SAFETY EQUIPMENT

All machines have certain built in safety equipment designed to protect the operator from possible injury. If this equipment is removed for service or adjustment of the machine, it **MUST** be replaced and be in proper working condition before the machine is put back into service. These items include:

ROPS – Roll Over Protective Structure.

FOPS – Falling Object Protective Structure (incorporated in ROPS).

Lift Arm Stops – Located in the ROPS - also available in lift cylinder lock form. P/N 490-23325.

Safety Interlock – Prevents movement of the lift arm and bucket when the operator is not in the seat with the seat belt fastened.

CAUTION! The safety interlocks are not meant to prevent movement of the Lift Arm when people are under it. ALWAYS USE THE LIFT ARM STOP FOR THIS PURPOSE.

Parking Brake – To keep the machine from moving when the engine is shut off, and/or the machine is parked.

Neutral Centering Device – A spring loaded device used to return the steering controls to the neutral position.

Neutral Start Switches – Incorporated in the Neutral Centering Device to prevent the machine from starting if the steering controls are not in neutral.

Caution and Warning Decals – Designed to warn the operator of possible hazards that could cause injury if correct procedures are not followed.

Safety decals are available at no charge from our parts department. If these decals are damaged, lost or machines are repainted, please be sure they are replaced.

All safety equipment should be inspected for proper operation and safety decals for clarity and proper placement anytime you come in contact with a *MUSTANG* product. Any faults must be corrected before the machine is put back into operation.

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HYDRAULIC SYSTEM
CONTROLS continued

To Adjust at Foot Pedals –

1. Remove center step plate between foot pedals.
2. Loosen jam nut at control cable end yoke.
3. Remove clevis pin and turn cable end to adjust. Turn clockwise to increase pedal angle and counter-clockwise to decrease (flatten) pedal angle. (See figure 4-2)

   NOTE: The cable housing mounting bracket under the foot pedals has two (2) height positions also to allow for additional cable adjustment.

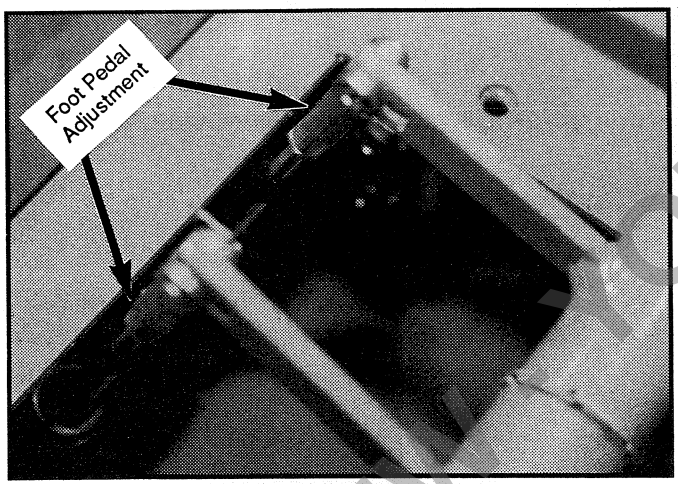


Figure 4-2

4. Start engine, or use boom over-ride for lift circuit and move control pedal/handle full stroke both directions, ensure cable ends **DO NOT** contact cable housing at either end.

Hand Controls – (used with two lever steering controls) - Position of the hand control is achieved by adjusting the control cable end yoke at the control valve. When the control valve spool is locked in neutral position, the lock pin hole in the handle should align with the hole in the steering control lever. (See figure 4-3)

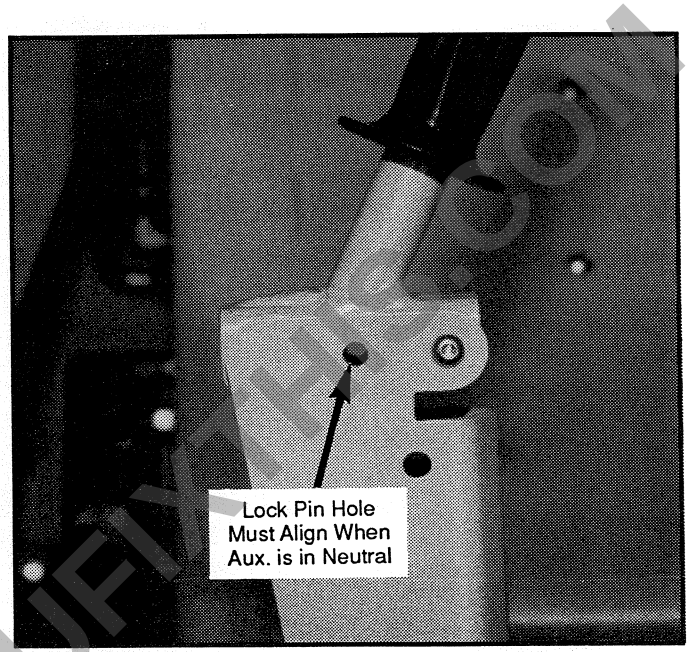


Figure 4-3

To adjust:

