930

MUSTANG SKID STEER LOADER

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OPERATOR'S MANUAL

Part # 000-56883

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Mustang 930 Skid Steer Loader Operator Manual

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Machine: Skid Steer Loader

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Main contents

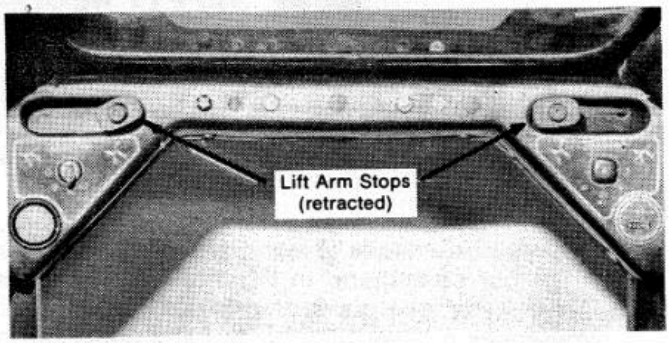
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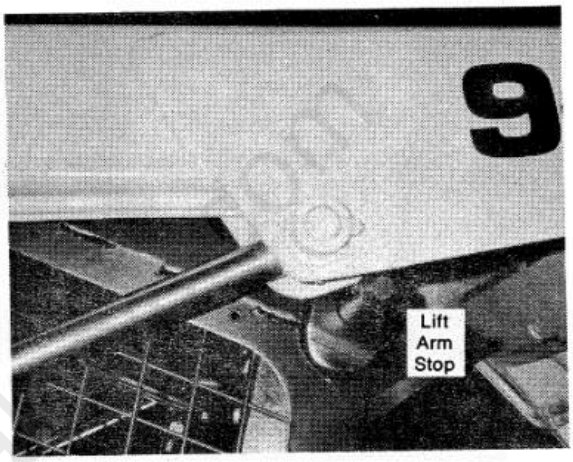
Sample pages follow. Full manual: machinecatalogic.com

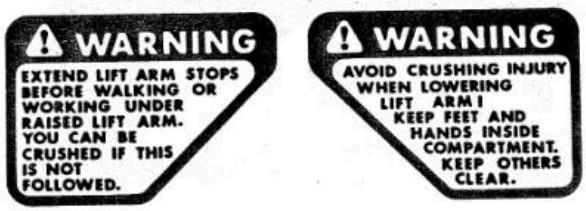
SAFETY EQUIPMENT

We at Austoft Inc. (U.S.A.) consider ourselves to be pioneers in the development and manufacture of construction machinery. We have built in the following safety guards and equipment to make our product safer to use:



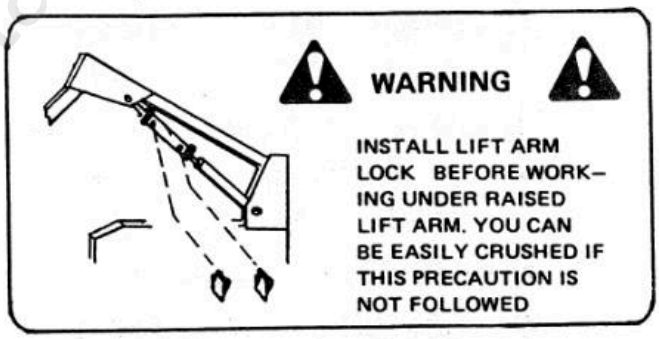
1. **LIFT ARM STOPS — —** Lift arm stops, one on each side of upper front corners of ROPS, are provided to secure bucket and lift arm in raised position in case it becomes necessary to service the unit or leave the operator's seat with lift arm raised.
WARNING! — BUCKET is to be LOWERED when machine 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 walk or work under 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 relatively low heights. **Do not alter this canopy in any way.**



