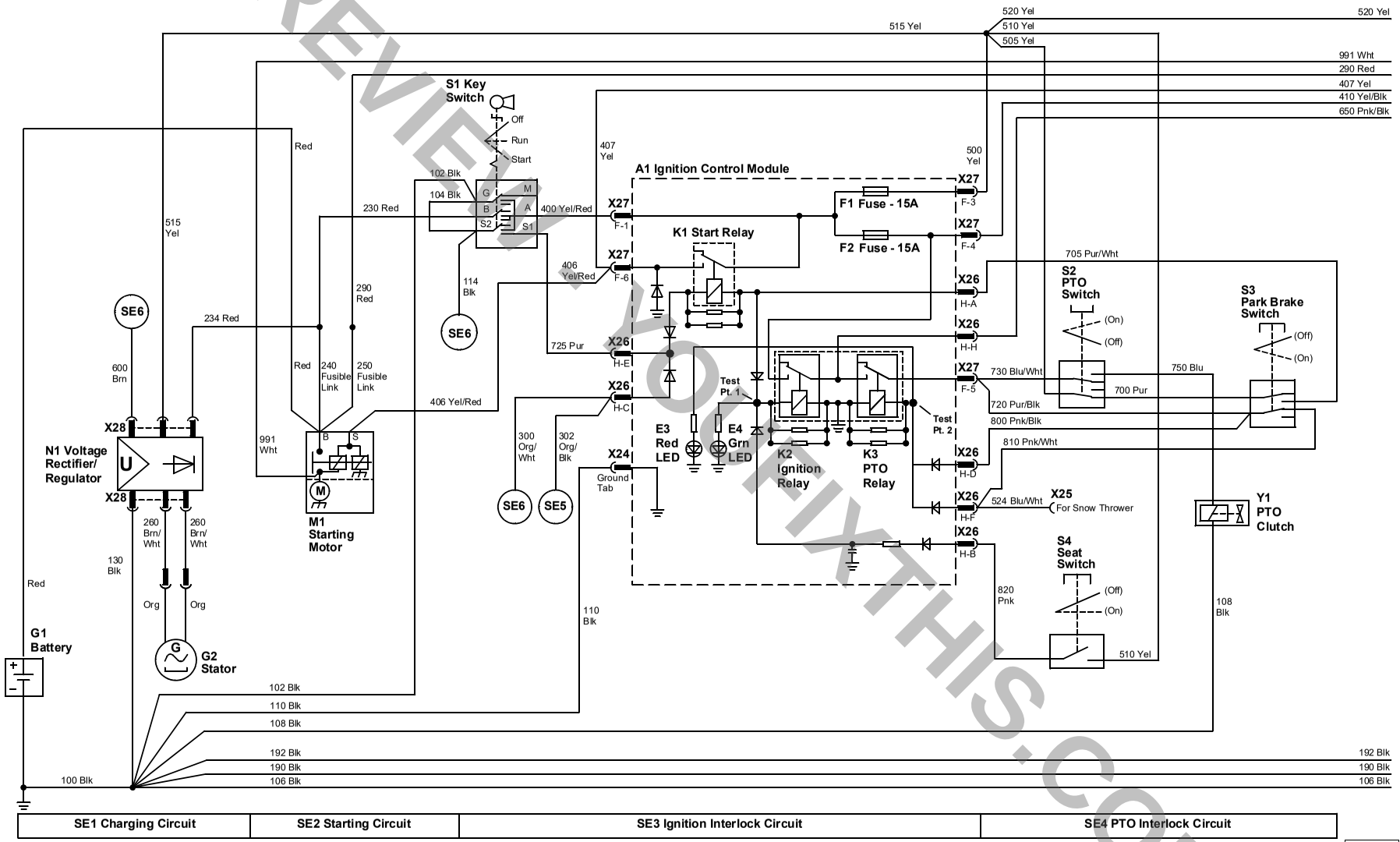
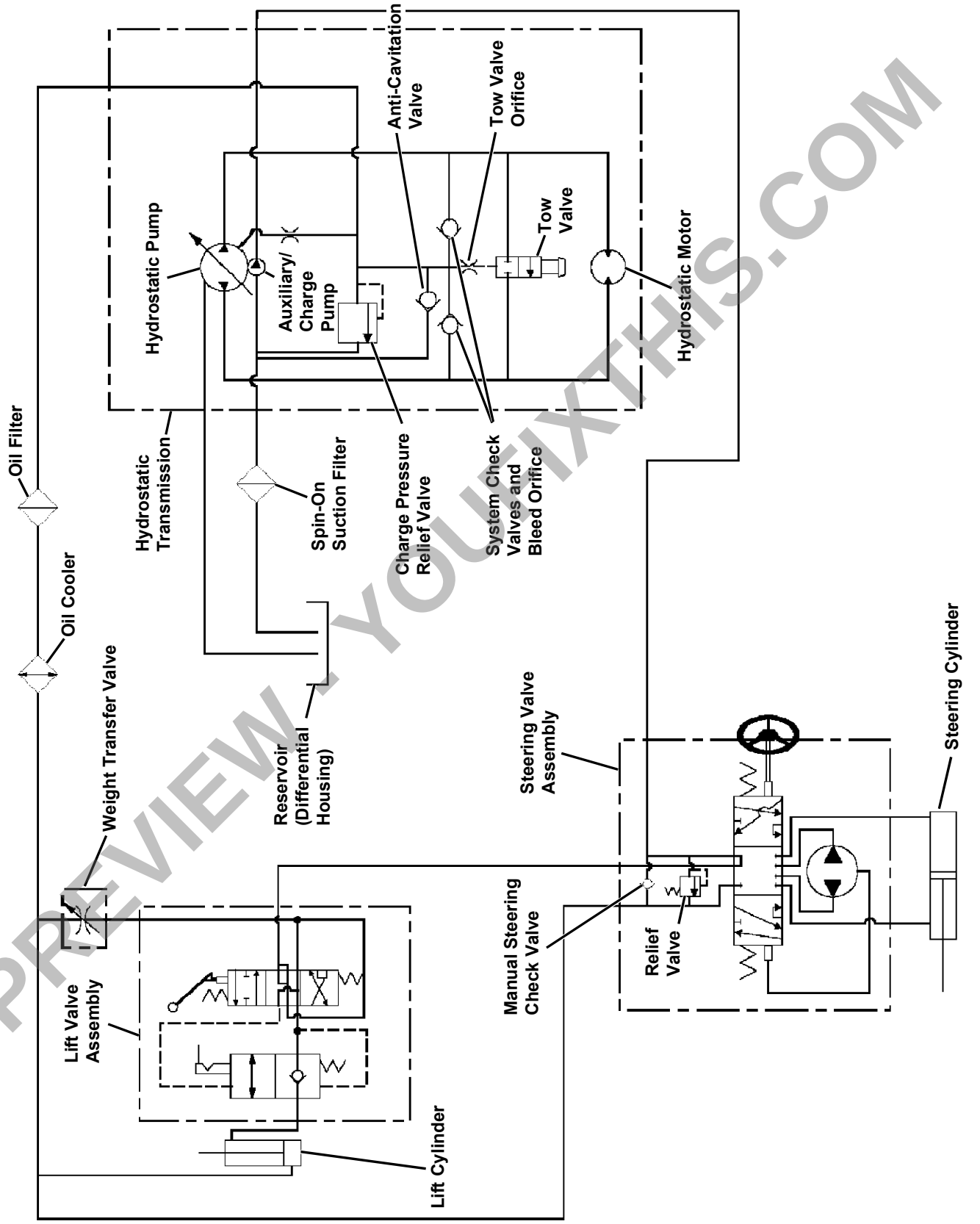
