An Oshkosh Corporation Company

Service and Maintenance Manual

Model

800S
810SJ
860SJ

S/N 0300182743 &
B300001328 to Present

3121631

February 26, 2019 - Rev F

ANSI

CE

AS/NZS

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SECTION NO.	TITLE	PAGE NO.
SECTION A - INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS		
A	General	A-1
B	Hydraulic System Safety	A-1
C	Maintenance	A-1
SECTION 1 - SPECIFICATIONS		
1.1	Operating Specifications	1-1
1.2	Specifications and Performance Data	1-1
1.3	Capacities	1-2
1.4	Component Data	1-2
	Engine Data	1-2
	Battery	1-3
1.5	Tires	1-3
1.6	Torque Requirements	1-3
1.7	Lubrication	1-4
	Hydraulic Oil	1-4
1.8	Pressure Settings	1-5
1.9	Major Component Weights	1-5
1.10	Operator Maintenance	1-7
1.11	Serial Number Location	1-12
SECTION 2 - GENERAL		
2.1	Machine Preparation, Inspection, and Maintenance	2-1
	General	2-1
	Preparation, Inspection, and Maintenance	2-1
	Pre-Start Inspection	2-1
	Pre-Delivery Inspection and Frequent Inspection	2-1
	Annual Machine Inspection	2-1
	Preventive Maintenance	2-1
2.2	Service and Guidelines	2-2
	General	2-2
	Safety and Workmanship	2-2
	Cleanliness	2-2
	Components Removal and Installation	2-2
	Component Disassembly and Reassembly	2-3
	Pressure-Fit Parts	2-3
	Bearings	2-3
	Gaskets	2-3
	Bolt Usage and Torque Application	2-3
	Hydraulic Lines and Electrical Wiring	2-3
	Hydraulic System	2-3
	Lubrication	2-4
	Battery	2-4
	Lubrication and Servicing	2-4
2.3	Lubrication and Information	2-4
	Hydraulic System	2-4
	Hydraulic Oil	2-4
	Changing Hydraulic Oil	2-4
	Lubrication Specifications	2-4
2.4	Cylinder Drift Test	2-5
	Theory	2-5
	Cylinder Leakage Test	2-5
	Cylinder Thermal Drift	2-5
2.5	Pins and Composite Bearing Repair Guidelines	2-6
2.6	Welding on JLG Equipment	2-6
	Do the Following When Welding on JLG Equipment	2-6
	Do NOT Do the Following When Welding on JLG Equipment	2-6

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SECTION NO.	TITLE	PAGE NO.