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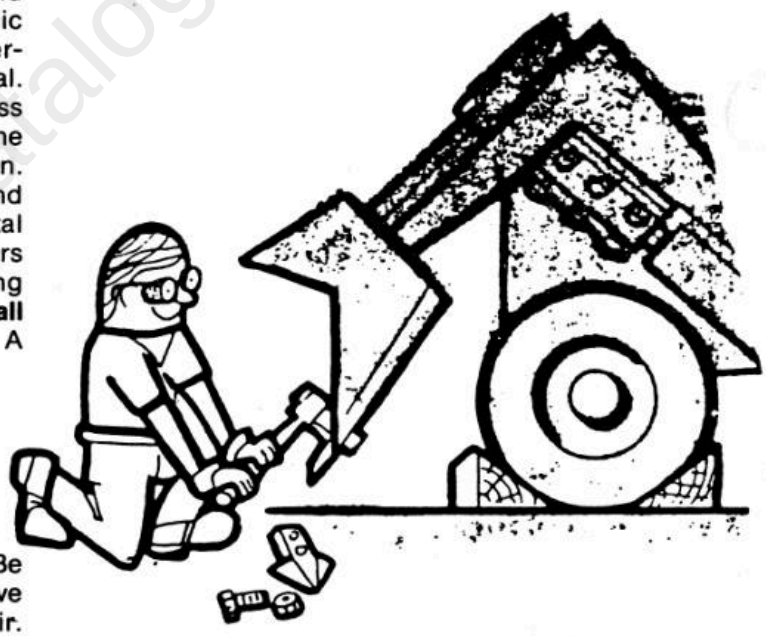
SAFETY RECOMMENDATIONS



AVOID FIRE AND EXPLOSION HAZARDS - Treat all fuels, oils, solvents and unknown dry chemicals with respect. Always work in a well-ventilated area. Make sure you know where the fire extinguishers are kept and how to use them. Use a non-flammable solvent to clean parts instead of gasoline or diesel fuel. Never smoke while handling fuel or fuel containers or when working on the vehicle fuel system. Never cut or weld fuel lines, tanks or containers. Never fuel unit while engine is running.

Always shut off the engine and electrical equipment while filling the fuel tank. Always ground the fuel nozzle against the fuller neck to avoid sparks before starting fuel flow. Never smoke near a battery or check electrolyte level with an open flame. Hydrogen gas is highly explosive. KEEP COOL - DON'T LET YOURSELF GO UP IN SMOKE.

PREPARE THE MACHINE - Move the machine onto a level surface. Shut off the engine and operate the controls to release all hydraulic pressure. Lower or block all hydraulically operated attachments and place controls in neutral. Never work with the engine running unless absolutely necessary. Never operate the engine in an enclosed area without proper ventilation. Block the wheels, disconnect the battery and remove the ignition key to prevent accidental starting. Remove only those guards or covers that permit access to the equipment needing repair. When finished with repair, **replace all guards or covers.** EXHAUST FUMES ARE A POOR SUBSTITUTE FOR AIR.



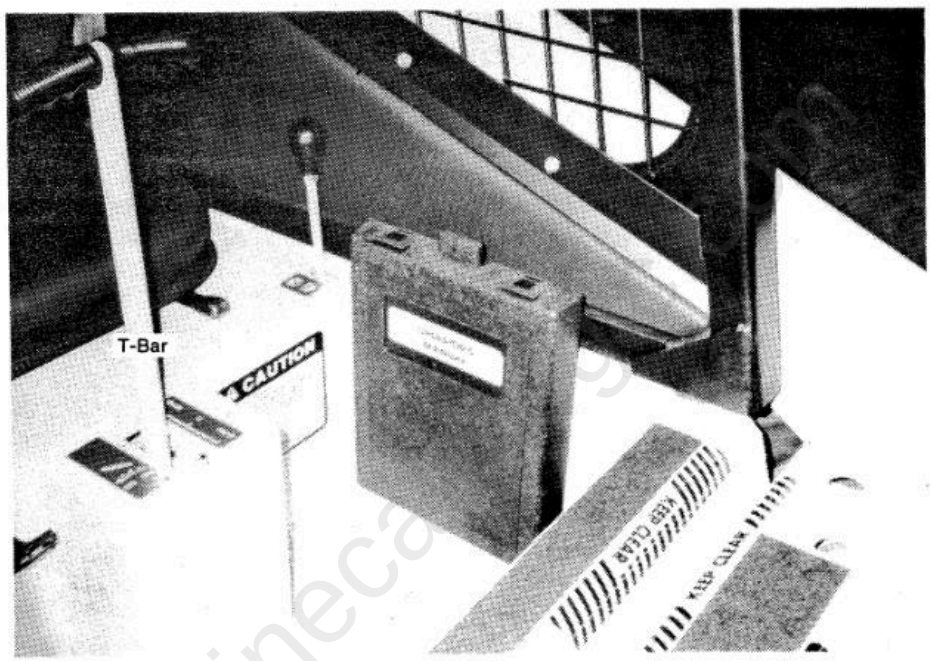
USE JACKS AND HOISTS CAREFULLY - Be certain that the hoists or jacks you use have adequate lifting capacity and are in good repair. Position jacks and hoists carefully, lift slowly and only as much as needed for clearance. When working beneath raised equipment, never depend on the hoist or jack alone, always use substantial blocks. Such blocks as concrete blocks are inadequate. ONLY A FOOL TRUSTS A JACK ALL BY ITSELF.

