure they are secure. Also, remove the Element Cover Daily by loosening the Clamp Band Eyebolt and removing any dust or Debris that may have accumulated in the Cover. Replace Cover and tighten Clamp Band with Eyebolt.

Element Removal & Installation

To remove the Air Cleaner Elements, first, unlatch and open the Rear Grill and open the Engine Access Cover. Next, loosen (but do NOT remove) the Clamp Band Eyebolt which secures the Element Cover and remove the Cover. Then, remove the Wing Nut which secures the Outer Element and remove the Outer Element from the Housing. Next, remove the Wing Nut which secures the Inner Element and remove the Inner Element from the Housing. To replace the Elements, reverse the removal procedure. New **Outer and Inner Elements** can be obtained by Gehl part numbers **087860** and **087859**, respectively.

After the filter has been changed, reset the Indicator by pushing in the reset button located on the end of the Indicator.

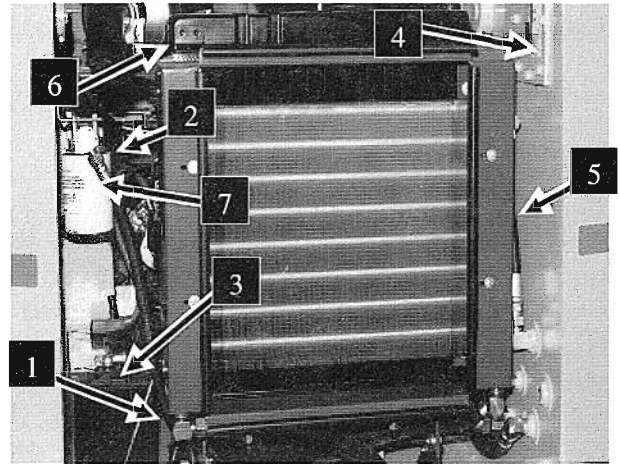


Fig. 37: Engine Components

1. Radiator Drain Cock Location
2. Primary Fuel Filter/Water Trap
3. Battery
4. Hydraulic Oil Strainer Access Cover & Gauge
5. Spin-on Hydraulic Filter
6. Secondary Fuel Filter (located on Engine)
7. High Flow Case Drain Filter (DX only)

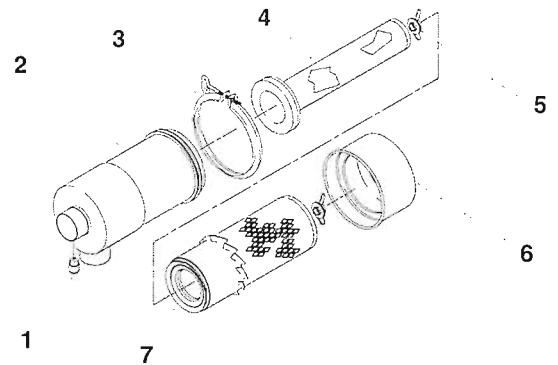


Fig. 38: Dual Element Air Cleaner

1. Air Cleaner Restriction Sensor Switch
2. Element Housing & Inlet Assembly
3. Clamp Band & Tightener Eyebolt
4. Inner Filter Element
5. Wing Nut (2)
6. Element Cover
7. Outer Filter Element

CLEAN RADIATOR & OIL COOLER FINS



WARNING

Do NOT remove the Radiator Cap when the Engine is HOT or overheated. Coolant is extremely HOT and under pressure and it can burn your skin. Wait for the Engine to cool down BEFORE relieving the pressure and removing the Radiator Cap. Also, Do NOT reach into the area between the Radiator and Oil Cooler with the Engine running. The Fan Blade is exposed and touching it could cause serious injury.



CAUTION

Allow sufficient time for the Radiator and Hydraulic Oil Cooler to cool BEFORE attempting to work around either item. Parts get extremely HOT during operation and can burn you.

The Radiator and the Oil Cooler assemblies are mounted between the Engine and the Hinged Rear Grill. When functioning properly, air is blown through the openings between the coils and fins by the Engine Fan. Over a period of normal operation, dust and debris will build-up on the Engine side of the Radiator and Oil Cooler and restrict air flow through the fins. To reduce or remove this restriction, use a hose and direct the water flow through the fins from the rear of the Radiator.

CHECK ENGINE OIL LEVEL (Fig. 36)

Open the Engine Access Cover. Pull out the dipstick and check the oil level. Markings on the dipstick represent both full and low (add oil) levels. Refer to the "Changing Engine Oil & Filter" subtopic under the "Service Every 100 Hours" topic in this chapter for the proper location and procedures for adding Engine oil. Also, refer to the Lubrication Chapter and/or the separate Engine manual for oil viscosity and requirements information.

CHECK HYDRAULIC OIL LEVEL (Fig. 37)

The Loader is provided with a Visual Hydraulic Oil Level Indicator which is located on the Chassis Right Riser. Refer to the Lubrication chapter for oil recommendations and to the "Hydraulic Reservoir Oil" subtopic, under the 500 hour (or one Year) topic, for draining and replacement information.

LUBRICATE LIFT ARM, QUICK-TACH & CYLINDER PIVOTS

Lubricate both Lift Arm Pivots, and both Quick-Tach Pivots. Lubricate the fittings on both ends of all four Cylinders. Refer to details in the Lubrication chapter.

CHECK SEAT AND RESTRAINT BAR OPERATION

Electrical Switches in the Seat and Restraint Bar **MUST** be closed (operator sitting on the Seat and the Restraint Bar lowered) to complete the starter circuit for starting the Loader Engine.

CHECK BUCKET CUTTING EDGE

The Bucket Cutting Edge should be replaced when it is worn to within 1" of the Bucket Body.

CHECK TIRE PRESSURES



WARNING

Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should service and/or mount tires. Do NOT place your fingers on the tire bead or rim during inflation; serious injury or amputation could result. To avoid possible death or serious injury, follow the safety precautions below:

- ☐ BE SURE the Rim is clean and free of rust.
- ☐ Lubricate both the tire beads and rim flanges with a soap solution. Do NOT use oil or grease.
- ☐ Use a clip-on tire chuck with a remote hose and gauge which allows you to stand clear of the tire while inflating it.
- ☐ NEVER inflate beyond 35 PSI (240 kPa) to seat the beads. If the beads have NOT seated by the time the pressure reaches 35 PSI, deflate the assembly, reposition the tire on the rim, relubricate both parts and re-inflate. Inflation pressure beyond 35 PSI with unseated beads may break the bead or rim with explosive force sufficient to cause death or serious injury.
- ☐ After seating the beads, adjust the inflation pressure to the recommended operating pressure listed.
- ☐ Do NOT weld, braze, or otherwise attempt to repair and use a damaged rim.

Tire Inflation Pressures

Tire Size and Description	Inflation Pressure	
	PSI	kPa
12.00 x 16.5 6-ply	45	310
12.00 x 16.5 10-ply H.D. Flotation	65	450
14.5 x 17 10-ply Flotation	65	450
8.25 x 15 6-ply Chevron	50	345
31 x 15.5 x 15 8-ply Heavy Duty	35	240

Proper Tire pressure should be maintained equally for all four Tires to enhance operating stability and extend Tire life. Refer to the chart for the proper inflation pressure.

