

# Service Manual

## 1CX, 208S Backhoe Loader

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<b>General Information</b>	<b>1</b>
<b>Care &amp; Safety</b>	<b>2</b>
<b>Routine Maintenance</b>	<b>3</b>
<b>Attachments</b>	<b>A</b>
<b>Body &amp; Framework</b>	<b>B</b>
<b>Electrics</b>	<b>C</b>
<b>Controls</b>	<b>D</b>
<b>Hydraulics</b>	<b>E</b>
<b>Transmission</b>	<b>F</b>
<b>Brakes</b>	<b>G</b>
<b>Engine</b>	<b>K</b>

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## Introduction

This publication is designed for the benefit of JCB Distributor Service Engineers who are receiving, or have received, training by JCB Technical Training Department.

These personnel should have a sound knowledge of workshop practice, safety procedures, and general techniques associated with the maintenance and repair of hydraulic earthmoving equipment.

Renewal of oil seals, gaskets, etc., and any component showing obvious signs of wear or damage is expected as a matter of course. It is expected that components will be cleaned and lubricated where appropriate, and that any opened hose or pipe connections will be blanked to prevent excessive loss of hydraulic fluid and ingress of dirt. Finally, please remember above all else **SAFETY MUST COME FIRST!**

The manual is compiled in sections, the first three are numbered and contain information as follows:

- 1** = **General Information** - includes torque settings and service tools.
- 2** = **Care & Safety** - includes warnings and cautions pertinent to aspects of workshop procedures etc.
- 3** = **Routine Maintenance** - includes service schedules and recommended lubricants for all the machine.

The remaining sections are alphabetically coded and deal with Dismantling, Overhaul etc. of specific components, for example:

- A** = **Attachments**
- B** = **Body & Framework** ...etc.

The page numbering in each alphabetically coded section is not continuous. This allows for the insertion of new items in later issues of the manual.

Section contents, technical data, circuit descriptions, operation descriptions etc are inserted at the beginning of each alphabetically coded section.








All sections are listed on the front cover; tabbed divider cards align directly with individual sections on the front cover for rapid reference.

Where a torque setting is given as a single figure it may be varied by plus or minus 3%. Torque figures indicated are for dry threads, hence for lubricated threads may be reduced by one third.

With the exception of slewing operations 'Left Hand' and 'Right Hand' are as viewed from the rear of the machine facing forwards.

Colour Coding

The following colour coding, used on illustrations to denote various conditions of oil pressure and flow, is standardised throughout JCB Service Publications.

	<b>Blue:</b>	Neutral Circuit Pressure.		<b>Light Green:</b>	Oil subjected to a partial vacuum due to a drop in pressure (cavitation).
	<b>Red:</b>	Pressure generated by the operation of a service. Depending on application this may be anything between Neutral Circuit Pressure and M.R.V. Operating Pressure.		<b>Yellow:</b>	Oil trapped within a chamber or line, preventing movement of components (lock-up).
	<b>Pink:</b>	Pressure that is above Neutral Circuit Pressure but lower than that denoted by Red.		<b>Orange:</b>	Oil pressure used in a controlling device (servo).
	<b>Green:</b>	Exhaust			

<b>Contents</b>	<b>Page No.</b>
Identifying Your Machine	1 - 1
* Torque Settings	
- Unsealed Hoses and Adapters	2 - 1
- 'O' Ring Face Seal System	2 - 3
- 'Torque Stop' Hose System	2 - 4
Service Tools	
- Numerical List	3 - 1
- Electrics	4 - 1
- Hydraulics	4 - 2
Sealing and Retaining Compounds	5 - 1

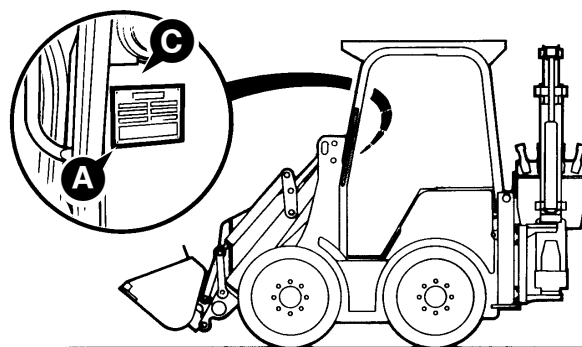
## Machine Identification Plate

The machine identification plate **A** is located as shown. It is stamped with the serial numbers of the major individual units.

