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MANUAL PREVIEW

Owatonna
Operator's Manual
1000 Loader

Operator's Manual

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OW-O-1000 SS



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1000 LOADER

*the Owatonna Way
is best*

**Operators
Manual**

Catalog 37690L

Revised 1 August 1969

PRICE — \$1.50

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OWATONNA

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MUSTANG MODEL 1000

SPECIFICATIONS

DIMENSIONS

Length (without bucket) . 80 3/4"
Width 55"
Height 56 1/2"
Dumping Height* 108"

SHIPPING WEIGHT 3330 lbs.

CAPACITY—Load rating is 1200 lbs. bucket capacities vary according to application.

PERFORMANCE—Turning radius, 360° in own length; travel speed is 0 to 7 mph (forward or reverse).

DRIVE SYSTEM—Multi-disc transmission clutches, roller cam actuated with 9 wear surfaces and heavy duty precision separator springs.

POWER SOURCE—Wisconsin VH4D 30 hp aircooled engine, 12 volt system, enclosed starter w/industrial alternator, gas or L.P.

SPROCKETS—Steel cut and hardened for long life.

HYDRAULIC SYSTEM—10 GPM pump w/full system relief valve at 2000 PSI.

Dual filtration system.
Standard JIC hydraulic fittings, hoses and tube assemblies
Double acting lift (2 1/2" I.D.), tilt (2" I.D.) and pushoff cylinders.

STEERING MECHANISM—Control lever for left and right drive wheels, forward and reverse.

SPEED CONTROL—Variable drive is hydraulically actuated.

STRUCTURAL—Welded hy-tensile steel frame unit and boom (Attaching points on frame for back hoe).

TIRES—7:50 x 15, 6 ply (Special grip).

SEAT BELT—Standard

SEAT—Upholstered, extra wide, adjustable.

ACCESSORIES

Light Kit
Horn Kit
Steel Cord Tires
Cab
Counter Weights
Overhead guard

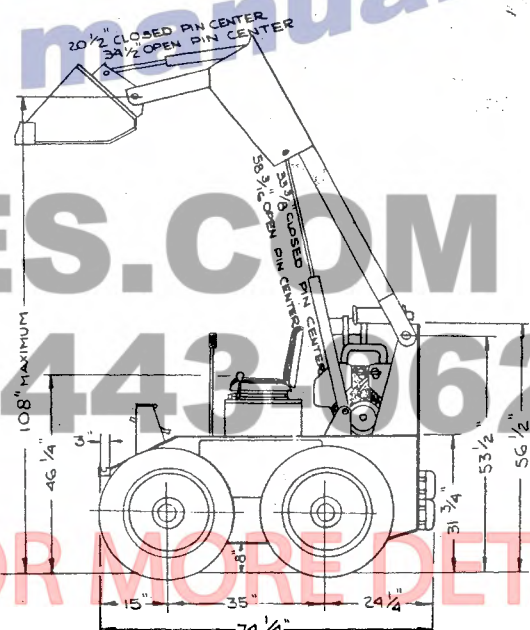
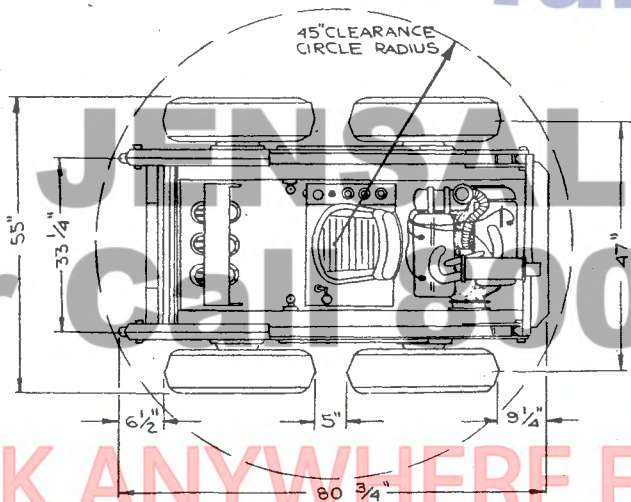
ATTACHMENTS