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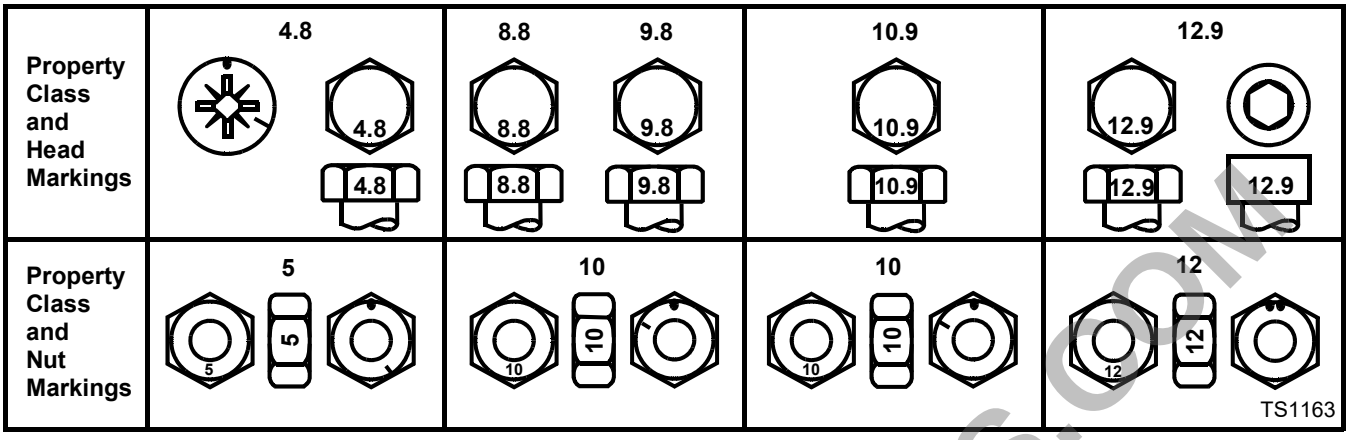
HYDRAULIC SCHEMATIC