## Typical Vehicle Identification Number (VIN)

SLP 1CX S B V E 751601  
**1 2 3 4 5 6 7**

- 1** World Manufacturer Identification
- 2** Machine Model
- 3** Machine Type (S = Standard, H = High-flow)
- 4** Build Type (A = Canopy, B = Cab)
- 5** Year of Manufacture:  
 T = 1996                      1 = 2001  
 V = 1997                      2 = 2002  
 W = 1998                      3 = 2003  
 X = 1999                      4 = 2004  
 Y = 2000                      5 = 2005
- 6** Manufacturer Location (E = England)
- 7** Product Identification Number (PIN)



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CE		JCB		JCB COMPACT PRODUCTS LIMITED HAREWOOD ESTATE, LEEK ROAD, CHEADLE, STOKE ON TRENT, UNITED KINGDOM ST10 2JU		BSI REGISTERED	
CONSTRUCTOR				MADE IN UK			
Vehicle Identification No.				Product Identification No.			
ENGINE SERIAL No.				WEIGHT			
PUMP SERIAL No.				YEAR OF MANUFACTURE			
MODEL	80/1269/EEC		MODEL	80/1269/EEC			
	POWER KW	R.P.M.		POWER KW	R.P.M.		
160	35.7	2600	190	59.7	2200		
170	37.3	2800	190 HF	59.7	2200		
170 HF	37.3	2800	1110	68.6	2200		
160 HF	35.7	2600	1110 HF	68.6	2200		
1CX	37.3	2800	1CX HF	37.3	2800		
180	44.7	2800	180 HF	44.7	2800		

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## Unit Identification

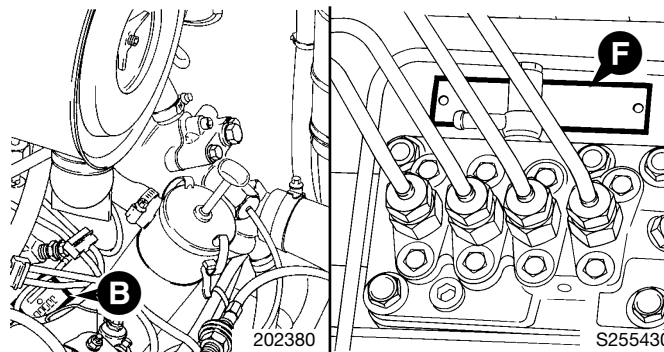
The engine serial number on XUD engines is stamped on an aluminium plate **B** on the side of the cylinder block. On Perkins engines the number is stamped on a label **F** on the right side of the cylinder block.

The chassis serial number **C** is stamped on the front wall of the cab above the machine identification plate.

The hydraulic motors have the date of manufacture stamped on a plate as shown at **D**.

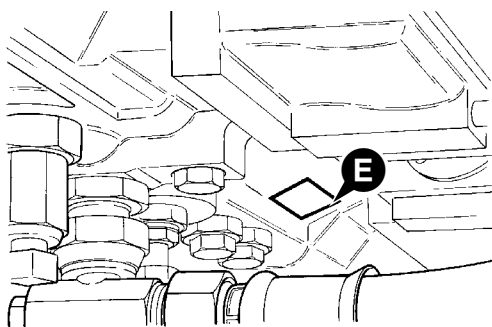
The hydraulic pump unit serial number is stamped on a plate on the bottom of the pump as shown at **E**.

If any of the above units are replaced with new ones, the relevant serial number on the Machine Identification Plate will be superseded. Either stamp the plate with the new number or stamp out the old number.

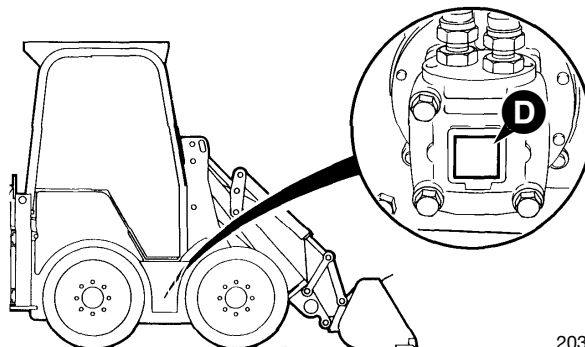


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## Left Side, Right Side

In this manual, 'left' and 'right' mean your left and right when you are seated correctly in the machine, facing the loader.

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**[admin@servicemanualbit.com](mailto:admin@servicemanualbit.com)**