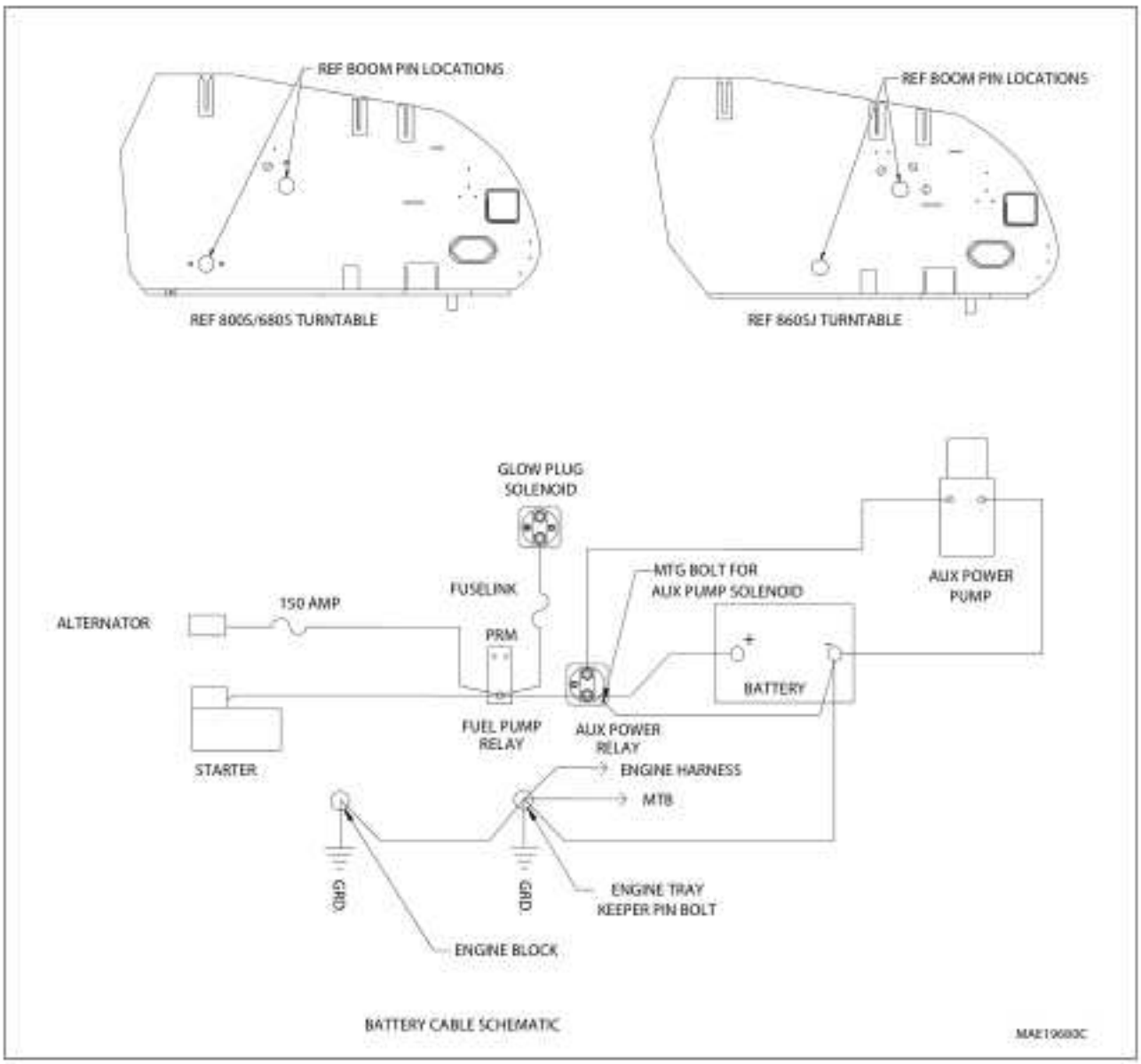
SECTION 3 - CHASSIS & TURNTABLE

3.1	Tires & Wheels	3-1
	Tire Inflation	3-1
	Tire Damage	3-1
	Tire Replacement	3-1
	Wheel Replacement	3-1
	Wheel Installation	3-1
3.2	Lockout Cylinder Bleeding	3-2
3.3	Oscillating Axle Lockout Test	3-7
3.4	Free Wheeling Option	3-7
	To Disengage Drive Motors and Brakes (Free Wheel) for Emergency Towing	3-7
	To Engage Drive Motors and Brakes (Normal Operation)	3-7
3.5	Wheel Drive Assembly (2WD)	3-8
	Removal	3-8
	Installation	3-9
3.6	Wheel Drive Assembly (4WD)	3-9
	Removal	3-9
	Installation	3-10
3.7	Drive Hub	3-11
	Roll and Leak Test	3-11
	Disassembly	3-12
	Assembly	3-21
3.8	Drive Brake	3-26
	Disassembly	3-26
	Inspection	3-26
	Assembly	3-26
3.9	Drive Motor	3-28
	Description	3-28
	Shaft Seal Replacement	3-28
	Loop Flushing Valve	3-29
	Troubleshooting	3-30
	Disassembly	3-31
	Inspection	3-35
	Assembly	3-37
	Initial Start-up Procedures	3-42
3.10	Swing Drive	3-43
	Roll, Leak And Brake Testing	3-43
	Tightening and Torquing Bolts	3-43
	Motor Control Valve Disassembly	3-44
	Motor and Brake Disassembly	3-45
	Main Drive Disassembly	3-46
	Hub-Shaft Disassembly	3-47
	Carrier Disassembly	3-48
	Hub-Shaft Assembly	3-49
	Carrier Assembly	3-49
	Main Drive Assembly	3-50
	Motor and Brake Assembly	3-51
	Motor Control Valve Assembly	3-51
3.11	Swing Motor	3-54
	Disassembly and inspection	3-54
	Assembly	3-61
	One Piece Stator Construction	3-69
3.12	Procedure For Setting Swing Gear Backlash	3-70

