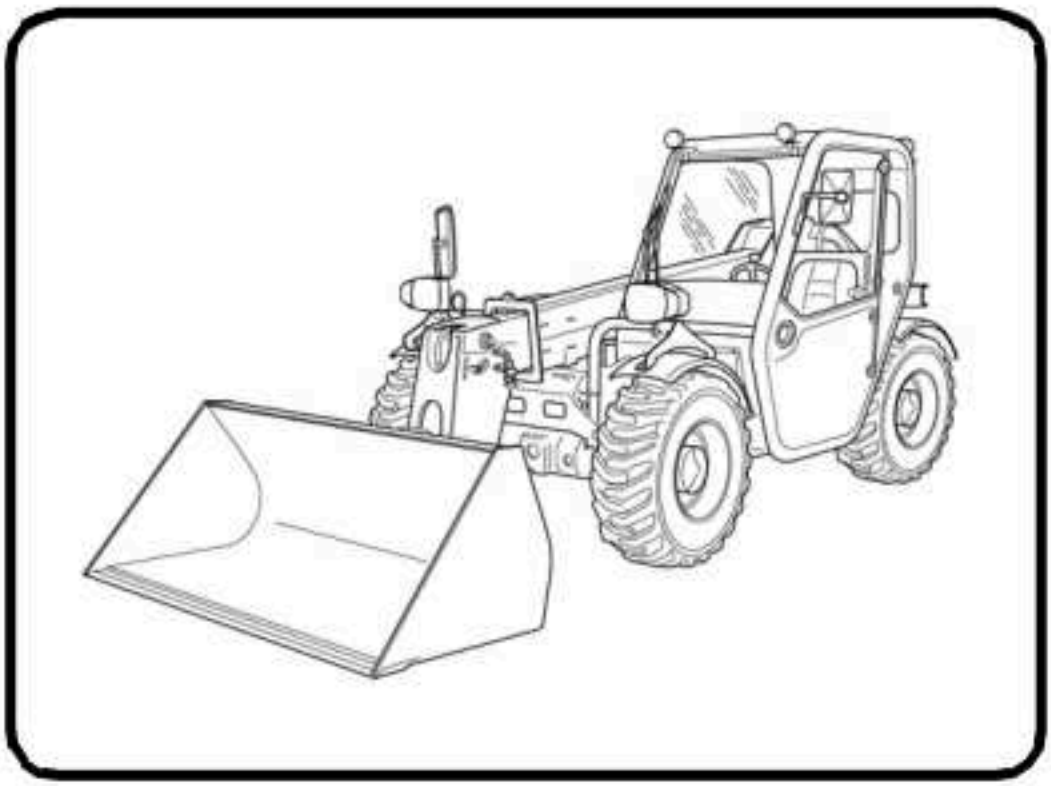
Bobcat®

Service Manual
T2250 Telescopic Handler

S/N AC1911000 & Above



6987147 (02-10)

Printed in Europe

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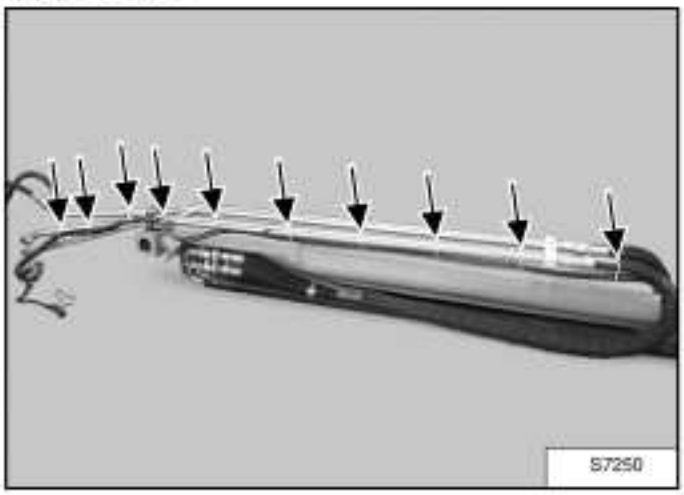
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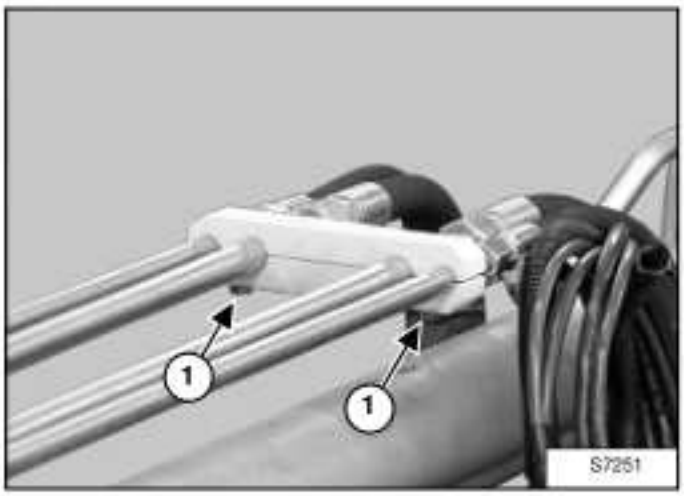
Upper Tubeline Removal

Figure 20-40-9



With the extension cylinder group supported on a work surface, remove the tie straps from the electrical harness **[Figure 20-40-9]**.

