

# SERVICE MANUAL

SKIDSTEER LOADER  
**3TS-8T, 3TS-8W**

EN - 9813/7400  
ISSUE 1 - 03/2017


This manual contains original instructions, verified by the manufacturer (or their authorized representative).

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## Foreword

### The Operator's Manual

  
You and others can be killed or seriously injured if you operate or maintain the machine without first studying the Operator's Manual. You must understand and follow the instructions in the Operator's Manual. If you do not understand anything, ask your employer or JCB dealer to explain it.

Do not operate the machine without an Operator's Manual, or if there is anything on the machine you do not understand.

Treat the Operator's Manual as part of the machine. Keep it clean and in good condition. Replace the Operator's Manual immediately if it is lost, damaged or becomes unreadable.

### Contents

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## Remove and Install

### Special Tools

Description	Part No.	Qty.
Torque Wrench (10-100Nm)	993/70111	1

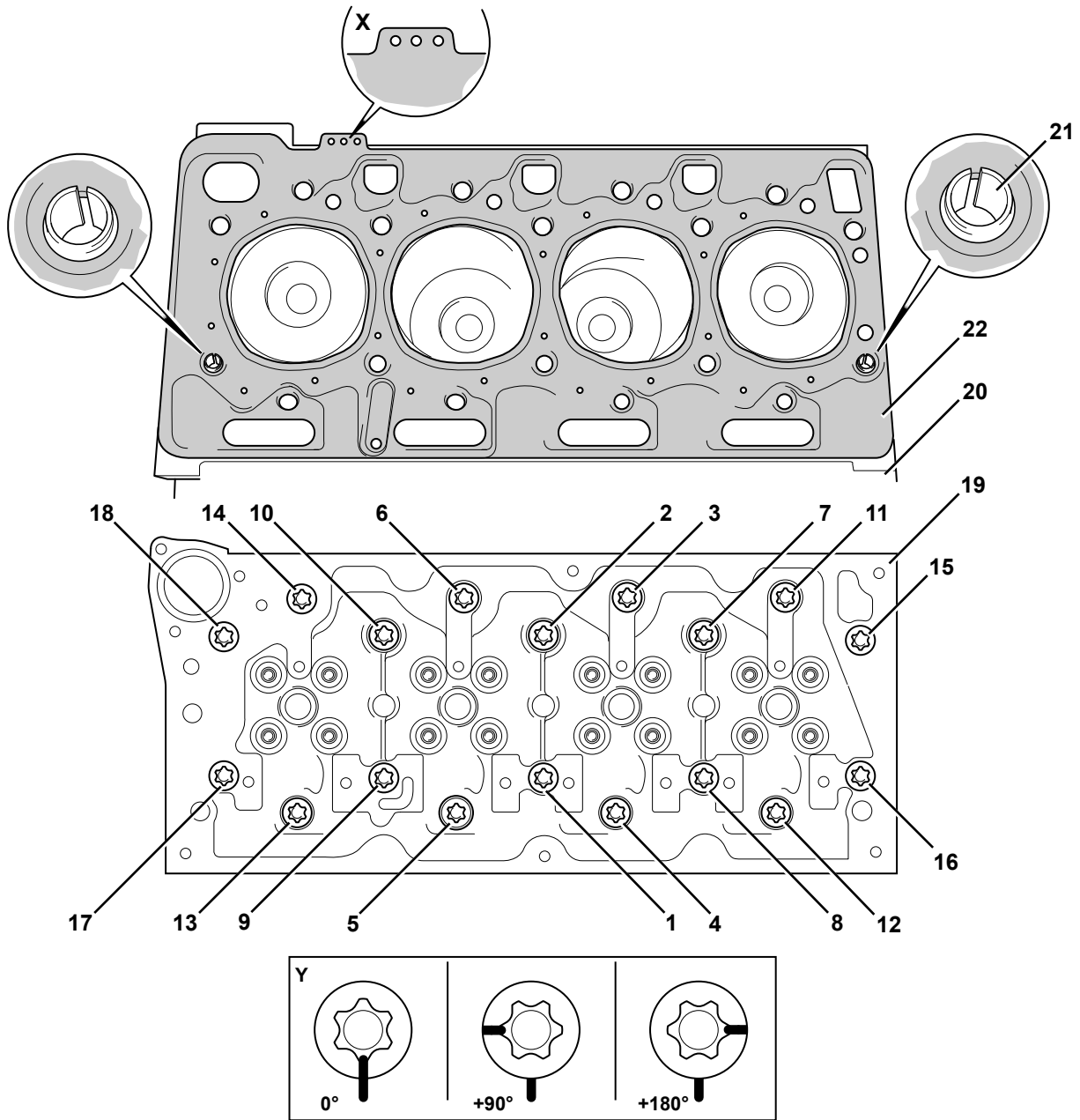
### Consumables

Description	Part No.	Size
Cleaner/Degreaser - General purpose solvent based parts cleaner	4104/1557	0.4L