When installing Tires on the Skid Loader, BE SURE that the Tires are of the same size and style on the same side of the Loader. ALWAYS replace Tires with the same size as original equipment.

Service Every 100 Hours

CHECK PLANETARY GEARCASE OIL LEVEL (Fig. 39)

Each Planetary Gearcase contains approximately 1 quart (0.9 liter) of 80W90 oil. An Inspection Fill Plug is provided on each Gearcase for oil checking and refilling. Unbolt roll-back and Lock the ROPS and remove the Operator's Compartment Floorplate to gain access to the Plugs. Add oil through the Inspection Fill Plug until it just begins to flow from the Plug.

CHANGE ENGINE OIL & FILTER (Fig. 36)

5625 Models are equipped with a remote Oil Filter which is located under the Engine Cover on the right hand side. Access for draining the Engine oil is gained by removing the Bellyplate Cover.

Access for adding new oil is obtained by opening the Engine Cover. Refer to the Lubrication Chapter in this manual for oil recommendations and quantity and to the separate Engine manual for Oil Filter and oil changing procedure.

A **Spin-on Oil Filter Element** can be obtained by ordering the following GEHL part number: **127389**.

CLEAN SPARK ARRESTOR MUFFLER (Fig. 36)

NOTE: *This Loader is factory equipped with a U.S.D.A. Forestry Service approved Spark Arrestor Muffler. It is necessary to do maintenance on the Muffler to keep it in working condition. Make reference to local laws and regulations for spark arrestor requirements.*

To clean the Muffler, open the Rear Grill and open the Engine Access Cover. Loosen the front Muffler Clamp and remove the rear Clamp and Muffler. Dump the contents from the spark chamber and then reinstall Muffler. Check that the Muffler Clamps are secure and, after starting the Engine, that the exhaust system is quiet and NOT leaking.

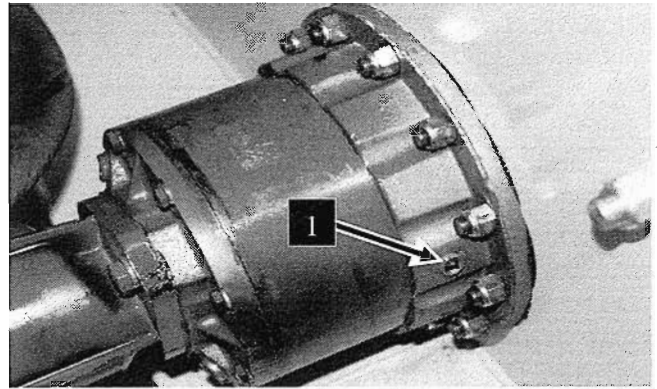


Fig. 39: Planetary Gearcases

1. Inspection Fill Plug on Left Planetary Gearcase

CHECK ALTERNATOR/FAN BELT TENSION & CONDITION

Refer to the Adjustments Chapter and the separate Engine manual for setting proper Belt tension. If the Belt is worn, cracked or otherwise deteriorated, replace the Belt following the procedure in the separate Engine manual.

Replacement **Alternator Drive Belts** can be obtained by ordering the following GEHL part number: **128279**.

LUBRICATE T-BAR PIVOTS

Refer to the Lubrication Chapter in this manual for details. To gain access to the fitting, slide the Rubber Boot up.

TIGHTEN WHEEL LUG NUTS, CHECK DRIVE CHAIN TENSIONS & CHECK OIL IN CHAINCASES

Retorque the Lug Nuts to 150 ft-lbs (203 Nm).

Check Drive Chain Tension following the procedure under the "Drive Chains" topic in the Adjustments chapter of this manual.

Each 5625 Drive Chaincase requires 2 gallons (7.6 liters) of SAE 10W-30 multi-viscosity motor oil. (Fill to approximately 1 1/2" deep).

This quantity of oil should be maintained at all times.

CHECK BATTERY

WARNING

If your Loader is equipped with a Battery Disconnect Switch: Before servicing Battery or Electrical System, make sure the Battery Disconnect Switch is in the "OFF" position.

The Battery furnished on the Skid Loader is a 12 volt, wet-cell Battery. Access to the Battery is gained by unlatching and opening the Rear Grill.

The top of the Battery **MUST** always be kept clean. Clean the Battery with an alkaline solution (ammonia or baking soda and water). After foaming has stopped, flush the top of the Battery with clean water. If the terminals and Cable connection clamps are corroded or have a build-up, disconnect the Cables and clean the terminals and clamps with the same alkaline solution.

Handling Battery Safely

WARNING

Explosive gas is produced while a Battery is in use or being charged. Keep flames or sparks away from the Battery area. Make sure Battery is charged in a well-ventilated area.

NEVER lay a metal object on top of a Battery as a short circuit can result.

Battery acid is harmful on contact with skin or fabrics. If acid spills, follow these first aid tips:

1. **IMMEDIATELY** remove any clothing on which acid spills.
2. If acid contacts the skin, rinse the affected area with running water for 10 to 15 minutes.
3. If acid contacts the eyes, flood the eyes with running water for 10 or 15 minutes. See a doctor at once. **NEVER** use any medication or eye drops unless prescribed by the doctor.
4. To neutralize acid spilled on the floor, use one of the following mixtures:
 - a. 1 Pound (0.5 kg) of baking soda in 1 Gallon (4 liters) of water
 - b. 1 Pint (0.4 liters) of household ammonia in 1 Gallon (4 liters) of water

Whenever Battery is removed from the unit, BE SURE to disconnect the negative (-) Battery terminal connection Cable first.

JUMP-STARTING

If the Loader Battery becomes discharged or does NOT have enough power to start the Engine, use jumper cables and the following procedure to jump-start the Loader Engine.



The **ONLY** safe method for jump-starting a discharged Battery is for **TWO PEOPLE** to carry-out the following process. The second person is needed for removing the jumper cables so that the operator does NOT have to leave the Operator's Compartment while the Engine is running. **NEVER** attempt to make the jumper cable connections directly to the Starter Solenoid of either Engine. Do NOT start the Engine from any position other than the Operator's Seat and then **ONLY** after making sure **ALL** Controls are in "neutral".

Closely follow the procedures, in the order listed, to avoid personal injury. In addition, wear safety glasses to protect your eyes and avoid leaning over the batteries while jump-starting.

Do NOT attempt to jump-start the Loader Battery if it is frozen as this may cause it to rupture or explode.

NOTE: *BE SURE that the jumper battery is also a 12 volt D.C. battery.*

1. Turn the Keyswitches of both vehicles to OFF and make sure that both vehicles are in "Neutral" and NOT touching each other.
2. Connect one end of the positive (+) jumper cable to the positive (+) Battery Terminal on the disabled Loader first. Do NOT allow the jumper's positive cable clamps to touch any metal other than the positive (+) battery terminals. Connect the other end of the positive jumper cable to the jumper battery positive (+) terminal.
3. Connect one end of the negative (-) jumper cable to the jumper battery negative (-) terminal.
4. Make the final negative (-) jumper cable connection to the disabled Loader's Engine Block or Loader Frame (ground) -- NOT to the disabled Battery's Negative Post. If making the connection to the Engine, keep the jumper clamp away from the Battery, Fuel Lines or moving Parts.

