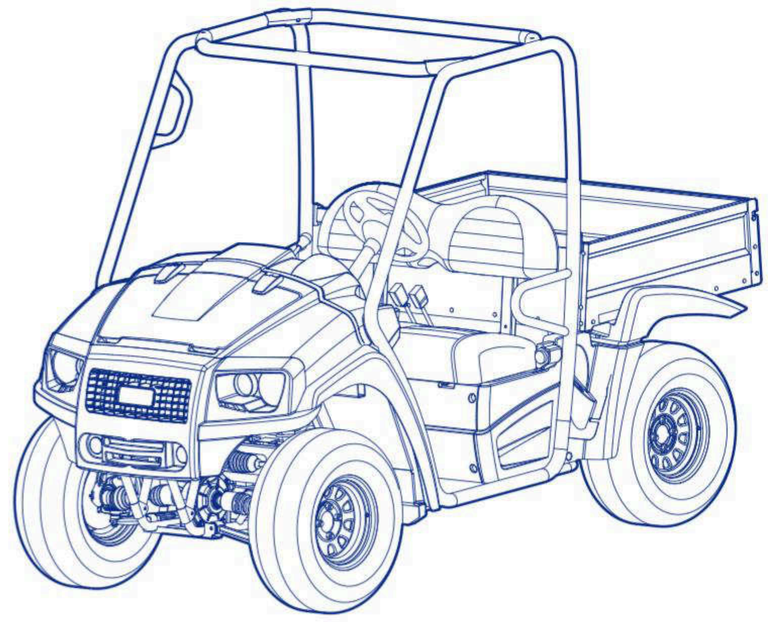
NEW HOLLAND

Rustler™

115

SERVICE MANUAL



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NEW HOLLAND AGRICULTURE

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⚠ WARNING

- **Lift only one end of the vehicle at a time. Use a suitable lifting device (chain hoist or hydraulic floor jack) with 1000 lb. (454 kg) minimum lifting capacity. Do not use lifting device to hold vehicle in raised position. Use approved jack stands of proper weight capacity to support the vehicle and chock the wheels that remain on the floor.**
- **When servicing the vehicle with part of the vehicle on jack stands, do not operate the engine with the Forward/Reverse handle in either the FORWARD or REVERSE position. The four-wheel drive system may engage any wheel(s), front or rear, depending on the mode selected. See Figure 1-2.**

PRE-OPERATION AND DAILY SAFETY CHECKLIST

Each vehicle has been thoroughly inspected and adjusted at the factory; however, upon receiving your new vehicle(s), you should become familiar with the controls, indicators, and operation. Carefully inspect each vehicle to ensure that it is in proper working condition before accepting delivery.

Use the following list as a guide to inspect the vehicle. This list should be used daily and in conjunction with the Performance Inspection on page 10-3 and the Periodic Service Schedule on page 10-3 to ensure that the vehicle is in proper working condition. Any problems should be corrected by a dealer or a trained technician.

- **General:** All the parts should be in place and properly installed. Be sure that all nuts, bolts, and screws are tight. Check hose clamps for tight fit.
- **Safety and information decals:** Check to ensure that all safety and information decals are in place and can be read easily. **See Owner's Manual.**
- **ROPS:** Check to ensure the ROPS is not damaged and all hardware is secure. **See ROPS (Roll Over Protective Structure) on page 4-15.**
- **Seat belts:** Visually inspect for cuts, fraying, and loose parts. **See Body and Trim on page 4-1.**
- **Tires:** Check for proper tire pressure. Visually inspect tires for wear, damage, and proper inflation on a daily basis. **See Vehicle Specifications on page 2-1.**
- **Battery:** Check electrolyte to ensure it is at the proper level **(Figure 11-4, Page 11-10)**. Check battery posts. Wires should be tight and free of corrosion, and battery should be fully charged.
- **Engine:** Check for proper engine oil and coolant levels and leaks. **See Engine Oil on page 10-6.** Check air filter and replace if necessary.
- **Fuel:** Check fuel level. **See Fueling Instructions on page 10-14.** Check fuel tank, lines, fuel cap, pump, and fuel filters for fuel leakage.
- **Exhaust system:** Check for leaks.
- **Hydraulic brakes:** Check fluid level. Fill with DOT 5 brake fluid only. **See Brake Fluid Reservoir on page 10-6.** Wear in the brakes before initial vehicle operation. On a flat, open surface, accelerate the vehicle to moderate speed, then apply the brakes under modest, steady pressure. Repeat this procedure five times. **See following NOTE.**