### Before Removal

1. This procedure requires service parts. Make sure you have obtained the correct parts before you start, refer to Parts Catalogue.
2. Make sure that the engine is safe to work on. If the engine has been running, let it cool before you start the service work.
3. Get access to the engine.
4. Remove the thermostat, refer to (PIL 21-12).
5. Remove the fuel pipes, refer to (PIL 18-96).
6. Remove the rocker cover, refer to (PIL 15-42).
7. Remove the fuel injectors, refer to (PIL 18-18).
8. Remove the rocker assembly, refer to (PIL 15-42).
9. Remove the exhaust manifold, refer to (PIL 18-24).
10. Remove the inlet manifold, refer to (PIL 18-24).

**Figure 115.**



- 1-18** Cylinder head fixing bolts (x18)
- 20** Crankcase
- 22** Cylinder head gasket

- 19** Cylinder head
- 21** Location dowels (x2)

## Remove

1. Progressively remove the cylinder head bolts in reverse order, starting at bolt 18. Note that the bolts **MUST NOT** be re-used. Discard the bolts.
2. Carefully lift the cylinder head from the crankcase. If necessary use a soft face hammer. **DO NOT** use a lever to separate the cylinder head from the crankcase. Discard the head gasket.
3. Using a suitable cleaning agent, carefully remove all traces of the head gasket material from the cylinder head and crankcase mating faces.  
**Consumable: Cleaner/Degreaser - General purpose solvent based parts cleaner**
4. Check the cylinder head and crankcase mating faces for signs of damage and distortion, refer to Technical Data (PIL 15-06).

Special Tool: Torque Wrench (10-100Nm)  
(Qty.: 1)

- 4.2. Then, further tighten the bolts, starting with the middle pair and working outwards (in sequence 1- 18) to the 2nd stage pre-torque.
- 4.3. Then, re-tighten the bolts, starting with the middle pair and working outwards (in sequence 1-18) to the 3rd stage pre-torque.
- 4.4. Use the angle gauge to angle tighten the bolts, starting with the middle pair and working outwards (in sequence 1-18) to the 4th stage pre-torque. As a visual check, matchmark the bolts to the cylinder head before you start. When the bolts have been angle tightened, the matchmarks will appear as shown at Y.
- 4.5. Finally, angle tighten the bolts, starting with the middle pair and working outwards (in sequence 1- 18) for the final stage torque.

## Before Assembly

1. Obtain the correct new cylinder head bolts. Note that the original bolts **MUST NOT** be re-used.
2. Obtain the correct replacement head gasket. Note the number of identification holes as shown at X.
3. Make sure that all items are clean and free from damage and corrosion.

**Table 47.**

Description	Torque Value
Cylinder head to crankcase bolts 1-18	
- first stage torque	40N·m
- second stage torque	75N·m
- third stage torque	75N·m
- fourth stage torque	90°
- final stage torque	180°

## Assemble

The cylinder head bolts are tightened using a torque and angle method, refer to Fasteners and Fixings, General, Introduction (PIL 72-00).

1. Replacement is the reversal of the removal procedure.
2. Make sure that the location dowels are correctly installed into the crankcase. Use a dowel punch to install the dowels as required.
3. Position a new head gasket on to the crankcase mating face. Make sure that the gasket is installed the correct way around and correctly located over the dowels.
4. Lower the cylinder head on to the crankcase. Make sure that the cylinder head is correctly located on the dowels. Install new cylinder head bolts. Tighten the bolts in five stages, use the torque and angle method, refer to Fasteners and Fixings, General, Introduction (PIL 72-00).
  - 4.1. Tighten the bolts, starting with the middle pair and working outwards (in sequence 1-18) to the 1st stage pre-torque.