NOTE: *Twist the jumper cable clamps a couple of times on the battery terminals and ground connection to ensure a good electrical path for conducting current.*

5. Proceed to start the Loader. If it does NOT start immediately, start the jumper vehicle engine to avoid excessive drain on the booster battery.
6. After the disabled Loader is started and running smoothly, have the second person remove the jumper cables (negative (-) jumper cable, first) from the jumper vehicle battery and then from the disabled Loader while making sure NOT to short the two cables together.

Allow sufficient time for the Skid Loader Alternator to build-up a charge in the Battery before attempting to operate the Loader or shut the Engine off.

Service Every 200 Hours

CHANGE HYDRAULIC FILTER ELEMENT (Fig. 37)

To gain access to the Spin-on Hydraulic Filter Element, unlatch and open the Rear Grill. Drain the oil out to a level which is at least below the point where the Filter attaches to the Reservoir.

For replacement **Spin-on Hydraulic Filter Element**, order the following GEHL part number: **074830**.

CHECK RADIATOR HOSES & CLAMPS

Check for coolant leaks and/or deteriorated Hoses.

ADJUST PARKING BRAKE

Refer to the "Parking Brake" topic in the Adjustments Chapter of this manual for details on adjusting the Parking Brake.

HIGH FLOW CASE DRAIN FILTER DX MODELS ONLY (Fig. 37)

This Filter needs to be changed every 200 hours of High Flow operation.

To gain access to the Spin-on High Flow Case Drain Filter Element, unlatch and open the Rear Grill.

For replacement **Spin-on High Flow Case Drain Filter Element**, order the following GEHL part number: **048959**.

Service Every 500 Hours or Yearly

GREASE AXLE BEARINGS

Refer to the Lubrication Chapter for details.

RETIGHTEN ENGINE MOUNTING HARDWARE

ALL Bolts which secure the Engine Mounting Brackets to both the Engine and the Loader Frame should be checked and re-tightened, as necessary.

CHANGE HYDRAULIC OIL & CLEAN STRAINER (See Fig. 37)

The hydraulic oil is contained in the Reservoir (and the Hoses and other components of the hydraulic system). The Reservoir is built into the Right Chassis Riser and a Drain Plug is provided in the bottom of the Riser. Refer to the Lubrication chapter for recommended oil types and viscosity information. BE SURE to replace and secure the Drain Plug before installing new oil.

The Hydraulic Oil Strainer is located inside the Hydraulic Reservoir. The hydraulic oil **MUST** be drained to a level below the Access Cover (with built-in Oil Level Indicator) before attempting to service the Strainer. Access for Strainer removal is gained by unlatching and opening the hinged Rear Grill and raising the Engine Cover. To remove and clean the Strainer, proceed as follows:

1. Remove the Access Cover from the inside Right Riser wall.
2. Reaching in through the Access Cover hole, unscrew and remove the Strainer.
3. Use a filter cleaner solution (mixed according to the cleaner manufacturer's specifications) and soak the Strainer for about 15 to 30 minutes.
4. After the Strainer has been soaked, thoroughly rinse off all residue and solution with clean water from a faucet or garden hose. Then, use clean, dry, compressed air with a pressure of less than 30 PSIG (210 kPa) to blow the Strainer dry.
5. Once the Strainer is thoroughly dry, reinstall the Strainer in the reverse order of disassembly.
6. Replenish Reservoir with hydraulic oil.

WARNING

Do NOT remove the Radiator Cap when the Engine is HOT or overheated; coolant is extremely HOT and under pressure and it can burn your skin. Wait for the Engine to cool down BEFORE relieving the pressure and removing the Radiator Cap. Also, Do NOT reach into the area between the Radiator and Oil Cooler with the Engine running. The Fan Blade is exposed and touching it could cause serious injury.

FLUSH RADIATOR/REPLACE COOLANT (See Fig. 37)

To gain access to the Radiator, unlatch and open the Rear Grill and open the Engine Cover. Open the Drain Valve (petcock) at the bottom of the Radiator to drain the coolant. An additional Drain Valve is provided on the Engine for draining the Engine block (refer to the separate Engine manual, for details and location).

Using a hose, flush water through the Radiator. After the Radiator is flushed, close the Drain Valve(s) and refill with a 50/50 premixed antifreeze until coolant is at the top of the Radiator. Install the Radiator Cap. Run the Engine until it is at normal operating temperature, and then check the Engine Coolant Reservoir and replenish with coolant, as necessary. Refer to the Engine manual for coolant recommendations.

CHANGE FUEL FILTERS (Fig. 37)

There are two Fuel Filters which can be accessed by raising the Liftarms and engaging the Lift Cylinder Lock, then Rolling the ROPS back as described in the Controls & Safety chapter of this manual. The Primary Fuel Filter is located on the inside left Fender. The Secondary Fuel Filter is located on the right front of the Engine. Clamp off the fuel line to stop fuel flow to the Filters **BEFORE** replacing filters. Remove the through bolt and Filter Cartridge. Install the new cartridges, and check for leaks. For replacement Fuel Filters, order the following GEHL part numbers:

Primary Filter with water trap: **123828**

Secondary Filter: **079757**

CHANGE CHAINCASE OIL (See Fig. 40)

Change the Chaincase with new oil after every 500 hours of operation, or annually.

Raise the Loader off the ground following the "Loader Raising Procedure" located at the beginning of the "Adjustments" Chapter of this manual.

1. To gain access to the Drive Chains, remove the Access Cover located on the outside, center of the Chaincase on both sides between the Wheels.
2. Siphon or pump the old oil out of the Chaincase.
3. Remove any debris, or sludge from the Chaincase.
4. Refill the Chaincase with approximately 2 Gallons (7.6 liters) of SAE 10W-30 motor oil.
5. Replace Chaincase access covers using Oil Resistant RTV or equivalent between the cover and the Chaincase.

Follow "Loader Lowering Procedure" at the beginning of the "Adjustments" Chapter to return the loader to the ground.