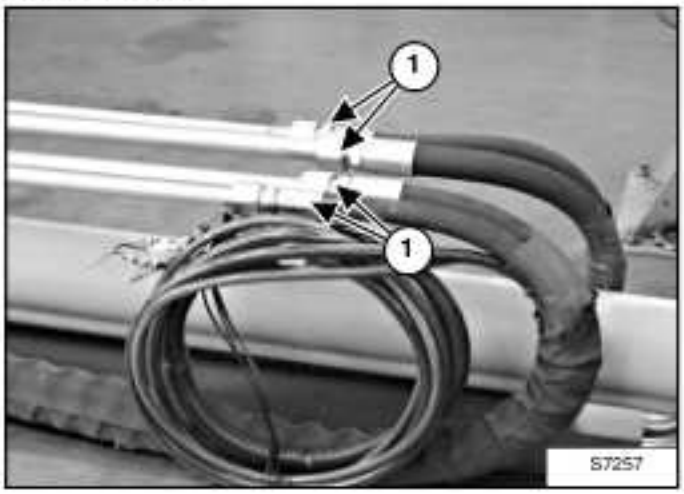
Figure 20-40-10



Loosen the tubeline clamp mounting bolts (Item 1) **[Figure 20-40-10]**.

NOTE: Mark the location of the tubelines for correct assembly.

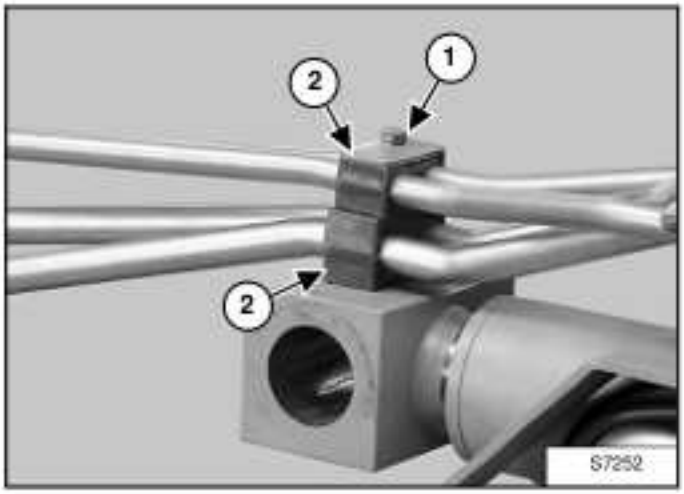
Figure 20-40-11



Remove the four hoses (Item 1) **[Figure 20-40-11]** from the tubelines.

NOTE: Mark the hoses for correct assembly.

Figure 20-40-12



Remove the bolt (Item 1) from the tubeline clamps (Item 2) **[Figure 20-40-12]** on the rod end of the cylinder.

Lift and remove the tubelines from the top of the cylinder.

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ELECTRICAL SYSTEM INFORMATION (S/N AC1913000 & ABOVE)

Troubleshooting Chart

The following troubleshooting chart is provided for assistance in locating and correcting problems which are most common. Many of the recommended procedures must be done by authorized Bobcat Service Personnel only.

Instructions are necessary before operating or servicing machine. Read and understand the Operation & Maintenance Manual, Handbook and signs (decals) on machine. Follow warnings and instructions in the manuals when making repairs, adjustments or servicing. Check for correct function after adjustments, repairs or service. Untrained operators and failure to follow instructions can cause injury or death.

