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General Information

The above safety alert symbol means: ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED! It stresses an attitude of "Heads Up for Safety" and can be found throughout this service manual and on the decals on the machine.

Before operating or working on this machine, read and study the following safety information. In addition, be sure that everyone who operates or works on this equipment is familiar with these safety precautions. It is essential to have competent and careful operators, who are not physically or mentally impaired, and who are thoroughly trained in the safe operation of the machine and the handling of loads. It is recommended that the operator be capable of obtaining a valid motor vehicle operator's license.

The use of skid-steer loaders is subject to certain hazards that cannot be eliminated by mechanical means, but only by exercising intelligence, care and common sense. Such hazards include, but are not limited to, hillside operation, overloading, instability of the load, poor maintenance and using the equipment for a purpose for which it is not intended or designed.

The Mustang Company ALWAYS considers the operator's safety when designing its machinery and guards exposed moving parts for the operator's protection. However, some areas cannot be guarded or shielded in order to assure proper operation. Furthermore, the Operator's Manual and the decals on the machine warn of additional hazards and should be read and observed closely.

These topics in this chapter include procedures, which, when followed, will allow safe performance of service procedures: Mandatory Safety Shutdown Procedure, Lift Cylinder Liftarm Support Device, Roll-Over Protective Structure (ROPS)/Falling Object Protective Structure (FOPS) Lock Mechanism, Loader Raising and Lowering Procedures, and Relieving Hydraulic Pressure.

Signal Words

DANGER

"DANGER" indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

"WARNING" indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

"CAUTION" indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. May also alert against unsafe practices.

Additional Safety Reminders



Read and understand the Service Manual and all decals before maintaining, adjusting or servicing this equipment.

Doors, Guards and Shields - Some photographs in this manual may show doors, guards and shields open or removed for illustrative purposes only. BE SURE all doors, guards and shields are in their proper operating positions BEFORE starting engine to operate unit.

Damaged or Worn-out Parts - For safe operation, replace damaged or worn-out parts with genuine Mustang service parts, BEFORE operating this equipment.

Attachments - Mustang skid-steer loaders are designed and intended to be used only with Mustang Company attachments or approved referral attachments. The Mustang Company cannot be responsible for operator safety if the loader is used with a non-approved attachment.



Battery Safety - To avoid injury from a spark or short circuit, disconnect the negative (-) battery cable before servicing any part of the electrical system. Do not tip the battery more than 45° to avoid spilling electrolyte.

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Troubleshooting Guide

The following troubleshooting guide lists potential hydrostatic system problems, as well as possible causes and remedies, for Mustang 2026/2041 skid-steer loaders.

When a problem occurs, be sure not to overlook possible simple causes. A malfunction can be caused by something as simple as low oil level. After a mechanical failure has been corrected, be sure to locate and correct the cause of the problem.

IMPORTANT

DO NOT attempt to service or repair major hydrostatic system components, such as the hydrostatic pumps or drive motors, unless authorized to do so by your Mustang dealer/distributor. Any unauthorized repair will void the warranty.

Problem	Possible Cause	Remedy
No response from the hydrostatic drive or the lift/tilt systems.	Hydraulic oil viscosity is too high.	Allow longer warm-up or replace oil with the proper viscosity oil.
	Hydraulic oil supply is too low.	Check for low oil level in reservoir. Add oil as needed.
	Hydrostatic pump drive is disconnected. Flexible drive plate failure.	Check for broken or worn pump flexible drive plate and replace, as needed.
Traction drive will not operate in either direction.	Parking brake is engaged.	Disengage parking brake.
	Hydraulic oil supply too low.	Check for low oil level in reservoir. Add oil if necessary.
	Control rod linkage disconnected.	Check linkage connection at control levers and neutral centering mechanisms. Reconnect linkage.
	Low or no charge pressure.	See hydrostatic pump manual.
	Hydrostatic pump relief valves are malfunctioning.	Inspect and clean the relief valves. Replace them as needed.
Drive wheels do not turn in proper direction for T-Bar movement.	High pressure hydraulic hoses between the hydrostatic pump and the drive motors are connected wrong.	Reconnect hoses to proper ports on the drive motors. Refer to the schematic in the *Hydraulic System* chapter.