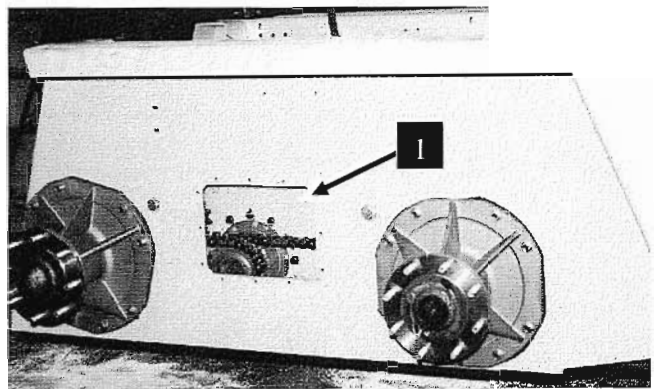
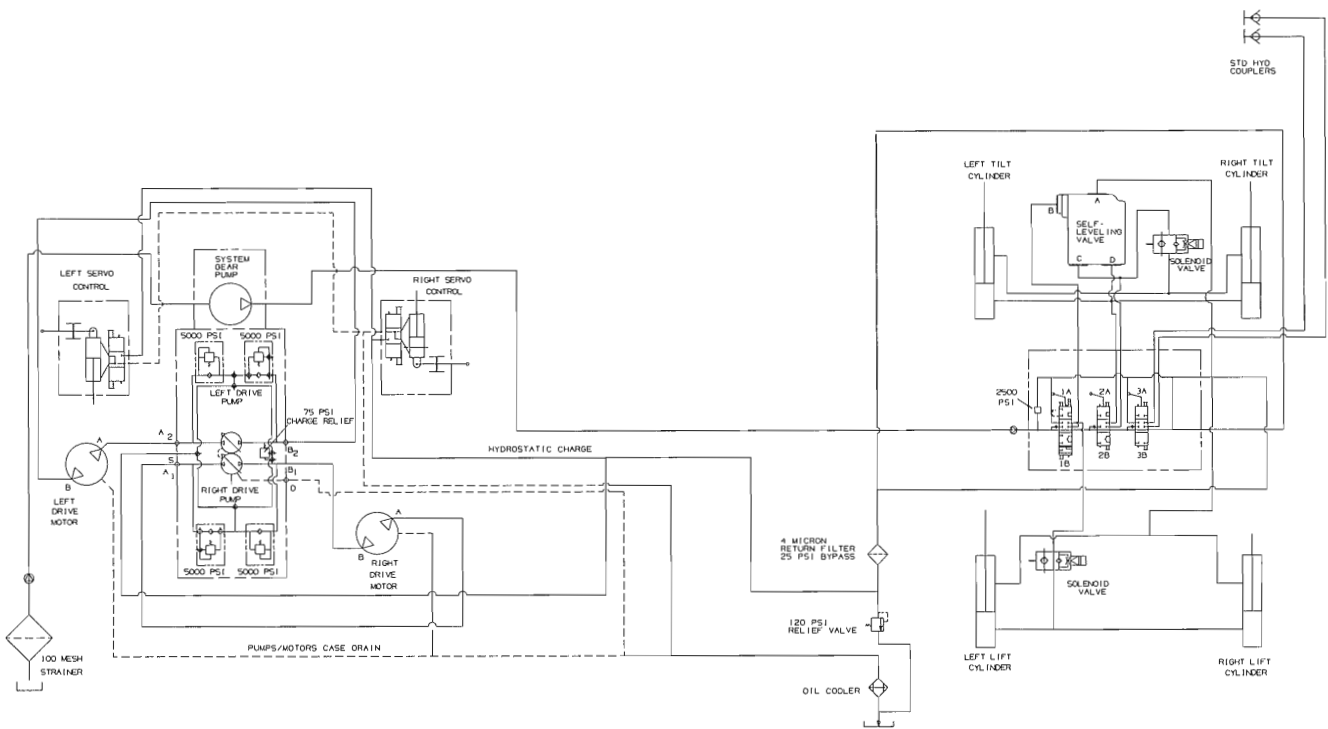


