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2700V NXT2 | 2700V NXT2 (EU)
2700V NXT2 X-Series

(SN 044001 and Up)

3300V NXT2 | 3300V NXT2 (EU)
3300V NXT2 X-Series

(SN 143001 and Up)



Skid-Steer Loader
Operator's Manual

50950152 Rev. K 05/21

Original Instructions

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Mustang 2700V NXT2 and 3300V NXT2 Skid Steer Loader Operator Manual (50950152K)

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Main contents

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- Control/Indicator Symbols
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- Power On
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- Engine Temperature
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- Hydraulic Oil Temperature

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Sample pages follow. Full manual: machinecatalogic.com

Therefore: ALWAYS operate with the seatbelt fastened and the restraint bar lowered. Do not exceed the machine's Rated Operating Capacity. Carry the load low. Move the controls smoothly and gradually, and operate at speeds appropriate for the conditions.

- When operating on inclines or ramps, always travel with the heavier end of the loader toward the top of the incline for additional stability.
- Do not raise or drop a loaded bucket or fork suddenly. Abrupt movements under load can cause serious instability.
- Never activate the float function with the bucket or attachment loaded or raised, because this will cause the lift arm to lower rapidly.
- Do not drive too close to an excavation or ditch; be sure that the surrounding ground has adequate strength to support the weight of the loader and the load.
- Never carry riders. Do not allow others to ride on the machine or attachments, because they could fall or cause an accident.
- Always look to the rear before backing up the skid-steer loader.
- Operate the controls only from the operator's seat.
- Always keep hands and feet inside the operator's compartment while operating the machine.
- New operators must operate the loader in an open area away from bystanders. Practice with the controls until the loader can be operated safely and efficiently.
- Wear safety goggles and head protection while operating the machine. Operator must wear protective clothing when appropriate.
- Exhaust fumes can kill. Do not operate this machine in an enclosed area unless there is adequate ventilation.
- When parking the machine and before leaving the seat, check the restraint bar for proper operation. The restraint bar, when raised, deactivates the lift/tilt control and auxiliary hydraulics, and applies the parking brake.
- Operator visibility is limited in certain areas; ROPS/FOPS posts, attachments, the lift arm, items in the cab, etc., can obstruct the operator's view and could mask hazards or people in the area around the machine. It is very important the operator is aware of these masked visibility areas before operating the machine, especially on busy worksites.

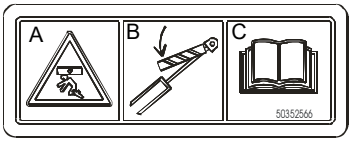
  To reduce the hazards posed by masked visibility areas:

  - Use caution when raising or lowering attachments; masked visibility areas can change dramatically when attachments and/or the lift arm is moved.
  - Look around the machine before operating. Objects near the machine and close to the ground can be difficult to see from the operator's position.
  - Always look in the direction of travel, including reverse. A back-up alarm is not a substitute for looking behind you when operating the machine in reverse.

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ISO-Style (used Internationally)
Safety Decals on the outside of the Loader

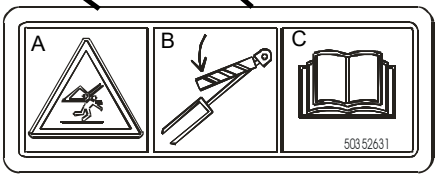




50352566 – Located on the ROPS/ FOPS locking mechanism

A – Crush hazard: Be sure lock mechanism is securely engaged before working under ROPS/ FOPS.
B – Secure lift arm support device.
C – Read instructions for use in Operator's Manual.





50352631 – Located on the right side fender of the chassis and on the lift arm support device

A – Crush hazard: Keep out from under lift arm unless lift arm is supported.
B – Secure lift arm support device.
C – Read instructions for use in Operator's Manual.

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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 "float" position, push and hold the left button on the right control grip. This mode allows the lowered lift arm to follow the ground contour while traveling over changing ground conditions. An indicator lamp in the indicator and warning lamp display will blink when float is activated.

⚠ WARNING Never push the float control button with the attachment raised, because this will cause the lift arm to lower very rapidly.

Releasing the float button will cancel the float mode if the button was pressed less than five seconds. If the float mode button is pressed longer than five seconds, the float feature will remain on and the float indicator lamp will remain lit until the button is pressed again or the machine is turned off.

Auxiliary Hydraulic System

Auxiliary hydraulics are used with attachments that have a mechanism requiring hydraulic power.

Note: *When ignition power is interrupted, auxiliary hydraulic function (both standard and high-flow) are reset to OFF.*

Standard-Flow Auxiliary Hydraulic Control

Loaders are equipped with a standard-flow auxiliary hydraulic system with flat-face couplers. The couplers are located on top or inside of the lift arm on the left side.

