MUSTANG®

OPERATOR'S MANUAL

000 - 12836

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332

MUSTANG LOADER

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Main contents

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- Warranty
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Sample pages follow. Full manual: machinecatalogic.com

SAFETY EQUIPMENT

We at Austoft Inc. consider ourselves pioneers in the development and manufacture of construction machinery. We have built in the following safety guards and equipment to make our product safer for your use:

1. LIFT ARM STOPS——Lift arm stops, one on each side of upper front corners of ROPS, are provided to secure bucket and lift arm in raised position in case it becomes necessary to service the unit or leave operator's seat with lift arm raised.

WARNING! –BUCKET is to be LOWERED when machine is not in use. Accidental lowering of bucket can crush a person.



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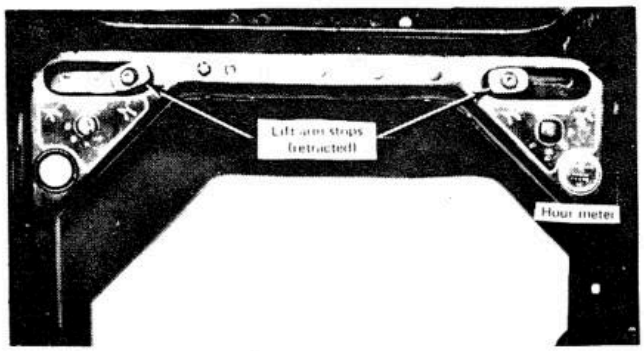
When using the lift arm stops, be sure to lower the lift arm onto the pins, and lower bucket to full down position. This will prevent the accidental lowering of lift arm or bucket onto someone walking or working beneath the lift arm.

WARNING! whenever any work is done on this machine with the lift arm raised and the R.O.P.S. removed a lift arm lock must be placed on the hydraulic lift cylinder rod to insure the lift arm cannot fall and hurt anyone.

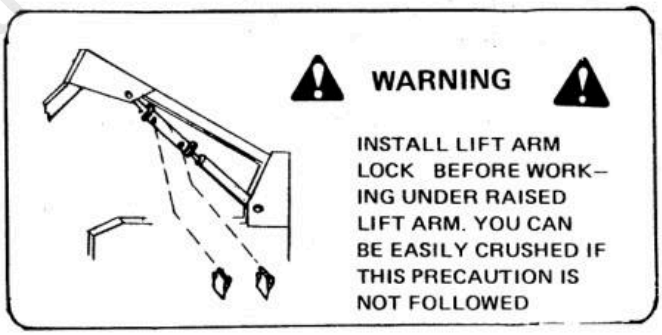
Never work under an unblocked raised lift arm. Use lift arm lock No. 504-130.

2. ROPS - This is a certified Roll Over Protective Structure (ROPS) and is not to be altered. Keep ROPS and SCREENS in place and tight so that serious injury will not occur.

3. FOPS (Overhead Canopy) —— This is a certified Falling Object Protective Structure designed to protect the operator from injury resulting from such objects as bricks, concrete blocks, and hand tools that may fall from the relatively low heights. Do not alter this canopy in any way.









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INSTRUMENT PANEL AND OPERATIONAL CONTROLS

Hydraulic Control Pedals: There are 3 hydraulic control pedals. These must be in the neutral position when the machine is started.

1. Lift Pedal: When the heel is pushed down, this will raise the lift arm. When the toe is pressed this will lower the lift arm. When the toe is pressed further, the pedal will go into a detent position. This will make the lift arm float, for leveling or back grading.

2. Tilt Pedal: When the toe is pushed down this will tilt the attachment forward (dump the bucket). When the heel is pushed down, this will tilt the attachment back.

   NOTE: Lift and tilt pedals will not operate unless the safety belt is fastened properly.

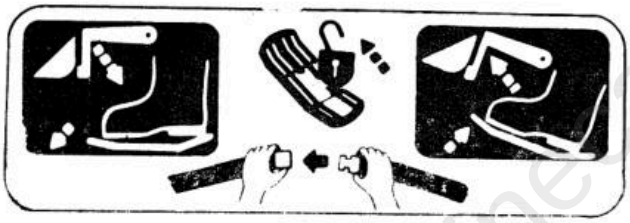
3. Auxiliary Lever: This is only used when there is an attachment which requires auxiliary hydraulic power.

   When the lever is pulled back, the hydraulic fluid will flow in one direction. When the lever is pushed forward the hydraulic fluid will flow the opposite direction. This will change the direction of movement in the attachment.

