

TELEHANDLERS

**742
944
1 155**

Telehandler



Service Manual

#913237

Revision B



Mustang Telehandler Service Manual

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**SAFETY**

The above Safety Alert Symbol means **ATTENTION! ALWAYS BE ALERT! YOUR SAFETY IS INVOLVED!** When you see this symbol, carefully read the message that follows and be alert to the possibility of injury or death.

The Gehl Company always takes safety into consideration when designing its products and designs guards for exposed moving parts whenever it is possible and practical to do so. However, even with today's state-of-the-art technology, it must be recognized that not all machine hazards can be guarded or shielded against in order to assure machine functionality for a specific purpose.

Decals are placed on the machine to warn of additional hazards and must be read and strictly followed.

The Gehl Company cannot anticipate every situation that may constitute a hazard. Therefore, the following safety rules and reminders are not all inclusive and do not replace federal, state or local regulations, insurance needs or other safety code requirements.

MANDATORY SAFETY SHUTDOWN PROCEDURE

Before cleaning, lubricating or performing service on this equipment:

1. Bring the machine to a full parking stop on level surface. (If parking on a slope or hillside cannot be avoided, park across the slope and block the tires.)
2. Fully retract the boom and lower the attachment to the ground.
3. Place controls in **NEUTRAL** and set the park brake.
4. Idle the engine for gradual cooling.
5. Turn the starter key switch to OFF position and remove key (take key with you for security reasons).

ONLY when you have taken these precautions can you be sure it's safe to proceed. Failure to follow the above procedures could lead to serious personal injury or death.

SAFETY RULES AND REMINDERS

- **DO NOT** start or operate the machine until you have read and understood the Operator's Manual. You must become familiar with all operating controls, instruments and procedures before attempting operation or repair.
- If a service problem requires troubleshooting the machine under actual job site working conditions, unless you are totally familiar with the machine controls and operating procedures, have an experienced operator assist you.
- Always perform the Mandatory Safety Shutdown Procedure and relieve hydraulic circuit pressure before loosening or removing any hydraulic fittings or lines.
- If hydraulic cylinder repair is required, **NEVER** use pneumatic or hydraulic pressure to aid in cylinder disassembly.
- Always disconnect the battery before working on the electrical system.

GENERAL SPECIFICATIONS

POWER TRAIN

Transmission

Make	Clark
Type	4 Speeds Forward, 2 Speeds Reverse
Model	T16000
Torque Converter	Single Stage, Dual Phase
Travel Speeds (742, 744, 944)	
1st gear	3.2 mph (5.2 km/h)
2nd gear	6.0 mph (9.7 km/h)
3rd gear	12.1 mph (19.5 km/h)
4th gear	22 mph (35.4 km/h)
Travel Speeds (1155)	
1st gear	3.3 mph (5.4 km/h)
2nd gear	6.3 mph (10.2 km/h)
3rd gear	12.7 mph (20.4 km/h)
4th gear	22.8 mph (36.7 km/h)

Axles (Front and Rear)

Make	Carraro
Type	Steerable, Open Differential, Dual Reduction Outboard Planetaries
Model: 26.25M	
Ratio (overall)	22.84:1
Model: 26.28M	
Ratio (overall)	23.27:1
Model: 26.48M	
Ratio (overall)	23.04:1

Transfer Case

Make:	Durst
Type	Horizontal, Four In-line Helical Gears with LORD Coupler
Ratio:	1.063:1

FLUID CAPACITIES AND TYPES

All fluid capacities listed are a guide to the quantities required, always use dipsticks or level plugs to ensure that the units are filled to the correct level.

Engine: (742 Low Boom all units, 742 High Boom thru s/n 20131, 944 Low Boom all units, 944 High Boom thru s/n 30082, 1155 Low Boom all units, 1155 High Boom thru s/n 40070)

Crankcase Capacity (with filter)

4045T (John Deere) 14.3 qts. (13.5 L)

Oil Type Multi-Viscosity Engine Oil (See Engine Manual)

API Service Classification: CH-4/CI-4

Cooling System Capacity 20.0 qts. (18.9 L)

Coolant Type 50/50 mixture of ethylene glycol and water

Engine: (744 s/n 20132 and up, 944 s/n 30083 and up, 1155 s/n 40071 and up)

Crankcase Capacity (with filter)

4045T (John Deere Tier 3) 15.5 qts. (14.7 L)

Oil Type Multi-Viscosity Engine Oil (See Engine Manual)

API Service Classification: CJ-4/CI-4 PLUS/CI-4

Cooling System Capacity 20.0 qts. (18.9 L)

Coolant Type 50/50 mixture of ethylene glycol and water

Axle (Carraro 26.25M and 26.28M)

Differentials 12.0 qts. (11.3 L)

Planetary Hubs (each) 1.4 qts. (1.3 L)

Total Capacity 14.8 qts. (14.0 L)

Oil Type 80W - 90 EP Oil meeting API GL5 classification

Axle (Carraro 26.48M)

Differentials 14.8 qts. (14 L)

Planetary Hubs (each) 1.8 qts. (1.7 L)

Total Capacity 18.4 qts. (14.0 L)

Oil Type 80W - 90 EP Oil meeting API GL5 classification

SAE FASTENER TORQUE CHART

NOTE: Use these torques, unless special torques are specified. Values are for UNC and UNF thread fasteners, plated or unplated, as received from supplier. Fasteners can be dry or lubricated with normal engine oil. Values do not apply if graphite, moly-disulphide or other extreme pressure lubricant is used.

SAE Grade No.	2				5				8*			
Bolt head identification (See Note 1)					  				  			
Bolt Size	LB FT		Nm		LB FT		Nm		LB FT		Nm	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
1/4	5	6	7	8	9	11	12	15	12	15	16	20
5/16	10	12	14	16	17	20.5	23	28	24	29	33	39
3/8	20	23	27	31	35	42	48	57	45	54	61	73
7/16	30	35	41	47	54	64	73	87	70	84	95	114
1/2	45	52	61	70	80	96	109	130	110	132	149	179
9/16	65	75	88	102	110	132	149	179	160	192	217	260
5/8	95	105	129	142	150	180	203	244	220	264	298	358
3/4	150	185	203	251	270	324	366	439	380	456	515	618
7/8	160	200	217	271	400	480	542	651	600	720	814	975
1	250	300	339	406	580	696	787	944	900	1080	1220	1464
1-1/8					800	880	1085	1193	1280	1440	1736	1953
1-1/4					1120	1240	1519	1681	1820	2000	2468	2712
1-3/8					1460	1680	1980	2278	2380	2720	3227	3688
1-1/2					1940	2200	2631	2983	3160	3560	4285	4827

NOTE 1: Bolt head identification marks as per grade. Manufacturing marks will vary. *Thick nuts must be used with Grade 8 bolts.

METRIC FASTENER (ISO) TORQUE CHART

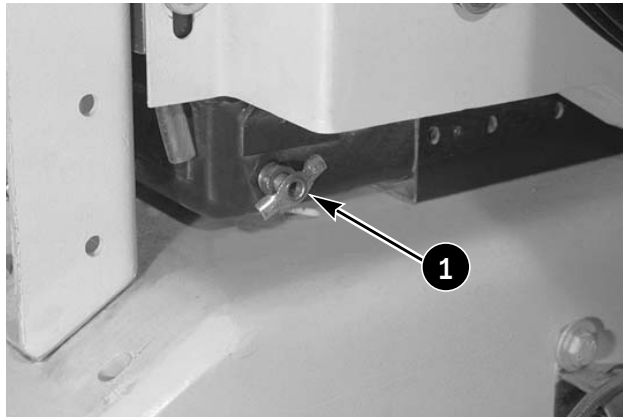
NOTE: Use these torques, unless special torques are specified. Values are for UNC and UNF thread fasteners, plated or unplated, as received from supplier. Fasteners can be dry or lubricated with normal engine oil. Values do not apply if graphite, moly-disulphide or other extreme pressure lubricant is used.

ISO Grade No.	8.8				10.9				12.9			
Bolt head identification (See Note 1)												
Bolt Size	LB FT		Nm		LB FT		Nm		LB FT		Nm	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
M4	3	4	2	3	4	5	3	4	Because of the low ductility of these fasteners, the torque range is to be determined individually for each application. As a general rule, the torque ranges specified for grade 10.9 fasteners can be used satisfactorily. *M14 is not a preferred size			
M5	6.5	8	5	6	9.5	11	7	8				
M6	10.5	12	8	9	15	17.5	11	13				
M8	26	31	19	23	37	43	27	32				
M10	52	61	38	45	73	87	54	64				
M12	90	107	66	79	125	150	93	112				
*M14	144	172	106	127	200	245	149	179				
M16	217	271	160	200	310	380	230	280				
M20	434	515	320	380	610	730	450	540				
M24	675	815	500	600	1050	1275	780	940				
M30	1250	1500	920	1100	2000	2400	1470	1770				
M36	2175	2600	1600	1950	3500	4200	2580	3090				

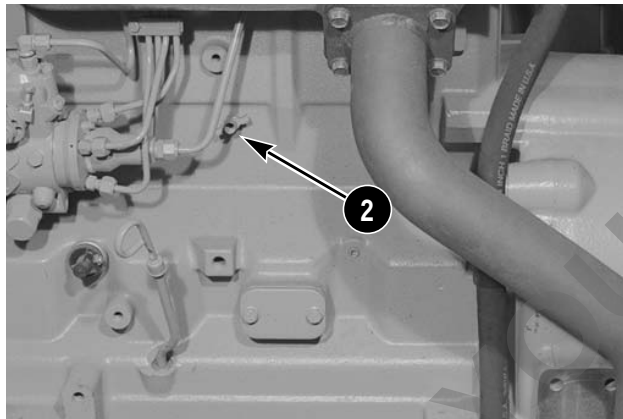
NOTE 1: Bolt head identification marks as per grade. Manufacturing marks will vary.