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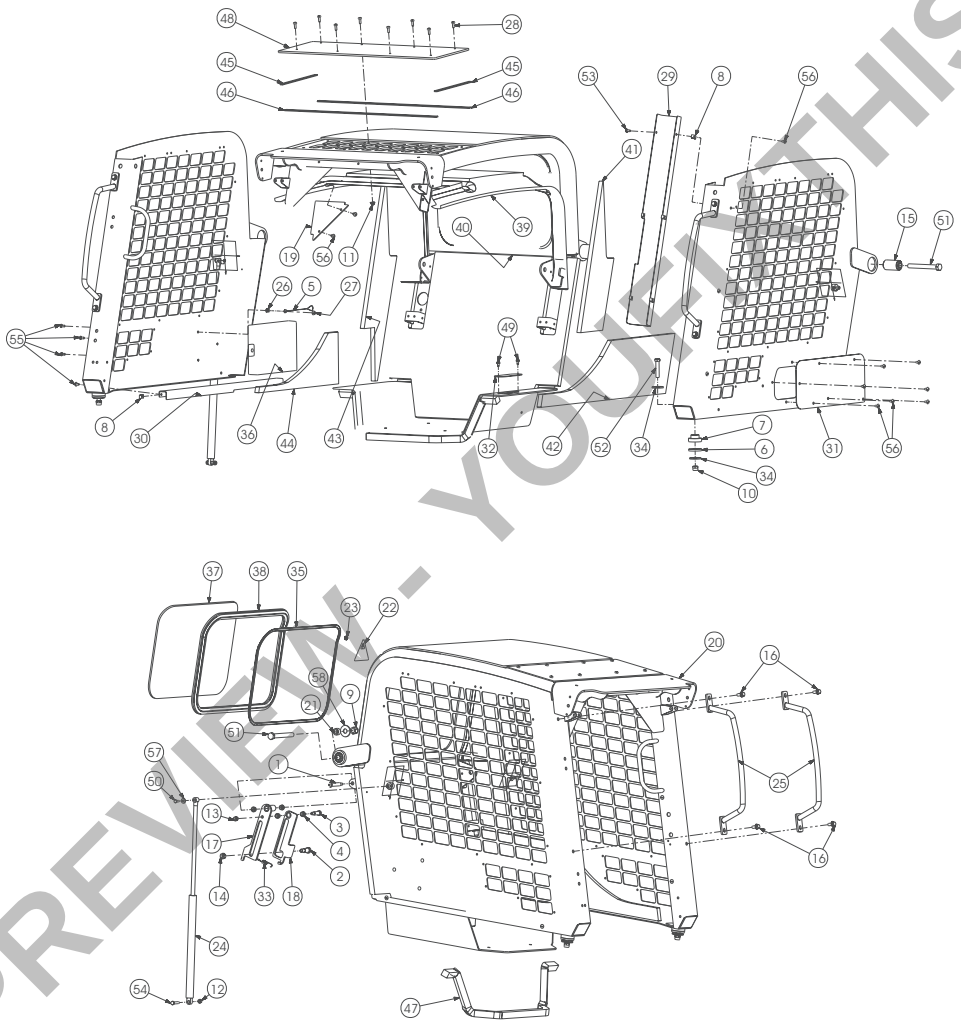
Introduction

Mustang 2026/2041 skid-steer loaders have a welded steel mainframe. Maintenance, service and repair can be performed through standard access panels. The left rear mainframe riser serves as the hydraulic reservoir. A welded steel tank bolted to the mainframe behind the ROPS/FOPS serves as the fuel tank.

Two side cases provide mounting for the drive motors and for the front and rear axles. The side cases also serve as sealed housings for the drive chains and sprockets. Oil is used inside these cases to ensure the chains always receive proper lubrication.

The liftarm and the lift and tilt cylinders are mounted with pivot pins. Capscrews are used to secure the pivot pins. A Rollover Protective Structure/Falling Object Protective Structure (ROPS/FOPS) is standard for operator safety, and both the seat and restraint bar include safety interlock switches.