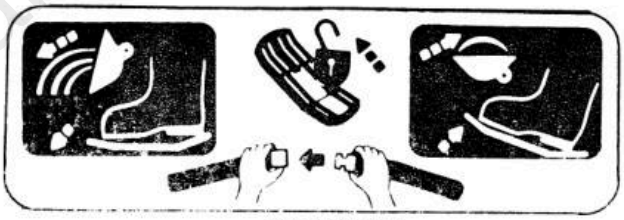
   When the lever is pushed far enough to engage the detent position, hydraulic power will be constantly applied to the attachment.

   NOTE: The machine will not start properly with this lever in the detent position!

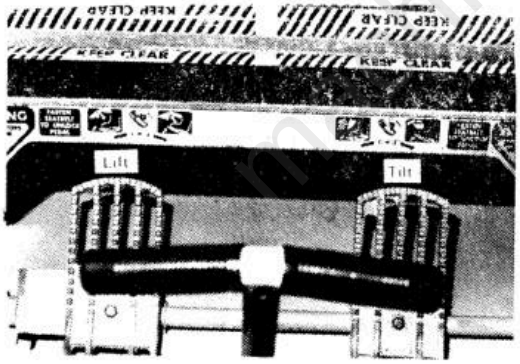
Note: On earlier models the auxiliary circuit was operated by a center foot pedal.

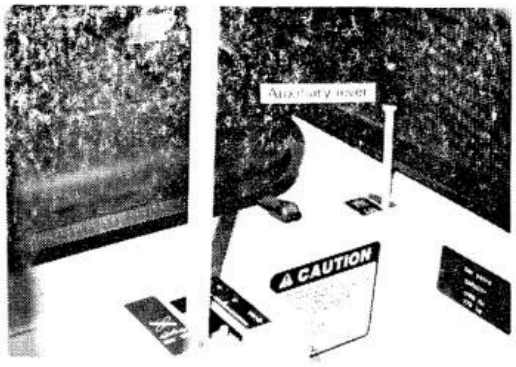


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⚠ WARNING! Crushing injuries can result when loader arm or attachment controls are actuated unless operator and others keep clear of the moving loader arm and attachment parts. Operators must NEVER place hands or feet in these areas or allow others to get near the machine while the engine is running or while the weight of the lift arm or attachment is supported only by the machine's hydraulic cylinders. NEVER attempt to lock, unlock, adjust, or get near the attachment and loader while an operator is at the controls.

INSTRUMENTS AND OPERATIONAL CONTROLS

T-Bar Steering Control: This is used to control the propulsion of the machine. Moving the T-Bar forward or reverse makes the machine move forward or reverse. Twisting the T-Bar left or right makes the machine move left or right. Turning is similar to using a steering wheel.

NOTE: This control must be in the neutral position before the machine will start.



Seat Adjustment Control: This is on the left side of the seat. It should be adjusted for the most comfortable position.

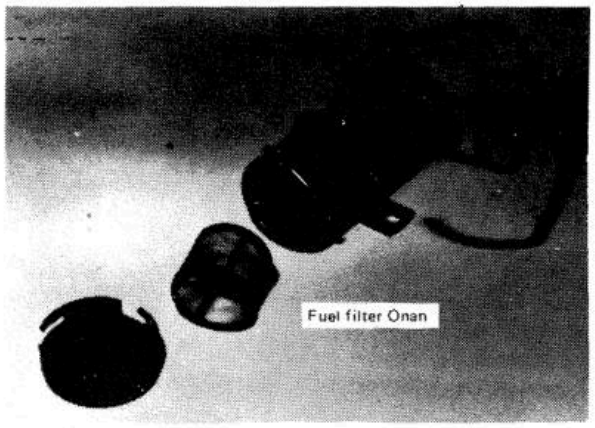


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FUELS AND LUBRICANTS

FUEL SYSTEM - Gas Engine

The fuel filter is the only maintenance item in the fuel system. Shut off the valve on the fuel tank to stop the flow of fuel to the filter and it can be easily cleaned.



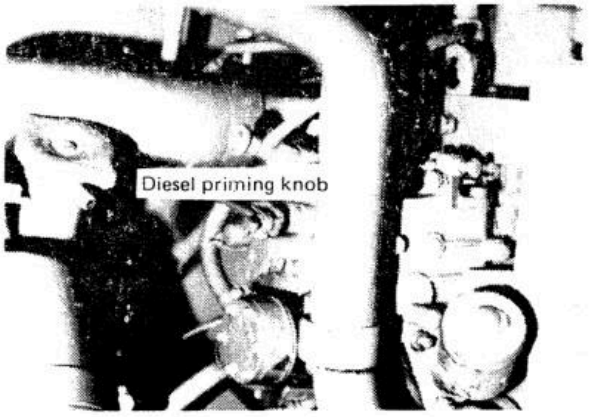
FUEL SYSTEM - Diesel Engine

The fuel filter is the only maintenance item on the diesel engine. If the quality of fuel is poor, or if there is a chance of water in the fuel, the filter must be changed more often.