1. Remove the right hand side air intake screen of engine compartment.
2. Loosen jam nut at cable end yoke on control valve cable.
3. Remove clevis pin.
4. Adjust cable end at control valve to align and insert clevis pin.
5. Start engine, or use boom over-ride for lift circuit and move control handle/pedal full stroke both directions. Check to ensure cable threads **DO NOT** pass into cable housing seals at either end when cable is moved full travel.

IMPORTANT: If auxiliary control cable is not adjusted properly, hydraulic oil overheating can result from partially engaging the auxiliary circuit when installing the lock pin.

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HYDRAULIC SYSTEM
HYDRAULIC CYLINDERS
Testing

TESTING LIFT CYLINDERS FOR LEAKING PISTON SEALS

1. Lower the lift arm all the way down.
2. Stop the engine. Activate all hydraulic controls to release the hydraulic pressure.
3. Disconnect the hydraulic hose at the base end of the lift cylinder. Put a plug in the hose.
4. Start the engine. Activate the hydraulics to pressurize the rod end of the lift cylinders.
5. If there is fluid leakage from the base end fittings, remove the cylinder(s) and make repairs.

TESTING TILT CYLINDERS FOR LEAKING PISTON SEALS

1. Remove bucket or (other attachment) and roll Fast-A-Tach in full back position.
2. Stop the engine. Activate the hydraulic controls to release the hydraulic pressure.
3. Disconnect the hose that goes to the base end of the tilt cylinder(s). Put a plug in the hose.
4. Start the engine. Activate the hydraulics to pressurize the rod end of the tilt cylinders.
5. If there is leakage from the base end fitting, remove the cylinder(s) and repair.



CAUTION! Escaping hydraulic fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury.

Fluid may be hot. Allow system to cool before servicing.

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MUSTANG SKID-STEER LOADER
PRE-DELIVERY CHECK LIST

This check will require approximately 2 hours labor.

GENERAL AND VISUAL

YES	NO	
☐	☐	Is Mustang equipped as ordered?
☐	☐	Did Mustang arrive without any shipping damage?
☐	☐	Was Owner's Package with machine and complete?
☐	☐	Were all tube lines and hoses routed properly and secure?
☐	☐	Are tires, seat cushions, and safety treads in good condition?
☐	☐	Does the seat belt lock and work properly?
☐	☐	Do the lift arm locks work properly?
☐	☐	Do the brakes function properly, adjusted properly?
☐	☐	Are the neutral start interlocks working and adjusted correctly?
☐	☐	Is there any damage to the ROPS?
☐	☐	Are all parts of the ROPS installed and fastened securely?

DO NOT RUN MACHINE WITHOUT OPERATOR IN SEAT AND SEAT BELT FASTENED. MAKE SURE EVERYONE IS CLEAR OF MACHINE!

ENGINE

☐	☐	Is high and low RPM set properly?
☐	☐	Do choke, throttle, governor, and other controls function properly?
☐	☐	Are all belts aligned, and adjusted correctly, (Fan, governor, hydrostat drive, etc.)
☐	☐	Are all connections to the air cleaner tightened and installed properly?
☐	☐	Is the air cleaner element in good condition and installed correctly?

ELECTRICAL

☐	☐	Are all warning lights and gauges operating properly?
☐	☐	Does the hour meter function properly?
☐	☐	Is the battery in good condition and connections tight?

FLUID LEVELS

☐	☐	Is coolant at proper level?
☐	☐	Is engine oil at proper level?
☐	☐	Is hydraulic oil at correct level? (Chain case if separate)
☐	☐	Is chain case oil at correct level?
☐	☐	Are there any leaks on this Mustang? If yes, specify the general area. (Cylinder, axle, etc.)
☐	☐	Are all grease zerks installed and lubricated?

OPERATE MUSTANG ONLY FROM OPERATOR'S SEAT WITH SEAT BELT FASTENED AND ALL GUARDS IN PLACE.