ENGINE REMOVAL

STEP 1



G1403MP



G1383MP

Open the drain valve (1) to drain the radiator and open the engine drain valve (2) to drain the engine block.

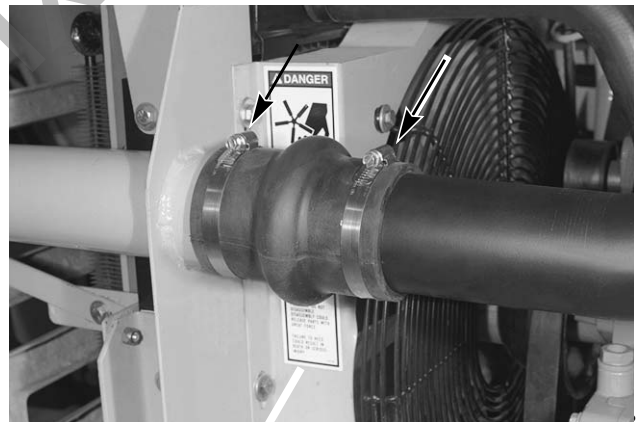
STEP 2



G1356MP

See the Battery Removal section of this manual for the correct battery removal procedure.

STEP 3

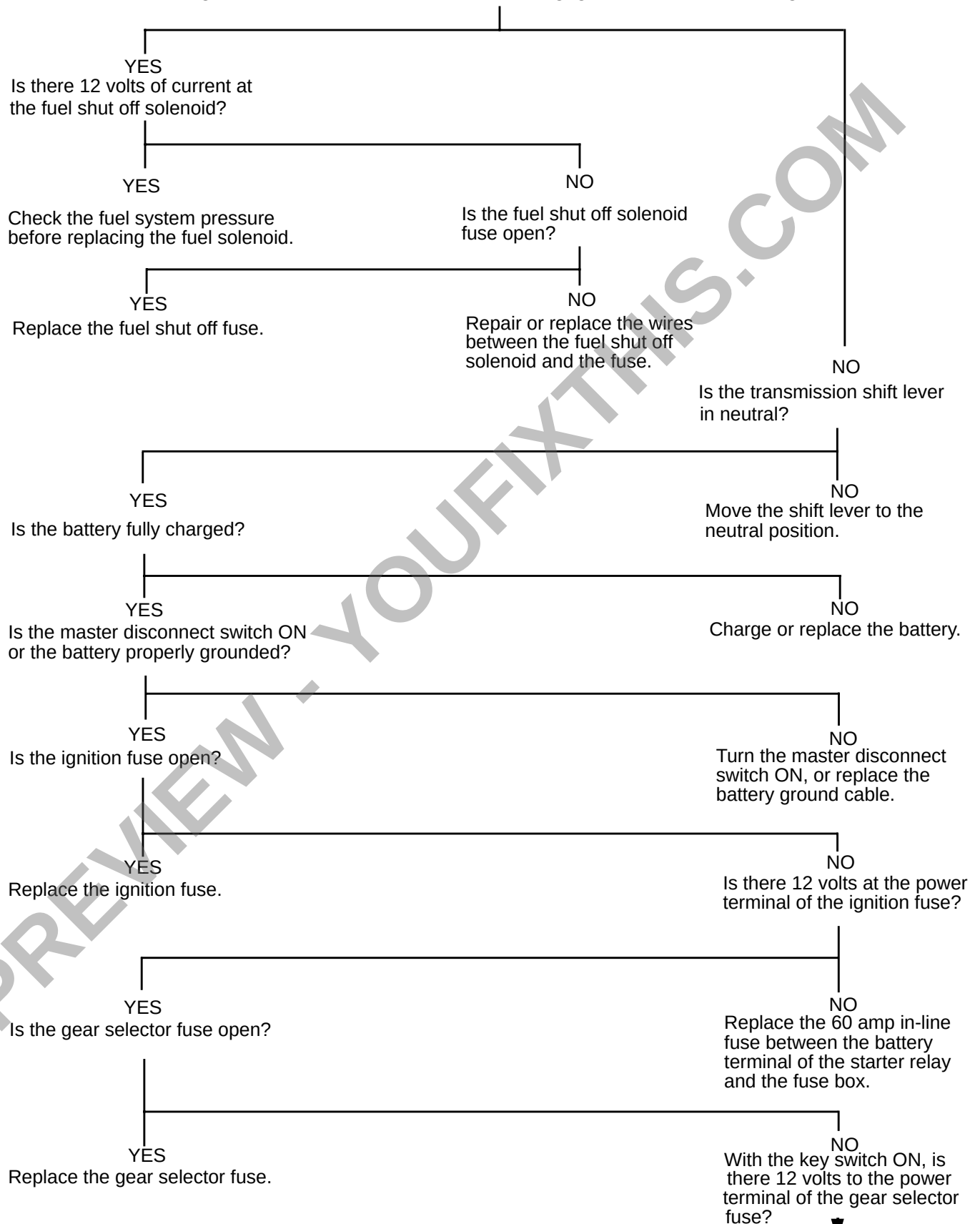


G1321MP

Loosen the two clamps on the precleaner inlet tube flex connector.

STARTER CIRCUIT TROUBLESHOOTING

The engine does not start. Does the starter engage and turn over the engine?

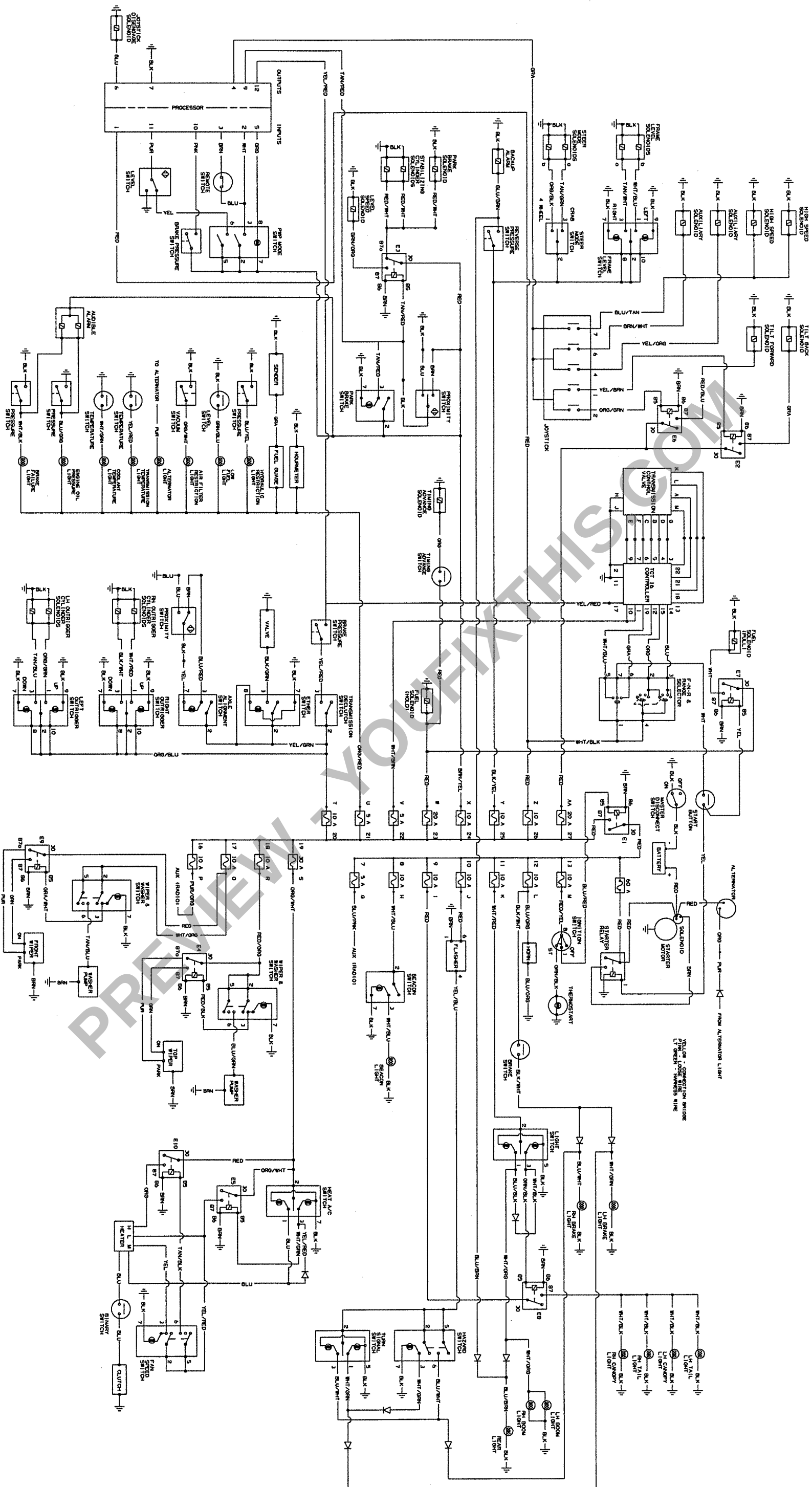


Mustang Telehandler

ELECTRICAL

(Electrical Schematic For Serial Numbers Listed)

742 High Boom thru serial number 20046
742 Low Boom thru serial number 25043
944 High Boom thru serial number 30022
944 Low Boom thru serial number 35014
1155 High Boom thru serial number 40022
1155 Low Boom thru serial number 45014



GENERAL INFORMATION

Except for some configuration differences, hydraulic cylinder disassembly, repair and assembly procedures will be basically the same for the Tilt Cylinder, Frame Leveling Cylinder, Boom Lift Cylinder and Boom Slave Cylinder used on the Dynalift. Except where noted differences or procedures are required for special application cylinders, use the following repair procedures for hydraulic cylinders.