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⚠ WARNING

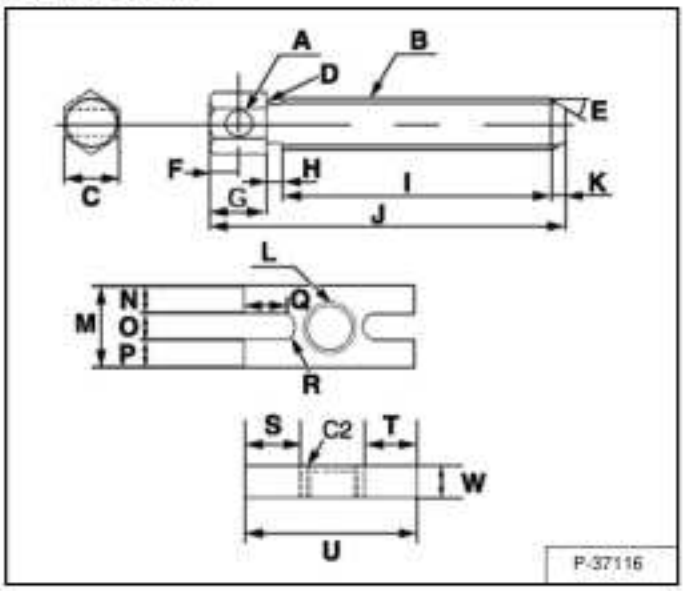
PROBLEM	CAUSE
Battery will not take charge.	1, 2, 3, 4, 5
Alternator will not charge.	1, 2, 5
Starter will not turn the engine.	2, 3, 4, 6, 7, 8, 9
Warning light comes ON.	5, 8, 9, 10, 11

KEY TO CORRECT THE CAUSE
1. Alternator belt is loose or damaged.
2. Battery connections are dirty or loose.
3. Battery is damaged.
4. The ground connection is not making a good contact.
5. The alternator is damaged
6. The engine is locked.
7. The starter is damaged.
8. The wiring or the solenoid is damaged.
9. Check the fuses.

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Fuel Injection Pump Housing Removal

Figure 70-70-48

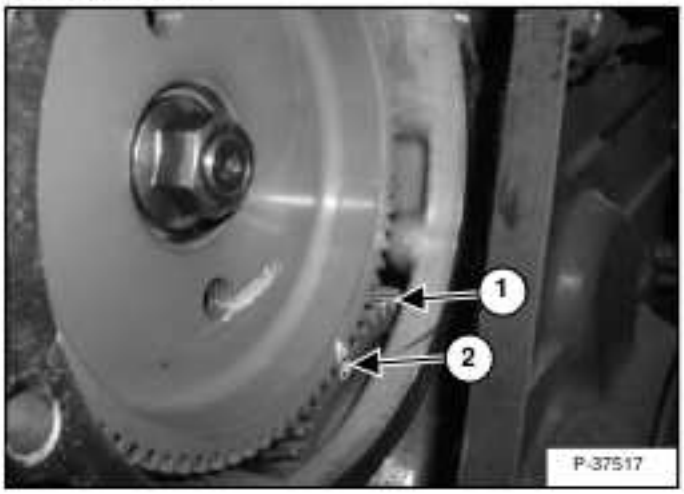


Injection Pump Gear Puller

Application: Use this puller for removing the injection pump gear from the governor shaft.

A	10 mm (0.39 in. dia.)
B	M16 x Pitch 1.5
C	19 mm (0.75 in.)
D	0.5 mm radius (0.02 in. radius)
E	0.89 rad. (50°)
F	10 mm dia. (0.39 in.)
G	20 mm (0.79 in.)
H	5 mm (0.20 in.)
I	95 mm (3.74 in.)
J	125 mm (4.93 in.)
K	5 mm (0.20 in.)
L	M16 x Pitch 1.5
M	30 mm (1.18 in.)
N	9.5 mm (0.3740 in.)
O	11 mm (0.4331 in.)
P	9.5 mm (0.3740 in.)
Q	15.5 mm (0.6102 in.)
R	4.5 mm radius (0.18 in. radius)
S	20 mm (0.79 in.)
T	20 mm (0.79 in.)
U	80 mm (3.1496 in.)
W	12 mm (0.47 in.)
C2	Chamfer 2.0 mm (0.079 in.)

Figure 70-70-49

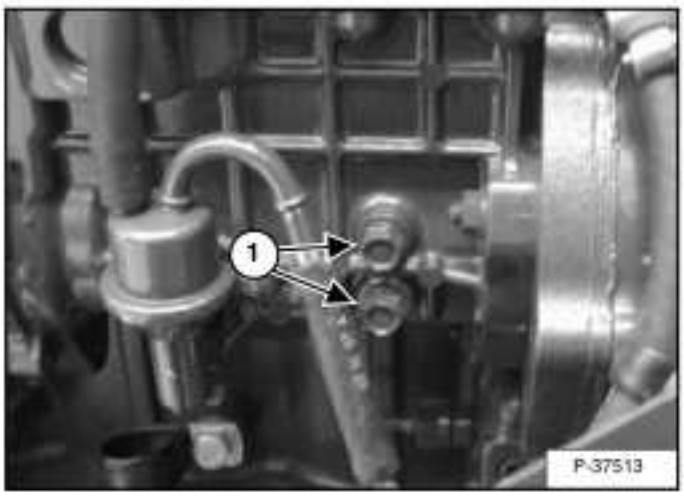


Place the piston of the 4th cylinder at the top dead center in the compression stroke. Fix the flywheel with the flywheel stopper bolt.