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METRIC FASTENER TORQUE VALUES



	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]	
SIZE	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	109
M16	100	73	125	92	190	140	240	175	275	200	350	225	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	2200	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

DO NOT use these hand torque values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only and include a ±10% variance factor. Check tightness of fasteners periodically. DO NOT use air powered wrenches.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same class. Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

When bolt and nut combination fasteners are used, torque values should be applied to the **NUT** instead of the bolt head.

Tighten toothed or serrated-type lock nuts to the full torque value.

[a] *"Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated (yellow dichromate - Specification JDS117) without any lubrication.*

Reference: JDS-G200

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CHECKS, TESTS AND ADJUSTMENTS

CYLINDER COMPRESSION TEST

Reason:

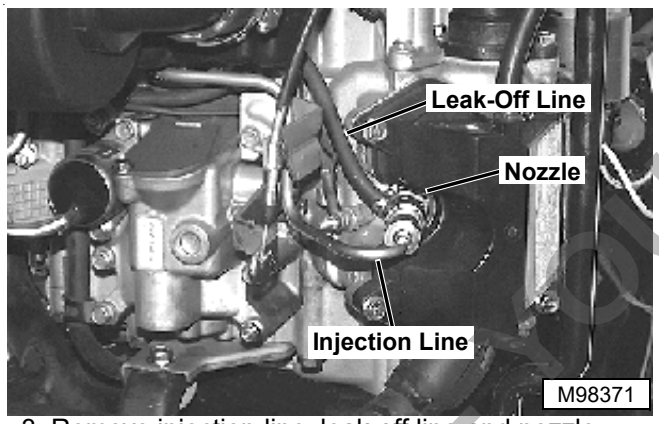
To determine the condition of the pistons, rings, cylinder walls and valves.

Test Equipment:

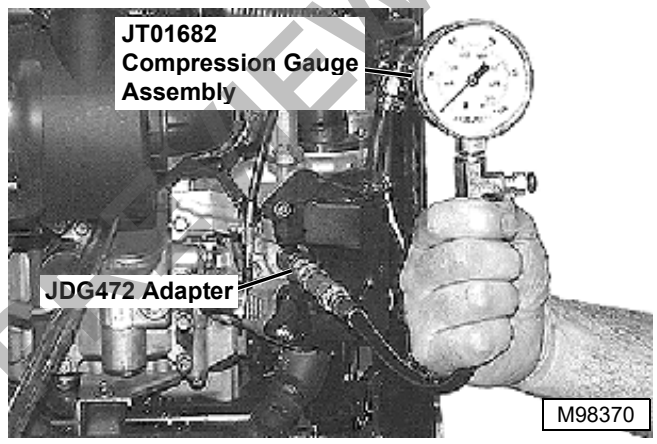
- JT01682 Compression Gauge Assembly
- JDG472 Adapter

Procedure:

1. Park machine safely.
2. Remove hood.



3. Remove injection line, leak-off line and nozzle.
4. Disconnect fuel shutoff solenoid connector.



IMPORTANT: Nozzle sealing washer must be used when installing JDG472 Adapter to prevent damage to nozzle sealing surface.

