2040
2042
2050
MUSTANG SKID STEER LOADER

Operator's Handbook 000-24996

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Mustang 2040, 2042 and 2050 Skid Steer Loader Operator Manual

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Models: 2040, 2042 and 2050

Machine: Skid Steer Loader

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Main contents

- Foreword
- Safety First
- Operating Instructions
- Attachments and Buckets
- Operating Procedures
- Maintenance

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Sample pages follow. Full manual: machinecatalogic.com

FIRE PREVENTION

The Mustang Skid Steer Loader has several components that are at high temperature under normal operating conditions. The primary source of temperatures is the engine and exhaust system. The electrical system, if damaged or incorrectly maintained, can be a source of arcs or sparks.

Flammable debris (leaves, straw, etc.) must be removed regularly. If flammable debris is allowed to accumulate, it will increase the fire hazard. The Mustang Loader must be cleaned as often as necessary to avoid this accumulation. Flammable debris in the engine compartment is a fire hazard when the loader is parked with a hot engine.

The spark arrestor muffler is designed to control the emission of hot particles from the engine and exhaust system, but the muffler and the exhaust gases are still hot.

- Know where fire extinguishers and first aid kits are located and how to use them.
- Do not use the Mustang Loader where exhaust, arcs, sparks or hot components can contact flammable material, explosive dust, or gases.
- The engine compartment and engine cooling system must be inspected every day and cleaned if necessary to prevent fire hazard and overheating.
- Check all electrical wiring and connections for damage. Keep the battery terminals clean and tight. Repair or replace any damaged part.
- Check fuel and hydraulic tubes, hoses, and fittings for damage and leakage. Never use open flame or bare skin to check for leaks.
- Tighten or replace any parts that show leakage. Always clean fluid spills. Do not use gasoline or diesel fuel for cleaning parts. Use commercial nonflammable solvents.
- Do not use ether or starting fluids on the engine. These starting aids can cause explosion and injure you or bystanders.
- Always clean the Mustang Loader and disconnect the battery before doing any welding. Cover rubber hoses, battery and all other flammable parts. Keep a fire extinguisher near the loader when welding. Have good ventilation when grinding or welding painted parts. Wear dust mask when grinding painted parts. Toxic dust or gas can be produced.
- Stop the engine and let it cool before adding fuel. No smoking!
- Use the procedure in the Operating Instructions (page 26) for connecting battery jumper cables.
- Use the procedure in the Maintenance Section (page 43) for cleaning the spark arrestor muffler.

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HAND LEVER LOADER CONTROLS

⚠ WARNING

Keep both feet on pedals while operating machine. Failure to do so can cause serious injury.

The Mustang with dual lever steering controls may be equipped with hand lever loader controls to operate the lift arm and tilt hydraulics. On these models, the foot pedals do not operate the Mustang Loader hydraulics (see page 20 regarding Auxiliary Control Pedal.)

Lift Arm Operation

The left hand lever **[A]** controls the lift arms. Pivot the hand lever up away from the seat (Position 1) to raise the lift arm. Pivot the hand lever down toward the seat (Position 2) to lower the lift arm.

Lift Arm Float Position

Pivot the left hand lever **[A]** all the way down toward the seat (Position 3) until it locks into detent (float). Use the detent (float) position to level loose material while driving backwards. Pivot the lever up to release it from float detent.

Tilt Operation (Bucket)

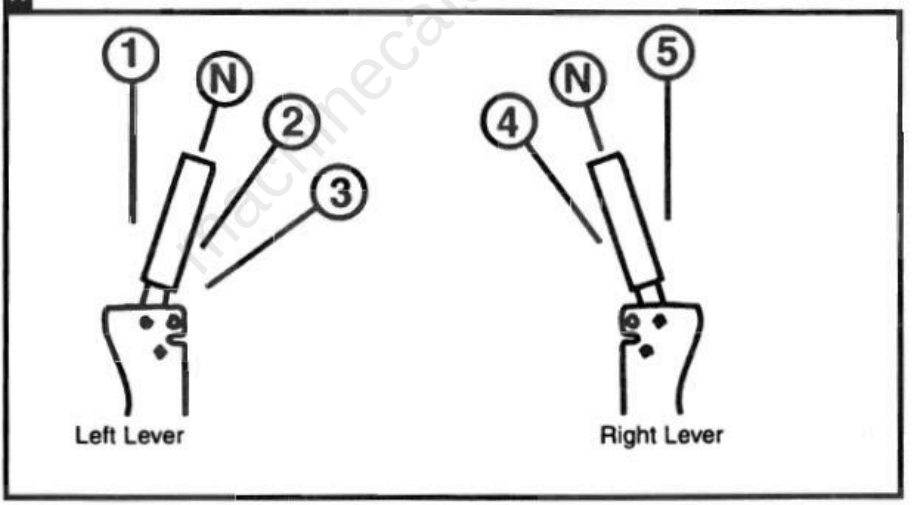
The right hand lever **[A]** controls the tilt action of the bucket or attachment. Pivot the hand lever down toward the seat (Position 4) to tilt the bucket backward. Pivot the hand lever up away from the seat (Position 5) to tilt the bucket forward.