NOTE: *Perform the wear-in procedure when the vehicle has been in operation for less than a week, or when the brake pads or rotor have been replaced.*

- **Performance Inspection:** Inspect as instructed. **See Performance Inspection on page 10-3.**

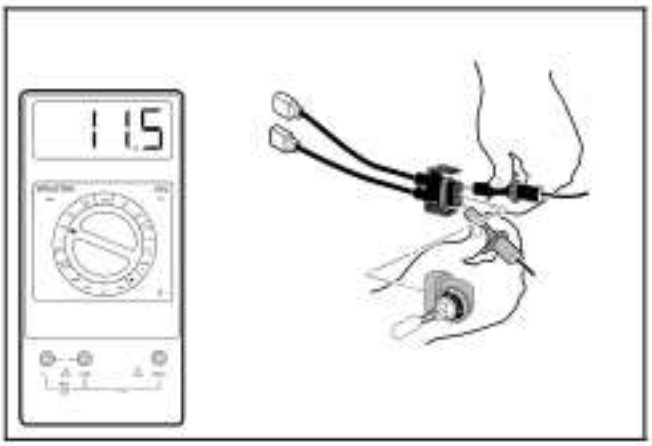
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TROUBLESHOOTING GUIDE		
SYMPTOM	**POSSIBLE CAUSES**	**REFER TO**
Spark plug fouls repeatedly.	Incorrect plug	**See Spark Plugs on page 10-10.**
	Unsuitable fuel, or incorrect (rich) fuel mixture	Fuel System section
	Spark plug wire is damaged	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Dirt entering combustion chamber	**See Air Filter Replacement on page 10-13.**
	Ignition coil failed	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Rings are heavily worn, low cylinder pressure	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
Carburetor floods.	Inlet valve or seat is leaking, dirty, worn, or damaged	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Float is damaged and filled with gasoline	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Carburetor vent is clogged	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Float needle valve not functioning properly	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
Starter fails to operate.	Starter control circuit is not operating	Test Procedure 5 – Starter Control Circuit on page 11-14
	Fuse is blown	Test Procedure 2 – Fuse on page 11-11
	Battery is dead	Test Procedure 1 – Battery on page 11-8
	Charge coil failed	Test Procedure 10 – Charge Coil on page 11-24
	Loose or broken wire in starter circuit	Test Procedure 5 – Starter Control Circuit on page 11-14
	Voltage regulator failure	Test Procedure 11 – Voltage Regulator on page 11-24
	Starter solenoid or starter motor failure	Test Procedure 6 – Starter Solenoid on page 11-15
	Key switch failure	Test Procedure 4 – Key Switch (Starter Circuit) on page 11-13
	Cylinder and/or crankcase flooded with fuel	See the Briggs & Stratton Vanguard engine manual (P/N CLC103568101).
	Neutral switch failure (failed open)	Test Procedure 8 – Neutral Switch (Transaxle) on page 11-23
	Transmission shifter linkage is binding or is out of adjustment	Forward/Reverse Shifter Cable Adjustment in Clutches section

TABLE CONTINUED ON NEXT PAGE

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2. Inspect the wires at the light bulb socket. Make sure the wires are securely fastened to the contacts inside the socket and that wires are oriented correctly - black to black and blue to blue.
3. Remove the wire harness from the headlight bulb **(Figure 11-47, Page 11-34)**.
4. Use a multimeter set to 20 volts DC and place the black (–) probe into the black wire terminal of the wire harness. Place the red (+) probe into the blue wire terminal.
5. Pull the light switch to the ON position. If the multimeter indicates approximately 12 volts, replace the headlight bulb.
6. If there is no voltage reading at the wire harness, check the continuity of the 16-gauge blue wire (w54) from the headlight to the light switch.
   6.1. Set the multimeter to 20 VDC.
   6.2. Use an alligator clip to attach the black (–) probe onto the negative (–) battery terminal and place the red (+) probe into the blue wire terminal (w54) of the wire harness. If the multimeter reading is approximately 12 volts, the blue wire has continuity.
7. Check the continuity of the 16-gauge black wire (w44) from the headlight to the frame ground.
   7.1. Set the multimeter to 20 VDC.
   7.2. Place the black (–) probe of multimeter into the black wire terminal (w44) of the wire harness and use an alligator clip to attach the red (+) probe onto the positive (+) battery terminal. If the multimeter reading is approximately 12 volts, the black wire has continuity.
8. Check the continuity of the headlight jumper harness wires.
9. If the readings are correct in all of the previous steps, replace the headlight bulb.



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Figure 11-47 Check Voltage to Headlight Socket

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