Rollover & Falling Object Protective Structure (ROPS/FOPS) Components



1 BOLT/SHOULDER
2 BOLT/SHOULDER
3 BOLT/SHOULDER
4 BUSHING/OILITE
5 TETHER
6 WASHER/FLAT
7 MOUNTING/ISOLATOR
8 NUT/SPEED
9 NUT/LOCK NYLON INSERT
10 NUT/HEX
11 NUT/LOCK SERRATED
12 NUT/LOCK
13 NUT/LOCK
14 NUT/LOCK
15 ISOLATOR/ROPS
16 SCREW/WHIZLOCK
17 SUPPORT/ROPS
18 LATCH/ROPS
19 BRACKET/DOME LIGHT
20 ROPS/FOPS
21 BUSHING
22 TAG/RIP CORD
23 RING
24 GAS SPRING/ROPS
25 HANDLE/GRAB
26 NUT/FLAT
27 NUT/SPECIAL
28 SCREW/MACHINE
29 PANEL/INSTRUMENT LEFT
30 SHIELD/HARNESS
31 PLATE/HEATER SEAL
32 COVER/SEAT PLATE
33 SPRING/EXTENSION
34 WASHER/FLAT
35 STRIP/LOCKING
36 HOLDER/MANUAL
37 WINDOW/REAR
38 SEAL/WINDOW
39 FOAM/HEADLINER
40 FOAM/REAR PANEL
41 FOAM/SIDE LEFT
42 FOAM/SIDE LEFT
43 FOAM/SIDE RIGHT
44 FOAM/SIDE RIGHT
45 GASKET/TOP WINDOW
46 GASKET/TOP WINDOW
47 SPONGE RUBBER/SEAT PLATE
48 WINDOW/TOP
49 SCREW/MACHINE
50 SCREW/CAP
51 SCREW/CAP
52 SCREW/CAP
53 SCREW/CAP
54 SCREW/CAP
55 BOLT/CARRIAGE
56 SCREW/MACHINE
57 WASHER/FLAT
58 WASHER/FLAT

Fig. 4-1 Assembly view of ROPS/FOPS components.

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Parts Listing - T-Bar Control Models - Drive, Auxiliary Hydraulics, Lift and Tilt