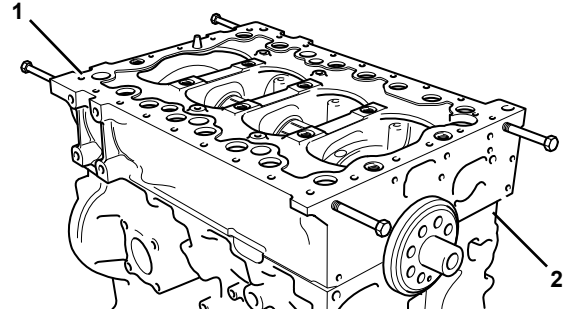
## 00 - General

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## Introduction

The bedplate acts as the main strength component of the engine. It maintains the correct alignment and supports the weight of the internal components.

**Figure 116.**



- 1 Bedplate
- 2 Crankcase

## Remove and Install

### Special Tools

Description	Part No.	Qty.
Template for Sealant Bedplate to Crankcase (4 Cyl)	892/12356	1
Torque Wrench (10-100Nm)	993/70111	1

### Consumables

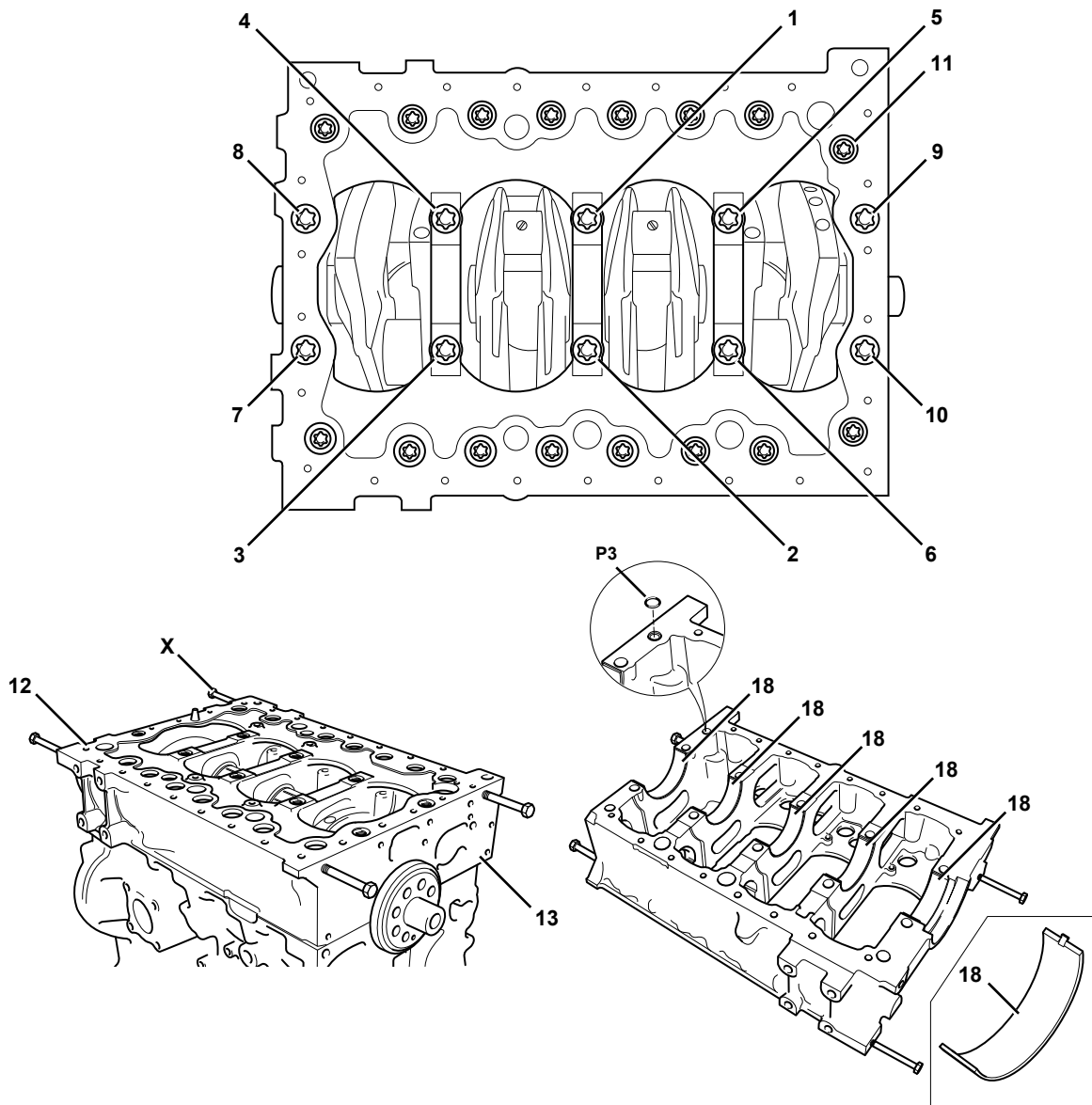
Description	Part No.	Size
Cleaner/Degreaser - General purpose solvent based parts cleaner	4104/1557	0.4L