OPERATIONAL AND DRIVE SYSTEM

☐	☐	Are control linkages properly set for lift, tilt and auxiliary?
☐	☐	Is the hydrostatic control linkage adjusted properly and working freely?
☐	☐	Do all hydraulic functions work smoothly, does machine drive smoothly at full RPM?
☐	☐	Do boom and Fast-A-Tach cycle without interference and in correct direction?
☐	☐	Are all drive chains adjusted properly?
☐	☐	Do parking brakes engage and disengage properly?
☐	☐	Are all safety equipment features working correctly?
☐	☐	Are wheel bolts torqued properly?
☐	☐	Are tire pressures correct?
☐	☐	Are the built in safety guards under safety recommendations in the Operator's Manual all in their proper places?
☐	☐	Have there been any alterations to any safety guards?
☐	☐	Are all decals in good condition and at their proper

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SAFETY EQUIPMENT
TROUBLESHOOTING
PARKING BRAKE

SYMPTOM	POSSIBLE CAUSE
Lights or buzzer not working	Bulbs or buzzer failed No voltage, weak or poor ground connection Faulty control module
Brakes will not release	Circuit breaker tripped No voltage to solenoids Poor ground connection Faulty solenoid Lock plunger damaged or jammed
Brakes will not engage	Voltage at solenoid Jammed or damaged lock plunger Failed brake disc or motor sprocket
Circuit Breaker repeatedly trips	Brake plunger not retracting far enough Faulty solenoid Faulty circuit breaker

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SAFETY EQUIPMENT
ROLL OVER PROTECTIVE STRUCTURE (ROPS)

The ROPS is a certified safety structure and must not be altered or modified in any manner. Mounting additional lights or other accessories (mirrors, horns, buzzers, etc.), can be achieved only by using existing holes in the structure. Drilling holes or welding mounting brackets will nullify the certification and jeopardize operator's safety.

If the ROPS should become damaged or bent, replacement is necessary.

The ROPS is isolated from the frame by rubber mounts and secured by four (4) bolts, one at each lower front corner and two in the rear of the ROPS. (See figure 1-1)

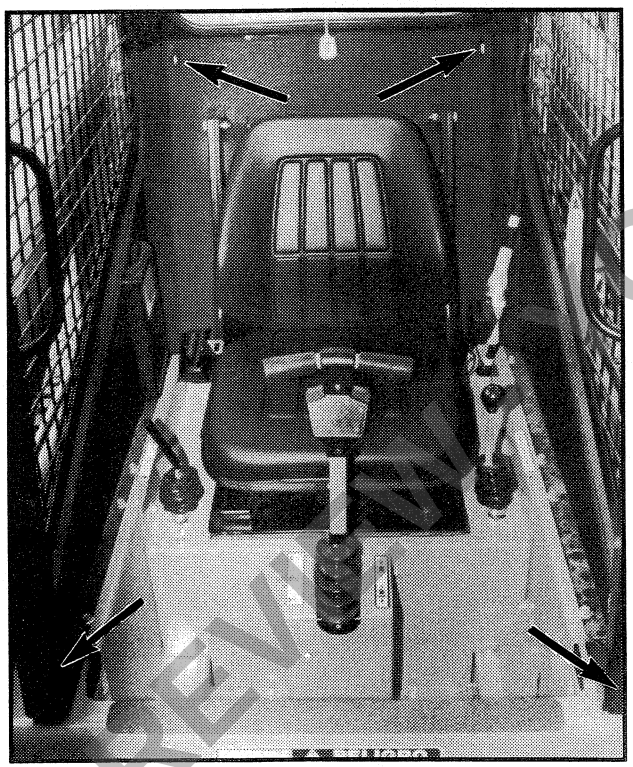


Figure 1-1

The ROPS is also designed to allow the machine to be raised off the ground from a single overhead lift point by attaching a special Single Point Lift Kit to the top of the ROPS. Because of this feature, a special mounting bracket is used at the lower left and right rear corners. Refer to installation instructions step (5) for proper spacing and torque. These bolts must also be removed for ROPS removal. (See figure 1-1)

Single Point Lift Kit P/N 490-33047.

REMOVAL AND INSTALLATION

Removal:

1. Unlatch and raise the seat.
2. Unplug wire harness.
3. Remove the eight (8) 3/8" bolts fastening the inner cabin panels to the bottom of the ROPS.
4. Remove the two (2) 1/2" nuts at the inside of each front corner.
5. Remove the bottom nut from the two (2) Single Point Lift bolts.
6. Remove the two (2) bolts securing the rear of the ROPS to the top of the cross frame in front of the engine compartment.
7. Using a suitable overhead device, slowly lift the ROPS up and forward from the machine.