Neutral (Hold) Position

Always be sure both hand levers lock in neutral (Position N) before leaving the operator's seat.

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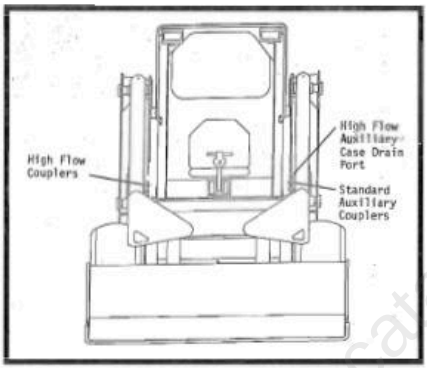
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HIGH FLOW AUXILIARY HYDRAULICS

2050 High Flow models include a separate auxiliary hydraulic circuit for powering high capacity, motor driven attachments such as: cold planers, trenchers, snow blowers, and tillers. The High Flow circuit includes a separate set of hydraulic couplers located on the right lift arm.

The High Flow system is a single direction system operated by an electric solenoid valve. The top (P) port is pressure, the bottom (R) port is return. The High Flow system will produce continuous flow rates up to 28 gpm (106 L/m) when operating at maximum engine speed, and will produce maximum pressure of 3000 psi (207 bar).



⚠ IMPORTANT

Do not attach standard flow capacity attachments such as backhoes, brooms, augers, and hydraulic hammers to the High Flow auxiliary couplers. Do not connect attachments with double-acting cylinders such as grapples and 4-in-1 buckets to the High Flow auxiliary couplers.

The High Flow auxiliary control switch must be in the "off" position when not operating an attachment to prevent overheating of the hydraulic system.

The High Flow auxiliary hydraulics switch must be in the "off" position before starting the engine.

High Flow Auxiliary Control Switch

T-Bar Steering Controls

A rocker switch **[A]** on the right side of the T-Bar control housing turns the High Flow auxiliary hydraulics "on" and "off". Pushing the top of the switch turns the High Flow auxiliary hydraulics "on" (indicated by an amber light in the switch) providing continuous oil flow to the attachment. Pushing the bottom of the switch turns the high flow auxiliary hydraulics "off", stopping oil flow to the attachment.

Dual Lever Steering Controls

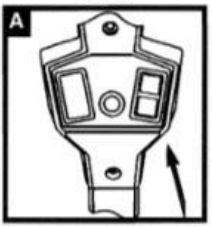
A lock switch located in front of the seat plate on the steering control cover is provided to "lock out" standard auxiliary hydraulics and High Flow auxiliary hydraulics when not in use. To use High Flow auxiliary hydraulics or standard auxiliary hydraulics, the lock switch must be in the unlocked (forward) (Green) position (indicated by a green light). When the the lock switch is in the locked (rear) (Amber) position, standard auxiliary hydraulics and High Flow auxiliary hydraulics are disabled (indicated by the green light in the lock switch turning off).

A button switch **[B]** on the end of right steering control handle turns the High Flow auxiliary hydraulics "on" and "off". Pushing the button switch will turn on the High Flow auxiliary hydraulics "on", providing continuous oil flow to the attachment (indicated by an amber light in the lock switch). Pushing the button switch again will turn the High Flow auxiliary hydraulics "off" stopping oil flow to the attachment (indicated by the amber light in the lock switch turning off).

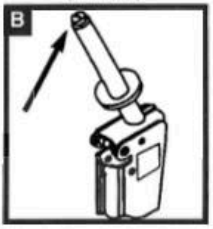
High Flow Auxiliary Case Drain Port

A High Flow Auxiliary Case Drain Port is installed for attachments with motor drain lines. The port returns case drain oil from the attachment motor back to the skid steer loader's hydraulic reservoir.

High Flow auxiliary control Switch (T-Bar)



High Flow auxiliary control Switch (Dual Lever)



Leveling the Ground

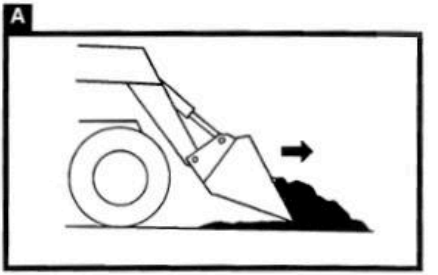
(Using the Lift Arms in "Float" Position)

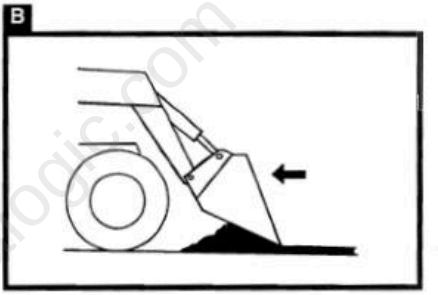
Spread material by driving forward with bucket tilted down and raised off the ground **[A]**.

To level, raise the lift arm and tilt the bucket so the cutting edge contacts the ground **[B]**. Place the lift arm in the "float" position. Drive backwards to level loose material.