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SECTION NO.	TITLE	PAGE NO.
3.13	Swing Bearing	3-73
	Turntable Bearing Mounting Bolt Condition Check	3-73
	Wear Tolerance	3-76
	Swing Bearing Removal	3-76
	Swing Bearing Torque Values	3-79
3.14	Rotary Coupling	3-80
3.15	GENERATOR	3-85
	Maintenance Schedule	3-85
	Overload Protection	3-85
	Inspecting Brushes, Replacing Brushes, and Cleaning Slip Rings	3-85
	Troubleshooting	3-87
	Generator Disassembly and Assembly	3-88
	Lead Connection List for Generator	3-95
3.16	Ford Engine	3-96
3.17	Deutz Engine	3-113
3.18	Deutz TD 2.9 L4 China III Engine	3-123
	Check Oil Level	3-129
	Change Engine Oil	3-129
	Change Oil Filter	3-130
	Change Fuel Filters	3-130
3.19	Deutz EMR 2	3-131
3.20	GM Engine General Maintenance	3-190
	Maintenance of the Drive Belt	3-190
	Engine Electrical System Maintenance	3-190
	Checking/Filling Engine Oil Level	3-190
	Changing The Engine Oil	3-191
	Coolant Fill Procedure - Dual Fuel Engine	3-191
3.21	GM Engine Dual Fuel System	3-193
	Fuel Filter	3-193
	Electric Lock Off	3-193
	EPR Assembly	3-194
	Low Pressure Regulator (LPR)	3-194
	Air Fuel Mixer	3-195
	Electronic Throttle Control (ETC)	3-195
	Engine Control Module	3-196
	Heated Exhaust Gas Oxygen Sensor	3-196
	Gasoline Multi Point Fuel Injection System (MPFI)	3-196
	Gasoline Fuel Pump	3-197
	Gasoline Pressure And Temperature Sensor Manifold	3-197
	Fuel Filter	3-197
	Fuel Injector Rail	3-197
	Fuel Injector	3-197
3.22	GM Engine Fuel System Repair	3-198
	Propane Fuel System Pressure Relief	3-198
	Propane Fuel System Leak Test	3-198
	Propane Fuel Filter Replacement	3-199
	Propane Fuel System Pressure Relief	3-199
	Electronic Pressure Regulator (EPR) Assembly Replacement	3-200
	Electronic Throttle Control Replacement	3-201
	Mixer Replacement	3-202
	Coolant Hose Replacement	3-203
	Vapor Hose Replacement	3-203
	Engine Control Module Replacement	3-203
	Heated Exhaust Gas Oxygen Sensor Replacement	3-203
3.23	GM Engine LPG Fuel System Diagnosis	3-204
	Fuel System Description	3-204
	Diagnostic Aids	3-204
3.24	Counterweight	3-217

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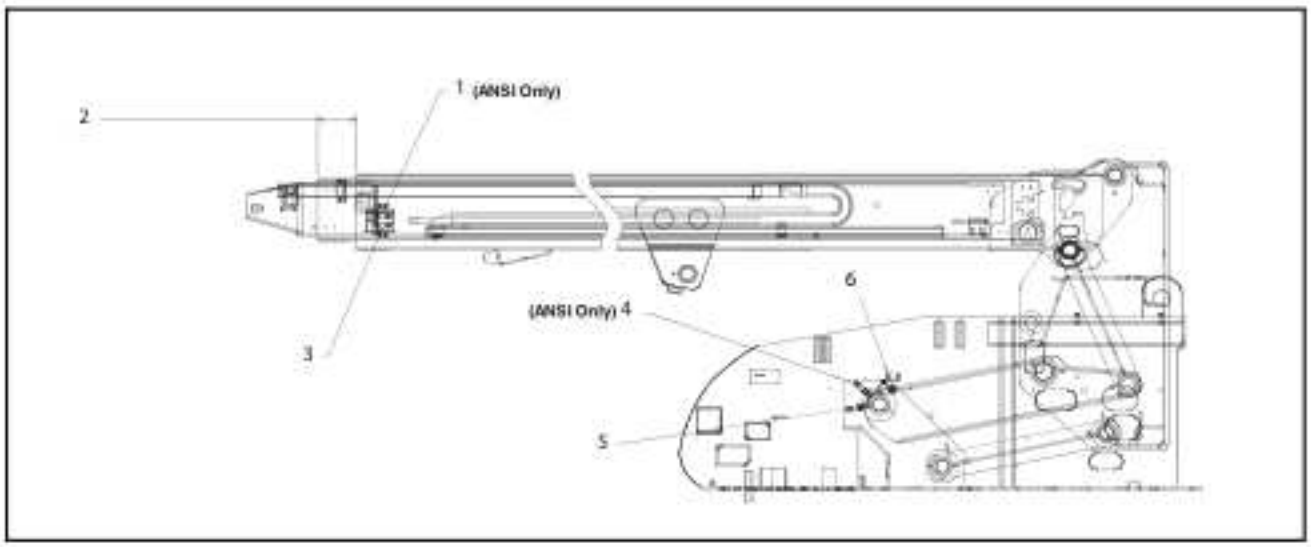


