

Trouble-shooting Guide



MB-Series Power Buggy

- **The engine coupling is making noise.**
 - Check for proper alignment of the jaw couplers. Refer to page 18 in the buggy operators manual for alignment instructions. If either coupler is not in alignment with the other, the couplers or the spider jaw element may be, or may become damaged. If either coupler, or the spider jaw element are damaged or worn, replace them. Refer to page 25 in the buggy parts manual for part numbers. The spider jaw element should fit loose, but not too sloppy.
 - Make sure the setscrews over the keys in both couplers are tight and have red Loctite on them.
 - Make sure the woodruff key (Pump side coupler), and the square key (engine side coupler), are not sheared or distorted. If they are, replace them.
 - Make sure the engine and hydrostatic pump mounting bolts are properly tightened to 25 ft. lbs. of torque.
 - Make sure the cooling fan has all of the cooling fins on it. (Sometimes concrete gets into the cooling fan & breaks off fins).

- **Buggy will not move in either forward or reverse direction.**
 - Make sure hydraulic oil level is to the full mark on the oil dipstick that is attached to the reservoir filler breather cap.
 - Make sure there is not a hydraulic oil blockage or leak. Check for a blown hose or plugged oil filter.
 - Make sure the travel speed cable is not broken and is moving freely. Make sure the woodruff key that attaches the shift bar to the pump is not broken. Travel speed cable is attached to this shift bar.
 - Check to make sure the keyways in the wheel hubs are not sheared. Be sure to check taper bore in hub for wear if key is sheared.
 - Check the hydraulic pressure through the directional control valve, as described on page 15 in the buggy manual. This valve should put out 2000 PSI +/- 50.
 - If you cannot adjust the valve to 2000 PSI +/-50, check the output pressure at the pump. Deadhead a hydraulic pressure gauge at port "A" of the pump (port "A" is shown on page 8 in buggy parts manual), run engine at full throttle, then note

MILLER

- pressure on gauge. Pump pressure is not adjustable. Pump should put out 1800-2000 PSI. If pump pressure is good, replace the valve. If pump pressure is not good, replace the pump.
- **Buggy will not dump the bucket when it has a load in it.**
 - Make sure engine is running at full throttle when trying to dump.
 - Make sure there is not a hydraulic oil blockage or leak. Check for a blown hose or plugged oil filter.
 - Make sure the pivot pins at each end of dump cylinder have not fallen out.
 - Check the hydraulic pressure through the dump valve, as described on page 14 in the buggy manual. This valve should put out 800 PSI +/- 50.
 - If you cannot adjust this valve to 800 PSI +/- 50, then check the output pressure of the pump. Deadhead a hydraulic pressure gauge at the valve end of the valve's input hose (hose is item 20 on page 7 in buggy parts manual), run engine at full throttle, then note pressure on gauge. Pump pressure is not adjustable. Pump should put out 800 PSI. If pump pressure is good, replace the valve. If pump pressure is not good, replace the pump.
- **Dump valve handle will not automatically return to neutral when released.**
 - Make sure the mechanical linkage that actuates the valve moves freely through its full range of motion. Make sure there is no foreign material or objects binding the linkage.
 - Be sure the linkage pivot point bolts are not too tight, restricting the linkage movement.
 - Disconnect the linkage from the valve.
 - Push the dump valve handle forward, and let it go. Push the dump valve handle backward, and let it go. If the handle does not automatically return to the neutral position from either direction, replace the valve.
- **Directional Control valve handle will not stay in forward or reverse position.**
 - Make sure the mechanical linkage that actuates the valve moves freely through its full range of motion. Make sure there is no foreign material or objects binding the linkage.
 - Be sure the linkage pivot point bolts are not too tight, restricting the linkage movement.
 - Disconnect the linkage from the valve.
 - Push the directional control valve handle forward, and let it go. Push the directional control valve handle backward, and let it go. If the handle does not stay in each position, replace the valve.
- **Buggy creeps forward or backward after stopping.**
 - Make speed control adjustment described on page 13 of buggy manual. This adjustment is made to find and "lock in" the neutral position of the hydrostatic pump. If after numerous attempts, the pumps neutral position cannot be found, replace the pump (#HM0500).

- **Buggy moves when the parking brake is engaged.**
 - Minimal movement of the buggy while the brake is engaged is normal. Engine should stall when the travel speed lever is squeezed slightly.
 - Lift and safely block front end of buggy. Remove wheel assemblies and brake covers. Make sure brake linkages and brake bands are not broken and are moving freely. Make sure the brake band lining is not worn beyond its useful life.
 - If you find that the brake band is broken or the brake band lining is worn out, replace both the brake band and the adjusting "J"-bolts (#42101-15) with locknuts (#42101-16) shown on page 5 in the buggy parts manual.
 - If you do not find damage to brake band or linkage, adjust the parking brake per instructions on pages 8 & 9 in the buggy manual.

- **Oil comes out through the oil filler/breather.**
 - The oil level is too high in the reservoir.
 - The incorrect filler/breather is in the unit.
 - There is a blockage somewhere in the hydraulic system.

- **Buggy wobbles while you are driving it in forward/reverse direction.**
 - Make sure all lug nuts on wheels and wheel spacers are tightened properly to 65ft. lbs. of torque.
 - Check tire air pressure. All tires should be 50 PSI.
 - Check all wheels for endplay. Look for a bent rim.
 - Check the steering tire axle where it is welded into a square steel block at the bottom of the steering column. Make sure the weld is not broken, and the shaft is not bent from being impacted. If the weld is broken or the shaft is bent, replace the steering column (#32100-01) shown on page 3 of the buggy parts manual.
 - Visibly check the wheel spacer as you are driving to ensure it is not bent. A bent wheel spacer will cause that side of the buggy to oscillate (wobble).

- **The steering has free-play you can feel through the handlebars.**
 - Make sure the two bolts that hold the handlebars to the steering column are both in place and tight.
 - Check the steering column where it is welded into a square steel block at the bottom of the column by turn the steering column until it makes initial contact with the steering stops. Then try to turn it further in both directions. If the steering column moves beyond the stops and you can feel free-play, replace the steering column.

- **The engine will still run if the kill switch is used on the console.**
 - Make sure the kill switch ground wire is not broken and that the connectors at each end of the ground wire are positively attached to the wire. The connector must be clean and firmly attached to the kill switch and the directional control valve.
 - Check the other wire that goes down to the yellow wire on the Honda engine. Make sure there are no breaks in the wire. Check the connection of this wire. There is a trailer-connector that affixes the kill switch wire to the yellow wire on the Honda engine.