Owatonna

Operator's Manual

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Skid Steer

Operator's Manual

OW-O-320SS

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LOADER

Operator's Manual

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Catalog 003-10770

Owatonna Manufacturing Company, Inc., Owatonna, Minnesota 55060 OW-O-320SS

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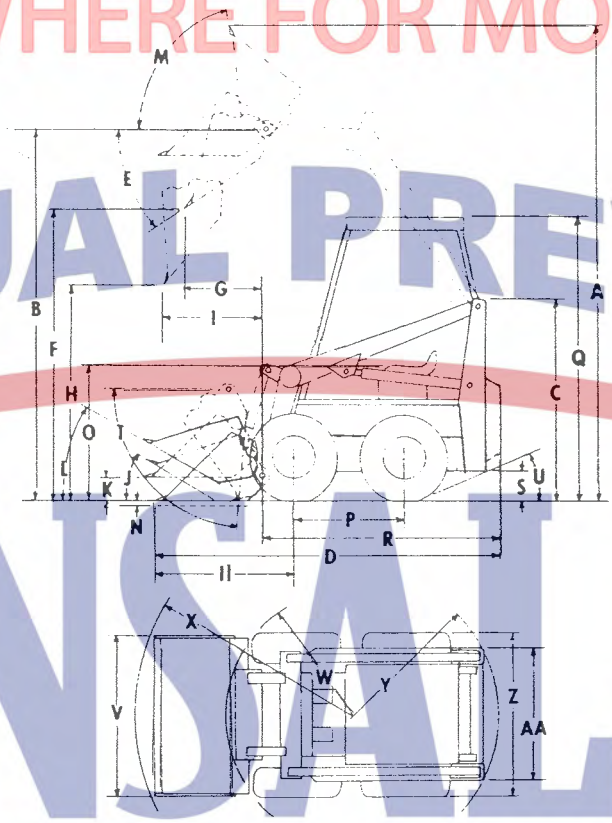
TABLE OF CONTENTS

SPECIFICATIONS



A.	Overall Height-lift arms raised	125" (3175 mm)
B.	Height to Hinge Pin (Maximum)	98" (2489.2 mm)
C.	Overall Height	54" (1372 mm)
D.	Overall Length-with bucket	102" (2591 mm)
E.	Dump Angle	38°
F.	Dump Height	73" (1854.2 mm)
G.	Reach at Maximum Height	18" (457.2 mm)
H.	Specified Height	51 1/2" (1308.1 mm)
I.	Reach at Specified Height (H)	27" (685.8 mm)
I. 1	Reach-bucket on ground	26" (660.4 mm)
J.	Maximum Rollback at Ground	28°
K.	Carry Position	7" (177.8 mm)
L.	Maximum Rollback at Carry Position	29°
M.	Maximum Rollback Fully Raised	86°
N.	Digging Depth	9/16" (14. 3 mm)
O.	Height to Seat	33 1/2" (851 mm)
P.	Wheel Base	30 3/4" (781 mm)
Q.	Overall Height-with operator guard	74" (1880 mm)
R.	Overall Length-less bucket	80" (2032 mm)
S.	Ground Clearance	6 3/4" (171.45 mm)
T.	Maximum Grading Angle-bucket	108°
U.	Angle of Departure	23°
V.	Bucket Width	47" (1194 mm)
W.	Clearance Circle Front-less bucket	35" (889 mm)
X.	Clearance Circle Front-with bucket	61" (1549.4 mm)
Y.	Clearance Circle Rear	47" (1194 mm)
Z.	Overall Width-less bucket	45 1/2" (1156 mm)
AA.	Tread 5.70-12 Tires	37" (940 mm)

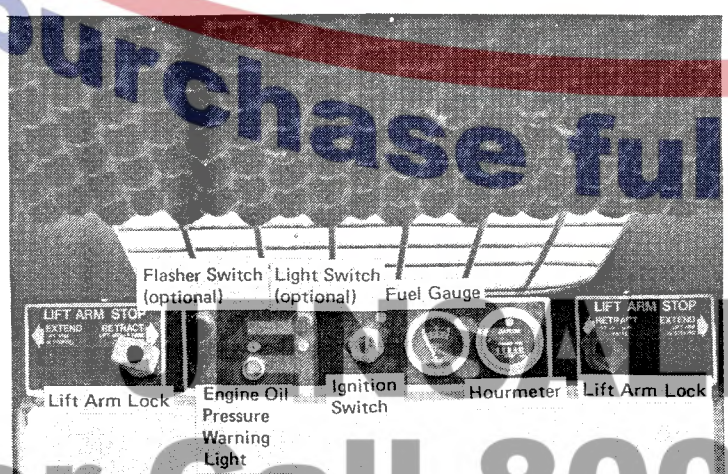
SEAT BELTS

The seat belts are located on either side of the operator's seat. Keep them in good working order and use them. They may keep you from being injured.

⚠ WARNING: Never start the engine unless you are in the operator's seat with your seat belt fastened.

ENGINE CONTROLS

1. THROTTLE – Move the hand throttle control forward to increase engine speed. Push the throttle control back to slow down.
2. IGNITION SWITCH – The ignition switch has three positions: Off, On, and Start. Turn the key clockwise to the spring loaded start position to start the engine. Release the key as soon as the engine starts. The key will then be in the On position. Turn the key to the Off position to stop the engine.
3. CHOKE CONTROL – Move the choke control forward to choke the engine. This provides a richer fuel mixture for starting the engine.