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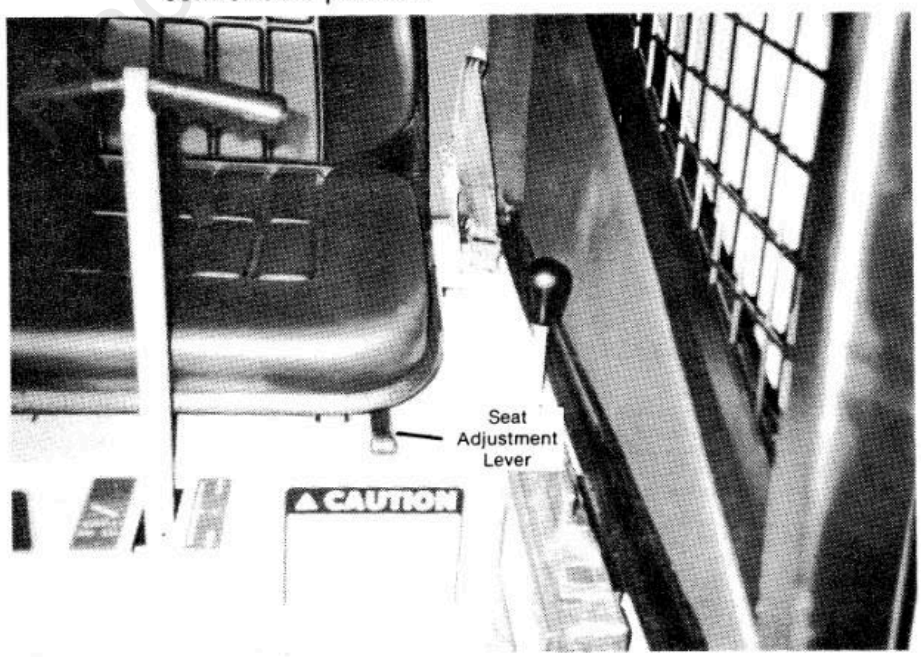
INSTRUMENTS AND OPERATIONAL CONTROLS

T-Bar Steering Control: This is used to control the propulsion of the machine. Moving the T-Bar forward or backward makes the machine move forward or in reverse respectively. 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.



FUELS AND LUBRICANTS

AIR CLEANER

The air cleaner is of the dry type and has a removable element that can be cleaned or replaced. Except under abnormal, very dusty conditions, the air cleaner should not require frequent cleanings.

An Optional Safety Element is available for further protection in extremely dusty conditions.

For inspection purposes, the air cleaner is provided with a restriction indicator as standard equipment. This indicator measures the restriction of air within the air cleaner itself, and provides a warning for the operator when it becomes necessary to service the air cleaner. Whenever the air flow through the air cleaner becomes restricted due to an accumulation of dust, a red signal will become visible and lock up in the indicator window. Service air cleaner only when the indicator stays locked up after the engine has been stopped. A portion of the red signal may be visible at times during operation (this is normal). Excessive smoke or loss of power may also indicate a restriction.

Clean the surrounding area and loosen the clamp attaching the sediment cup to the air cleaner assembly. Remove the cup and dump out dirt, wipe cup clean with a dry cloth. Remove the wing nut at the end of the element and remove element from cleaner assembly. Be sure rubber sealing gasket is replaced under wing nut washer.