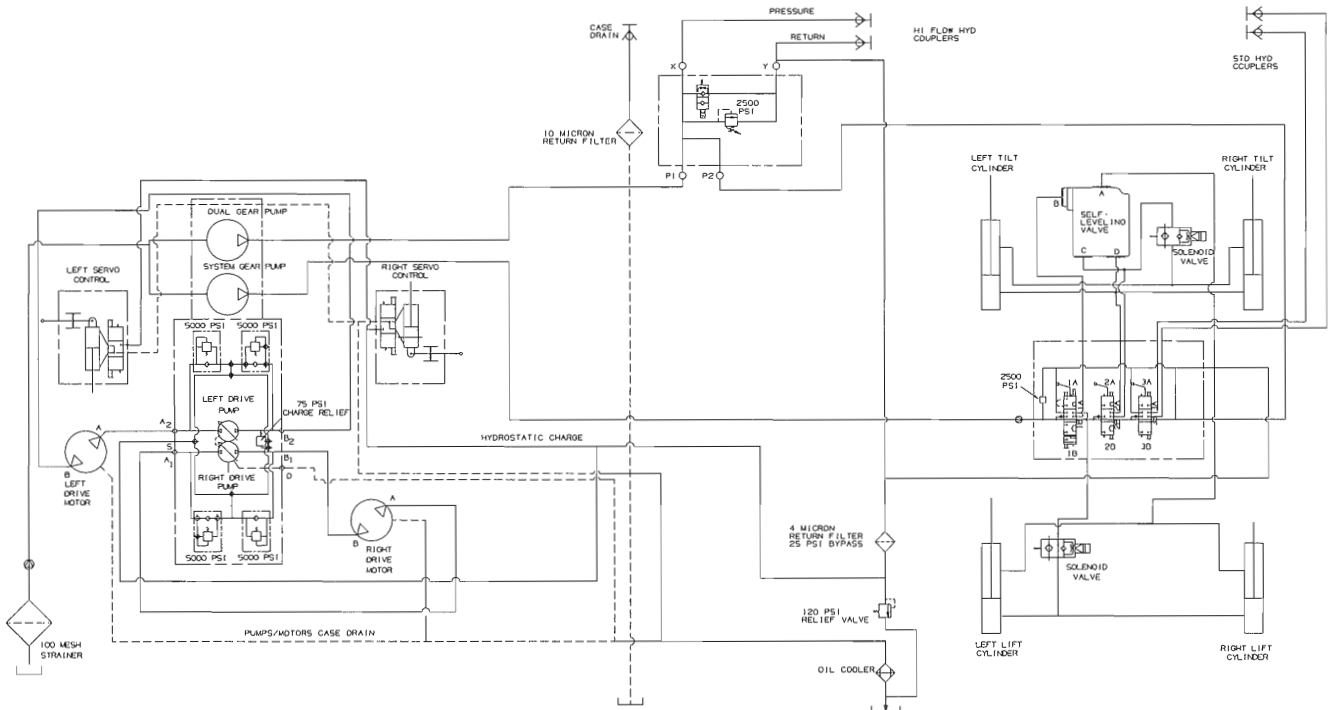
Fig. 40: Changing Chaincase Oil

1. Chaincase Access

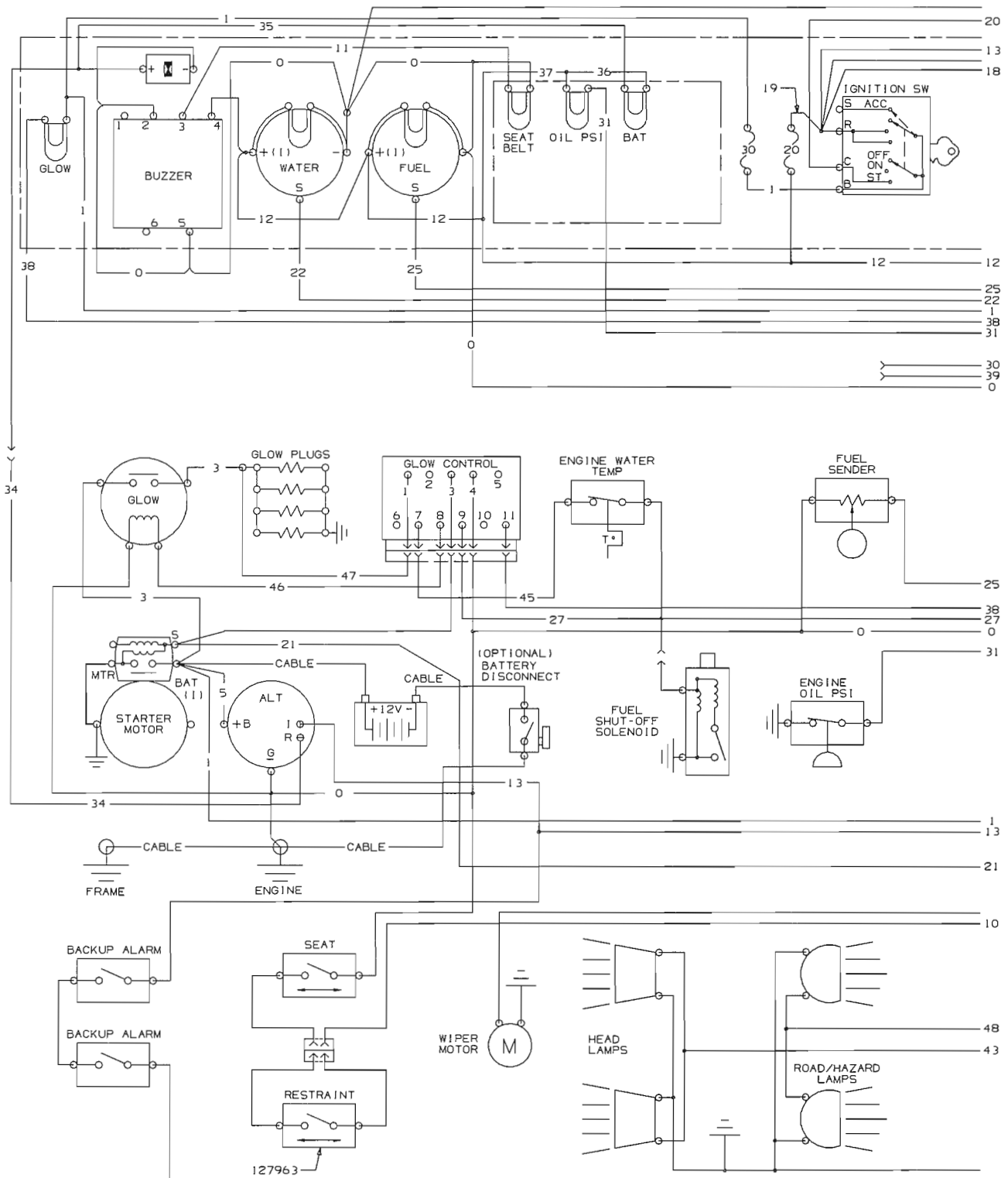
5625SX Hydrostatic/Hydraulic Schematic



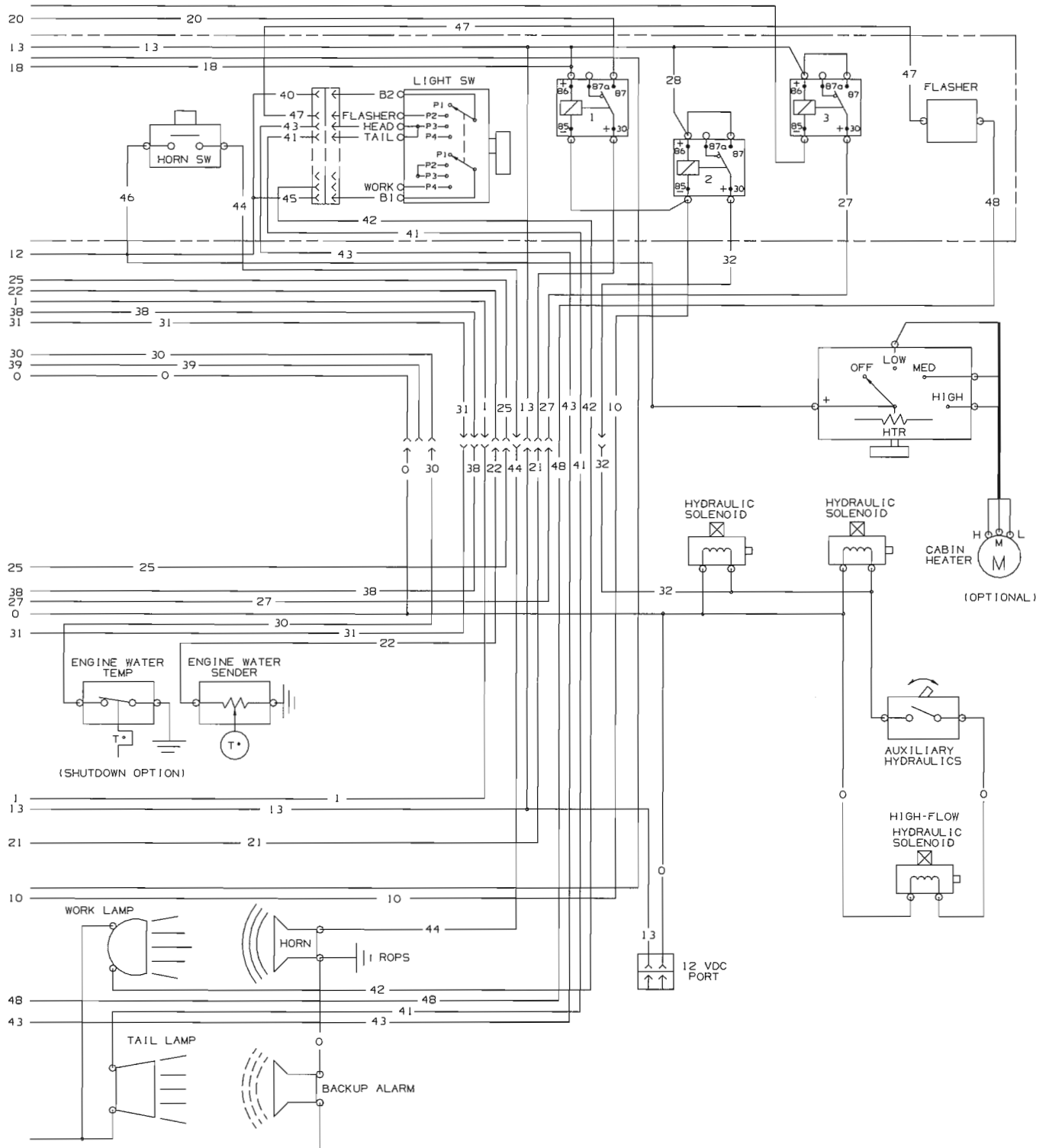
5625DX Hydrostatic/Hydraulic Schematic



5625 Electrical Schematic



5625 Electrical Schematic



NOTES

CHAPTER 12

DECAL LOCATIONS

GENERAL INFORMATION



CAUTION

ALWAYS read and abide by the Safety Rules and information shown on Decals. If Decals become damaged, unreadable or if the unit is repainted, the Decals **MUST** be replaced. If repainting, **MAKE SURE ALL** Decals which apply to your machine are properly affixed to your unit in their proper locations.