When backup rings are used with O-ring seals, always note the position of the backup ring (above or below the O-ring) when removing the seals for reassembly reference.

One piece Nylatron type piston seals can be difficult to install on the piston. Soaking these seals in hot water for a short time prior to installation will make the seals more resilient and easier to install on the piston.

Before installing the piston and rod assembly into the barrel, lubricate the piston seals and wear rings liberally with clean operating fluid. Using an engine piston ring compressor to compress the piston seals tightly for a short period of time will often aid in the assembly procedure.

MANDATORY SAFETY SHUTDOWN PROCEDURE

BEFORE cleaning, lubricating or servicing this equipment:

1. Bring machine to full parking stop on level surface (never park on a slope or hillside).
2. Fully retract the boom and lower the attachment to the ground.
3. Place controls in NEUTRAL and set Park Brake.
4. Idle Engine for gradual cooling.
5. Turn the starter keyswitch to OFF position and remove key. (Take key with you for security reasons.)

ONLY when you have taken these precautions can you be sure it is safe to proceed. Failure to follow the above procedure could lead to death or serious personal injury.

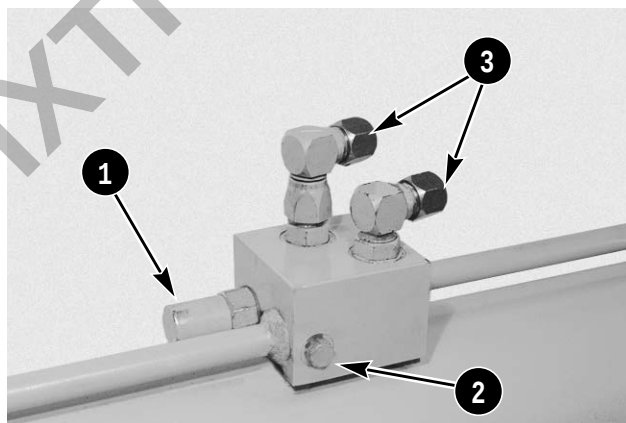


WARNING

When disassembling hydraulic cylinders, NEVER use pneumatic or hydraulic pressure to aid in removing the piston and rod assembly from the cylinder barrel. To ignore this warning may result in severe injury or death.

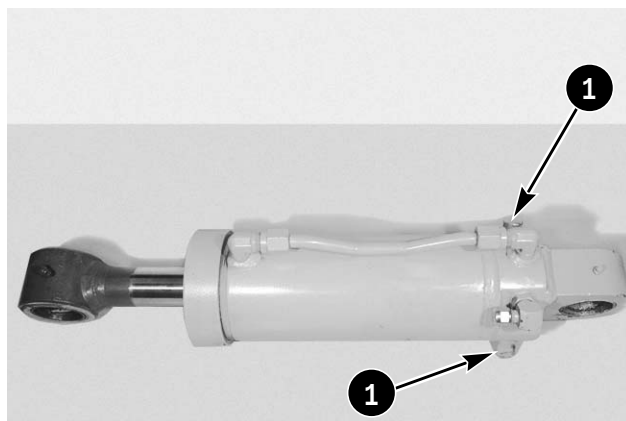
CYLINDER DISASSEMBLY

STEP 1



G1531MP

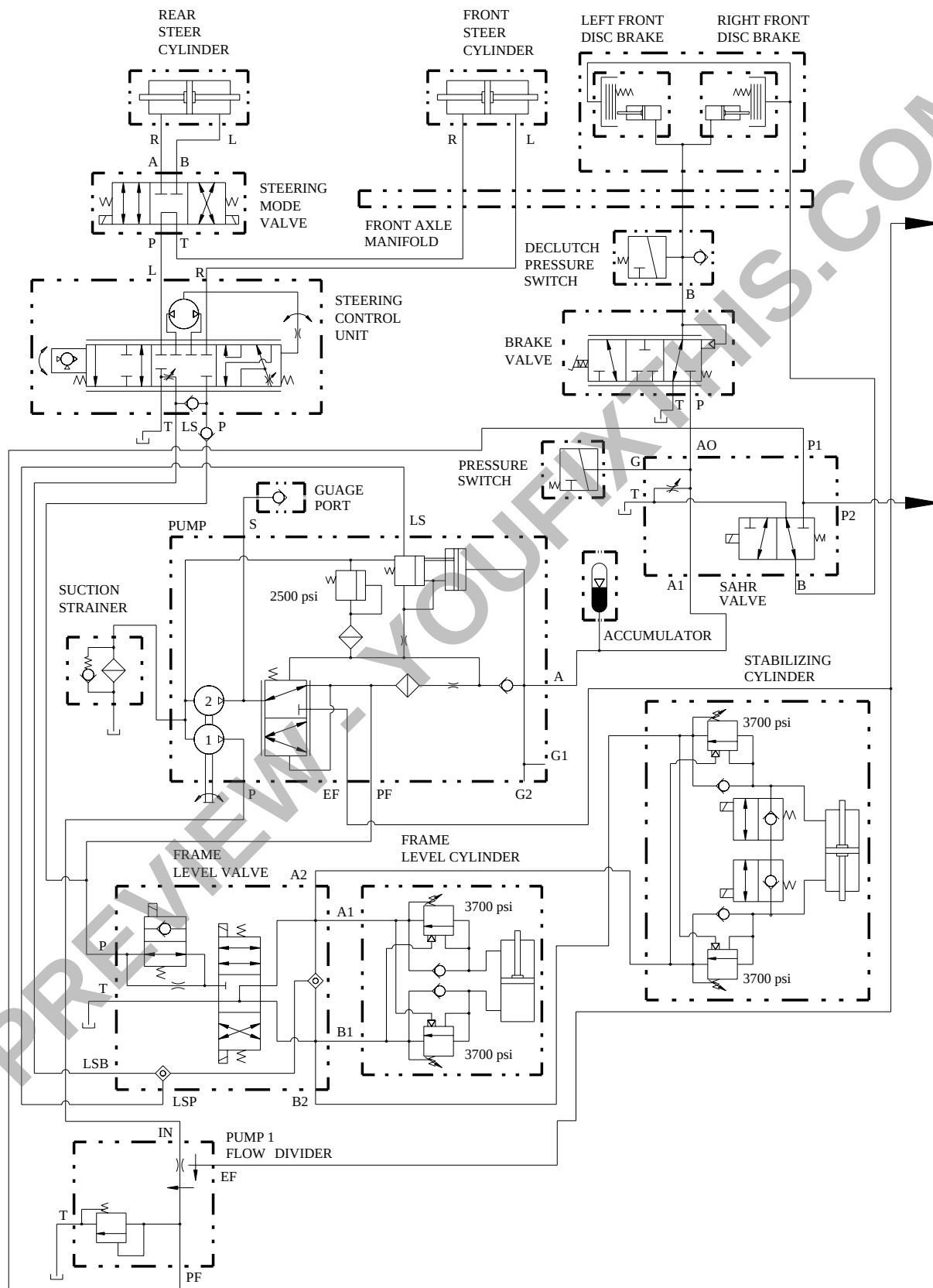
Select a clean environment. Remove the load check valve (1) slowly to relieve any residual pressure, plug (2) and caps (3) from the valve block.



G1562MP

NOTE: The cartridges (1) for the frame leveling cylinder are located in different areas.

HYDRAULIC SCHEMATICS



G1254MA

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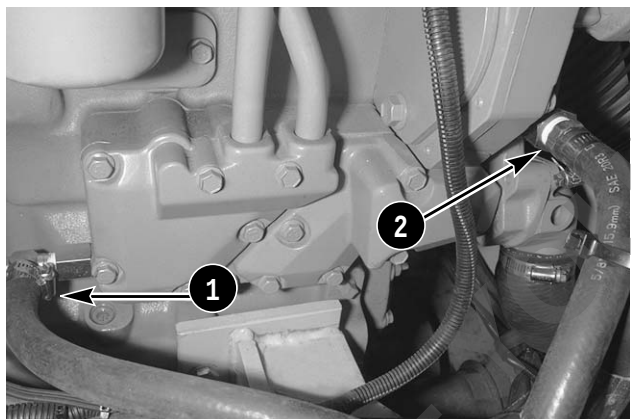
STEP 73



G1158MP

If equipped, install the hose adapter to the water pump.