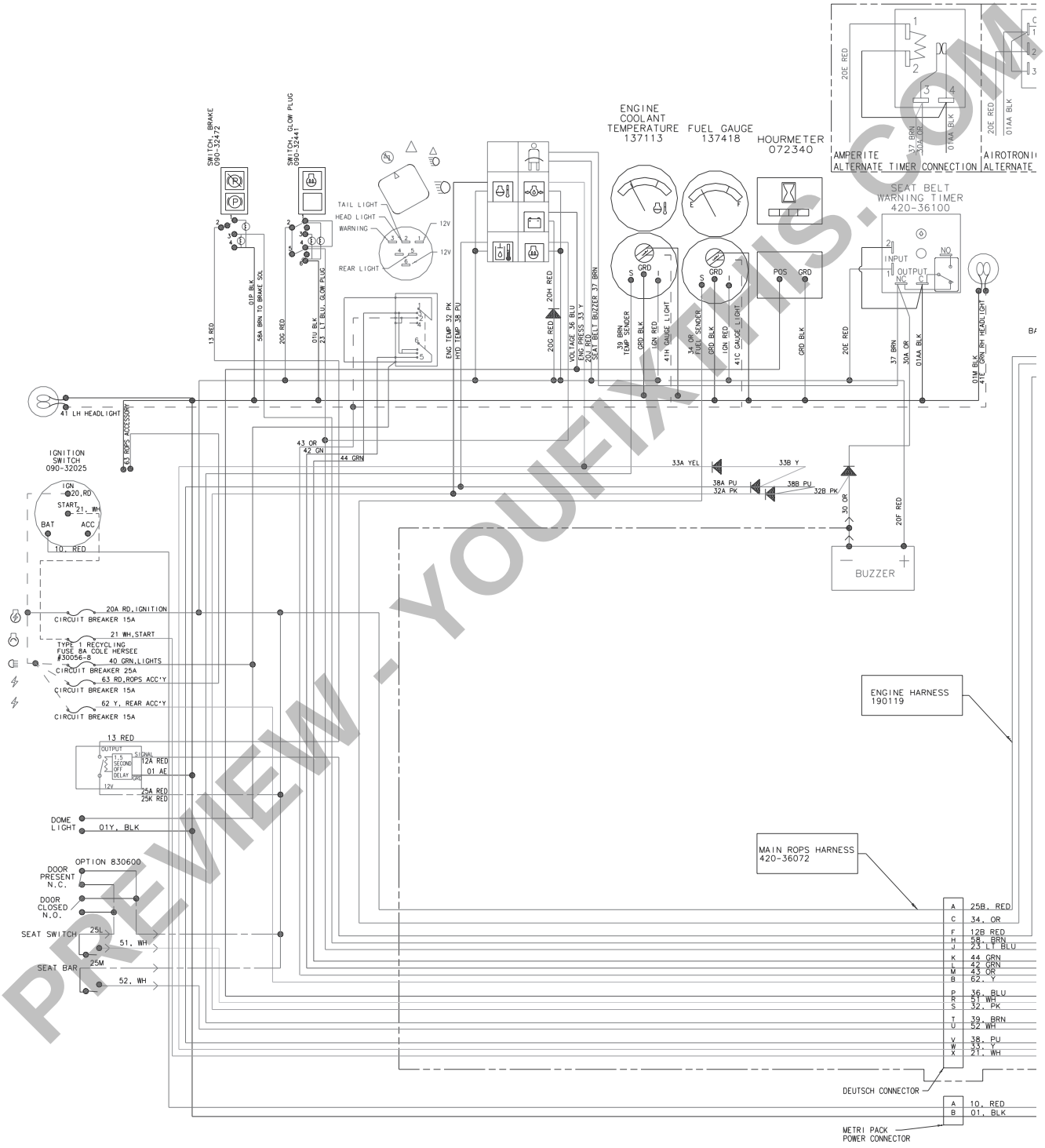
1 BEARING/FLANGE MOUNT
2 BEARING/FLANGE MOUNT
3 SCREW/SHOULDER
4 COVER/BOOT RIGHT
5 COVER/BOOT LEFT
6 BUSHING/SUPER OILITE
7 BUSHING/OILITE
8 BUSHING/OILITE FLANGED
9 END/ROD FEMALE STUD
10 NUT/SERRATED LOCK
11 NUT/LOCK
12 NUT/LOCK
13 NUT/LOCK
14 NUT/LOCK
15 SCREW/FLANGE WHIZLOCK
16 NUT/HEX WHIZLOCK
17 SCREW/CAP WHIZLOCK
18 CABLE/THROTTLE
19 CABLE/AUXILIARY
20 PEDAL/THROTTLE
21 PIVOT/DRIVE CONTROL
22 CONTROL/DRIVE
23 MOUNT/BRACKET CABLE
24 PIVOT/AUXILIARY
25 STOP/T-BAR
26 DAMPER
27 HANDLE/CONTROL LEFT
28 HANDLE/CONTROL RIGHT
29 SOLENOID
30 BRACKET/CONTROL
31 BRACKET/LOCK BASE
32 MOUNT/CONTROL
33 BRACKET/CONTROL MOUNT
34 SUPPORT/HYDRAULIC CONTROL
35 MOUNT/CONTROL
36 PEDAL/AUXILIARY
37 ROD END/FEMALE
38 YOKE
39 JOINT/BALL
40 LINKAGE/SPOOL LOCK AUXILIARY
41 NUT/LOCK FLANGE CENTERLOCK
42 NUT/LOCK FLANGE CENTERLOCK
43 NUT/HEX JAM
44 NUT/HEX CENTERLOCK
45 PIN/CLEVIS
46 PIN/CLEVIS
47 PIN/CLIP RUE
48 YOKE
49 ROD
50 ROD/CONTROL
51 ROD/CONTROL
52 SCREW/FLANGE WHIZLOCK
53 PLATE/FLOOR
54 PLATE/SOUND
55 SPACER
56 SPRING
57 WASHER
58 BOOT/T-BAR
59 BUSHING
60 SCREW/CAP
61 SCREW/CAP
62 SCREW/CAP
63 SCREW/CAP
64 SCREW/CAP
65 SCREW/CAP
66 NUT/HEX
67 PIN/COTTER
68 SCREW/CAP
69 BOLT/CARRIAGE
70 BOLT/CARRIAGE
71 BOLT/CARRIAGE
72 SCREW/MACHINE TRUSS HEAD SLOTTED
73 SCREW/HEX WASHER HEAD THREAD-FORMING
74 WASHER/FLAT
75 SCREW/CAP
76 NUT/HEX

