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MUSTANG BY MANITOU

850R
2012

Skid-Steer Loader
Operator's Manual

917397 Rev. H 05/21



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Mustang 850R and 2012 Skid Steer Loader Operator Manual

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Main contents

- Introduction
- Loader Identification
- Control/Indicator Symbols
- Safety
- Controls and Safety Equipment
- Operation
- Service
- Troubleshooting
- Maintenance Schedule
- Specifications
- 2012, 2012 (EU)
- & 850R

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Sample pages follow. Full manual: machinecatalogic.com

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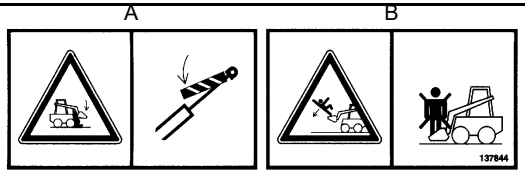
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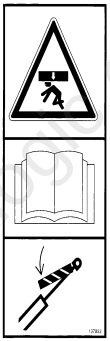
ISO-Style (used Internationally) Safety Decals on the outside of the Skid-Steer Loader



137844 – Located on front of loader

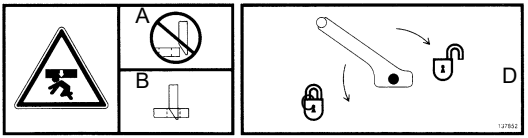
A – Crush hazard: Keep out from under work tool unless lift arm is supported.
B – Fall hazard: No riders. Never use work tool as work platform.





137853 – Located on lift arm support device

Crush hazard: Hose removal or component failure can cause lift arm to drop. Always use lift arm support device when leaving arm raised for service.



137852 – Located on hitch (manual hitch loaders only)

Crush hazard: Before operating with attachment, check engagement of hitch locking pin to the attachment:
A – Incorrect attachment engagement
B – Correct attachment engagement
C – Lock hitch lever
D – Unlock hitch lever

ROPS/FOPS

The ROPS/FOPS (Roll Over/Falling Object Protective Structure) is designed to provide protection for the operator from falling objects and in case the loader tips or rolls over, provided the operator is secured inside the ROPS by the seatbelt and restraint bar.

⚠ WARNING **Never operate the loader with the ROPS/FOPS removed or locked back.**

Parking Brake

This skid-steer loader is equipped with a spring-applied hydraulic-released parking brake. The parking brake engages when the operator lifts the restraint bar, leaves the operator's seat or shuts off the engine. The brake can also be applied manually by using the switch located on the right control panel of the ROPS. The red indicator on the switch lights when the parking brake is applied.

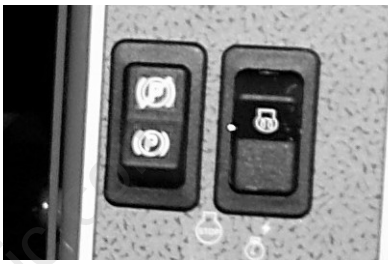


Figure 2 Parking Brake Switch

Rear Window Emergency Exit

The rear window has three functions: noise reduction, flying objects barrier and emergency exit.

To use the emergency exit, pull on the yellow warning tag at the bottom of the window and remove the seal. Push out the window and exit.

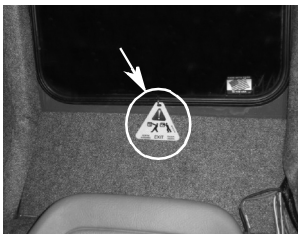


Figure 3 Rear Window Emergency Exit Pull Tag

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Dumping the Load Into a Box

Carry the loaded bucket low and approach the vehicle or bin. Stop your approach as close to the side of the box as possible while allowing for clearance to raise the lift arm and loaded bucket. Next, raise the lift arm until the bucket clears the top of the box and move the loader ahead, to position the bucket over the inside of the box, slowly dump the bucket. After the material is dumped, back away from the box while tilting the bucket back and lowering the lift arm.

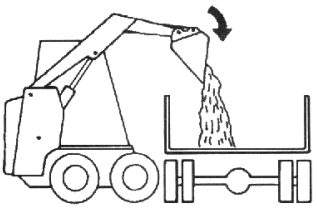


Figure 18 Dumping Into a Box

Dumping the Load Over an Embankment

⚠ WARNING Do not drive too close to an excavation or ditch. Be sure the surrounding ground has adequate strength to support the weight of the loader and the load.

Carry the loaded bucket as low as possible while traveling to the dumping area. Stop the loader where the bucket extends half-way over the edge of the embankment. Tilt the bucket forward and raise the lift arm to dump the material. After the material is dumped, back away from the embankment while tilting the bucket back and lowering the lift arm.

Scraping with a Bucket

For scraping, the loader should be operated in the forward direction. Position the lift arm down against the loader frame. Tilt the bucket cutting edge forward at a slight angle to the surface to be scraped. While traveling slowly forward with the bucket in this position, material can flow over the cutting edge and collect inside the bucket.