Loaders equipped with electric auxiliary: The black rocker switch located on the right-hand control controls the direction and amount of flow. The farther the switch is moved from center, the higher the flow to the auxiliary circuit. The direction of flow is reversed when the rocker switch is moved in the opposite direction from the center. Pushing the switch to the right will pressurize the standard auxiliary male coupler. For continuous operation, move the switch in either direction and push the trigger button located on the front of the grip and release. To cancel continuous operation, push the button or move the black switch in either direction.

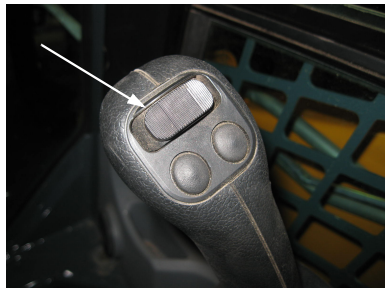


Figure 17 Joystick Electric Auxiliary Control

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the brake is released, or the tires may skid until the oil is forced from the motor.

7. **The brake can be reset** by pulling up on the plunger or starting the loader.

Jump-starting

If the battery becomes discharged or does not have enough power to start the engine, use jumper cables and the following procedure to jump-start the engine.

⚠ WARNING The ONLY safe method for jump-starting a discharged battery is for TWO PEOPLE to perform the following procedure. The second person removes the jumper cables so that the operator does not have to leave the operator's compartment with the engine running. NEVER make jumper cable connections directly to the starter solenoid of either engine. DO NOT start the engine from any position other than on the operator's seat and then ONLY after being sure ALL controls are in "neutral."

Closely follow the procedure, in order, to avoid personal injury. In addition, to protect your eyes wear safety glasses and avoid leaning over the batteries while jump-starting.

DO NOT jump-start the battery if it is frozen, because it may rupture or explode.

Note: *BE SURE the jumper battery is a 12-volt D.C. battery.*

1. Turn the keyswitches of both vehicles to OFF, be sure the vehicles are in "neutral" and NOT touching each other.
2. Connect the positive (+) jumper cable to the positive (+) battery terminal on the disabled loader first. DO NOT allow the positive clamps to touch any metal other than the positive (+) battery terminals.
3. Connect the other end of the positive jumper cable to the jumper vehicle's battery positive (+) terminal.
4. Connect the negative (-) jumper cable to the jumper vehicle's battery negative (-) terminal.
5. Make the final negative (-) jumper cable connection to the disabled loader's engine block or loader frame (ground), such as the rear grille latch post – NOT to the disabled battery's negative post. If connected to the engine, keep the jumper clamp away from the battery, fuel lines and moving parts.
6. Start the loader. If it does not start at once, start the jumper vehicle engine to avoid excessive drain on the booster battery.
7. After the disabled loader is started and running smoothly, have the second person remove the jumper cables (negative [-] jumper cable first) from the jumper vehicle's battery and then from the disabled loader while being sure NOT to short the two cables together.

Allow sufficient time for the skid-steer loader alternator to build-up a charge in the battery before attempting to operate the loader or shut the engine off.

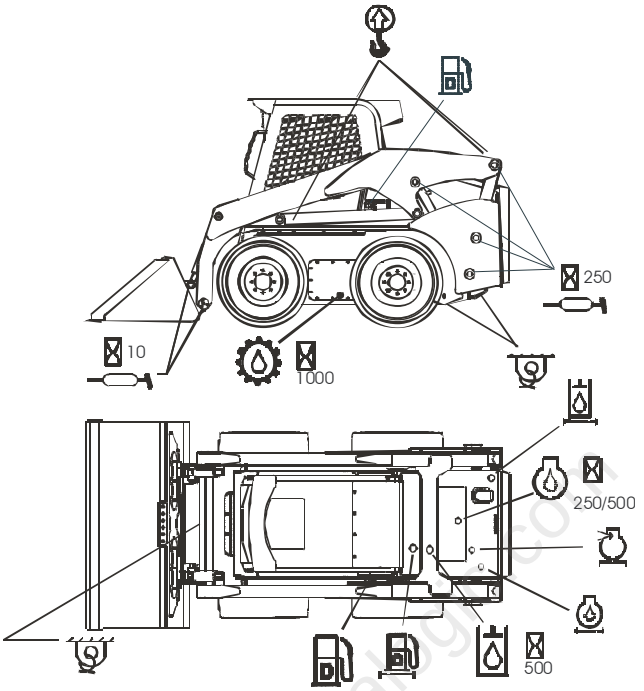


Figure 6 Service Locations (see Maintenance Chart on page 115.)