Installation:

1. Position the ROPS over operator's compartment and align mounting holes.
2. Loosely install mounting bolts and all cabin panel mounting bolts.
3. Tighten the four (4) 1/2" mounting bolts. One at each front corner and two on the rear cross frame to 75 ft. lbs./102 Nm.
4. Tighten the inner cabin panel mounting bolts to 18 ft. lbs./24 Nm.
5. The lower bolt on each side has a jam nut system for tightening. The head of the bolt **MUST NOT** make contact with the ROPS. Clearance of 1/8" (3.2 mm) to 1/4" (6.4 mm) should be maintained. Torque the jam nut to 150 ft. lbs./203 Nm. (See figure 1-2)

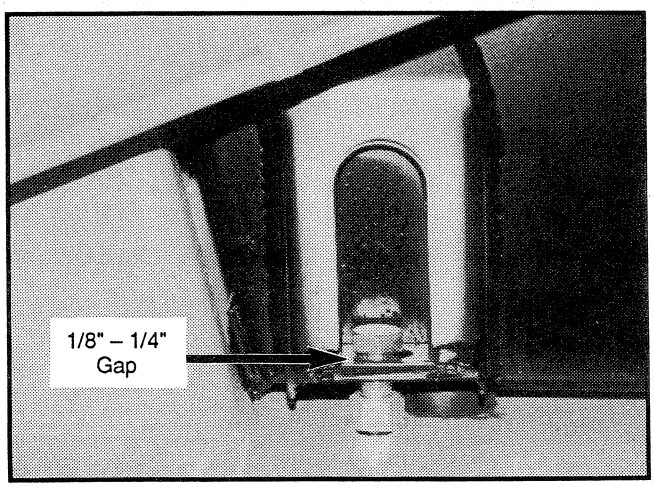


Figure 1-2

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STEERING CONTROLS

Steering of the *MUSTANG* is obtained by a single control lever (T-bar) or an optional dual lever system. The steering control is connected by a mechanical linkage to two (2) reversible flow, variable displacement hydrostatic pumps. Travel speed, direction of travel and steering are a matter of changing the direction of the flow and amount of flow from the pumps. Because the pumps are independent of each other, each set of drive wheels can be operated independently of each other. When the T-bar is moved straight forward or backward, or both dual levers moved equally the same direction, the output of the pumps is approximately the same, thus the machine goes straight forward or backward.

Turning the T-bar or moving the dual levers different amounts causes the pump outputs to be different, thus the one set of wheels will drive faster on one side and the machine will turn. If the T-bar is twisted far enough or the dual levers moved opposite each other, one pump will reverse direction and the machine will spin turn.

All movement of the machine (forward, reverse, turning, fast and slow) is determined by the amount and direction of the oil flow from the hydrostatic pump which is controlled by the steering control lever(s).

The steering system has two (2) neutral centering devices and shock absorbers. One neutral centering device and a shock absorber are connected to each pump control arm. The centering devices are mechanical spring loaded assemblies that return the control system to neutral when the operator releases the control lever. There is also an electric switch in each assembly wired in a series with the starter. This is a safety feature which prevents the machine from starting unless the controls are in neutral. The shock absorbers simply dampen the movement of the steering lever(s), which allows for smoother operation.

Since this is a rigid frame full time four (4) wheel drive machine, equal tire size and proper tire pressures are critical for smooth operation and to minimize drive system wear.

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SERIAL NUMBER SYSTEM

The serial number of a product is very important when ordering repair parts or looking for service information. The purpose of a serial number is to identify an individual machine. The serial number must also be understood to eliminate confusion and assure the correct parts are ordered and proper service procedures are followed.

The 2060 serial number system consists of eleven digits.
It can be broken down as follows:

(example = Model 2060 S/N SE95M000136)

S	E	95	M	000136
Skid Steer Loader	Model 2060	Year Of Manufacture	Month Of Build	Sequence #

95 = 1995
96 = 1996
97 = 1997

A = Jan.
B = Feb.
C = Mar.
D = Apr.
E = May
F = June
G = July
H = Aug.
J = Sept.
K = Oct.
L = Nov.
M = Dec.

Per ISO Recommendations the letter "I" is not used in the serial number system.

Please forward this information to any department involved in repairs, service, and parts ordering for Mustang Skid Steer Loaders.