DIAPHRAGM FUEL PUMP

Some engines use a diaphragm-type fuel pump. If fuel does not reach the carburetor, check the fuel pump before dismantling it.

1. Disconnect the fuel line at the carburetor.
2. Crank the engine and observe whether fuel comes from the line at the carburetor.

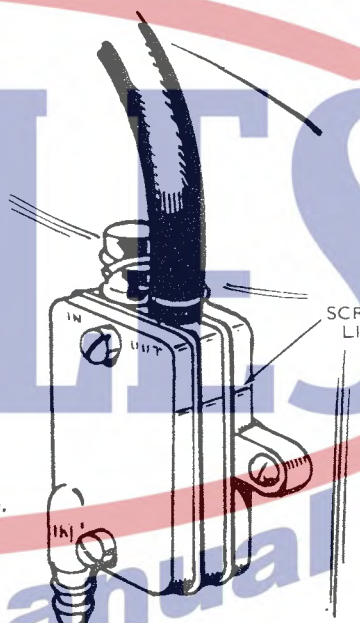
WARNING **Be sure to direct the fuel flow into a container so gasoline does not spill on ignition wires.**

3. If there is enough fuel in the tank, and line does not have fuel flowing, the pump needs replacing.

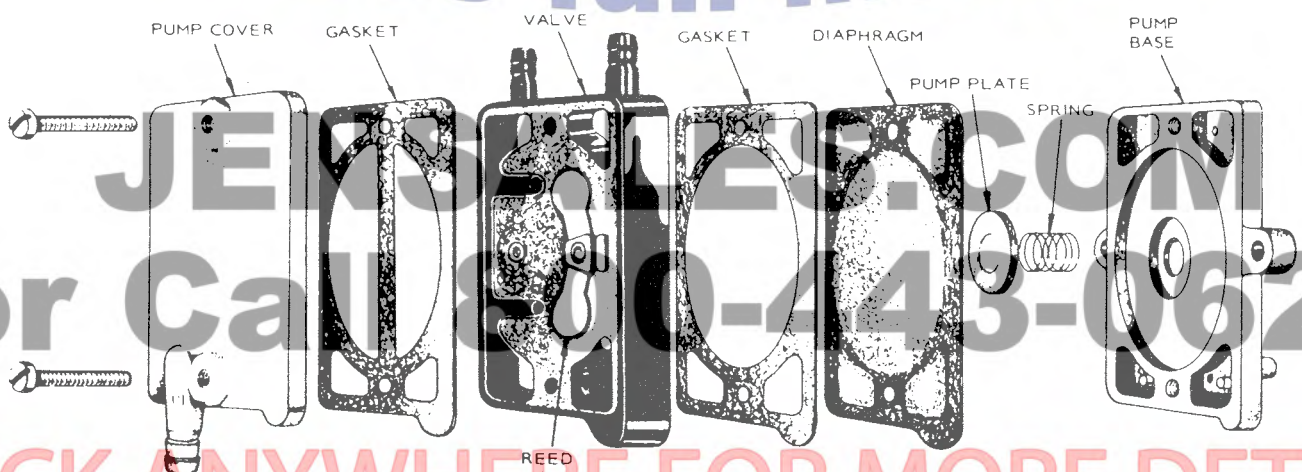
Pump failure is usually caused by a leaking diaphragm, valve, or a weak or broken spring. Gasoline diluted oil may also indicate a faulty pump.

Pulsating diaphragm fuel pumps use a combination of crankcase and spring pressure to work a diaphragm thus pumping fuel.

On the downstroke of the engine piston, when the crankcase pressure is greatest, the pump diaphragm is forced back against the diaphragm spring compressing it and drawing fuel into the pump intake chamber. The fuel then passes through the intake reed valve into the output chamber side of the pump. On the compression stroke, when crankcase pressure is the lowest, the diaphragm spring forces the diaphragm out pushing fuel through the pump output reed valve into the output chamber and into the fuel line.



Pump mounts on engine enclosure.



PULSATING DIAPHRAGM FUEL PUMP (EXPLODED VIEW)

CHAIN CASES

There is a chian case on either side of the frame under the floor panel which houses the final drive chains. These chain cases contain sufficient hydraulic fluid to lubricate the chains and bearings. This fluid should be maintained at the level of the upper check plug on the outside of the frame. Use the lower plug when it is necessary to drain the fluid from the chain case. Fluid may be added by removing the chain case breather on the top front of the chain case.

The final drive chains are special #60 roller chain. Use only OMC replacement parts for these chains. These chains should be checked and retightened as necessary at the 50 hour service and every 200 hours after that. To adjust chains, use the following procedure:

1. Block the machine securely and safely.
2. Remove wheels.
3. Drain chain case fluid into suitable container. Fluid is to be kept clean if it is to be reused.
4. Remove side inspection covers.
5. Check tension of drive chains. Chains should have a total deflection of 1/4 to 1/2 inch, measured at the center of the span. Rotate the drive to check for high spots on the sprockets and check at the highest (tightest) point.
6. To adjust, loosen nut holding idler sprocket and move idler up or down as required.
7. Retighten idler nut securely. Repeat for all chains.
8. Replace inspection covers and drain plug.
9. Remove upper level check plug and chain case breather. Add fluid through breather port until fluid flows out check port.
10. Reinstall check plug. Clean breather by washing in solvent and blowing out with compressed air. Reinstall in breather port.
11. Reinstall wheels.
12. Remove blocks.