SERVICE MANUAL

L250, L255
SKID-STEER

NEW HOLLAND
CONSTRUCTION

86610462

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SECTION 1

GENERAL INFORMATION, CAB, SEAT, AND ATTACHMENT MOUNTING PLATE

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Valve Guide Installation

1. Run a small polishing rod covered with crocus cloth through the valve guide holes to clean out carbon and other materials.
2. Place a new gasket on the intake valve guide and coat the outer edge of each new guide with oil.
3. Place the guide in the cylinder block and press in until the guide protrudes 8.7 mm (11/32") from the valve box side of the block as shown.

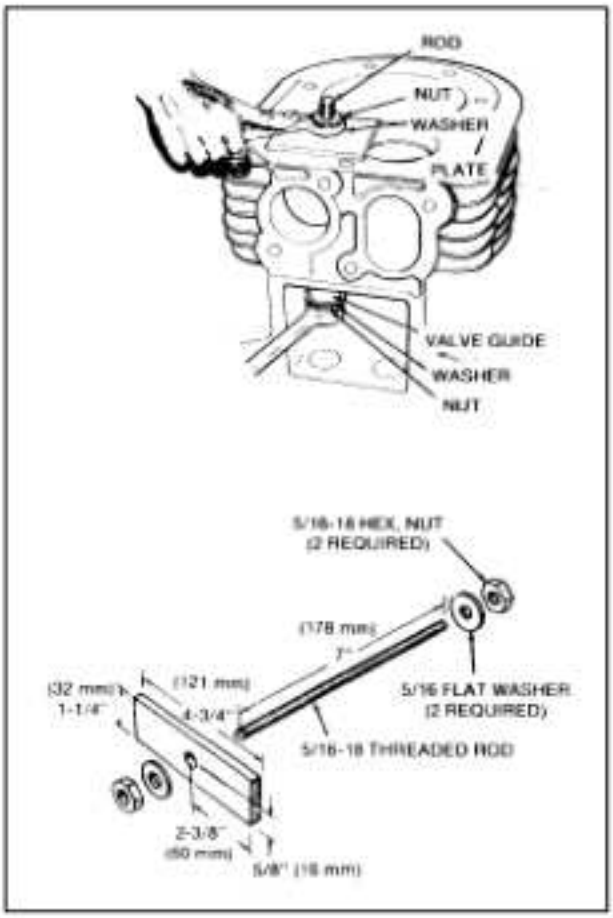


Figure 2-58

1. Threaded rod, 7.93 mm (5/16") x 18
2. Hex nut, 7.93 mm (5/16") x 18 Hex nut
3. Flat washer, 7.93 mm (5/16") x 18
4. Valve guide
5. Plate, 121 mm (4-3/4") x 32 mm (1-1/4") x 16 mm (5/8")
6. Hole, 8.7 mm (11/32") centered

Valve Springs

1. Place the valve springs on a flat surface. Measure the free length of the spring and squareness. Replace springs that do not meet the following specifications.

Max. Out of Square	Min. Free Length
1.50 mm (0.06")	40.64 mm (1.60")

2. Place the springs in a suitable spring load tester and measure the spring load rating. Replace springs that do not meet the following specifications.