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Header Tank Removal:

1. Drain 2-3 gal. / 7.5-11 ltr. hydraulic oil from hydraulic reservoir. Drain plug is located on left hand side behind the rear wheel.
2. Drain the radiator and remove the hydraulic lines at the oil cooler.
3. Remove the radiator, oil cooler, and radiator mounting frame as one unit. The bottom of the radiator mounting frame is secured to the engine cradle with four (4) 3/8 inch carriage bolts. (See figure 4-15)
4. Remove and plug fuel lines from the fuel filter assembly and remove the fuel filter complete with filter head.
5. Remove the four (4) steel lines connected to the self-level valve. Clearly mark lines for identification when installing.
6. Remove the self level valve. Unbolt the mounting plate from the frame leaving the self level valve attached to the mounting plate.
7. Remove the right hand side rear engine cradle hold down bracket and rear door stop bracket. (See figure 4-16)
8. Remove the sight tube and 90 degree fittings from the header tank.
9. Remove the suction hose from header tank to top of reservoir.
10. Unbolt and remove header tank filler neck.
11. Remove the four (4) flanged head machine screws securing the header tank to the inner wall of the upright.
12. Lower the header tank to the bottom of opening. Tip the top of the tank forward while pulling to the rear and outward on the bottom of the header tank.

Installation:

1. Reverse steps for removal #1 through #12.
2. Pressurize header tank and check for leaks.

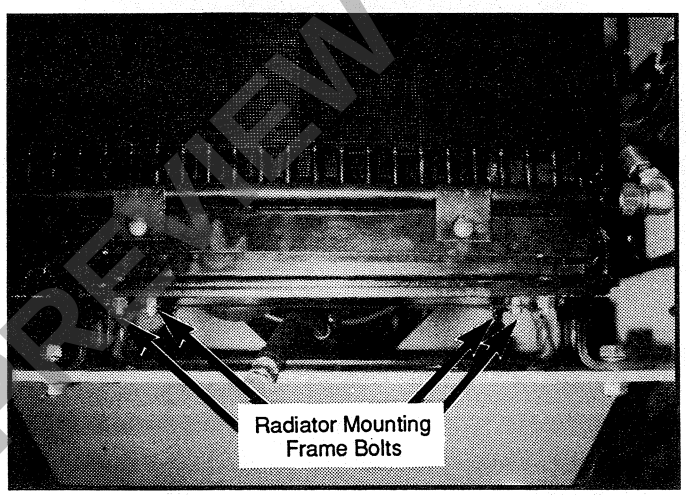


Figure 4-15

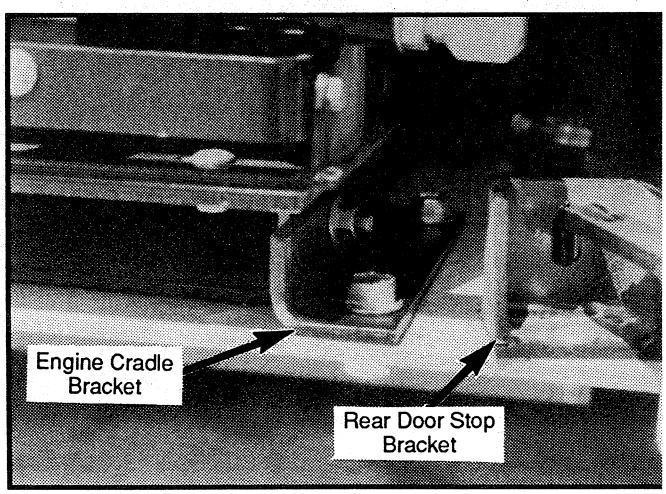


Figure 4-16

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ENGINE

This section will cover information pertaining to the air cleaner, cooling system, fuel system, tips fo engine removal and installation, basic troubleshooting, maintenance, and service adjustments.

In depth troubleshooting guides and specific instructions on the inspection, repair, and/or replace ment of engine components including the starter, alternator, and other attaching parts are found in th engine manufacturer manuals.

Isuzu Workshop Manual (4JB1) - P/N 087-00206

These manuals are available from the *MUSTANG* Parts Department.

2060 SPECIFICATIONS

Manufacturer	Isuzu
Model	4JB1
Serial Number Location	On side of block above starter
Displacement	169 cu. in. (2.8 L)
Rotation (view from flywheel end)	Counterclockwise
Firing Order	1-3-4-2
#1 Cylinder Location	Crankshaft Pulley End
Valve Clearance (cold) Intake Exhaust	0.016 in. (0.40 mm)
High Idle Speed	2850 +/- 50 RPM
Low Idle Speed	1200 +/- 50 RPM
Engine Oil Capacity	7 quarts (6.6 L)
Oil Filter Part Number	425-34584
Fuel Filter Part Number	420-34746
Air Filter Part Number	420-35598
Air Filter Safety Element	420-35599
Fuel Injection Timing (BTDC) Degrees	17
Timing Mark Location	Crankshaft Damper Pulley
*Engine Gradability	30° (intermittent) all directions

***CAUTION:** Engine Gradability is rated with engine oil level full, and is greatly reduced by lower oil level.

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