Fig. 6-3 Parts listing for Fig. 6-2.

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Electrical System Schematic (schematic overlaps onto following page)



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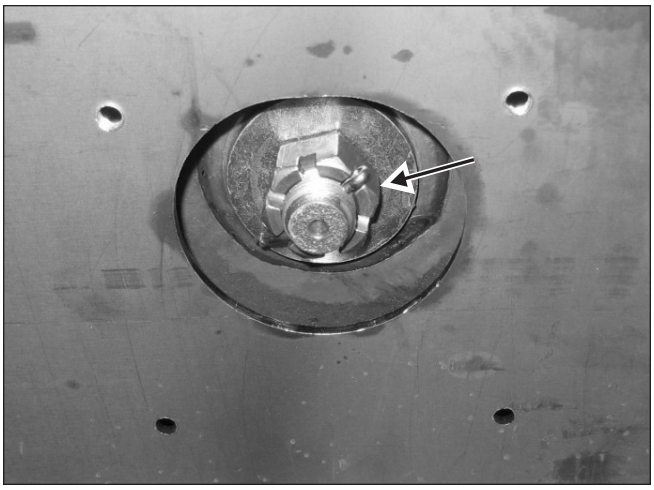


Fig. 5-11 Behind the axle access cover, remove the large cotter pin, slotted locknut and washer securing the axle to the sprocket.

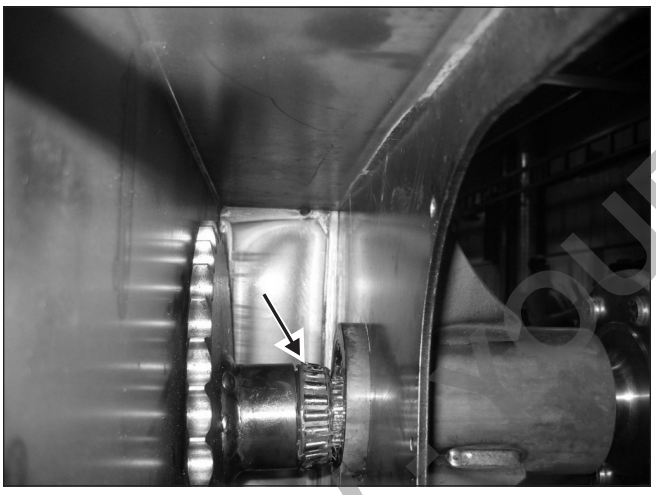


Fig. 5-12 Location of the outer axle bearing.

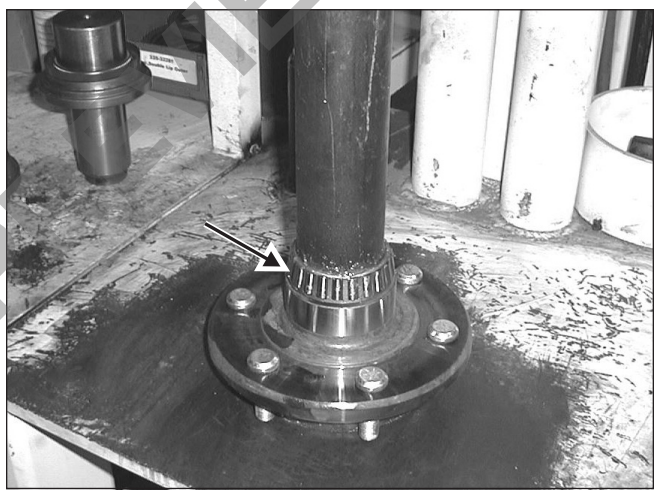


Fig. 5-13 Install inner bearing on axle.