**▲ CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

### Before Removal

- This procedure requires service parts. Make sure you have obtained the correct service parts before you start, refer to Parts Catalogue.
- Make sure that the engine is safe to work on. If the engine has been running, let it cool before you start the service work.
- Remove the engine, refer to (PIL 15-00).
- Remove the drive belt, refer to (PIL 15-18).
- Remove the crankshaft pulley, refer to (PIL 15-12).
- Remove the oil sump, refer to (PIL 15-45).
- Disconnect and remove the fuel pipes from the injectors, refer to (PIL 18-96).
- Remove the rocker cover, refer to (PIL 15-42).
- Remove the fuel injectors, refer to (PIL 18-18).
- Remove the rocker assembly including the push rods, refer to (PIL 15-42).
- It is not necessary to remove the cylinder head assembly to remove the crankshaft. If however the cylinder head needs to be removed for other reasons (for piston and connecting rod removal for example) remove it now, refer to (PIL 15-06).
- Remove the fuel injection pump, refer to (PIL 18-18).
- Remove the starter motor, refer to (PIL 15-75).
- Remove the high duty PTO (Power Take-Off) device (if installed).
- Position the engine upside down in a suitable jig or fixture, supported at the front of the cylinder block.
- Remove the flywheel, refer to (PIL 15-54).
- Remove the flywheel housing, refer to (PIL 15-54).
- Remove the fuel injection pump drive gear, refer to (PIL 15-51).
- Remove the oil pump, refer to (PIL 15-60).
- Remove the high duty PTO idler drive gear (if installed), refer to (PIL 15-51).
- Remove the crankshaft drive gear, refer to (PIL 15-51).
- Remove the camshaft, refer to (PIL 15-15).
- Remove the rear timing case, refer to (PIL 15-51).
- If the pistons and connecting rods have not been removed, undo and remove the main bearing caps, refer to (PIL 15-12).

**Figure 117.**



- 1-10** Main bearing bolts (x10)
- 12** Bedplate
- 18** Upper bearing shell (x5)
- T1** Lifting bolts (obtain locally)

- 11** Bedplate peripheral bolts (x16)
- 13** Crankcase
- P3** O-ring (if installed)