Decal Location information is provided to assist in the proper selection and application of new decals, in the event the original decals become damaged or the machine is repainted.

For correct replacement of decals, compare the close-up location photographs to your machine **BEFORE** starting to refinish the unit. Check-off each required decal using the illustration reference number to find the part number, description and quantity in the list. Refer to the appropriate illustration for replacement locations.

NOTE: Refer to the *SAFETY Chapter of the Operator's Manual* for the specific information provided on all of the various Safety Decals.

NEW DECAL APPLICATION

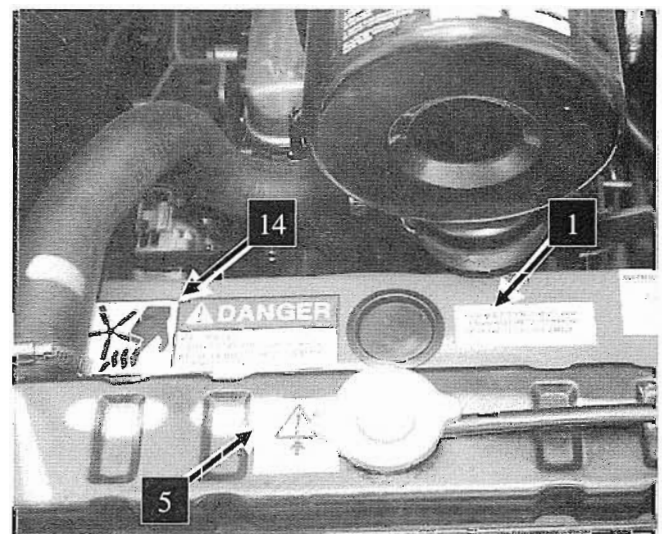
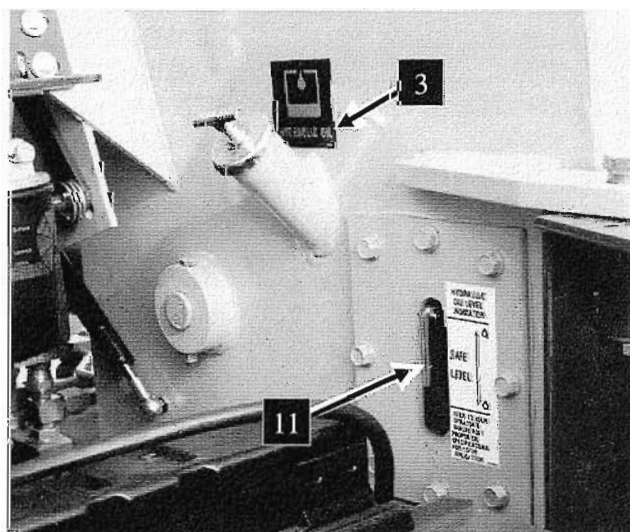
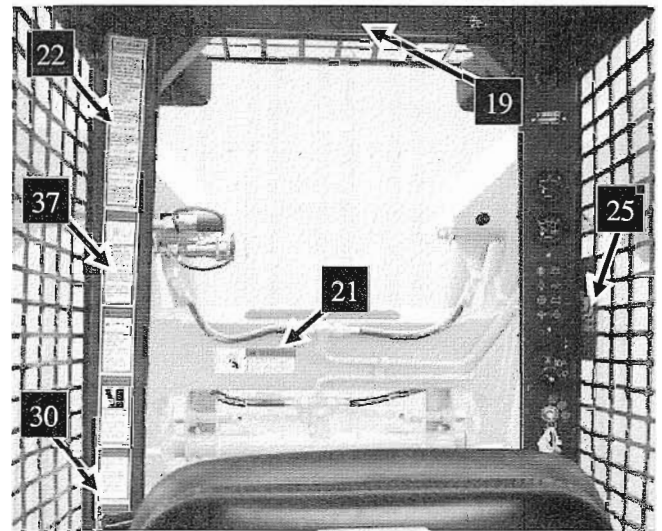
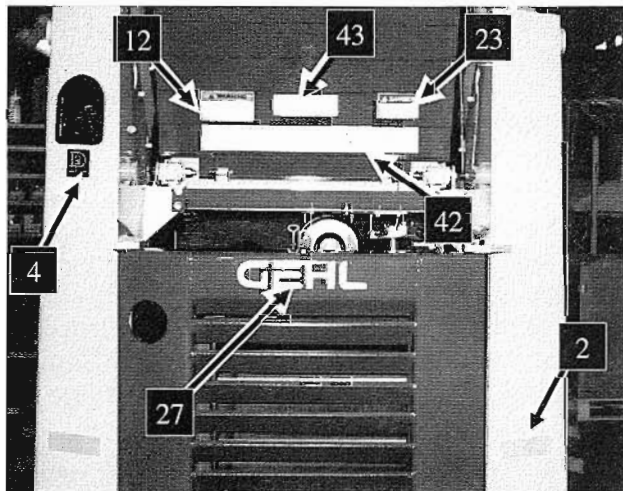
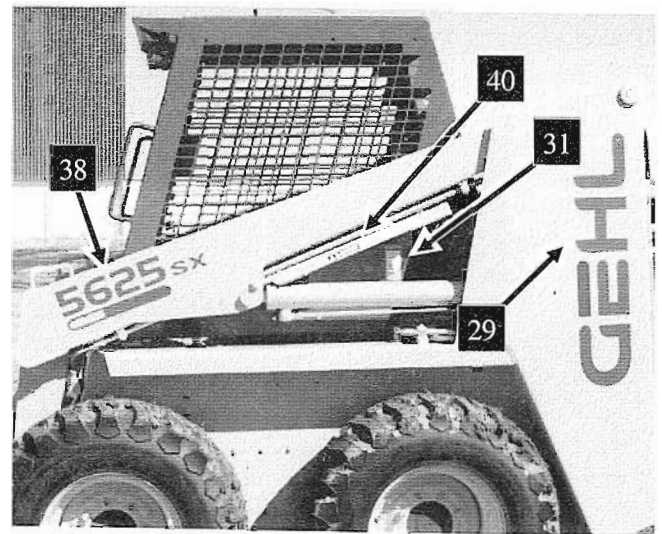
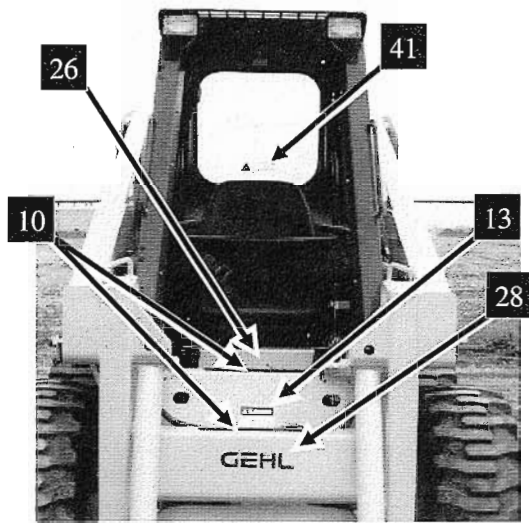
Surfaces **MUST** be free from dirt, dust, grease and other foreign material before applying the new decal. To apply a solid-formed decal, remove the smaller portion of the decal backing paper and apply this part of the exposed adhesive backing to the clean surface while maintaining proper position and alignment. Slowly peel off the other portion of the backing paper while applying hand pressure to smooth-out the decal surface.