1. Battery Cable Kit
2. Deutz China III Engine with Pumps
3. Deutz Engine Fuel Harness
4. Battery Bracket
5. Solenoid Assembly Relay
6. Fuel Hose
7. Diesel Fuel Decal
8. Battery
9. Battery Hold Down Bracket
10. J-Bolt
11. Fuel Pump Bracket

Figure 3-89. Deutz TD 2.9 L4 China III Engine Installation - Sheet 6 of 6

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4.8 ELEVATION & CAPACITY SWITCHES - 800S



1	Boom Capacity Length Switch to trip boom when it's 216" ± 1" (5486mm ± 25mm) from fully extended
2	150.75" ± 1" (3829mm ± 25mm) position of boom sections to Trip Capacity Length Switch (ANSI Only) 18.25" ± 1" (463.5mm ± 25mm) position of boom sections to trip Transport Length Switch
3	Boom Transport Length Switch to trip when boom is 18" ± 1" from fully retracted
4	Boom Capacity Angle Switch to trip when upper boom is 50° to 55° above horizontal. 52° is the preferred trip angle Boom Capacity Angle Switch to reset when upper boom is 59° to 64° above horizontal. 61° is the preferred reset angle
5	Boom Elevation Switch to trip when upper boom is 7° to 12° above horizontal. 9° is the preferred trip angle Boom Elevation Switch to reset when upper boom is 3° below horizontal to 2° above horizontal. 0° is the preferred reset angle
6	End of Stroke Switch should trip when boom is 5" to 7" from end of extended cylinder stroke

Figure 4-19. Elevation, Dual Capacity and Transport Switch Information - 800S

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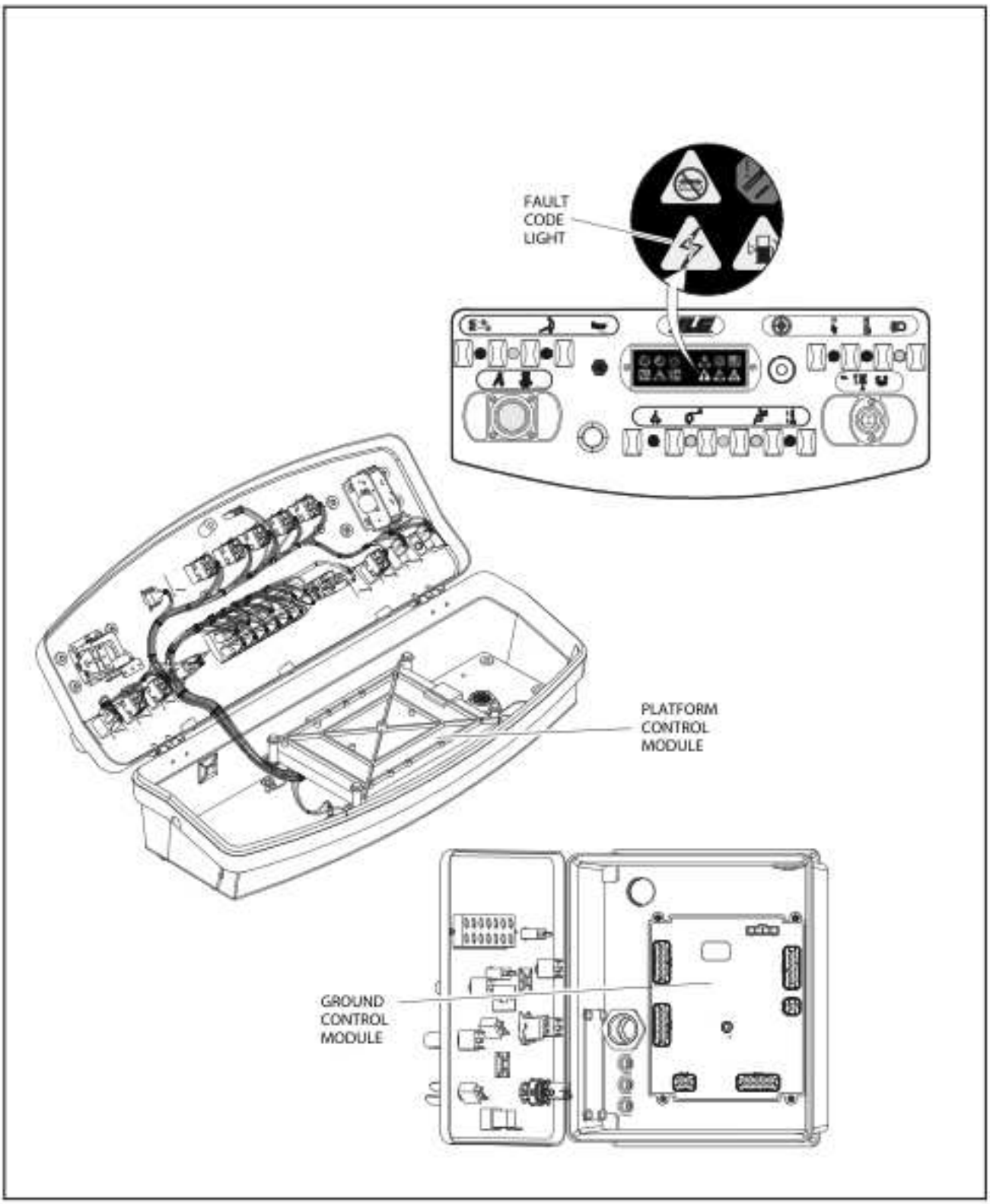
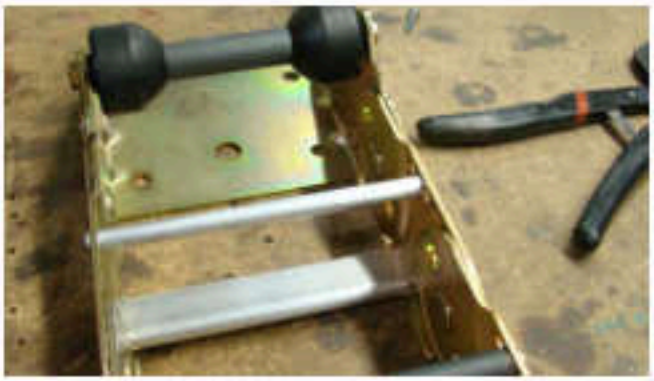