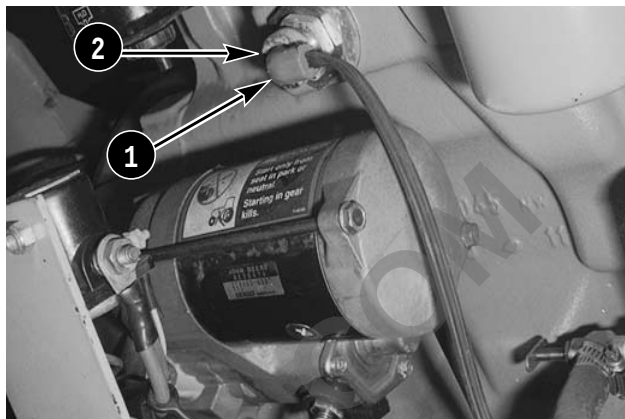
STEP 74



G1159MP

If equipped, install the cab heater supply (1) and return (2) hoses on the engine. Tighten the hose clamps (3).

STEP 75



G1366MP

Install the engine block heater cord (1) on the heater. Tighten the retaining ring nut (2).

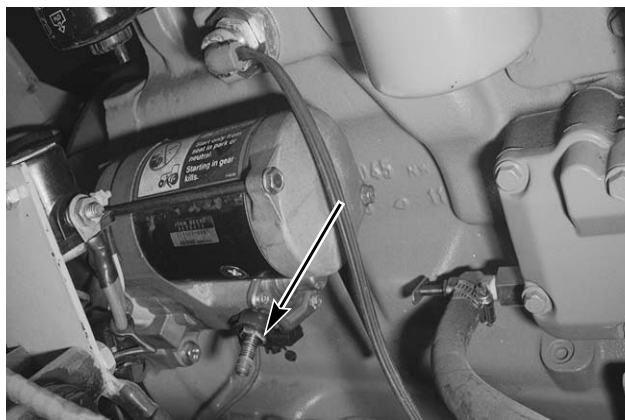
STEP 76



G1366MP

Install the starter relay wire on the starter solenoid.

STEP 77



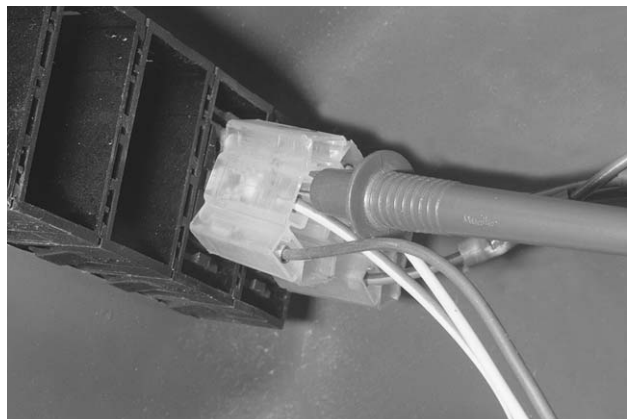
G1366MP

Install the battery and starter relay power cables on the starter solenoid.

STEP 64

See Steps 12, 13 and 14 for instructions to remove the dash cover for access to the axle alignment switch.

STEP 65



G1334MP

Connect the positive (+) test lead to the yellow/green wire terminal of the axle alignment switch. With the key switch in the ON position, the multimeter should read 12 to 13 volts.

If there is no voltage, repair or replace the yellow/green wire between the switch and the fuse panel.

If there is 12 to 13 volts proceed to the next Step.

STEP 66



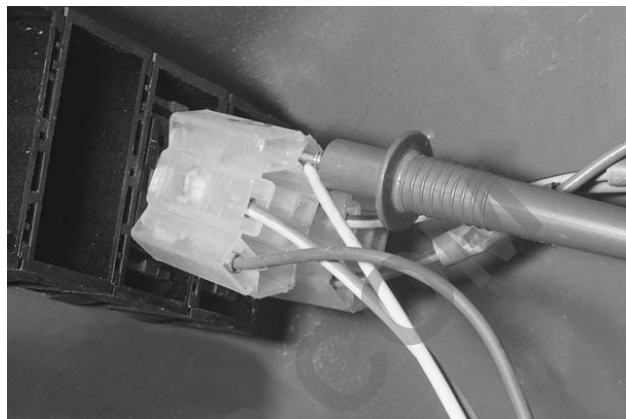
G1335MP

Connect the positive (+) test lead to the blue/red wire terminal of the axle alignment switch. With the key switch and the axle alignment switch in the ON position the multimeter should read 12 to 13 volts.

If there is no voltage, replace the axle alignment switch.

If there is 12 to 13 volts, but no voltage at Step 62, repair or replace the blue/red wire between the switch and proximity switch.

STEP 67



G1336MP

Connect the positive (+) test lead to the yellow wire terminal of the axle alignment switch. With the key switch and the axle alignment switch in the ON position the multimeter should read 12 to 13 volts.

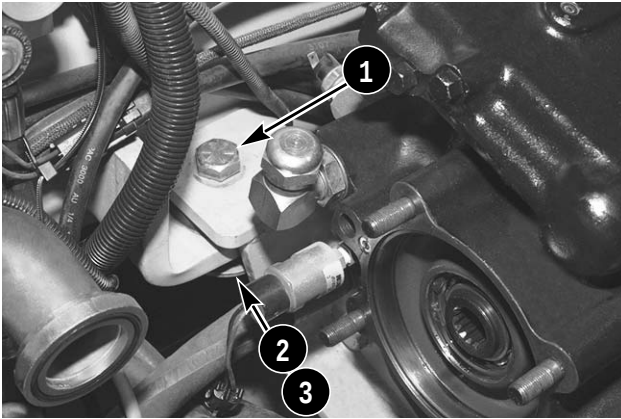
If there is no voltage, replace the axle alignment switch.

If there is 12 to 13 volts, but there was no voltage at Step 63 repair or replace the yellow wire between the switch and the proximity switch.

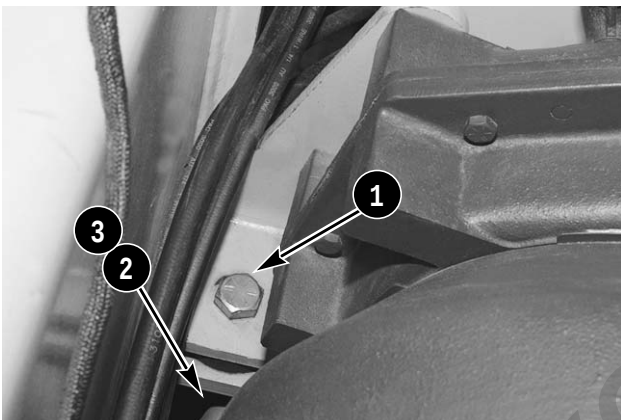
STEP 68

See steps 20, 21 and 22 for instructions to install the dash cover.

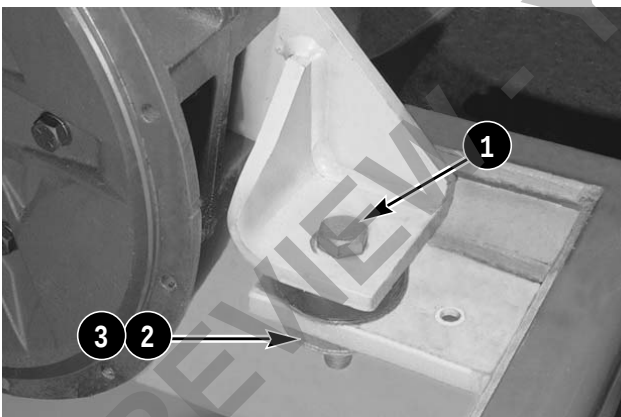
STEP 53



G1430MP



G1431MP



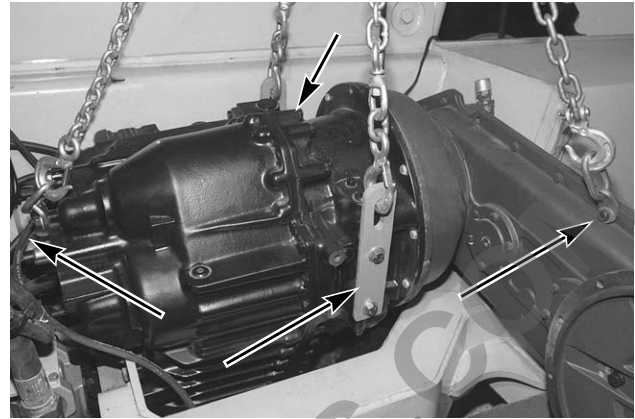
G1523MP

Install the three 3/4 x 4 inch Grade 5 bolts (1) large flat washers (2) and lock nuts (3) in the mounts.

NOTE: The left side transfer case mount flat washer (2) has a cut out for clearance during installation.

Tighten the bolts and nuts to a torque of 285 to 320 lb ft (385 to 435 Nm).

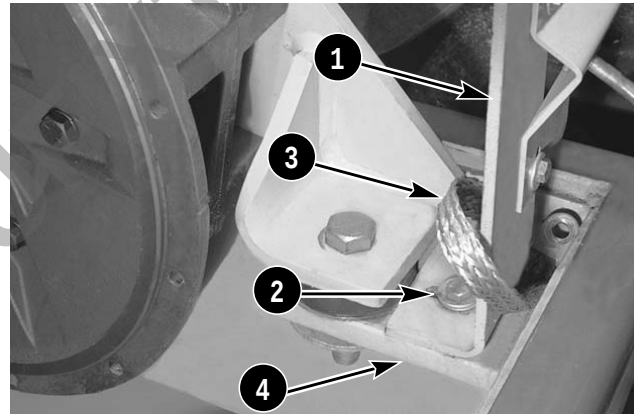
STEP 54



G1441MP

Remove the chains, hoist and lifting rings or brackets.