Tap the element on the palm of your hand to remove dust. **Do not tap on a hard surface.** This tapping on the hand will provide temporary service of the element if service is necessary in the field. If tapping doesn't remove dust, use compressed air (under 100 psi) to clean element. Direct clean, dry air up and down the pleats. Blow from the inside to the outside. **Do not rupture element.**

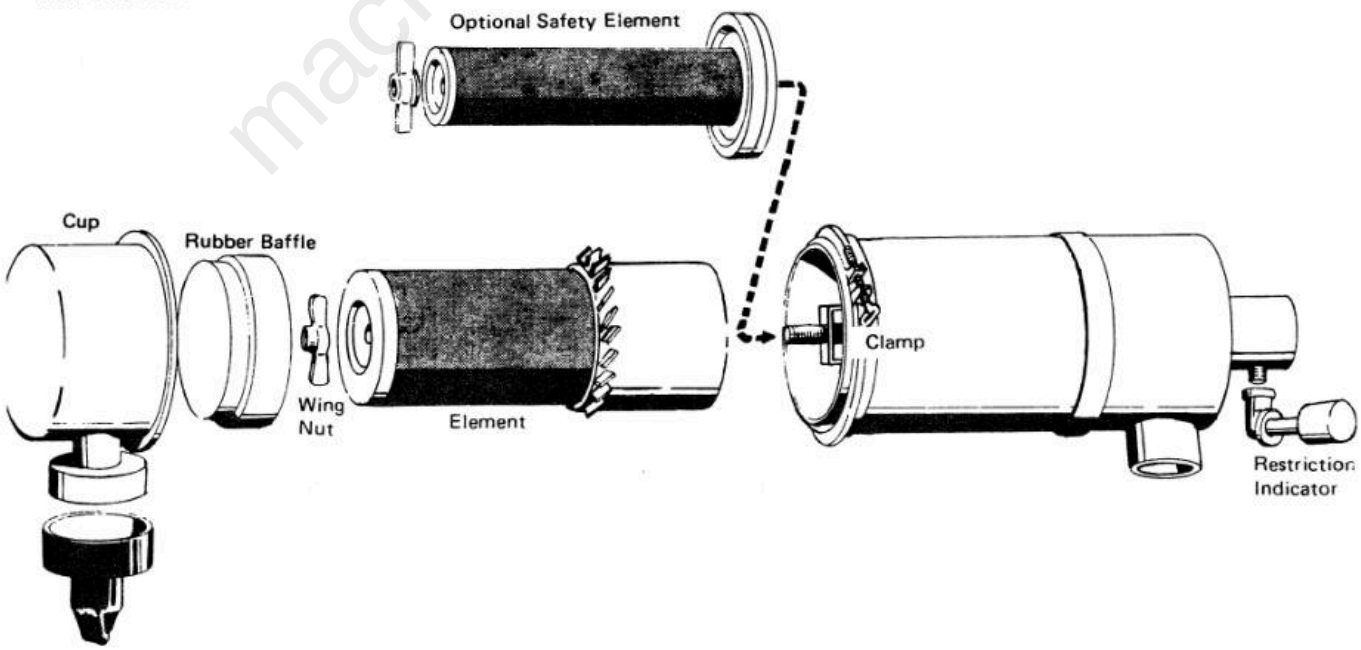
OILY OR SOOTY ELEMENT

Soak and wash element in solution of warm water (no hotter than your hand can stand), with Donaldson D-1400 filter cleaner or its equivalent (non-sudsing detergent). Rinse element thoroughly with clean water from element and allow it to air dry (usually requires 24 hours). Protect the element from freezing until dry.