Figure 6-12. Fault Code Light and module Location

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5. Slide the poly roller off of the round bar.



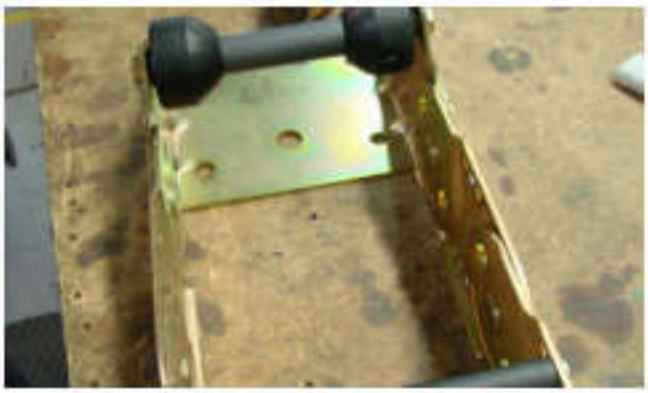


6. Hold the round bar to remove the other screw.



7. Slide the flat bar out.





8. Remove the snap ring from one side of the bracket.



9. Remove the snap ring from the other side of the bracket.



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Exclusions

A limited number of connectors do not benefit from dielectric grease, or may be permanently damaged by application. Dielectric grease may not be required in properly sealed enclosures.

BRAD HARRISON / PHOENIX CONTACT M12

The connector uses gold contact material to resist corrosion and an o-ring seal for moisture integrity. If dielectric grease is mistakenly applied to this connector system, the low-force contacts cannot displace the grease to achieve electrical contact. Once contaminated, there is no practical way to remove the dielectric grease (replacement of female contacts required). The JLG Load Sensing System and 1250AJP Rotary Angle Sensors are examples of components with the M12 connector system.



Figure 7-7. Brad-Harrison M12



Figure 7-8. Phoenix Contact M12

AMP JUNIOR TIMER

This type of connector uses back-seals for moisture integrity. However, the low-force contacts cannot displace dielectric grease and create electrical contact. It is possible to use solvents (i.e. contact cleaner or mineral spirits) for the removal of improperly applied dielectric grease. The EMR2 engine control module from Deutz employs this connector system (for example).



SEALED ENCLOSURES

Application of dielectric grease is not required in properly sealed enclosures. To meet criteria, the enclosure must be rated to at least IP66 (dust tight; protected from powerful jets of water). The enclosure must be fitted with a high quality, continuous gasket and all wiring must pass through cable entrances.



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