8. Use a slide hammer mounted to axle hub. A slight impact is needed to remove axle from inner bearing.
9. Support axle with a suitable hoist and pull axle away from axle sprocket and mainframe.
10. Remove outer axle bearing and, if needed, the seal.

NOTE: Note orientation of bearing and seal at removal for correct reassembly.

Installation Procedure

1. Install a new seal (if old was replaced) and outer bearing on axle. **Fig. 5-12**

NOTE: Pack tapered bearings with grease before assembling.

2. Reinstall inner bearing on axle. **Fig. 5-13**
3. Support axle with a suitable hoist and insert into axle sprocket in axle housing weldment.
4. Slip washer onto axle hub. Tighten slotted locknut on axle hub to 100 ft.-lbs. (136 N•m) to press bearings into place.
5. Rotate axle for ten revolutions to help seat bearings.
6. Strike outside end of axle with lead shot or soft hammer to ensure bearings are seated.
7. Recheck that slotted locknut on axle hub is tightened to 100 ft.-lbs. (136 N•m).
8. Back off slotted locknut until nut is free from pressure.
9. Retighten slotted locknut to 30 ft.-lbs. (41 N•m), then increase to alignment slot with cotter pin hole. If nut slot lines up with cotter pin hole at 30 ft.-lbs. (41 N•m), then use that slot.
10. Install cotter pin.
11. Install and adjust the drive chains per the procedures in this chapter.
12. Fill the chaincase with motor oil until it is up to the oil fill/level check plug.
13. Install chaincase access covers using oil-resistant RTV sealant between the cover and chaincase.

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The hydraulic oil reservoir should be drained (**Fig. 3-2**) and filled after every 1000 hours of operation or annually (whichever occurs first). Use PETRO-CANADA hydraulic oil (or ISO VG46 equivalent) which contains anti-rust, anti-foam and anti-oxidation additives. Hydraulic oil filter element should be replaced after every 500 hours of operation (See NOTE). For details, refer to "Hydraulic Oil Filter Element Replacement" procedure in *Hydraulic* chapter.

NOTE: An initial 50-hour hydraulic oil filter element replacement is recommended for new skid-steer loaders.

Hydraulic Oil Tank Drain Procedure

1. Open engine access cover and rear grille.
2. Because the tank is pressurized, slowly remove hydraulic oil tank cap from filler neck at left side riser. **Fig. 3-1**
3. Underneath the left riser, remove drain plug on hydraulic oil tank. Place a suitable container under drain plug hole to catch hydraulic oil. **Fig. 3-2**

NOTE: Care must be taken to prevent discharging fluid onto the ground. Catch and dispose of fluid per local waste disposal regulations.

Crankcase Oil

The Yanmar diesel engine crankcase has a capacity of 7.6 quarts (7,2 L) for 2026 skid-steers or 9.1 quarts (8,6 L) for 2041 skid-steers. The chart below lists recommended oil viscosity for the engine.

Engine oil should be changed and the filter element replaced every 250 hours of service. Refer to the engine operator's manual (see NOTE) for details on changing oil and to the "Oil Filter Removal and Installation" procedure in the *Engine* chapter. **Figs. 3-3, 3-4, 3-5**

NOTE: Refer to engine operator's manual for additional information on oil change intervals, including a 50-hour initial oil change interval.

Ambient Temperature	Viscosity
Below 32°F (0°C)	SAE 10 or 10W-30
Above 32°F (0°C)	SAE 15W-40
Service classification: API-CF-4/SH	