IMPORTANT! Never wash element in fuel oil, oil, gasoline or solvent. Never use compressed air to dry element. **DO NOT OIL ELEMENT.**

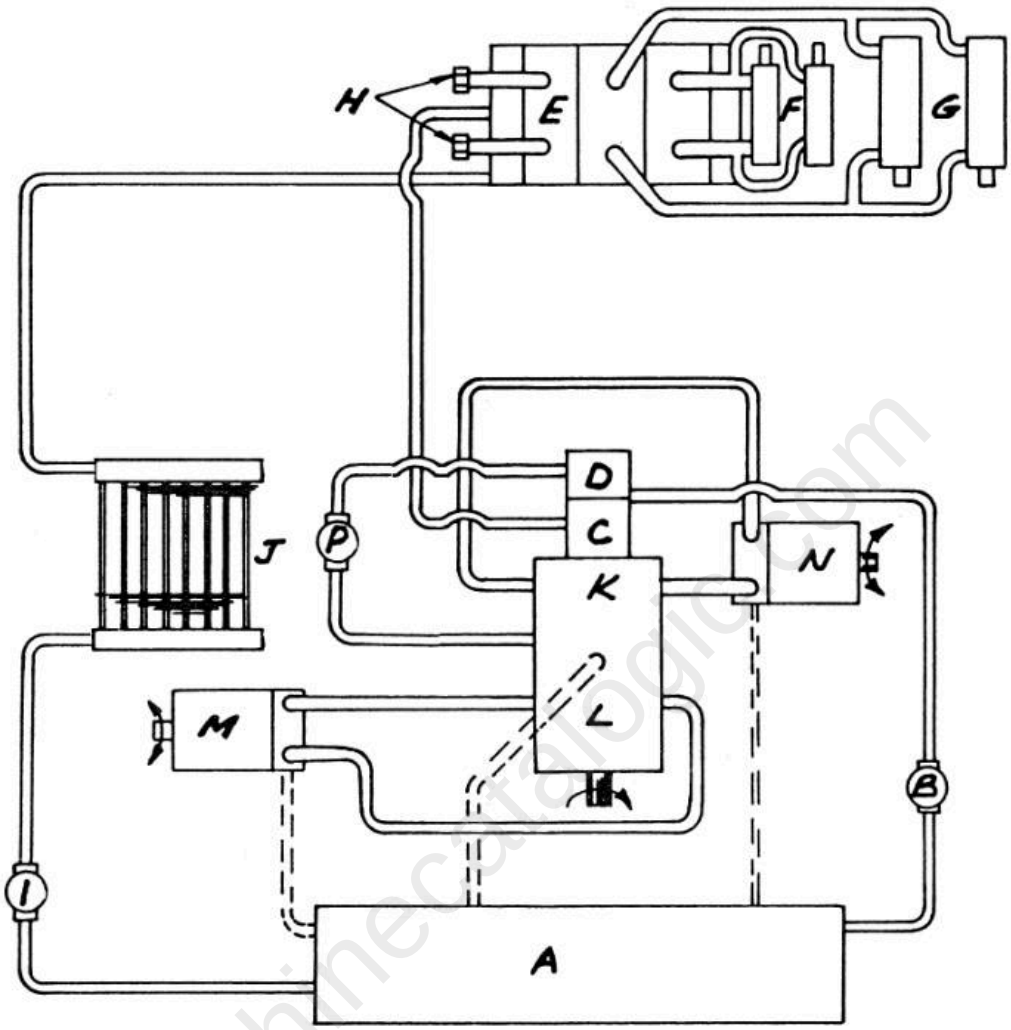
After cleaning the element, inspect it for damage by placing a bright flashlight inside the filter. Discard any filter that shows the slightest rupture.

Inspect filter element gasket for damage. Replace element if gasket is missing or damaged.