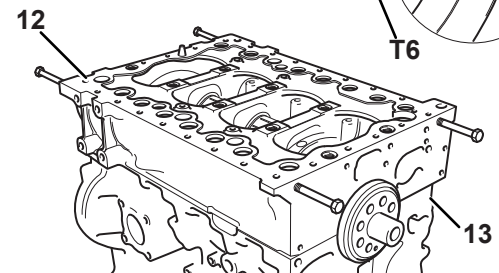
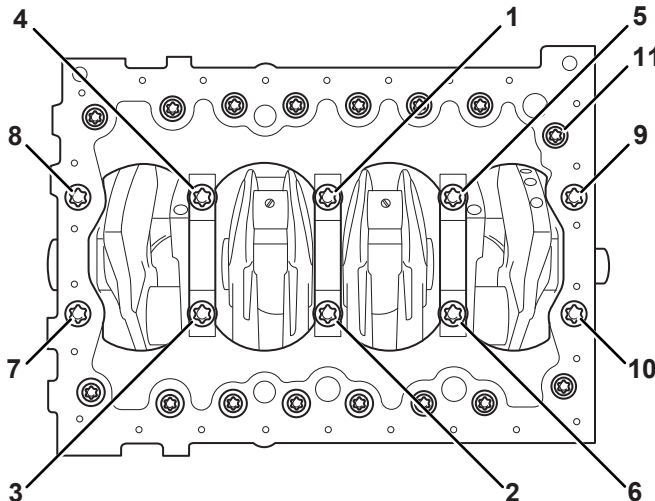
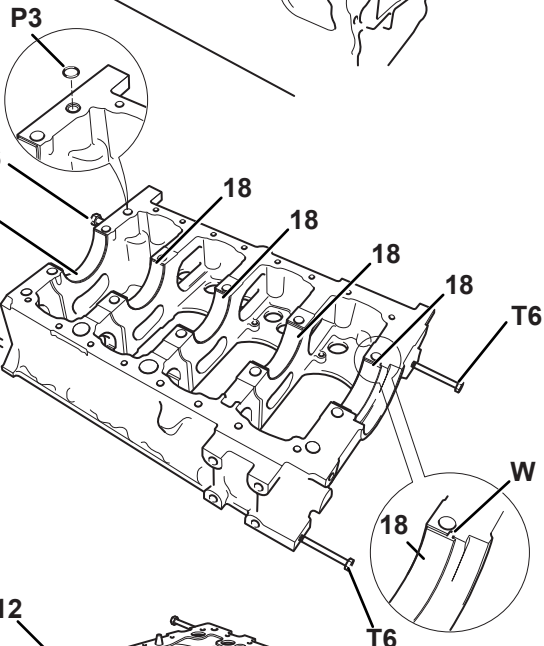
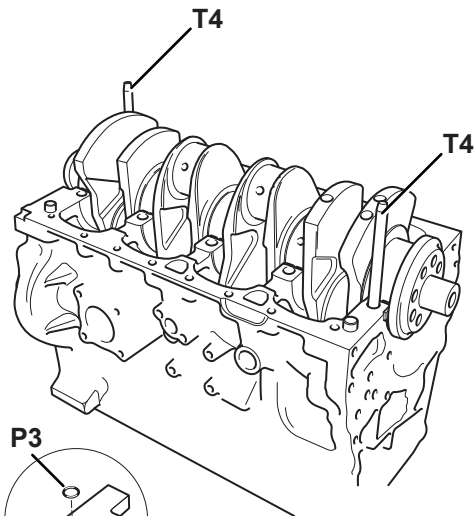
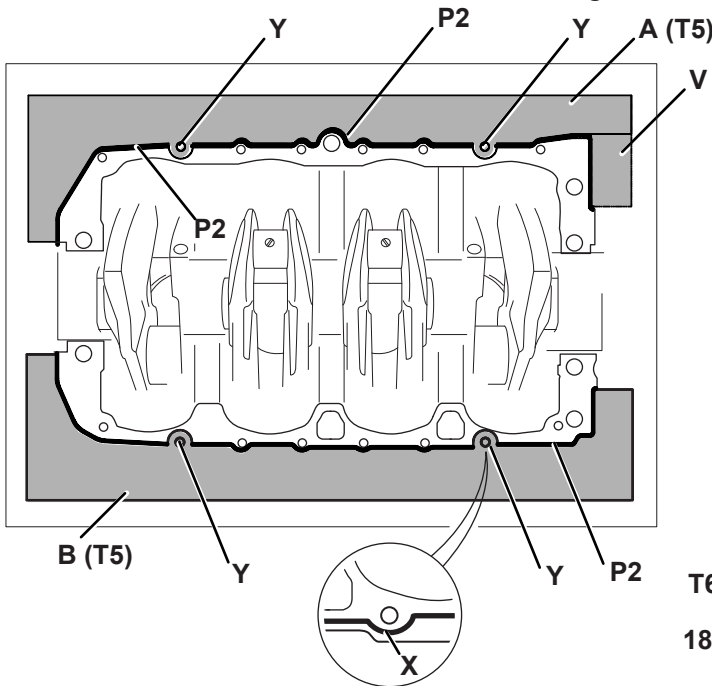
**Remove**

1. Remove the bedplate peripheral bolts.
2. Progressively remove the main bearing bolts in reverse order starting at bolt 10. The bolts MUST NOT be re-used. Discard the bolts.
3. Install the four temporary lifting bolts. Carefully separate the bedplate from the crankcase. Use

suitable lifting equipment (if the bedplate is lifted manually, two people will be required). DO NOT use a lever to separate the bedplate.

