# 2066
# 2076
# 2086
# Including
# 2076 (EU)
# 2086 (EU)
# Skid-Steer Loaders

# Operator's Manual

**#917083/GP0408**

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# Mustang 2066, 2076 and 2086 Skid Steer Loader Operator Manual (917083G)

Document type: Operator Manual (operation, controls, safety and routine maintenance)

Brand: Mustang

Models: 2066, 2076 and 2086

Machine: Skid Steer Loader

Publication No.: 917083 (Rev. G)

Edition date: April 2008

Language: English

## Main contents


- Introduction
- Safety
- Controls and Safety Equipment
- Operation
- Service
- Troubleshooting
- Maintenance
- Specifications
- Torque Specifications
- Warranty
- Index


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machine model and serial numbers. This will allow the registered owner information to be updated, so that the owner can be notified directly in case of an important product issue, such as a safety update program.

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- **ON (or RUN) Position** – With the key turned one position clockwise from vertical, power from the battery is supplied to all control and instrument panel circuits.
- **START Position** – With the key turned fully clockwise, the electric starter energizes, start the engine. Release the key to RUN position after the engine starts.

***Note:*** *The engine cannot be started unless the operator is sitting in the seat and the restraint bar is lowered.*

8. **Circuit Breakers** – Four circuit breakers on the instrument panel protect the loader electrical circuits.

***Important:*** *Do not attempt to defeat the circuit protection by jumping across or by installing a higher amperage circuit breaker.*

9. **Fasten Seatbelt** – A momentary visual (and audible) indicator to remind the operator to fasten the seatbelt(s).
10. **Engine Oil Pressure** – Lights if the engine oil pressure is too low. Warns the operator to immediately stop the engine and determine the cause for the low pressure. During normal operation this indicator should be OFF.
11. **Battery** – Lights if the charging voltage is too high or too low. During normal operation this indicator should be OFF.
12. **Preheat Indicator Lamp** – Lights when the preheat is active. During normal operation this indicator should be OFF.

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## Lift/Tilt Controls

Moving the lift arm and tilting the attachment are accomplished by movement of the foot pedals. The left pedal raises and lowers the lift arm; the right pedal tilts the attachment. To **raise** the lift arm, push down on the back of the left pedal with your left heal; to **lower** the lift arm, push down on the front of the left pedal with the toes of your left foot. To **tilt the attachment forward and down**, push down on the front of the right pedal with the toes on your right foot; to **tilt the attachment up and back**, push down on the back of the right pedal with your right heel.

***Note:*** *The speed of the lift/tilt motion is directly proportional to the amount of pedal movement and engine speed.*

To place the lift arm into the detent "float" position, use the toes of your left foot to push the front of the left pedal all the way down. This position allows the lowered lift arm to float while traveling over changing ground conditions.

**⚠ WARNING Never push the left pedal into the "float" position with the attachment loaded or raised, because this will cause the lift arm to lower very rapidly.**

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| System | Lubricant |
|---|---|
|  **Hydraulic System Oil** | Use Petro Canada HVI60, Mobil DTE 15M or equivalent which contains anti-rust, anti-foam and anti-oxidation additives, and conforms to ISO VG46.<br>**Capacity:** 16 U.S. gallons (61 L) |
|  **Chaincase Oil** | Use hydraulic system oil or SAE grade 15W40 motor oil.<br>**Capacity** (each side): 8 U.S. quarts (7.5 L) |
|  **Grease Fittings** | Use lithium-based grease. |
|  **Engine Oil** | Below 32°F (0°C) – Use SAE Grade* 10W or 10W30<br>Above 32°F (0°C) – Use SAE Grade* 15W40<br>*Service Classification: API – CH4<br>**Capacity:** 4-cylinder NA: 8 U.S. quarts (7.5 L)<br>4-cylinder Turbo: 8.5 U.S. quarts (8 L) |

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## Engine

| Problem | Possible Cause | Remedy |
|---|---|---|
| **Engine turns over but will not start.** | Engine cranking speed too slow. | Battery requires recharging or replacing, or, in cold temperatures, pre-warm the engine. |
| | Auxiliary valve engaged. | Return control valves to neutral. |
| | Fuel tank empty. | Refill fuel tank. |
| | Glow plug module malfunctioning. | Check connection and voltage, replace as needed. |
| | Fuel shut-off solenoid not energizing. | Check electrical connections and voltage to shut-off solenoid. |
| | Engine not warm enough. | Install block heater. |
| | Ambient temperature too low. | Install block heater. |
| | Fuel filter plugged. | Replace filter. |
| | Fuel pump not working. | Contact your dealer. |
| **Engine overheats.** | Crankcase oil level too low or too high. | Add or remove oil as required. |
| | Fan air circulation blocked or restricted. | With engine off, remove blockage or restriction. |
| | Fan shroud improperly positioned. | Contact your dealer. |
| | Grade of oil improper or excessively dirty. | Drain and replace with proper grade new oil. |
| | Exhaust restricted. | Allow exhaust to cool, remove restriction. |
| | Air filter restricted. | Replace filter(s). |
| | Low coolant level. | Add coolant. |
| | Fan belt loose. | Tighten fan belt. |

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