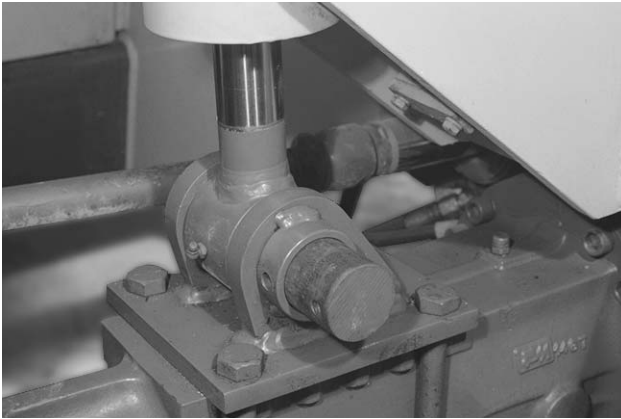
STEP 55



G1432MP

Install the fuel fill tube bracket (1). Install and tighten the fill tube flare nut on the filler cap adapter. Install the 3/8 x 1 1/2 inch Grad 5 bolt (2), ground strap (3) and serrated flange nut (4). Tighten the bolt and nut to a torque of 33 to 37 lb ft (45 to 50 Nm).

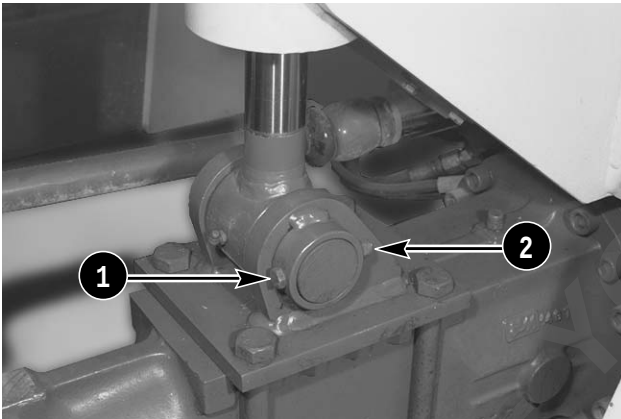
STEP 43



G1561MP

Reinstall the lower pivot pin in the frame leveling cylinder.

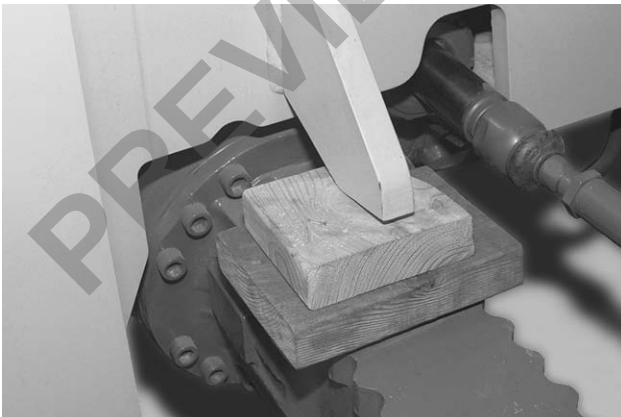
STEP 44



G1558MP

Reinstall the retainer bolt (1) and nut (2) in the lower pivot pin on the frame leveling cylinder.

STEP 45



G1556MP

Remove the wood blocks from under the tilt stops and from behind the rear wheels.

STEP 46



G1245MP

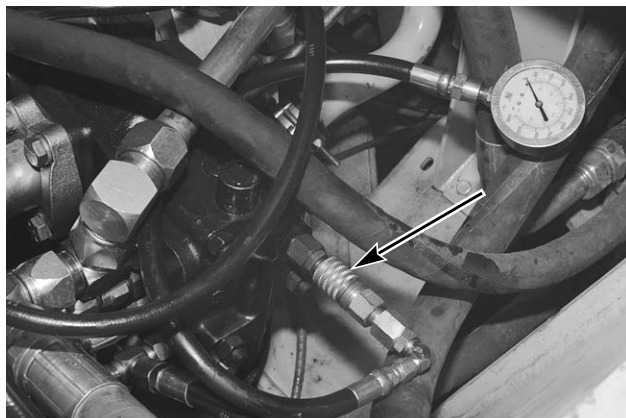
Start the engine, apply the park brake. Move the steer mode switch to the 4-wheel steering position. Turn the steering wheel in one direction until the wheels reach their travel limits and back the other way to its travel limit. Repeat this procedure several times until the air is removed from the circuit.

STEP 47

Shut down the engine. Check for leaks. Correct any leakage found. Check fluid level, add fluid if needed.

FRAME LEVELING LOAD CHECK VALVE DIRECT TEST

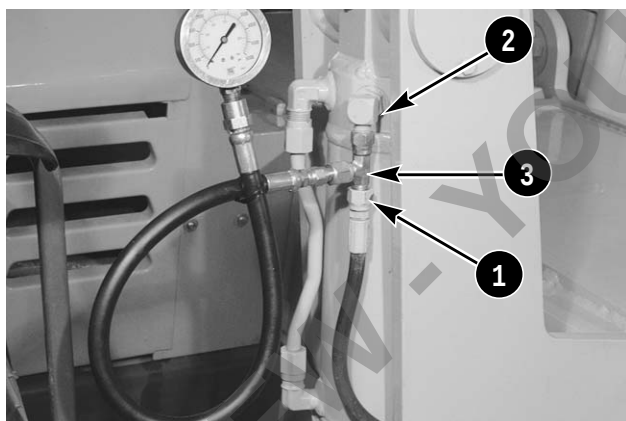
STEP 5



G1224MP

Shut off the engine. Remove the pressure gauge from the test port on Pump 2.

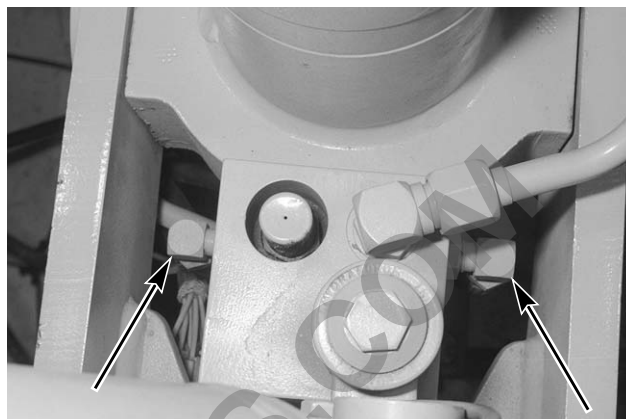
STEP 6



G1207MP

Remove the supply hose (1) from the tilt right (rod) port (2) of the frame leveling cylinder. Install the 5000 PSI (345 Bar) pressure gauge (3) and hose between the cylinder port (2) and supply hose (1).

STEP 7



G1241MP

Remove the hoses from the stabilizer cylinder elbow fittings. Cap the fittings and plug the hose ends.

STEP 8

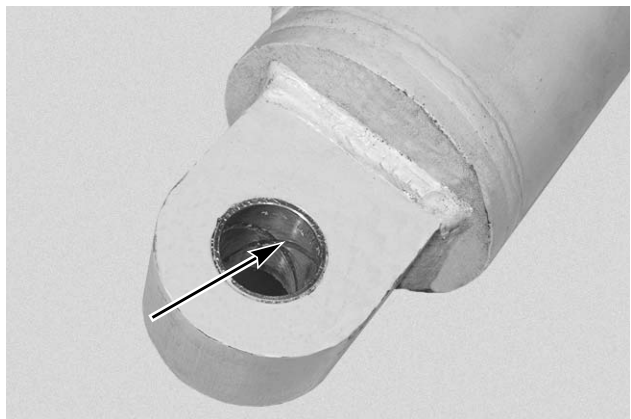


G1244MP

Start the engine and run at 1000 RPM. Hold the frame leveling switch in the TILT LEFT position (1) until the cylinder reaches the end of its stroke. Move and hold the switch to the TILT RIGHT position (2). The pressure gauge should read 1500 PSI (103 Bar) when the frame is tilting (moving) right.

If the pressure is less than 1500 PSI (103 Bar), proceed to Step 9.

STEP 20



G1549MP

If required, remove and discard the bushing from the base end and the rod end of the cylinder.

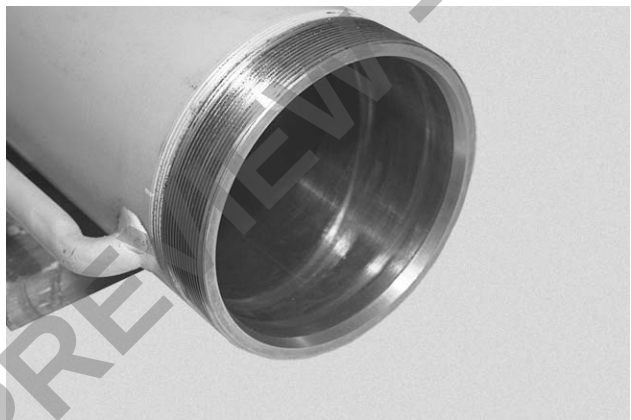
CYLINDER ASSEMBLY

STEP 21

Clean the cylinder rod threads, rod nut and all cylinder parts in solvent and dry with compressed air. Using compressed air blow out all passages in the valve block.

Inspect all parts for damage or wear. Replace damaged or worn parts.

STEP 22



G1550MP

Inspect the cylinder barrel for nicks, scratches or scoring prior to being assembled.