Dirt Bucket (Standard) 7.5 cu.ft.
Dirt Bucket (w/Push-off) 7 cu.ft.
Dirt Bucket (w/Teeth) 7.6 cu.ft.
Utility Bucket (Std.) 10 cu.ft.
Fertilizer Bucket 15 cu.ft.
Snow Bucket 18 cu.ft.
Manure Fork (Push-off)
Pallet Fork
Backhoe (w/Buckets)
Scarifier

WEIGHT DISTRIBUTION —

Rear 70% Front 30%

* pin center



VALVES

The control valves (5) Figure 14, are located under the floor board and are set at 2000 PSI pressure relief on them. Their purpose is to operate the lift, tilt, and auxiliary cylinders depending upon which control pedal is pushed.

The single spool valve receives the fluid from the control valves, and in turn actuates the driver variable (6) FIGURE 15. It is located to the left of the operator and under the seat compartment. This valve actuates the driver variable cylinder located in the male portion of the variable sheave. The valve has a relief setting of 400 PSI maximum to 350 PSI minimum. The fluid is fed to the driver variable through a hydraulic rotor union. This union and the hydraulic variable cylinder are protected from possible damage due to an excess build-up of hydraulic pressure, by the relief valve. The fluid is then returned through a manifold block (10) FIGURE 17 and through hoses that feed the fluid through each of the four clutch shafts serving as a coolant for the clutches and also as a lubricant for the bearings in the clutches on its way back to the reservoir. See page 36 "O" Ring replacement in valves.