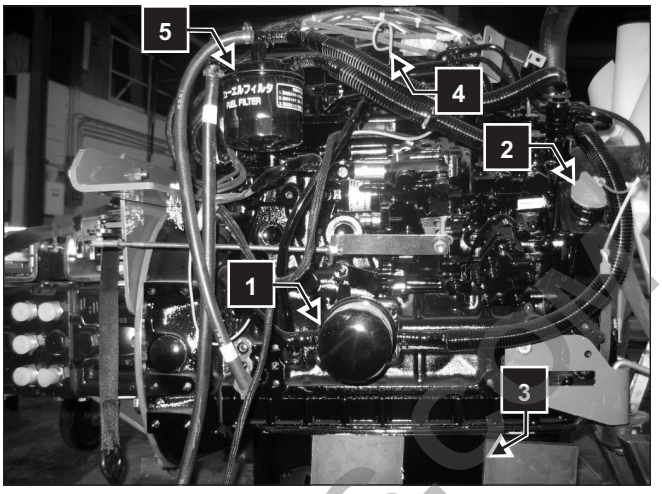


Fig. 3-3 Location of the engine oil filter (1), oil fill (2), oil drain - not shown (3), dipstick (4) and fuel filter (5) on left side of engine.

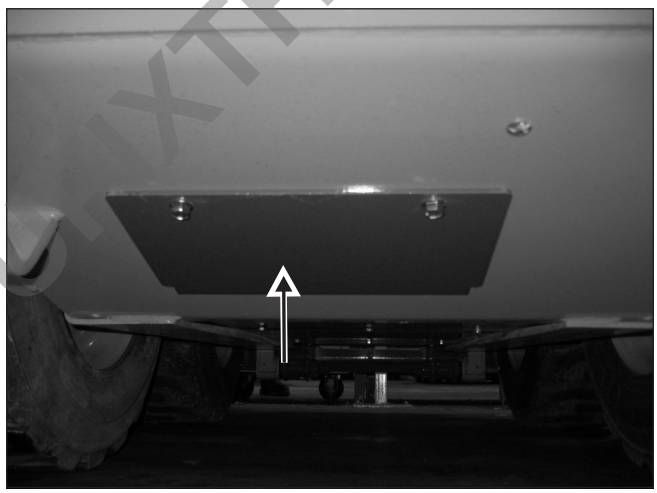


Fig. 3-4 Oil filter access location, underneath loader, near left rear tire.



Fig. 3-5 Location of engine oil fill (1) and oil dipstick (2).

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Neutral Centering Device and Pump Arm Removal and Installation

The neutral centering device and pump arm weldment are designed to be interchangeable on the front and rear hydrostatic pumps.

Removal Procedure

⚠ WARNING

BEFORE beginning this service procedure, perform the following SAFETY procedures:

- ❑ **Raise liftarm; engage liftarm support device.**
- ❑ **Shut off the engine.**
- ❑ **Tilt back ROPS until lock engages.**

(For detailed instructions, refer to the *Safety* chapter of this manual.)

1. Remove a cotter pin and clevis pin on yoke of hand throttle cable attached at throttle pivot. Disconnect throttle cable from cable bracket and move throttle cable out of the way. **Fig. 6-17**
2. Disconnect two hydrostatic pump arm control rods by removing a locknut and two washers securing control rods to pump arms. **Fig. 6-18**
3. Remove two outer horizontal locknuts and capscrews securing upper bracket to lower bracket. Loosen center locknut until upper bracket lifts free. **Fig. 6-21**
4. Remove two capscrews securing lower neutral centering device bracket to hydrostatic pump. **Fig. 6-19**
5. Remove two capscrews securing pump arm retainer and pump arm weldment to hydrostatic pump shaft. **Fig. 6-20**
6. Repeat steps 1-5 for other neutral centering device.

Installation Procedure* - Follow all warnings first, then reverse the removal steps.

* After installation, perform the "Neutral Centering Device Adjustment" procedure in this chapter, BUT, if the control rods' lengths were not altered and the rod end slips right in, then no adjustment should be necessary.