Use crocus cloth to remove minor nicks or scratches.

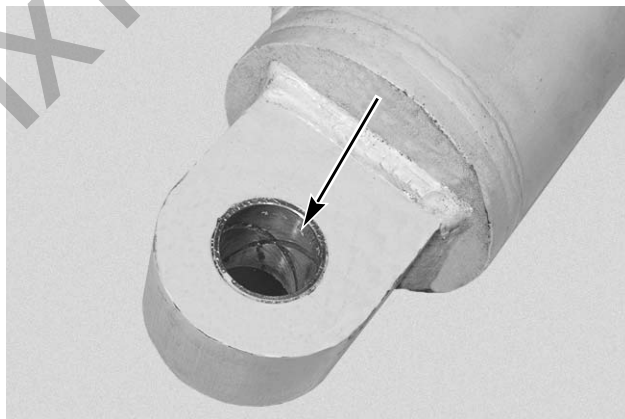
STEP 23



G1551MP

Inspect the cylinder rod for any nicks, scratches or scoring. Roll the rod on a hard flat surface to check for any bending.

STEP 24



G1549MP

If needed, install a new bushing in the base end and the rod end of the cylinder.

STEP 25



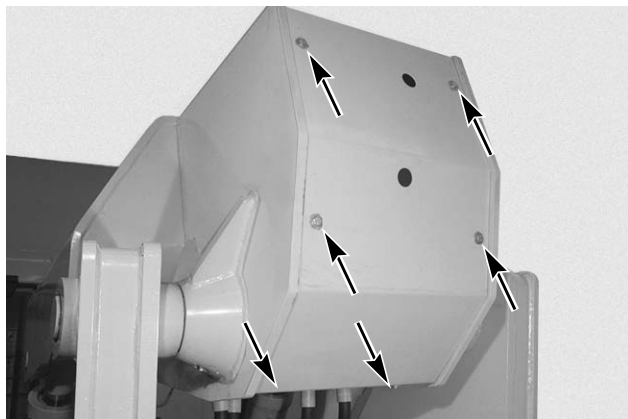
G1547MP

Install a new inner seal (lip to the inside of the barrel) in the head gland.

NOTE: Lubricate all new seals with clean operating fluid or petroleum jelly before installation.

EXTEND CYLINDER REMOVAL

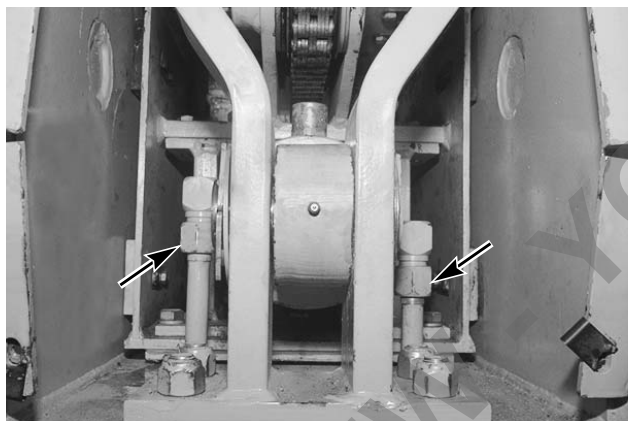
STEP 1



G1614MP

Loosen and remove the six bolts from the rear cover and remove the cover from the boom.

STEP 2



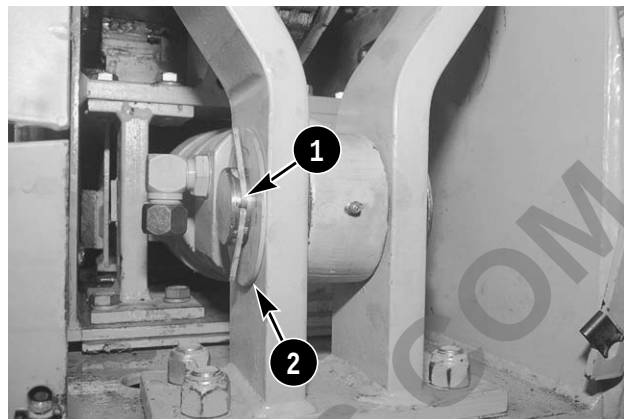
G1667MP

Mark the hydraulic tubelines for correct assembly. Loosen and remove the two tubelines from the extend cylinder.

STEP 3

Install caps and plugs on all hydraulic fittings to prevent contaminating the hydraulic system.

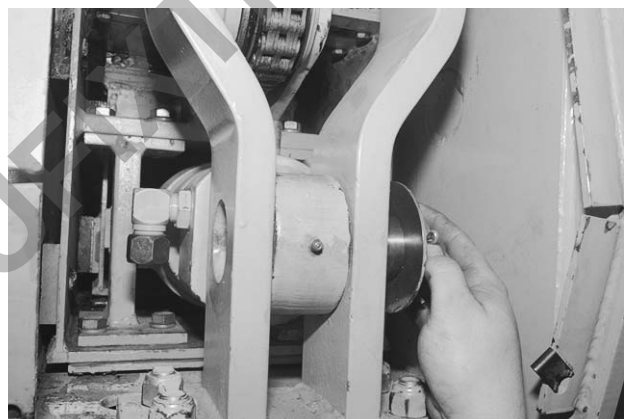
STEP 4



G1666MP

Remove the cotter pin (1) and washer (2) from the cylinder pin.

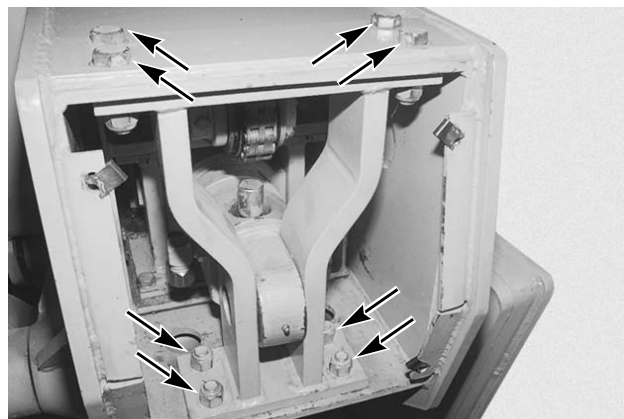
STEP 5



G1665MP

Remove the cylinder pin from the rod end.

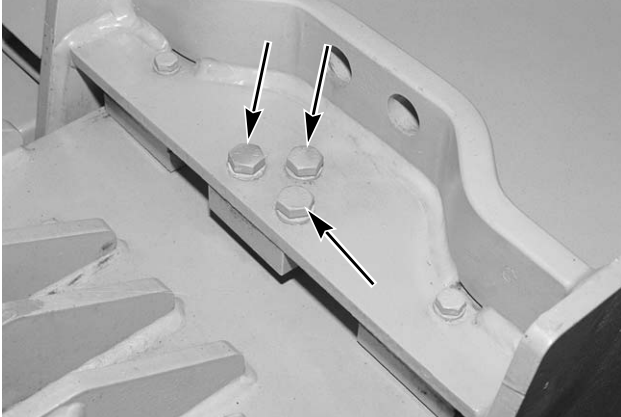
STEP 6



G1664MP

Loosen and remove the eight bolts and nuts from the extend cylinder rod mounting bracket.

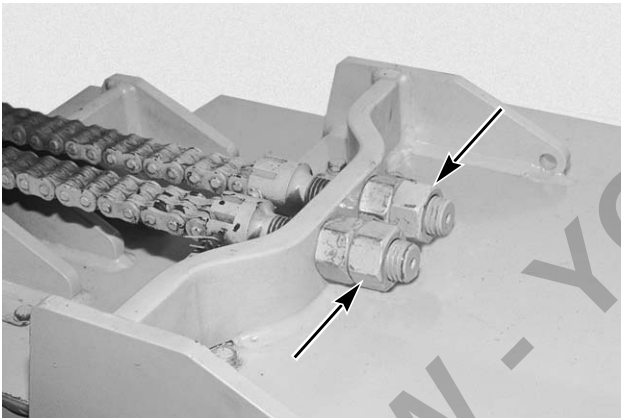
STEP 37



G1638MP

Reinstall the three bolts and washers to secure the single chain clevis block to the outer boom. Use Loctite 271 (red) Thread Lock (or equivalent) on the threads of the bolts.

STEP 38



G1657MP

Reinstall the double chain to the outer boom using the nuts. See Section 702 "Leaf Chain Adjustment Procedure" in this manual to apply the final torque to the double chain assembly.

STEP 39

Reinstall the extend cylinder into the boom. See Section 610 of this manual for correct procedure.

STEP 40

Start the engine and check boom operation in a clear area.

STEP 41

Shut down the engine and check for hydraulic fluid leaks. Correct any leakage problems found.