5. Install JDG472 Adapter in injector port.
6. Connect JT01682 Compression Gauge Assembly to adapter.

IMPORTANT: DO NOT overheat starter motor during test.

7. Crank engine for five seconds with starting motor.
8. Record pressure reading.
9. Repeat procedure for other cylinder.

Specifications:

Standard Compression . . . . . 3040 ± 196 kPa (441 ± 29 psi)

Maximum Difference between Cylinders . . . . . 294 kPa (43 psi)

Minimum Cranking Speed . . . . . 250 rpm

Results:

- If pressure reading is below specifications, squirt approximately two teaspoons of clean engine oil into the cylinders through the injector port and repeat test.

  If pressure increases significantly: Check piston, rings and cylinder walls for wear or damage.

  If pressure does not increase significantly after retest: Check for leaking valves, valve seats or cylinder head gasket.

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TROUBLESHOOTING

ENGINE AND FUEL SYSTEM TROUBLESHOOTING CHART

Problem or Symptom / Check or Solution	Engine will not start.	Engine starts but does not continue to run.	Low engine output.	Exhaust smoke white when under load.	Exhaust smoke black when under load.	Engine surges at idle.	Engine surges under load.	High fuel consumption.	High oil consumption.	Coolant in oil/oil in coolant.	Fuel in oil.	Low oil pressure.	Air intake pressure drop.	Air intake pressure rise.
Improper intake/exhaust valve clearance.	●	●	●											●
Intake/exhaust valve leaking.			●		●			●						●
Intake/exhaust valve seized.	●	●	●		●		●				●			
Cylinder head gasket leaking.			●							●				
Broken or seized piston ring.	●	●		●		●			●		●			●
Piston ring, piston or cylinder worn.	●	●		●					●		●			
Crankshaft pin or bearing seized.	●	●				●	●							
Ring gaps not positioned properly.		●	●						●					
Improper piston ring placement.			●	●					●					
Crankshaft pin or bearing worn.						●	●					●		
Connecting rod bolt loose.												●		
Foreign matter trapped in combustion chamber.	●								●					
Excessive timing gear backlash.						●	●							
Intake/exhaust valve guide worn.			●						●					
Governor not functioning properly.		●				●	●							
Improper injection timing, intake/exhaust valves.	●		●	●	●									

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SPECIFICATIONS

GENERAL VEHICLE SPECIFICATIONS

ENGINE

Engine	Yanmar 2V78
Engine Model Number	2008D001
Type	Vertical Shaft, 4-Cycle, Diesel
Number of Cylinders	2 (V Twin)
Power Output@ 3000 RPM	13.4 kW (18 hp)
Displacement	749 cc (46 cu in.)
Cylinder Bore x Stroke	78 mm (3.071 in.) x 78.4 mm (3.087 in.)
Aspiration	Natural
Cooling System	Liquid Cooled
Lubricating System	Forced Lubrication with Trochoid Pump
Lubricant Capacity (with Filter)	2.27 L (2.4 qt)
Cooling System Capacity (Total)	3.9 L (4.12 qt)
Radiator Capacity	2.5 L (2.643 qt)
Coolant Recovery Tank Capacity	0.3 L (0.317 qt)
Air Cleaner	Dual Element

FUEL SYSTEM

Fuel Tank Location	Left Side, Behind Operator
Fuel Tank Capacity	26.5 L (7 gal)
Fuel Filter	Replaceable In-Line

ELECTRICAL

Charging System	Flywheel Stator
Charging Capacity	20 Amp Regulated

POWER TRAIN

Manufacturer	Kanzaki
Transaxle	Hydrostatic
Travel Speeds at Full Engine RPM	
Forward	0—11.3 km/h (0—7 mph)
Reverse	0—4.8 km/h (0—3 mph)
Transmission/Hydraulic Oil Capacity	4.4 L (4.7 qt)