4. Remove and discard the O-ring.
5. Carefully remove the upper bearing shells from the bedplate, remove the bedplate.

**Figure 118.**



- 1-10** Main bearing bolts
- 12** Bedplate
- 18** Lower bearing shells (x5)
- B** Right side template

- 11** Bedplate peripheral bolts (x16)
- 13** Crankcase
- A** Left side template
- T3** Angle Gauge (obtain locally)





**T4** Guide pins (x2 obtain locally)  
**T6** Lifting bolts (x4 obtain locally)  
**W** Bearing tab  
**Y** Bearing location tab  
**P3** O-ring

**T5** Sealant template  
**V** Sealant template portion for removal  
**X** Rear main bearing  
**P2** Anaerobic sealant

## Before Installation

1. Clean off all traces of the old sealant compound from the crankcase and bedplate mating faces.
2. Use a suitable degreasing agent to carefully clean the main bearing saddles in the bedplate and crankcase. Take care not to block the oil ways or the piston cooling jets.

**Consumable:** Cleaner/Degreaser - General purpose solvent based parts cleaner

Important: Anaerobic sealant will not start to cure whilst it is open to the atmosphere, however when air is excluded (for instance when the two parts are put together) it will immediately start to harden. Make sure that all the necessary tools, bolts etc. are readily available prior to assembling the components. The parts must be installed and tightened to the correct torque value within 5 minutes (with a maximum permissible time of 15 minutes).

Important: BEFORE installing the bedplate: DO NOT rotate the crankshaft. Make sure that the upper main bearing shells are flush with the bottom face of the crankcase.

## Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Make sure that all items are clean and free from damage and corrosion.
3. Install the two guide pins T4 to the crankcase bedplate fixing holes as shown.
4. Install the four lifting bolts T6 to the bedplate as shown.
5. Install a new O-ring at the bedplate.
6. Use a suitable degreasing agent to clean both sides of the lower bearing shells. Assemble the lower bearing shells into the bedplate. Lubricate the lower bearing shells with clean engine oil. Note: Make sure that the location tab W engages in the slot as shown.
7. Note: The sealant template T5 is used on the crankcase, NOT the bedplate. The sealant template T5 comprises of two pieces, A and B. Modify the template A by removing portion V.

**Consumable:** Cleaner/Degreaser - General purpose solvent based parts cleaner

**Special Tool:** Template for Sealant Bedplate to Crankcase (4 Cyl) (Qty.: 1)

8. Locate the holes in the templates A and B using four fixing bolts at positions Y. Use the templates

as a guide apply beads of sealant P2 around the crankcase/bedplate mating face as shown to the dimension specified.

Length/Dimension/Distance: 1.5mm

9. Remove the four fixing bolts at positions Y. Remove the templates A and B, make sure you do not smudge the sealant. Discard the templates.
10. Add beads of sealant P2 around the four bolt holes at positions Y, so as to join the sealant beads as shown at X.
11. Make sure that the location guide pins T4 are in position in the crankcase. Assemble the bedplate to the crankcase use the alignment guide pins.
12. Note: The bedplate is heavy. Two people will be required to lift and rotate the bedplate safely on to the crankcase. Install new main bearing bolts 1-10. Tighten the bolts to the correct torque value in pairs, starting in the centre and working outwards (in sequence 1-10) to the 1st stage pre-torque.

**Special Tool:** Torque Wrench (10-100Nm) (Qty.: 1)

13. Install the bedplate peripheral bolts. Tighten the bolts to the correct torque value.
14. After installation and tightening the bedplate peripheral bolts, further tighten the main bearing bolts in pairs, starting in the centre and working outwards (in sequence 1-10) to the 2nd stage pre-torque.
15. Finally, angle tighten the main bearing bolts in pairs, starting in the centre and working outwards (in sequence 1-10) for the final stage torque. Use the torque and angle method, refer to Fasteners and Fixings, General, Introduction (PIL 72-00).

Important: If the parts have not been tightened to the correct torque value within the maximum 15 minute time period, then the parts must be separated, thoroughly cleaned and fresh sealant applied.

## After Installation

1. Check that the crankshaft can be freely rotated by hand. Remove the bedplate lifting bolts T6.
2. Carry out the procedures listed, Before removal in reverse order.