Look for a timing mark on the idler gear (Item 1), if one is not present, mark the engaged tooth (Item 2) **[Figure 70-70-49]** with a white marking pin to aid in reassembly.

If the timing marks are present and aligned the gears do not need to be marked.

Figure 70-70-50

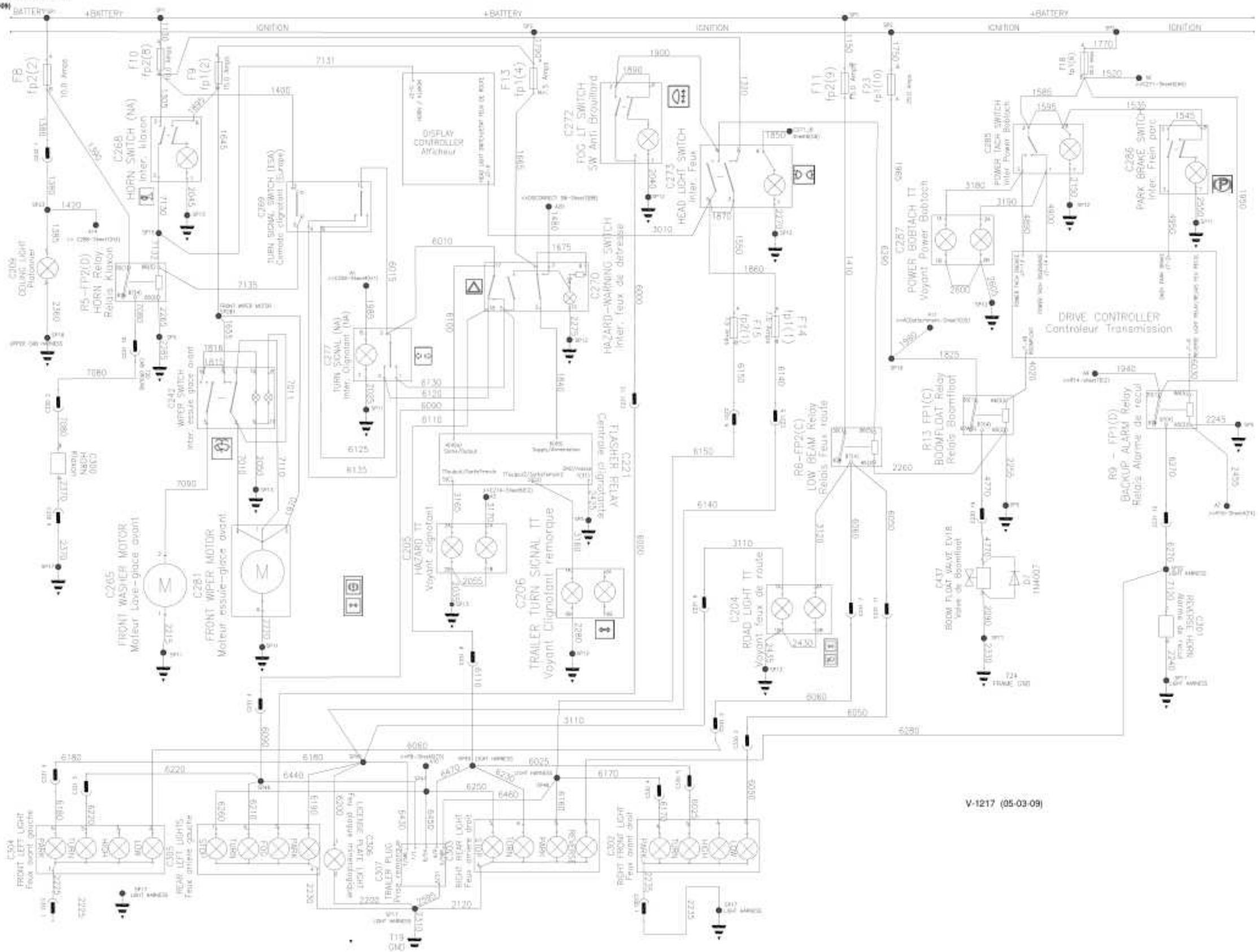


Unscrew the two flange bolts (Item 1) **[Figure 70-70-50]** from the injection pump unit. Have the fuel cam shaft lock bolts at hand.

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ELECTRICAL SCHEMATIC
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