Standard	Maximum
8.1 kg (17.8 lbs) at 30.4 mm	7 kg (15.43 lbs) at 30.4 mm

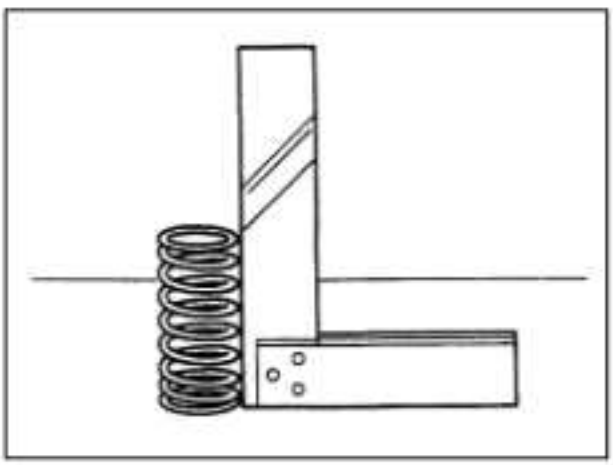


Figure 2-59

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FUEL SYSTEM TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	CORRECTION
Fuel not reaching injection point	Fuel shutoff valve closed	Open the fuel shutoff valve
	Restricted fuel filter	Check and flush the fuel filter clean
	Faulty fuel stop solenoid	Check fuel stop solenoid. See "Fuel Stop Solenoid", Section 3
	Air in fuel system	Check for air leaks on the suction side of system; bleed the fuel system
	Fuel leakage	Check the condition of the fuel lines and connections for tightness or possible damage
Fuel reaching nozzles but engine will not start	Low cranking speed	Check cranking
	Incorrect throttle adjustment	Check throttle control or travel
	Incorrect pump	Check pump timing
	Fuel leaks	Check all fuel lines for leakage or possible damage
	Faulty injectors	See "Troubleshooting-Fuel Injectors" later in this section
	Low compression	Check for air leaks on the suction side of system; bleed the fuel system
Engine hard to start	Low cranking speed	Check cranking
	Incorrect throttle adjustment	Check throttle control or travel
	Restricted fuel filter	Check and flush fuel filter clean
	Contaminated fuel	Check for water in fuel
	Low compression	Check engine compression, see "Engine Compression Test", Section 1
	Air in fuel	Check for air leaks on the suction side of system; bleed the fuel system

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WIRE HARNESS REMOVAL - L250 SEAT ACTIVATED RESTRAINT SYSTEM

The L250 loader equipped with the seat activated boom solenoid has two harnesses:

- Main harness
- Boom solenoid harness

The main wire harness runs from the ignition key switch to the start relay, 15-amp circuit breaker, ignition coil, and rectifier/regulator.

The boom solenoid harness runs from the ignition key switch to the solenoid. The T wire is connected to the "IGN" ignition switch terminal, to the seat harness connector to the seat switch, and then the T/W wire connects to the solenoid valve.

1. Remove the latch pin and open the rear door. Disconnect the negative (-) battery cable, 1, and the positive (+) battery cable, 2.

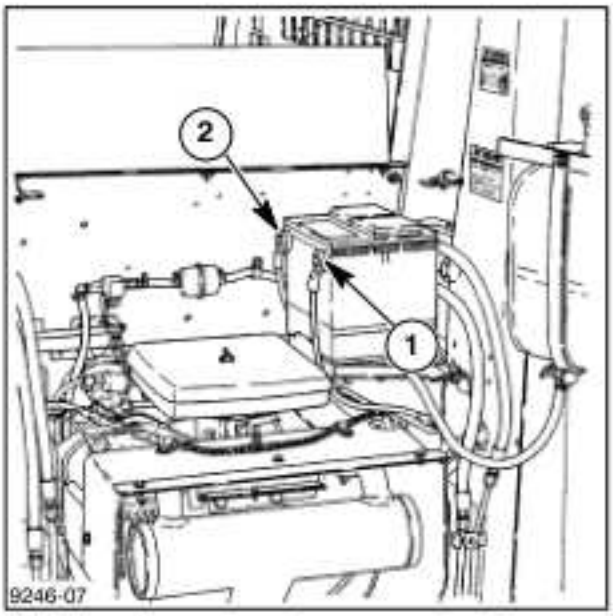


Figure 3-144

2. Remove the right fender retaining hardware, 1, and remove the fender, 2.

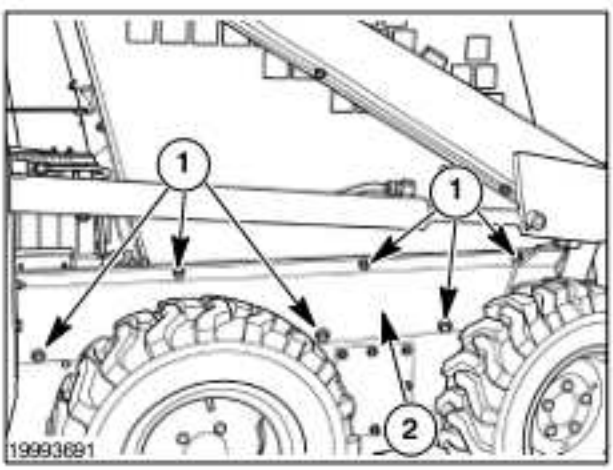


Figure 3-145

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REPAIR MANUAL

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Section 4 -
Final Drive, Hydrostatic System, Hydraulic System

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Section 3 - Electrical System

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