**Table 48. Torque Table**

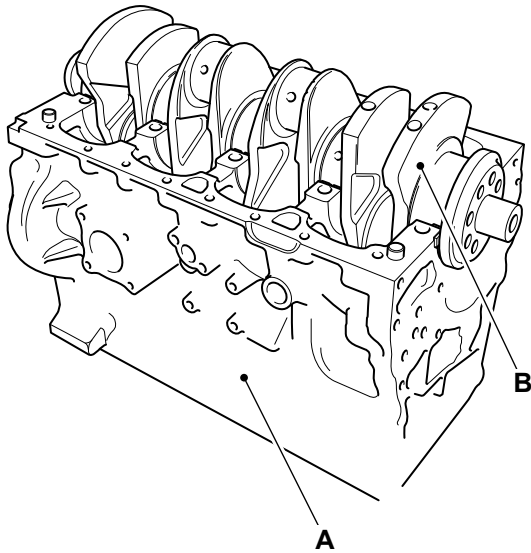
Item	Torque Value
1-10 (1st Stage)	50N·m
1-10 (2nd Stage)	115N·m



Item	Torque Value
1-10 (Final Stage)	180°
11	24N·m

## Component Identification

Figure 119.



- A** Crankcase
- B** Crankshaft

## Operation

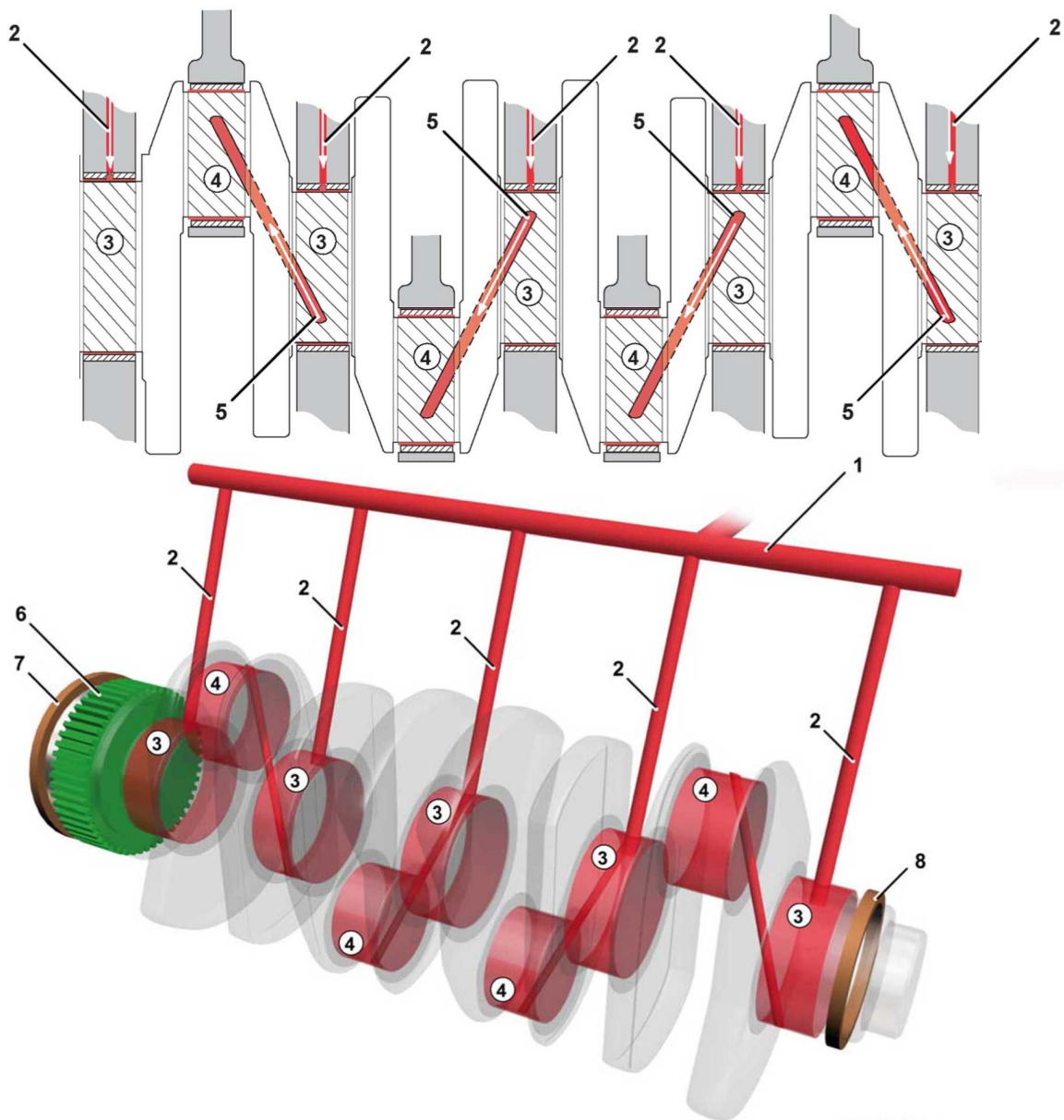
Refer to Camshaft-Operation (PIL 15-15).