Priming the Diesel Fuel System:

When the filter is changed or if the diesel engine is run out of fuel, the system must be primed.

1. Loosen the primer valve.
2. Crank the engine approximately 30 seconds.
3. Close the valve.
4. Run the engine. If it is rough, then open the primer valve for a few seconds with the engine running. This will allow any air to escape.



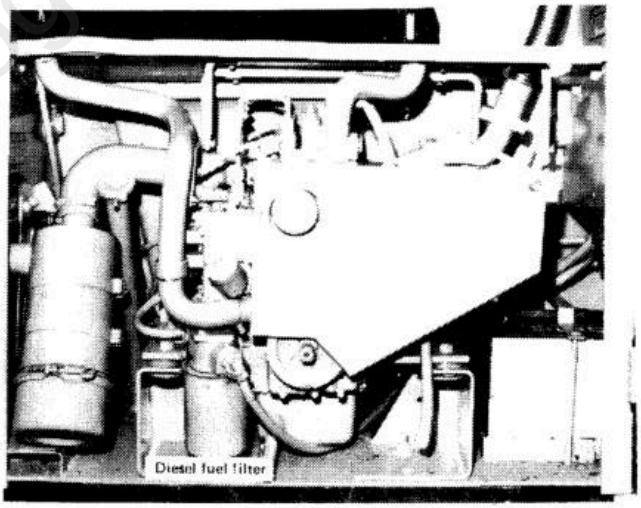
Draining the Fuel Tank:

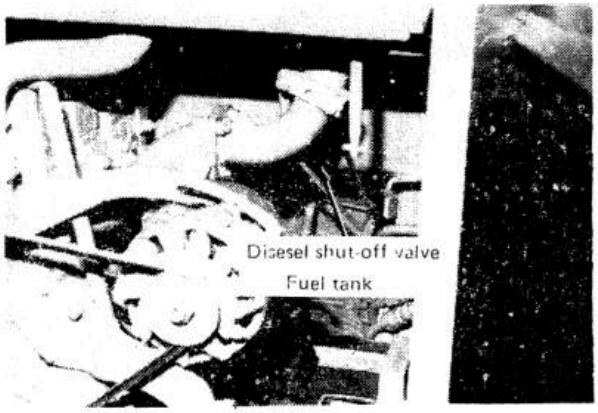
To drain the fuel tank on the Onan-powered machine:

1. Disconnect the fuel hose from the engine or the outlet of the fuel pump. Put the hose in a safe container.
2. Turn the ignition switch on. The fuel pump will then pump fuel from the tank.

To drain fuel from the Kubota diesel fuel tank:

1. Shut off the fuel at the tank.
2. Disconnect the fuel hose from the fuel filter and put it in a safe container.
3. Open the shutoff valve. Fuel will drain from the tank by gravity.



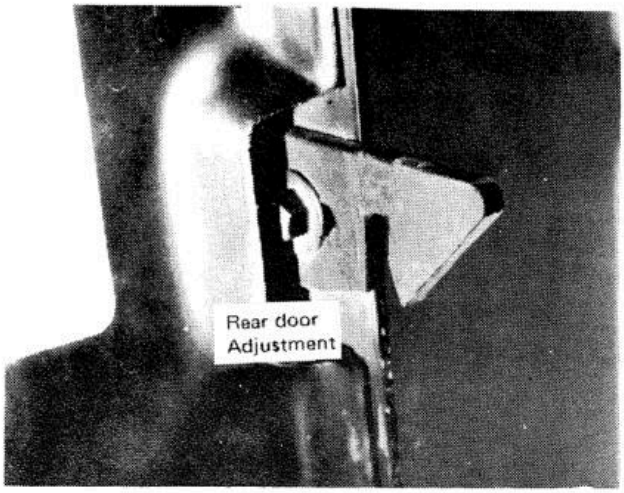


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MAINTENANCE

REAR DOOR

The latch on the rear door should be adjusted so that the latch requires moderate force to open and close. Loosen the 2 carriage bolts on the latch to make adjustment.