Section

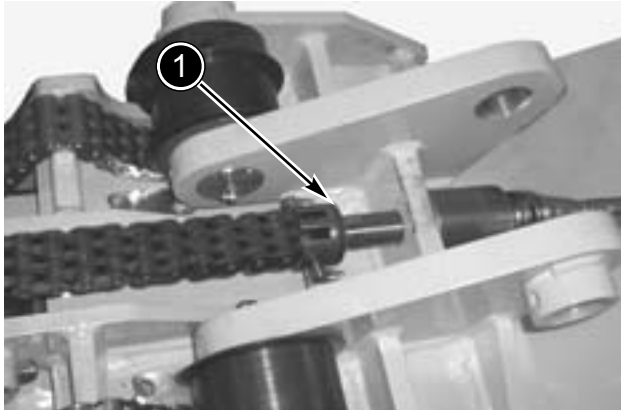
709

BOOM ASSEMBLY REMOVAL AND INSTALLATION 4-SECTION LOW BOOM MODELS

Mustang Telehandler

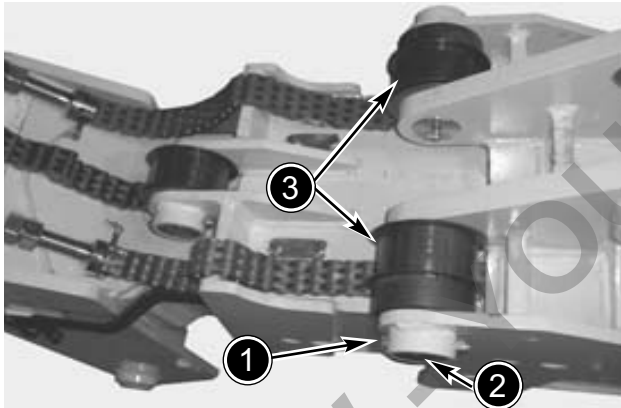
Mustang Telehandler LOW BOOM - 2ND INTERMEDIATE

STEP 10



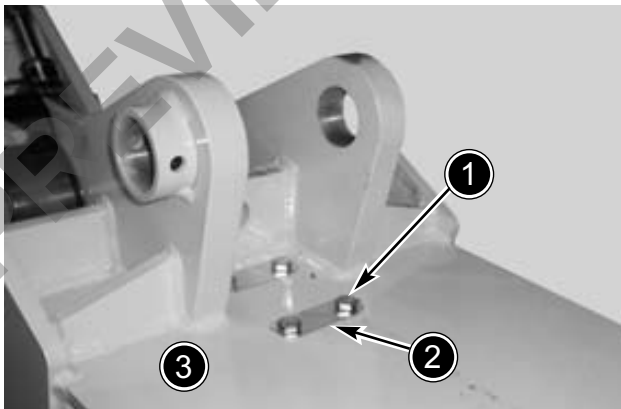
Remove the two nuts (not shown) from the center chain adjuster (1). Remove center chain adjuster (1) from 1st intermediate boom and lay the center chain over the nose of the inner boom.

STEP 11



Remove retaining bolt and nut (1), the chain roller pin (2) and the chain roller (3) from the 1st intermediate boom (both sides).

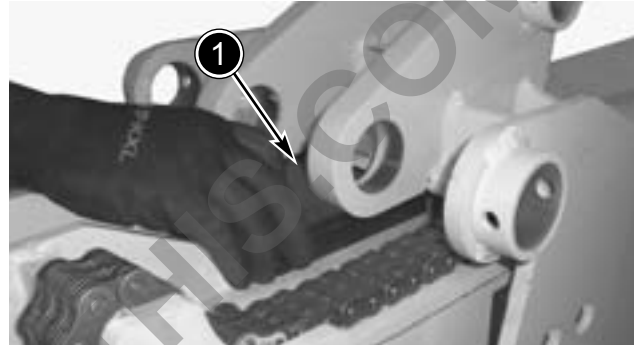
STEP 12



Remove the four bolts (1) and the two lock plates (2) from the top slide pad on the front of the 1st intermediate boom.

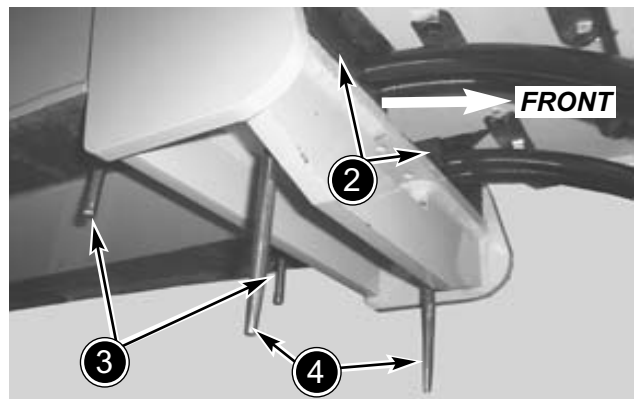
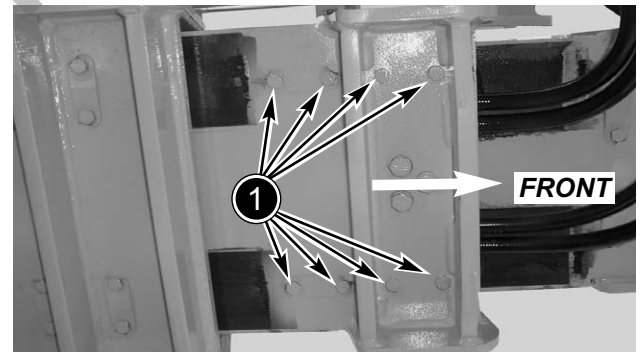
IMPORTANT: If the slide pads are to be reused, they must be marked as to location and direction (front/rear/top/bottom) as they are removed. Wire tie the shims with each pad. Slide pads and shims must be reinstalled in the exact original position. Refer to Section 717 of this manual for the correct procedure to install new replacement slide pads.

STEP 13



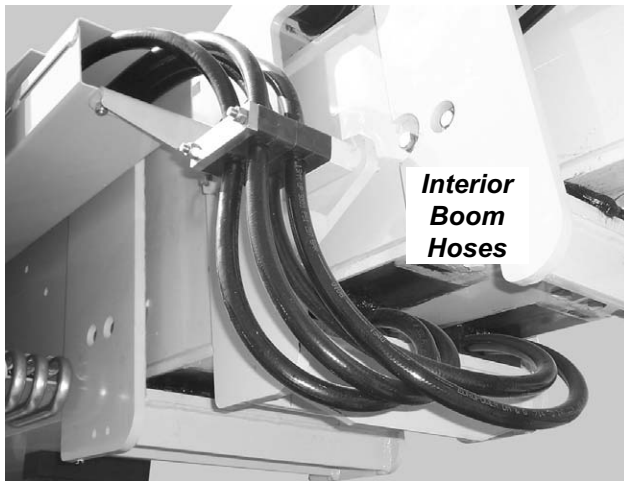
Remove the top slide pad (1) from the front of the 1st intermediate boom.

STEP 14

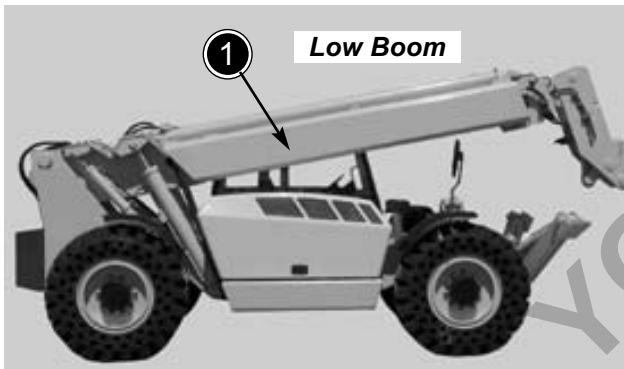


Remove the eight bolts (1) and two lock plates from the bottom slide pads (2) on front of the 1st intermediate boom and replace with four 3/8" studs, two in the rear (3) and two in the front (4). This will maintain the position of the bottom clamp slide pads and allow the hoses to slide inside the pads.

INTERIOR BOOM HOSE REPLACEMENT



STEP 1



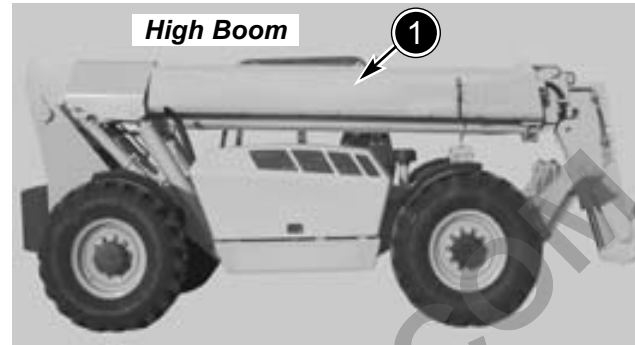
Low boom models, start the engine and raise boom as shown. Shut off the engine following the Mandatory Safety Shutdown Procedure. Remove the boom side cover (1). Continue with Step 2. **High boom models**, continue with the next step.

STEP 2



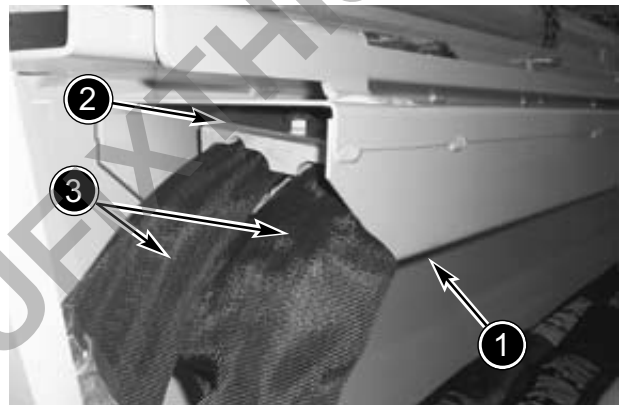
With the engine running, lower the boom and level it according to the boom angle indicator, which should then read 0°. Shut off the engine following the Mandatory Safety Shutdown Procedure. **Low boom models**, skip to Step 4.