## Lubrication

Oil is fed from the main gallery via five drillings, one to each of the main bearings. A groove around the

diameter of the upper main bearing shell allows oil transfer to cross drillings in the crankshaft to feed each of the big end bearings. Crankshaft gear is 'splash' lubricated. Front and rear crankshaft oil seals prevent oil leakage from, and dirt ingress to, the engine.

Figure 120.



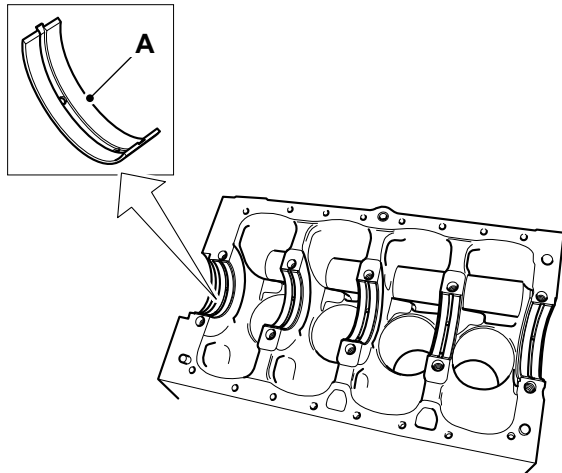
- 1 Main gallery
- 3 Main bearings
- 5 Cross drillings
- 7 Crankshaft oil seal

- 2 Drillings (x5)
- 4 Big end bearings
- 6 Crankshaft gear
- 8 Crankshaft oil seal

## Check (Condition)

1. Check the main bearing surfaces for damage and excessive wear.

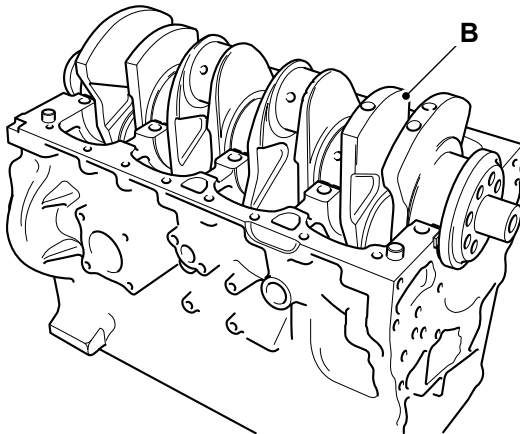
**Figure 121.**



**A** Main bearing shells

2. Measure the crankshaft diameters to confirm they are within service limits, refer to Technical Data (PIL 15-12).

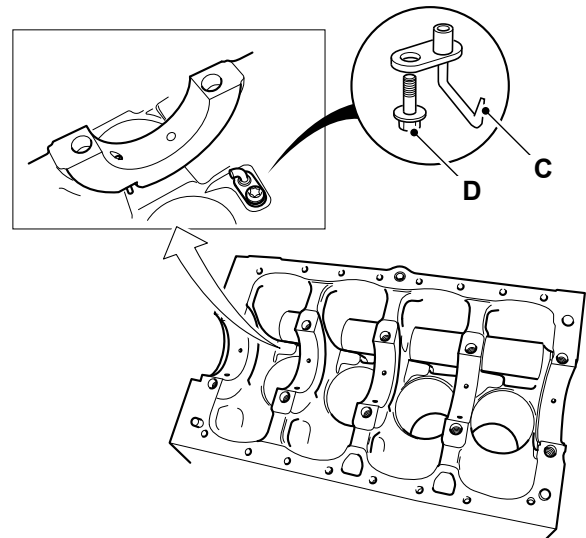
**Figure 122.**



**B** Crankshaft

3. Check that the oil-way cross drillings in the crankshaft are clear and free from debris. Blocked or restricted oil-ways will cause oil starvation at the big end bearings.
4. Check that the piston cooling J-jets are clear. If the J-jets cannot be cleared remove the fixing screws. Remove the J-jets and discard them.
5. Install new J-jets.

**Figure 123.**



**C** J-jets  
**D** Fixing screws

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