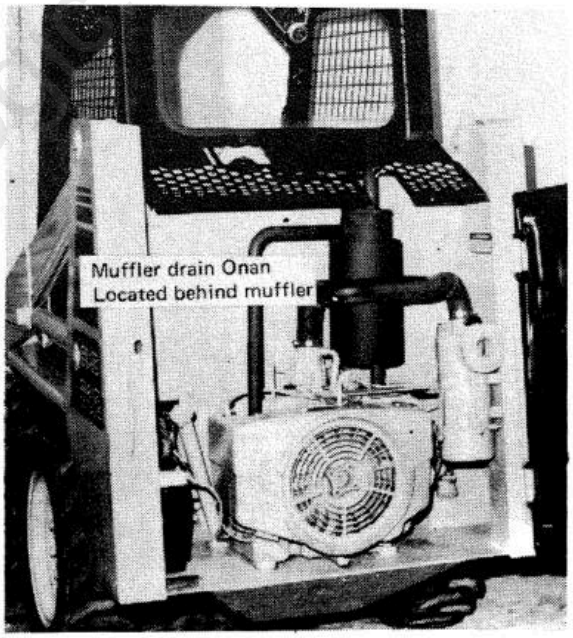


SPARK ARRESTOR MUFFLER

Every 100 hours, the spark chamber in the muffler should be cleaned. This is done by running the engine with the drain plug removed for about a minute.

⚠ WARNING

DO NOT TOUCH HOT ENGINE COMPONENT PARTS UNTIL ADEQUATELY COOLED OR SEVERE BURNS MAY RESULT.



TIRES AND WHEELS

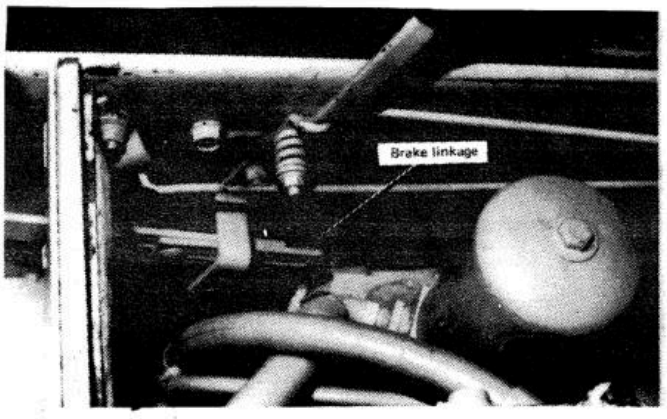
Tire pressure should be periodically checked. The correct pressure is 30-35 PSI (207-240 KPa).

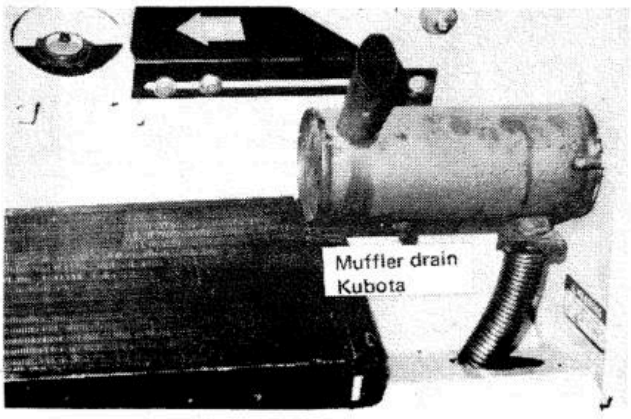
IMPORTANT: Never add fluid to tires!

During the first 50 hours, check the wheel lug nuts often. Correct torque is 90-100 ft. lbs. (120-135 Nm).

BRAKES

It should take 40-50 lb. (18-23 Kg) pull on the hand lever to engage the brake. To adjust, change the length of the linkage





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HYDRAULIC SYSTEM

Pressure, relief	1900 psi
Control	3-spool valve, foot pedals
Pump	gear, 7.5 gpm (28.2 liters/min)
	Hydrostatic Charge Pressure: 55 - 85 P.S.I.
Filters	(1) 100 mesh screen
	(1) 7 micron charge inlet

HYDRAULIC CYLINDERS

	LIFT	TILT
Cylinder Type	Double Acting	Double Acting
Bore diameter	2 in (50.8mm)	3 in. (76.2mm)
Rod diameter	1.125 in. (28.58mm)	1.25 in (31.8)
Stroke	23.88 in. (606 mm)	9.78 in. (248 mm)

TRAVEL SPEEDS

Forward or reverse	0-5.7 mph (9.1 km/h)

OPERATIONAL SPECIFICATIONS

Load rating (1/2 SAE tip-up)	gas. 850 lbs. (386 kg.)
	diesel . . . 850 lbs. (386 kg.)
Tipping load (SAE) . . .	gas 1700 lbs. (772 kg.)
	diesel 1920 lbs. (873 kg.)
Breakout force	2100 lbs (955 kg.)
Raising time	4.7 sec.
Lowering time	3.4 sec.
Dumping time	1.3 sec.
Rollback time	1.6 sec.

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