Lubrication Procedure	10 Hours (or Daily)	50 Hours	250 Hours	500 Hours (or Yearly)
Check Engine Oil Level (page 88)	●			
Check Hydraulic Oil Level (page 97)	●			
Grease Hitch, Hitch-related Cylinder Pivots and Latch Pins (page 79)	●			
Grease Lift Arm Pins (page 79)			●	
Check Oil Level in Chaincases (page 81)			●	
Change Engine Oil/Filter - DPF (page 88)				●
Change Engine Oil/Filter - Non_DPF (page 88)			●	
Change Hydraulic Oil Filter (page 97)				●
Change Hydraulic Oil (page 98)				●
Change Chaincase Oil (page 81)				◆
Check & Drain Water Separator (page 89)		●		
Replace Filter in Water Separator (page 89)				●

◆ Perform the procedure at 1000 hours.

Changing Fuel Filter

The fuel filter is located on the left side of the engine. To begin, turn the plastic petcock located on top of the water separator (Figure 15) a 1/4 turn to stop fuel flow. Clean dirt from around the filter head. Remove the spin-on filter cartridge. Replace with a new filter cartridge. Lubricate the seal on the new filter element with fuel before installing. Return the fuel line petcock on the water separator to the open position. Start the engine and check for leaks. See page 86 for location on the engine.

Checking the Water Separator

The water separator is located between the fuel tank and the main fuel filter and is used to remove finely dispersed water in diesel fuel. Check on a daily basis and drain if necessary. Water can be drained from the separator by opening the valve located at the bottom of the separator bowl.

Important: *Water in the fuel system can cause severe engine damage. Drain water from the water separator anytime water is present.*

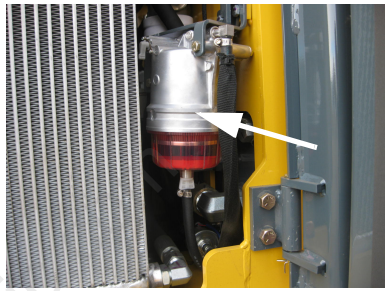


Figure 15 Location of Water Separator

To change the water separator filter, turn the plastic petcock located on top of the water separator a 1/4 turn to stop fuel flow. Unscrew the separator bowl from the housing and pull down on the existing filter to release it from the housing. Replace with a new filter and reinstall the bowl. Return the petcock on the water separator to the open position. Start the engine and check for leaks.

Engine Diagnostic Chart

When detecting faults, the information center electronic display (page 31) uses a diagnostic trouble code (DTC) screen to alert the operator to the occurrence of the fault conditions.

The data port for accessing the diagnostic trouble codes can be found behind a swell latch panel at the operator's left foot.

The following pages list descriptions, diagnostic trouble codes and fault codes for the engine.

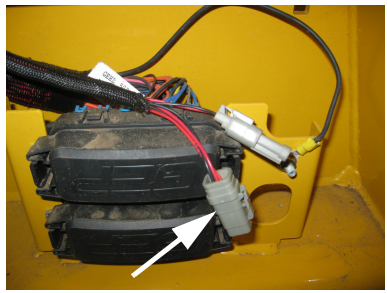


Figure 16 Data Port for the Engine

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⚠ WARNING Inflating or servicing tires can be dangerous. When possible, trained personnel should service and mount tires. To avoid possible death or serious injury, follow the safety precautions below.

To keep tire wear even, rotate the tires from front to rear and rear to front.

It is important to keep the same size tire on each side of the loader to prevent excessive wear on tires, chains, or other damage. If different sizes are used, tires will be turning at different speeds, causing excessive wear.

Note: *The tread bars of all tires should point the same direction.*

- BE SURE the rim is clean and free of rust.
- Lubricate the tire beads and rim flanges with a soap solution. Do NOT use oil or grease.
- Use a clip-on tire chuck with remote hose and gauge, allowing you to stand clear while inflating the tire.
- NEVER inflate beyond 35 psi (240 kPa) to seat the beads. If the beads have not seated by the time the pressure reaches 35 psi (240 kPa), deflate the assembly, reposition the tire on the rim, lubricate both parts and re-inflate. Inflation pressure beyond 35 psi (240 kPa) with unseated beads may break the bead or rim with explosive force sufficient to cause death or serious injury.
- After seating the beads, adjust the inflation pressure to the recommended operating pressure.
- Do NOT weld, braze or otherwise attempt to repair and use a damaged rim.

Checking Tire Pressure

Correct tire pressure should be maintained to enhance operating stability and extend tire life. Refer to the chart below for proper inflation pressures.

Tire Size	Inflation Pressure	
	Max psi	Max kPa
12 x 16.5 12-ply Heavy-Duty Flotation	80	552
14 x 17.5 14-ply Heavy-Duty Flotation	80	552
12 x 16.5 12-ply Severe-Duty	80	552
33 x 15.5 x 16.5 Extra-Wide Flotation	70	483

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