STEERING

Type	Power, Hydraulic, Rear Wheels

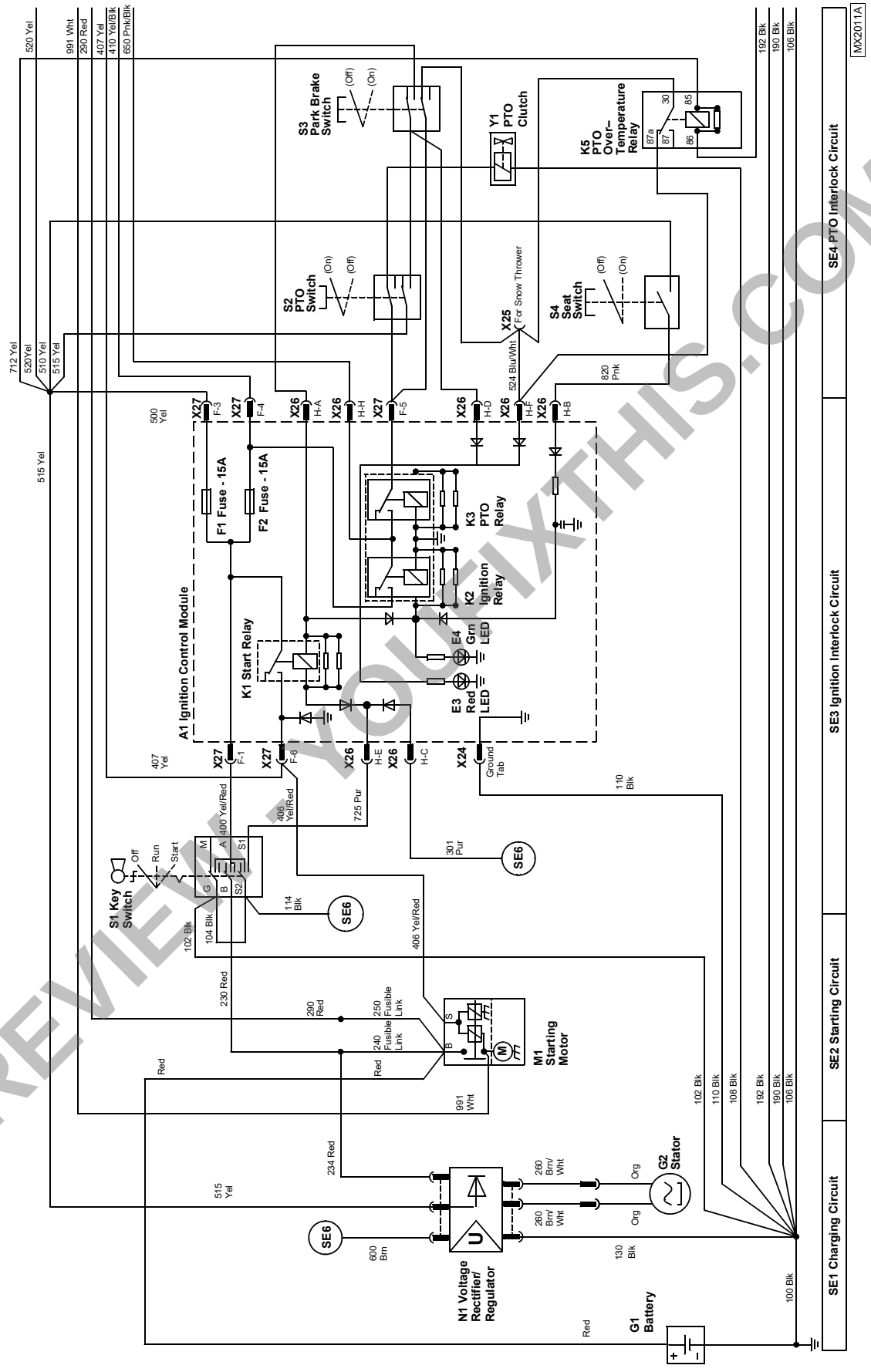
BRAKES

Location	Transaxle
Type	Drum and Shoes

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HYDRAULIC LIFT SYSTEM OPERATION

Function:

To lift (or lower) the installed attachment.