PAINT FINISH

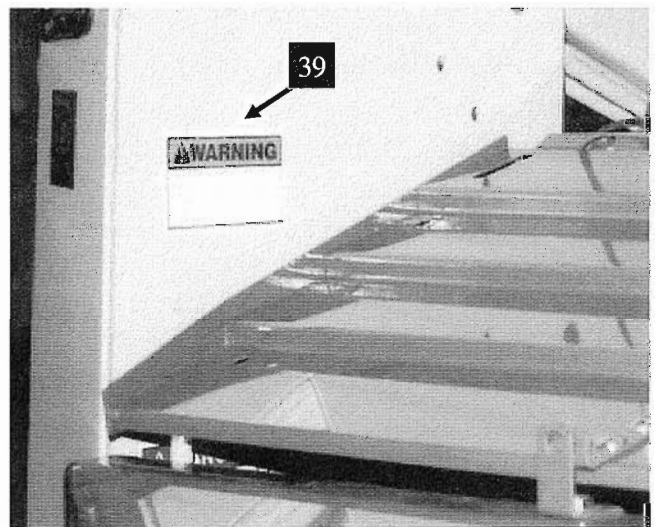
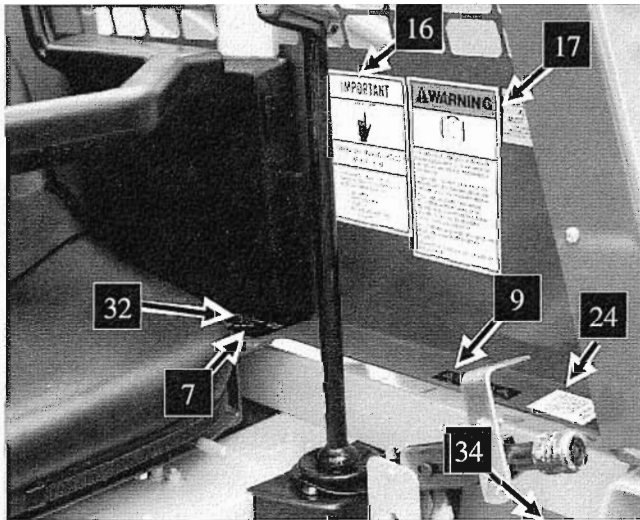
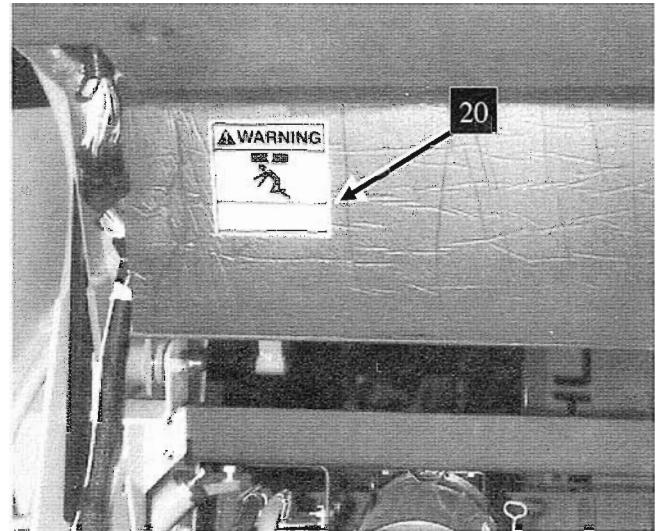
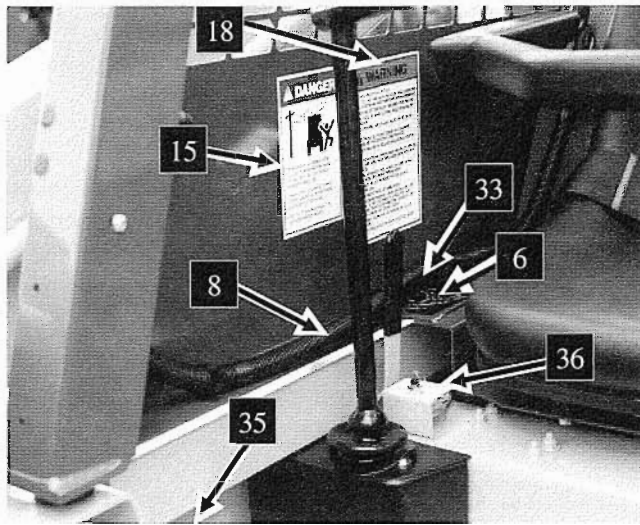
Use this list to order paint for refinishing:

906213	One Gal. Yellow
906323	One Qt. Charcoal Grey
906317	One Gal. Charcoal Grey
906214	6 (12 oz. Spray Cans) Yellow
906318	6 (12 oz. Spray Cans) Grey

REF NO	DESCRIPTION	SL5625SX	SL5625DX
	Decal Kit	122959	122959
1	Coolant Mixture	056859	056859
2	Red Reflector Strip	067493 (2)	067493 (2)
3	Hydraulic Oil Symbol	072794	072794
4	Diesel Fuel Symbol	072797	072797
5	Coolant Under Pressure	072798	072798
6	Lift/Tilt Lever Operation (T-Bar Models only)	072853	072853
7	Traction Lever Operation (T-Bar Models only)	072854	072854
8	Slow-Fast (Rabbit-Turtle) Symbol	073075	073075
9	Brake Operation	073076	073076
10	Non-Skid Strip	073458 (2)	073458 (2)
11	Hydraulic Oil Level	079362	079362
12	WARNING-Jump Starting Loader	091033	091033
13	DANGER-Lift Arm Raised	091035	091035
14	DANGER-Rotating Component	091050	091050
15	DANGER-Avoid Electrical Contact	093202	093202
16	IMPORTANT-Locate Manual Here	093366	093366
17	WARNING-Owner's Responsibility	093367	093367
18	WARNING-General Safety Precautions	093474	093474
19	WARNING-Carry Load Low	093475	093475
20	WARNING-Overhead Guard Safety Pin	093477	093477
21	WARNING-Carry Load Low	093479	093479
22	Operating Capacities	093481	093481
23	DANGER-Heating Unit Grounding	093484	093484
24	Auxiliary Hydraulics Operation (T-Bar Models only)	094584	094584
25	Made in U.S.A.	094951	094951
26	Non Skid Strip	121030 (3)	121030 (3)
27	GEHL-on Grill	122289	122289
28	GEHL-on Liftarm Front	122432	122432
29	GEHL-on Vertical Risers	122616 (2)	122616 (2)
30	WARNING-Quick-Tach Locking Pin	122718	122718
31	WARNING-Gas Cylinder	122745 (2)	122745 (2)
32	Forward-Reverse Lever (Hand/Foot Models only)	123378	123378
33	Forward-Reverse-Aux Lever (Hand/Foot Models only)	123379	123379
34	Lift Pedal Operation (Hand/Foot Models only)	123380	123380
35	Tilt Pedal Operation (Hand/Foot Models only)	123381	123381
36	Dual Pump Switch	-	123598
37	WARNINGS	123912	123912
38	Model Identification	127273 (2)	127274 (2)
39	WARNING-Do Not Open	129130	129130
40	DANGER-Lift-Arm Support	129132	129132
41	Emergency Exit	129133	129133
42	Service Guide	129267	129267
43	Filter Chart	129701	129701



