

JCB Loadall 520-4

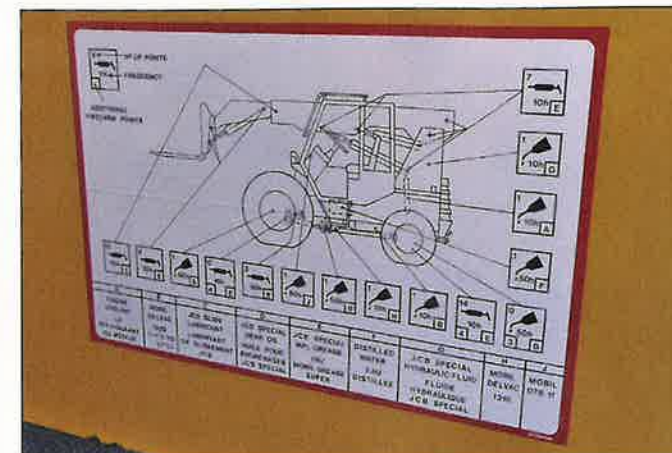
Jeremy Rowland assesses the restoration by Julian Carder of a JCB Loadall 520-4



This frontal view of the Loadall 520-4 gives a better view of the jib hoist rams layout: there is good all-round viewing from the operator's cab although the front windscreen is smaller than on the previous model



Unlike the early version, the 520-4 has the jib hoist rams mounted in-line with each other; whereas they are parallel to each other on the old 520



At the base of the operator's seat is the JCB lubrication chart. These stickers make nice touches to the restoration and complete the authenticity of the machine



Peering into the refurbished Loadall cab that looks like it's brand new; the four-control levers for operating the jib functions are more ergonomically placed than in the original 520 telehandler

During one of my recent visits to see Julian Carder's restorations I took a close look at the second JCB telehandler to be restored by him.

The machine in question is a JCB Loadall 520-4 telescopic handler and this machine was an early production example of what was a four-model upgrade to the original JCB telehandler range that was then labelled as Loadall.

The Loadall 520-4 is a four-wheel drive telehandler, which is powered by the same Leyland 4/98 engine as its predecessor but has a JCB Powertrain transmission as opposed to the original Brockhouse transmission used in the old 520.

The Loadall had undergone much refinement in this updated version, making it slightly lighter in weight and more manoeuvrable than before. I found it interesting to note that the updated version had a slightly lower lift height than the old 520: the 520 could lift a load to a height of 6.4m compared to the 520-4 maximum load height of 5.74m.

This Loadall 520-4 was one of two machines that have been restored by

Julian for Guy Nicholls, the other of which I looked at in CP&M's May 2017 issue. The work to restore this 520-4 was a lot easier than the previous 520 because the machine was in a lot better condition from the outset and, unlike the first machine, the cab on this one was in a relatively good condition so there was no fabrication work to replace it.

The rebuild work was not as straightforward when it came to the main hydraulic spool valve block that had been leaking oil; the company that used to manufacture these valve blocks was no longer in business and so it was sent out to a specialist company for refurbishment. When the valve block came back it was refitted on to the machine for testing, but found to be still leaking hydraulic oil. This led to research by Julian about this problem that was traced to an internal leakage issue and so instructions on how to overcome the problem were sent with the valve block back to the company who had rebuilt it. When it was returned the second time and tried, it was perfect.

The only other problem encountered during the restoration was that the lower

part of the exhaust had rotted away, requiring a new pipe from the manifold to the silencer to be fabricated; this type of problem is common with most machinery restorations as exhausts get hot and are subject to both internal and external moisture.

Naturally, the machine was totally stripped down during the rebuild process and finished with all the nice touches that have become characteristic of the restorations carried out by Julian - a full cab restoration including the controls, stickers and operator's seat etc. Many new parts were fitted during the restoration process, including fasteners, flexible hydraulic hoses, lights and lenses and cab interior parts among others.

The JCB 520-4 Loadall was, of course, finished with a very high quality paint job. I'm sure that you'll agree with me that the finished machine looks as if it had just rolled off the JCB production line and is a credit to the quality of work that has been carried out.

My appreciation goes to Julian Carder who I would like to thank for his hospitality and help with this article.



An offside view of the Loadall. Note the exhaust pipe that runs to the silencer mounted on the jib support. The pipe was completely fabricated from new as stock parts were no longer available



Julian Carder loading the 520-4 ready for transport to its owner



Strapped down and ready to go, the JCB Loadall 520-4 looks superb



Comparison between the two JCB 520 machines restored by Julian Carder can be seen in this view of both machines. The basic concept is the same, although the improvements made in the later machine are evident



Julian displays the Loadall's height and reach; having a good reach and lifting height along with excellent vision of the load made the Loadall more flexible than other types of machinery used for similar purposes



▲ Close-up detail of the Q fit fork and tool attachment: once again, the sticker makes for nice detailing



◀ The new machine chassis and serial number identification plate fastened to the nearside jib support

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