When the bucket is tilted further forward, more force is exerted on the bucket cutting edge and more loose material can be moved.

To release the "float" position, tilt the bucket to a flat position and center the lift control.





PARKING THE MUSTANG LOADER

Stop the Mustang Loader on level ground.

Lower the lift arm fully and put the cutting edge of the bucket on the ground.

Pull the engine speed control all the way to the back.

Parking brake engages when key is turned to off postition.

Stop engine.

Cycle hydraulic controls to ensure they are in a locked position.

Unbuckle seat belt. Remove key from switch to prevent operation of the Mustang Loader by unauthorized personnel.

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FUEL SYSTEM

Fuel Filter
The fuel filter is the only maintenance item on the fuel system. If the quality of the fuel is poor, or if there is a chance of water in the fuel, the filter must be changed more often. See the Maintenance Chart (page 47) for service interval when to replace the fuel filter.

⚠ WARNING

Stop and cool the engine before servicing the fuel filter. NO SMOKING. Failure to obey warnings can cause an explosion or fire.

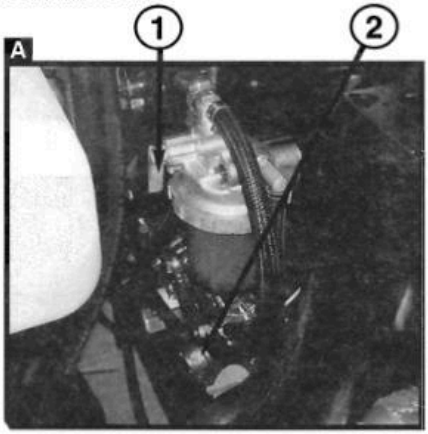
Changing the Fuel Filter
1. Shut off the fuel supply by turning the fuel shutoff valve (item 1) **[A]** on top of the fuel filter.
2. Remove filter element and bowl.

⚠ WARNING

Always clean up spilled fuel or oil. Keep heat, flames, sparks, or lighted tobacco away from fuel and oil. Failure to exercise care around combustibles can cause a fire or explosion which can result in injury or death.

3. Clean bowl, O-ring, and O-ring groove. Lubricate O-ring with diesel fuel and place in groove.
4. Put new element into bowl.
5. Lubricate element gasket with diesel fuel and spin bowl/element assembly onto head.

The Yanmar engine is self priming, but if priming is needed, prime the filter assembly by stroking the pump lever (Item 2) **[A]** until light resistance is felt.



ELECTRICAL SYSTEM

Description
The Mustang Loader has a 12 volt, negative ground alternator charging system. The electrical system is protected by fuses and a resettable circuit breaker which is located in the engine compartment. The fuses and breaker in the electrical system will protect it when there is an electrical overload. The reason for an overload must be found before proceeding to further operate the machine.

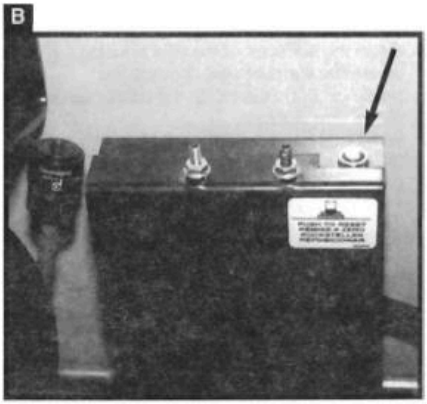
Fuse Location
The electrical fuses for the Mustang Loader are located to the left of the instrument panel. In addition, there is a 35 AMP main circuit breaker located in the engine compartment **[B]**.

A relay for operating a high amperage circuit for the air preheater is also located inside the module containing the circuit breaker.

Servicing the Electrical System.
Battery Removal and Installation
1. Open the rear door. Lift up engine cover.
2. Disconnect the negative (-) battery cable.
3. Disconnect the positive (+) battery cable.
4. Remove the battery hold down clamp.
5. Remove the battery from the Mustang Loader.
6. Always clean the terminals and cable ends when installing a new battery.

NOTE: When removing or installing the battery in the Mustang Loader, do not touch any metal parts with the battery terminal posts.

7. Connect and tighten the battery cables.
8. Connect the negative (-) cable last to prevent sparks.



TROUBLESHOOTING
ENGINE (cont.), ELECTRICAL SYSTEM

Problem	Possible Cause
Engine overheats.	Low coolant level. Dirty radiator core, fins. Loose or defective alternator belt. Faulty temperature indicator gauge. Lack of lubrication. Defective radiator cap. Light or diluted oil.
No Power.	Dead battery. Loose connection. Main fuse breaker tripped. Faulty key switch. Open circuit in wire harness.
Battery will not hold a charge.	Alternator belt loose. Loose or broken wire. Faulty battery. Faulty alternator.
Loader does not move straight.	Low air pressure in tires. Check steering control linkage.
Engine stalls when using hydraulics.	Load beyond hydraulic system capacity.

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Mustang 2040, 2042, 2050 skid steer loader operator manual 000-24996: controls, daily checks, lubrication, attachments, troubleshooting. Instant PDF download.

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