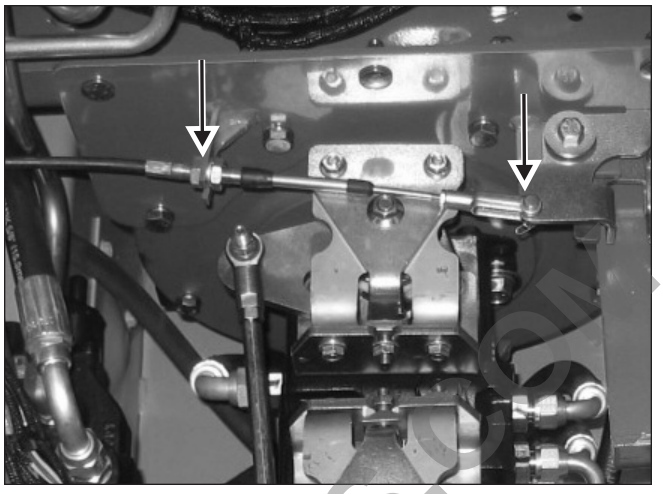


Fig. 6-17 Two locations to disconnect hand throttle cable and move out of the way.

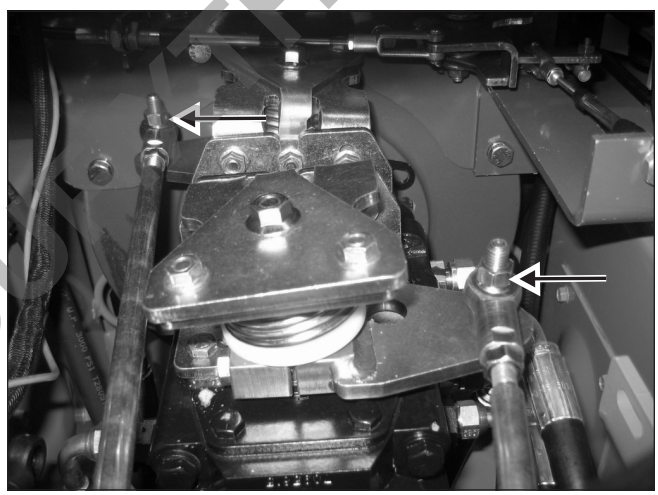


Fig. 6-18 Two locations to disconnect hydrostatic pump arms from neutral centering devices.

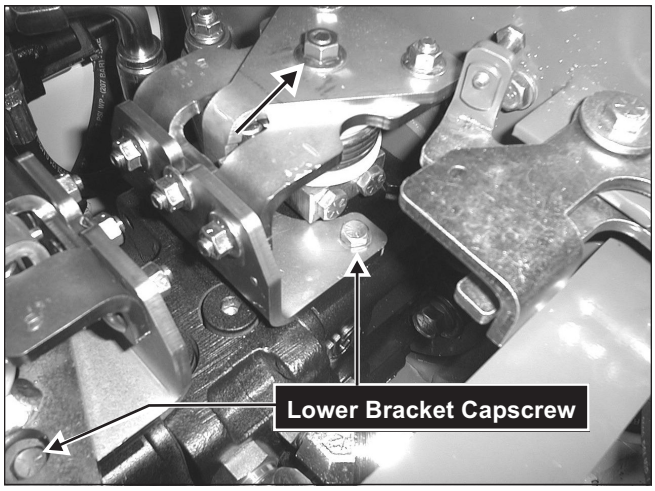


Fig. 6-19 Location of center locknut on neutral adjust plate.

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and one hydraulic hose attached to solenoid. Remove two locknuts securing solenoid to mainframe. Pull solenoid off carriage bolts. **Fig. 8-52**

Installation Procedure - Follow all warnings first, then reverse the removal steps.

NOTE: After removing and/or replacing any component in the hydraulic system, ALWAYS check the level of hydraulic fluid in the reservoir. Add fluid if necessary. Refer to the *Lubrication* chapter for hydraulic fluid requirements and specifications.

⚠ WARNING



NEVER use your hands to search for hydraulic fluid leaks. Use a piece of paper or cardboard. Escaping fluid under pressure can be invisible and penetrate the skin causing serious injury. If any fluid is injected into your skin, see a doctor at once. Injected fluid MUST be surgically removed by a doctor familiar with this type of injury or gangrene may result.



ALWAYS wear safety glasses when checking for hydraulic fluid leaks. Escaping fluid under pressure can be invisible and cause permanent eyesight damage if safety glasses are not worn.

4. ALWAYS check for hydraulic fluid leaks after assembling any component of the hydraulic system.

NOTES

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