REF NO	DESCRIPTION	SL5625SX	SL5625DX
	Decal Kit	122959	122959
1	Coolant Mixture	056859	056859
2	Red Reflector Strip	067493 (2)	067493 (2)
3	Hydraulic Oil Symbol	072794	072794
4	Diesel Fuel Symbol	072797	072797
5	Coolant Under Pressure	072798	072798
6	Lift/Tilt Lever Operation (T-Bar Models only)	072853	072853
7	Traction Lever Operation (T-Bar Models only)	072854	072854
8	Slow-Fast (Rabbit-Turtle) Symbol	073075	073075
9	Brake Operation	073076	073076
10	Non-Skid Strip	073458 (2)	073458 (2)
11	Hydraulic Oil Level	079362	079362
12	WARNING-Jump Starting Loader	091033	091033
13	DANGER-Lift Arm Raised	091035	091035
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CHAPTER 13

MAINTENANCE

This Maintenance Interval Chart was developed to match the Service Chapter of this manual. Detailed information on each Service Procedure may be found in the Service Chapter. A Maintenance Log follows the Interval Chart for recording the Maintenance Procedures performed. Recording the 10 Hour (or Daily) service intervals would be impractical and is therefore not recommended.

NOTE: Under extreme operating conditions more frequent service than the recommended intervals may be required. You must decide if your actual operation requires more frequent service based on your use.

MAINTENANCE INTERVAL CHART

SERVICE PROCEDURE	Every 10 Hours (or Daily)	Every 100 Hours	Every 200 Hours	Every 500 Hours (or Yearly)
Check Radiator Coolant	•			
Check Fuel Filter/Water Trap	•			
Check Engine Air Cleaner System	•			
Clean Radiator and Oil Cooler Fins	•			
Check Engine Oil Level	•			
Check Hydraulic Oil Level	•			
Lubricate Lift Arm, Quick-Tach, & Cylinder Pivots	•			
Check Seat & Restraint Bar Operation	•			
Check Bucket Cutting Edge	•			
Check Tire Pressures	•			
Check Planetary Gearcase Oil Level		•		
Change Engine Oil and Filter		•		
Clean Spark Arrestor Muffler		•		
Check all Belt Tensions		•		
Lubricate T-Bar Pivots		•		
Retorque Wheel Nuts		•		
Check Drive Chain Tension		•		
Check Chaincase Oil Level		•		
Check Battery		•		
Change Hydraulic Filter Element			•	
Check Radiator Hoses and Clamps			•	
Adjust Parking Brake			•	
Grease Axle Bearings				•
Retorque Engine Mounts				•
Change Hydraulic Oil and Clean Strainer				•
Flush Radiator and Replace Anti-Freeze				•
Change Fuel Filters				•
Change Chaincase Oil				•

NOTE: Continue to repeat the Service Procedures at every specified time interval.

MAINTENANCE LOG

[illegible]

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NOTES

NOTES

TORQUE SPECIFICATIONS

Use these torque values when tightening GEHL hardware (excluding: Locknuts, and Self-tapping, Thread Forming, and Sheet Metal Screws) unless otherwise specified.

UNIFIED NATIONAL THREAD	GRADE 2 		GRADE 5 		GRADE 8 	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
8-32	19*	14*	30*	22*	41*	31*
8-36	20*	15*	31*	23*	43*	32*
10-24	27*	21*	43*	32*	60*	45*
10-32	31*	23*	49*	36*	68*	51*
1/4-20	66*	50*	9	75*	12	9
1/4-28	76*	56*	10	86*	14	10
5/16-18	11	9	17	13	25	18
5/16-24	12	9	19	14	25	20
3/8-16	20	15	30	23	45	35
3/8-24	23	17	35	25	50	35
7/16-14	32	24	35	35	70	55
7/16-20	36	27	40	40	80	60
1/2-13	50	35	75	55	110	80
1/2-20	55	40	90	65	120	90
9/16-12	70	55	110	80	150	110
9/16-18	80	60	120	90	170	130
5/8-11	100	75	150	110	220	170
5/8-18	110	85	180	130	240	180
3/4-10	175	130	260	200	380	280
3/4-16	200	150	300	220	420	320
7/8-9	170	125	430	320	600	460
7/8-14	180	140	470	360	660	500
1-8	250	190	640	480	900	680
1-12	270	210	710	530	1000	740

METRIC COURSE THREAD	GRADE 8.8 		GRADE 10.9 		GRADE 12.9 	
	DRY	LUBED	DRY	LUBED	DRY	LUBED
M6-1	8	6	11	8	13.5	10
M8-1.25	19	14	27	20	32.5	24
M10-1.5	37.5	28	53	39	64	47
M12-1.75	65	48	91.5	67.5	111.5	82
M14-2	103.5	76.5	145.5	108	176.5	131
M16-2	158.5	117.5	223.5	165.5	271	200

*All Torque Values are in ft-lbs except those marked with an * which are in in-lbs.
For metric torque value (Nm) multiply ft-lbs value x 0.113.

GEHL WARRANTY

GEHL COMPANY, hereinafter referred to as Gehl, warrants new Gehl equipment to the Original Retail Purchaser to be free from defects in material and workmanship for a period of twelve (12) months from the Warranty Start Date.

GEHL WARRANTY SERVICE INCLUDES:

Genuine Gehl parts and labor costs required to repair or replace equipment at the selling dealer's business location.

GEHL MAKES NO REPRESENTATIONS OR WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED (INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE), EXCEPT AS EXPRESSLY STATED IN THIS WARRANTY STATEMENT.

GEHL WARRANTY SERVICE DOES NOT INCLUDE:

1. Transportation to selling dealer's business location or, at the option of the Original Retail Purchaser, the cost of a service call.
2. Used equipment.
3. Components covered by their own non-Gehl warranties, such as tires, trade accessories and engines.
4. Normal maintenance service and expendable, high wear items.
5. Repairs or adjustments caused by: improper use; failure to follow recommended maintenance procedures; use of unauthorized attachments; accident or other casualty.
6. Liability for incidental or consequential damages of any type, including, but not limited to lost profits or expenses of acquiring replacement equipment.

No agent, employee or representative of Gehl has any authority to bind Gehl to any warranty except as specifically set forth herein. Any of these limitations excluded by local law shall be deemed deleted from this warranty; all other terms will continue to apply.



Gehl Company 143 Water Street, P.O. Box 179, West Bend, WI 53095-0179