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HYDRAULIC SYSTEM DIAGRAM



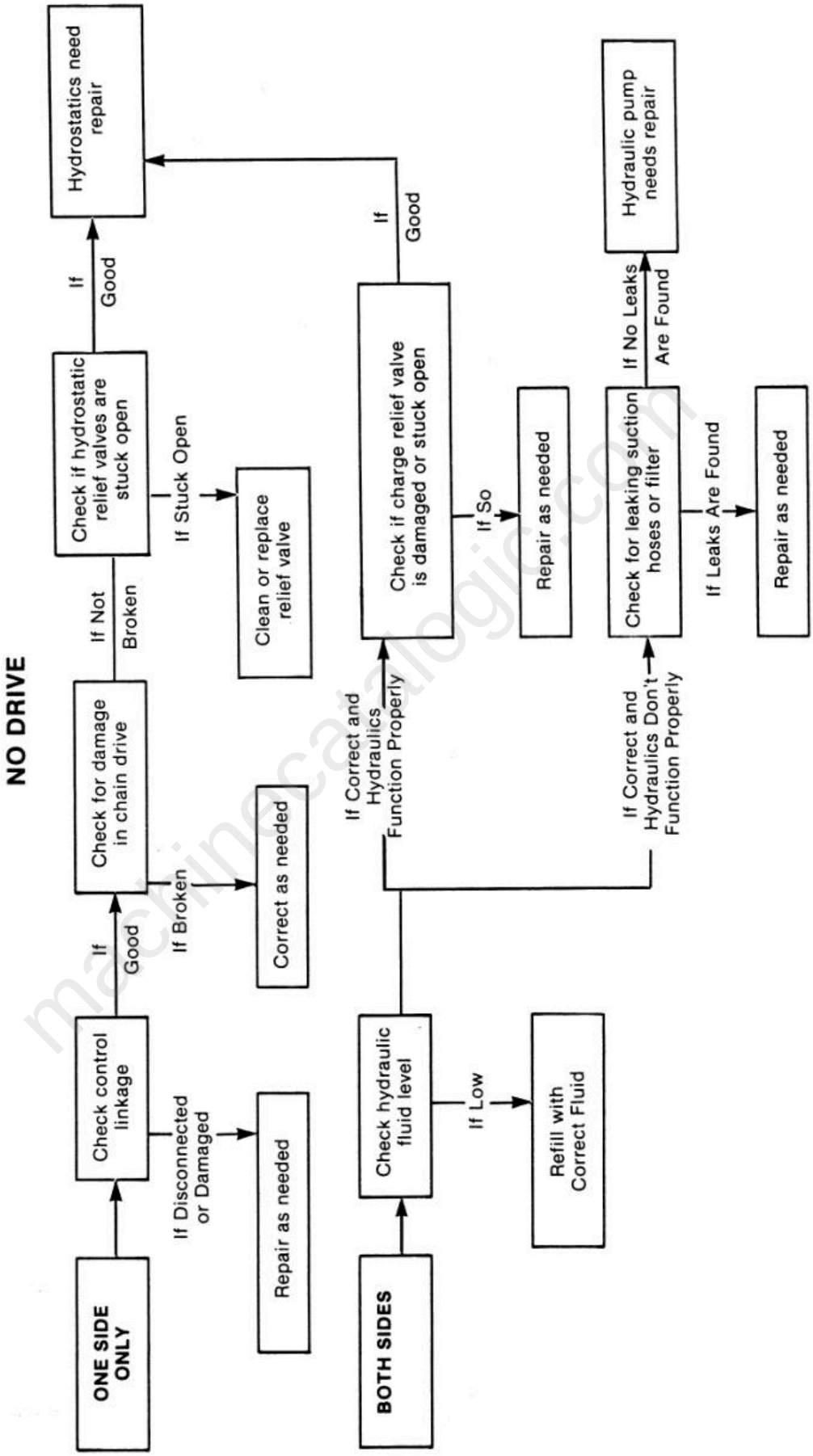
Fluid is drawn from reservior (A) through a 100-mesh filter (B) by implement gear pump (C) and charge pump (D). Gear pump (C) supplies flow to hydraulic control valve (E) which regulates lift cylinders (F), tilt cylinders (G) and auxiliary circuit (H). Return flow from control valve (E) passes through cooler (J) and a 7 micron return filter (I) before entering reservoir (A).

Charge pump (D) supplies charge flow through a 7 micron filter (P) to variable displacement piston pumps (K) and (L). These pumps provide high pressure flow through a closed-loop circuit to the constant displacement, geroller type drive motors (M) and (N). Case drain flow from piston pumps (K) and (L) and drive motors (M) and (N) returns directly to reservoir (A).

A. Reservoir
B. 100-Mesh Filter
C. Gear Pump
D. Charge Pump
E. Control Valve
F. Lift Cylinders
G. Tilt Cylinders
H. Auxiliary Circuit
I. 7 Micron Return Filter
J. Oil Cooler
K. Forward Pump
L. Rear Pump
M. Left-hand Motor
N. Right-hand Motor
P. 7 Micron Return Filter

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HYDROSTATIC DRIVE SYSTEM



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