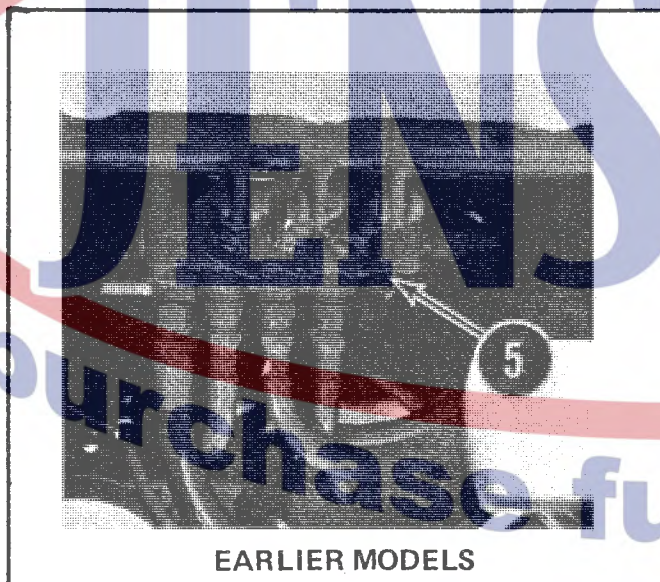


FIGURE 14



FIGURE 15



FIGURE 16



FIGURE 17



FIGURE 30

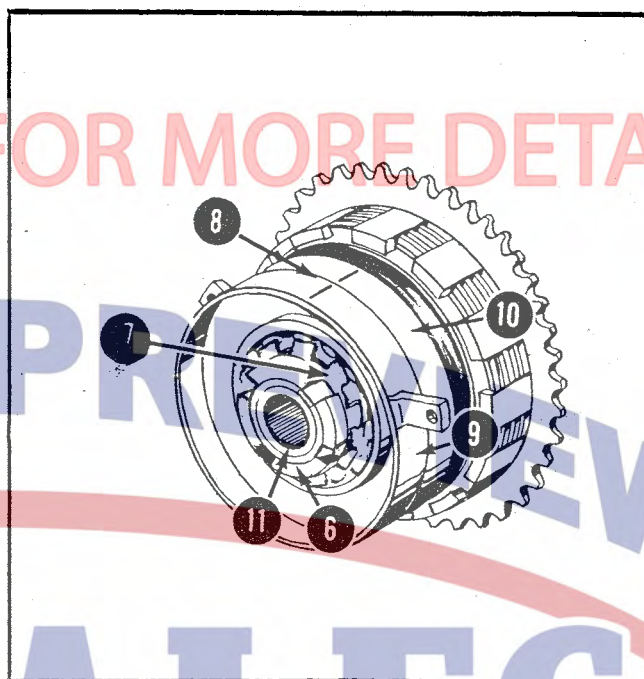


FIGURE 31

REPAIRING THE CLUTCH

1. Jack the machine up and set blocking under the drive compartments.
2. Remove the wheels on the side which has the defective clutch.
3. Remove the two nuts in the center of the drive compartment cover.
4. Remove the 30 nuts holding the cover in place and then remove the cover.
5. Disconnect the linkage going to the defective clutch.
6. Loosen the chain tighteners for the #40 and the #50 chains (5) FIGURE 25 and (6) FIGURE 26.
7. Now bend the tab back on the washer (7) FIGURE 31 and remove the nut (6) FIGURE 31. Remove the washer (7) FIGURE 31.
8. Hold a cloth under the two cams to catch the three ball bearings which will fall out when the first cam (9) FIGURE 31 is pulled off. Remove them and set them aside. Then remove the first cam and its bearing all the way off of the clutch shaft.

NOTE: If this cam bearing is defective remove the retaining collar and slide the bearing out of the cam and replace the bearing.

9. Remove the second cam from the shaft (10) FIGURE 31. Replace its bearing if necessary.
10. Remove the spacer and set it aside.
11. Remove the clutch pressure plate.

12. At this time the discs can be removed in the following order;
 - a. 2 release springs

NOTE: These springs are made to give approximately 1/8" spring action. If they are flattened out they will have to be replaced.

- b. Clutch disc—replace these discs when they are worn from wear.

- c. Retaining plate

NOTE: The last retaining spring consists of just one spring butted against the bearing instead of two.

AXLE REPAIR

1. Jack the machine up and set blocks under it.
2. Remove the two wheels to allow access to the drive compartment.
3. Remove the two clutch shaft nuts and the 30 hex nuts which hold the cover in place and then remove the cover.
4. Remove the cap on the end of the inside axle hub (5) FIGURE 35.
5. Remove the cotter key and the 7/8" castellated nut.
6. Loosen the #80 chains by loosening the eight bolts which hold the reduction shaft housings. Then remove the chain which goes to the damaged axle.
7. Remove the 6 nuts on the outside hub (7) FIGURE 36.
8. At this time the axle shaft can be pressed out through the inside bearing with a jack pressed against the inside end of the axle and a block of wood between the jack and the other drive compartment.
CAUTION: Do not pound on the end of the axles at any time with a hammer or any metal except a lead hammer or a block of wood.
9. If the bearing on the inside hub needs replacement remove the hub by removing the 6 nuts which hold it in place and then the bearing and the race can be removed.
10. If the outside bearing or seal needs replacement remove the axle from the sprockets, bushings, and thrust bearings and replace the damaged part.
11. Assemble the parts as removed and tighten the 7/8" castellated nut to draw the inner bearing into the race. Do not draw this nut up too tight. Allow for freedom of rotation of the axle in the bearings. If the castellated nut is tightened to a point where the axle is binding in rotation loosen the nut and tap on the end of the axle with a lead hammer or a block of wood until the axle is free for the proper adjustment.



FIGURE 35

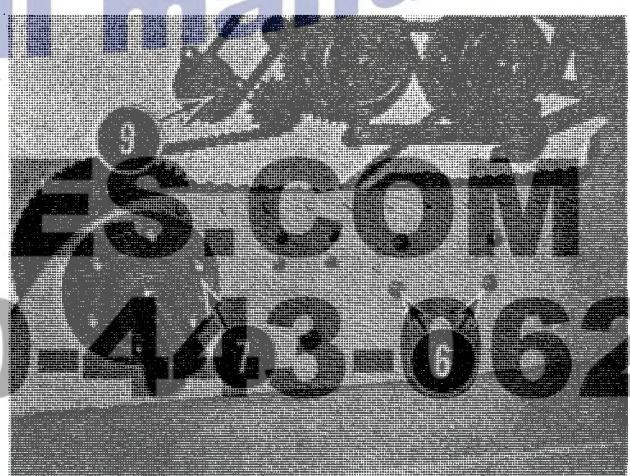


FIGURE 36