Theory of Operation:

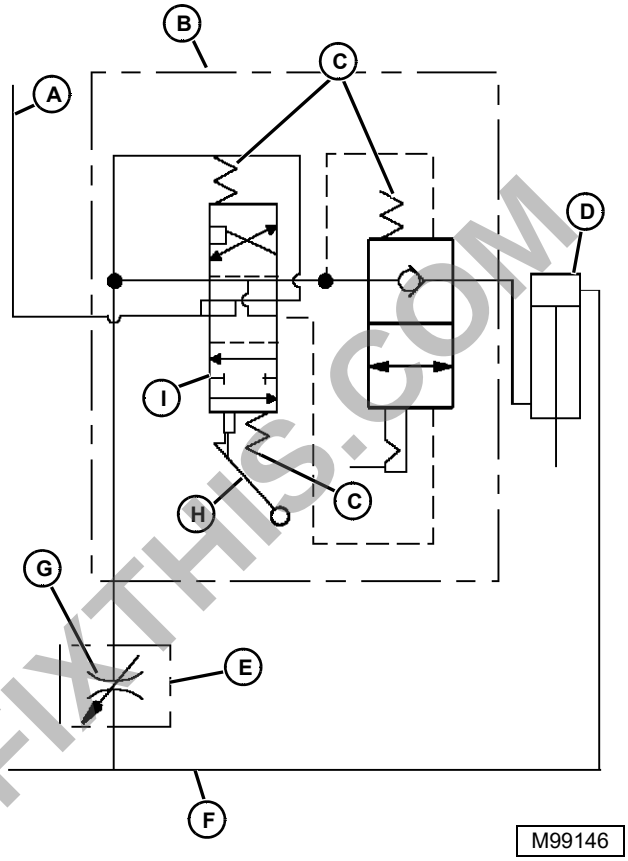
The hydraulic lift system consists of a hydraulic lift cylinder (D), control valve assembly (B), and weight transfer valve (E).

The auxiliary/charge pump of the hydrostatic transmission supplies oil flow for the lift system. Oil is pumped from the auxiliary/charge pump to the steering valve, and when the steering is not being used, to the lift system.

Oil leaving the steering valve from the power beyond port (aux) is routed to the “in” port of the control valve. When the control valve spool is in neutral position, oil flows through the control valve, to the weight transfer valve, returning to the reservoir.

The lift cylinder rod is extended and there is only low-pressure oil in the system. With the control valve spool actuated, flow is blocked through the valve and high-pressure oil is routed out the “B” port of the control valve to the bottom side of the lift cylinder. The lift cylinder rod is forced up, retracting the cylinder, lifting the attachment. The hydraulic/hydrostatic system is protected by a relief valve in the steering valve. This valve is set to open at **5247 kPa (761 psi)**.

The weight transfer valve works by restricting, but not totally closing off, the flow through the control valve. This sends pressurized oil out the “B” port of the control valve to the bottom side of the lift cylinder transferring some of the weight of the attachment to the machine’s drive wheels. The weight transfer pressure can be adjusted by turning the knob on the weight transfer valve.



A—Line from Steering Valve
B—Control Valve Assembly
C—Springs
D—Lift Cylinder
E—Weight Transfer Valve
F—Return Line-to-Reservoir
G—Variable Orifice
H—Actuator
I—Control Valve Spool

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METRIC FASTENER TORQUE VALUE—GRADE 7

Size	Steel or Gray Iron Torque		Aluminum Torque	
	N•m	lb-ft	N•m	lb-ft
M6	11	8	8	6
M8	24	18	19	14
M10	52	38	41	30
M12	88	65	70	52
M14	138	102	111	82
M16	224	165	179	132

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VALVE CLEARANCE CHECK AND ADJUSTMENT

Reason:

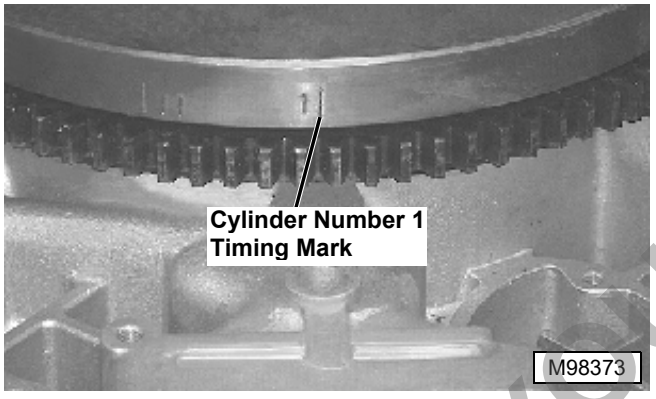
To achieve correct engine operation.