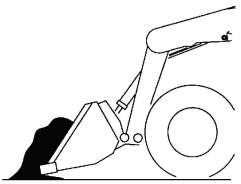


Figure 19 Scraping

Leveling the Ground

Drive the loader to the far edge of the area to be leveled. Tilt the bucket forward to place the bucket cutting edge at a 30 to 45 degree angle to the surface to be leveled. Then place the lift arm into the "float" position and drive the loader rearward dragging the dirt and, at the same time, leveling it.

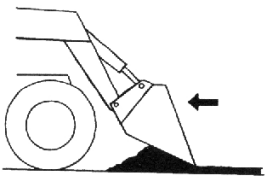


Figure 20 Leveling the Ground

Note: *The float (detent) position for T-Bar controlled loaders is reached by pushing the right handle all the way forward.*

Checking Hydraulic Oil Level

The loader has a sight gage in the engine compartment. Check the fluid level with the lift arm lowered and the attachment on the ground.

When hydraulic fluid is required, allow the system to cool. Slowly remove the oil fill cap, allowing the pressure to release before removing the cap completely.

Add hydraulic fluid as required. Refer to the *Lubrication* topic (page 41) for oil recommendations. Replace the cap.

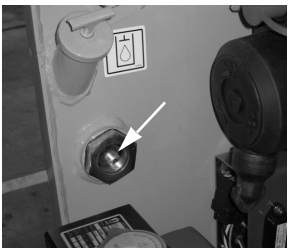


Figure 32 Hydraulic Oil Service

Changing Hydraulic Oil Filter

1. Raise ROPS/FOPS to access the filter. Unscrew the filter.
2. Place oil pan under loader to catch the oil.
3. Unscrew the filter.
4. Clean the surface of the filter housing where the element seal contacts the housing. Put clean oil on the rubber gasket of the new filter element.
5. Install and tighten the filter element 3/4 of a turn past the point where the gasket contacts the filter head.
6. For a replacement element, refer to the *Replacement Parts* topic (page 40).



Figure 33 Drain Plug

Changing Hydraulic Oil

The hydraulic oil must be replaced if it becomes contaminated, after major repairs, and after 1000 hours or one year of use.

1. Remove the oil filler cap.
2. Install a catch pan of sufficient capacity under the oil reservoir (8 gallons [30 liters])
3. Remove the drain plug located on the bottom left of the oil reservoir.
4. Remove and replace the hydraulic oil filter.
5. Reinstall the drain plug.
6. Refill the reservoir until the oil is between the two lines on the dipstick gauge.
7. Start the engine and operate the hydraulic controls.
8. Stop the engine and check for leaks at the filter and reservoir drain plug.
9. Check the fluid level and add fluid if needed.

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Checking Tire Pressure

Tire Size	Inflation Pressure	
	Max psi	Max kPa
23 x 8.5x–12 6-ply Heavy-Duty Flotation	50	345
5.70x–12 4-ply Chevron	50	345

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

When installing tires, be sure they are the same size and style on each side of the loader. Always replace tires with the same size as the original equipment.

Electrical System

Circuit Breakers

The circuit breakers for the loader are located on the rear right panel. There is also a 35-amp main circuit breaker located on the left side of the engine compartment, directly behind the ROPS/FOPS.

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Hydraulic System

Problem	Possible Cause	Remedy
Lift/Tilt controls fail to respond.	Hydraulic oil viscosity is too heavy.	Allow longer warm-up or replace with proper viscosity oil.
	Hydraulic oil level is low.	Check oil level in reservoir. If oil is low, check for an external leak. Repair and add oil.
	Solenoid valve(s) malfunctioning.	Check electrical connections to lift solenoid and repair.
	Restraint bar or seat switch malfunction.	Check switches.
Auxiliary hydraulics do not function.	Restraint bar is raised.	Lower the restraint bar.
	Lock solenoid malfunctioning	Check electrical connections to lock solenoid and repair connections as needed. If lock solenoid is still not functioning properly, contact your dealer.
	Restraint bar switch malfunctioning.	Check electrical connections to restraint bar switch and repair connections as needed. If switch is still not functioning properly, contact your dealer.
Hydraulic cylinder action is slow for lift and/or tilt functions.	Low engine speed.	Operate engine at higher speed.
	Hydraulic oil viscosity is too heavy.	Allow longer warm-up or replace existing oil with proper viscosity oil.
	Control linkage is restricted.	Check for control linkage restriction and adjust.
	Hydraulic oil leaking past cylinder piston seals.	Contact your dealer.
	Worn gear pump.	Contact your dealer.
	Solenoid valve(s) malfunctioning.	Check electrical connections to lift solenoid and repair connections as needed. If lift solenoid valve is still not functioning properly, contact your dealer.
	Relief valve in control valve not functioning correctly. (Squealing noise should be evident while operating.)	Contact your dealer.

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