STEP 3



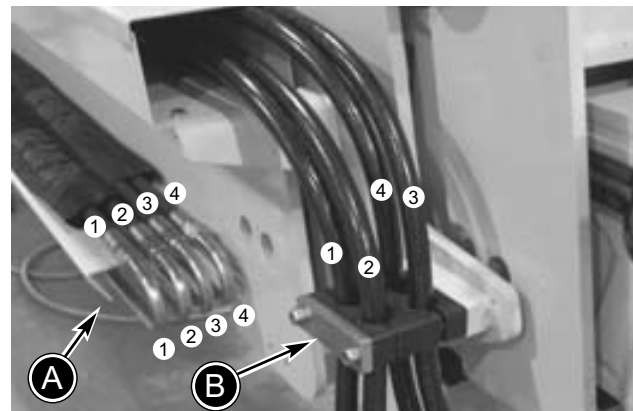
High boom models, remove the boom side cover (1). Continue to Step 4.

STEP 4



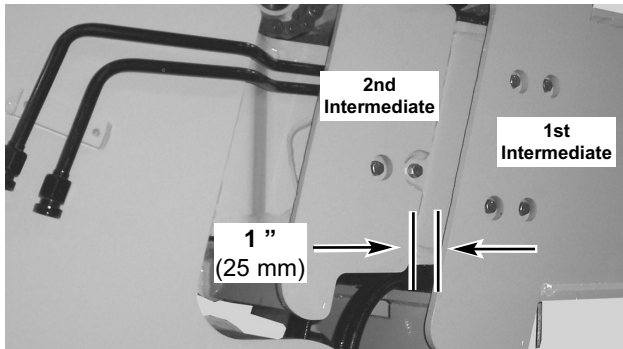
Remove the nut (1), located on the rear-bottom side of the hose tray, from the boom hose clamp assembly (2). Remove the hose clamp assembly (2) from the boom hoses (3).

STEP 5



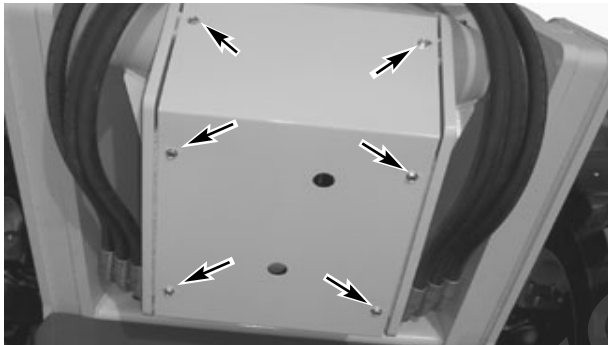
Mark the hydraulic hoses and tubes as shown. Loosen the two hydraulic tube clamps (A) from the bottom of the hose tray (not shown). Remove the hose clamp (B) from the side of the 1st intermediate boom.

STEP 71



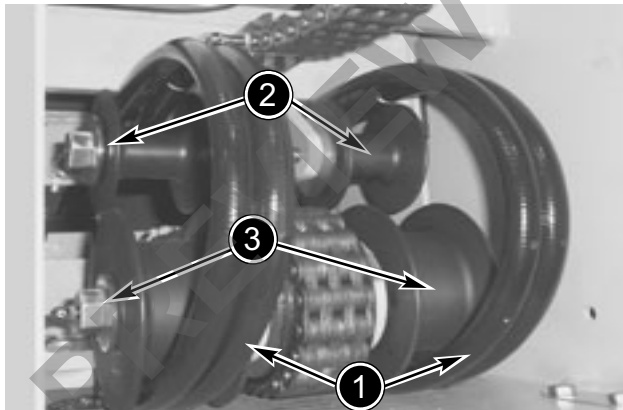
Use a prybar to slide the 2nd intermediate boom section 1 inch (25 mm) out of the 1st intermediate boom section.

STEP 72



If the rear boom cover was not removed in previous Steps, remove the six bolts from the rear cover and remove the rear cover from the boom.

STEP 73



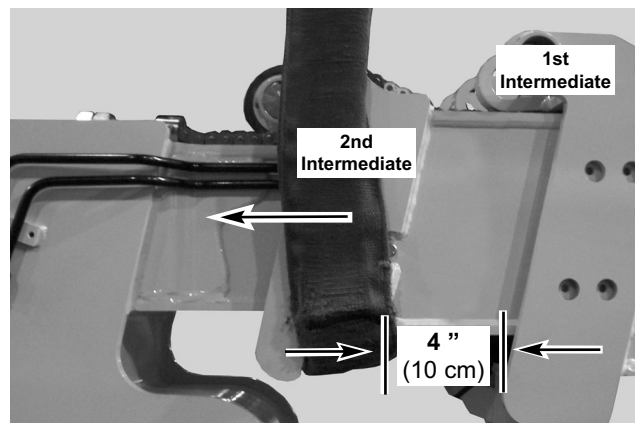
Reach inside the rear of the boom and pull back on the boom hoses (1) to create enough slack to assist in the removal of the hose guides. Remove the upper retaining bolts and hose guides (2) (both sides). Remove the lower retaining bolts and hose guides (3) (both sides).

STEP 74



Using a short handle 1/2" drive ratchet, a 1-1/2" deep-well socket (1) and a prybar (2), loosen and remove the upper chain adjuster nuts and the chain adjuster (3) from the rear of the 2nd intermediate boom.

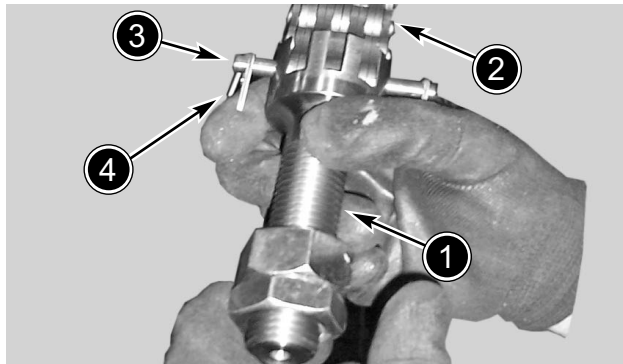
STEP 75



Use a hoist and lifting strap around the 2nd intermediate boom and pull the 2nd intermediate boom out of the 1st intermediate boom 4 inches (10 cm). Be sure the 1st intermediate boom remains fully in the outer boom.

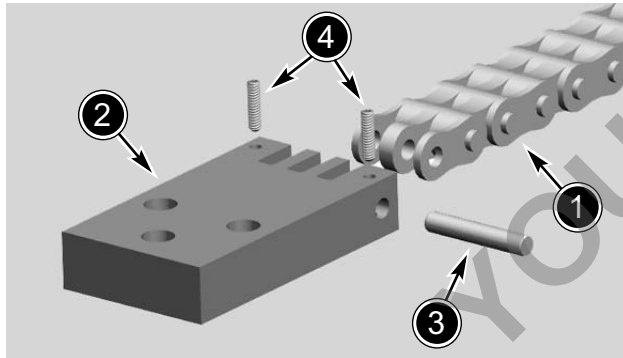
BOTTOM INNER BOOM CHAIN INSTALLATION

STEP 22



Reattach the chain adjuster (1) to the boom chain (2) using the chain adjuster pin (3) and cotter key(s) (4).

STEP 23



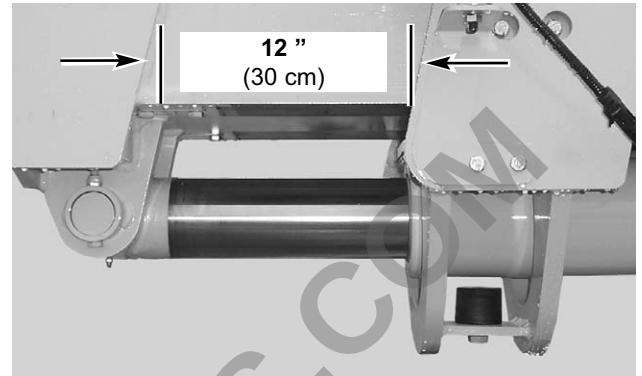
Reattach the boom chain (1) to the clevis block (2) using the clevis pin (3) and two set screws (4).

STEP 24

High boom models continue with Step 25.
Low boom models skip to Step 28.

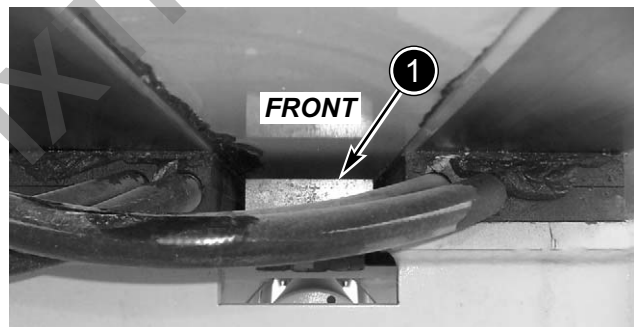
STEP 25

(High Boom Models)



Start the engine and carefully extend the boom 12 inches (30 cm). Shut off the engine.

STEP 26



Reinstall the chain clevis block (1) to the bottom-front 1st intermediate boom using three bolts and lock washers (2). Use Loctite® 271 (red) Thread Lock (or equivalent) on the threads of the bolts and tighten to 90 ft.-lbs. (122 Nm) torque.

STEP 27

Start the engine and carefully fully retract the boom. Shut off the engine. Skip to Step 29.

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