Equipment:

Feeler gauge

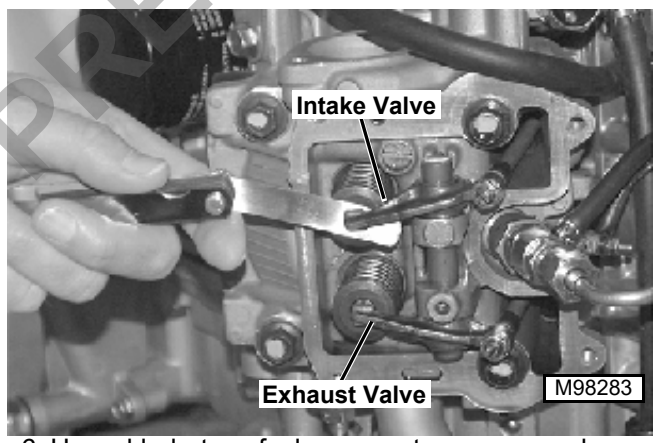
Check Procedure:

1. Park machine safely.
2. Remove hood.
3. Remove rocker arm covers.



NOTE: Top Dead Center (TDC) is the piston at its highest point.

4. Turn flywheel clockwise until Number 1 cylinder TDC mark on flywheel aligns with timing pointer on engine block.
5. Try to move both Number 1 cylinder rocker arms or push rods. If rocker arm push rods are not loose, rotate flywheel one revolution (360°). If both rocker arm push rods are loose, the piston is at TDC on compression stroke.



6. Use a blade-type feeler gauge to measure valve clearance.

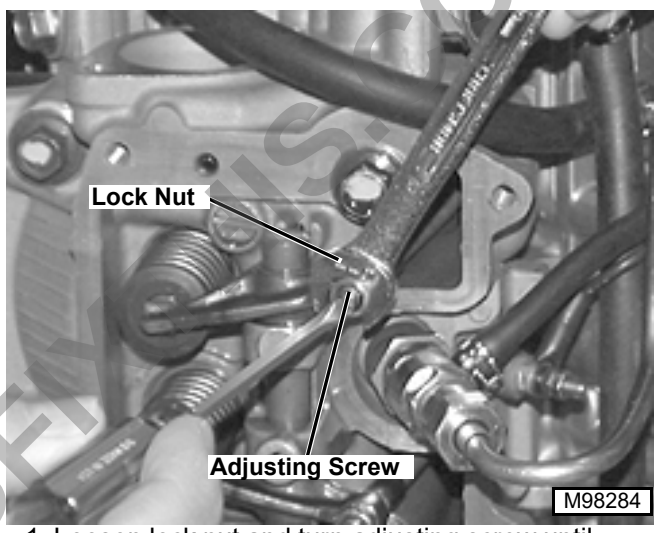
Specifications (Cold):

Intake . . . . . 0.1 ±0.05 mm (0.004 ±0.002 in.)
Exhaust . . . . . 0.1 ±0.05 mm (0.004 ±0.002 in.)

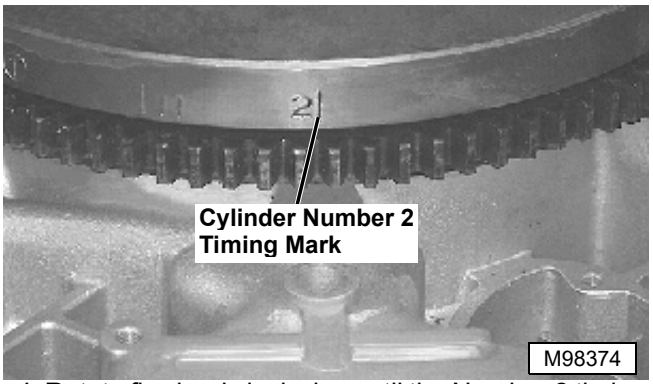
Results:

If valve clearance is not to specification, perform adjustment procedure.

Adjustment Procedure:



1. Loosen lock nut and turn adjusting screw until clearance is **0.1 ± 0.05 mm (0.004 ± 0.002 in.)**.
2. Tighten lock nut to **20 N•m (180 lb-in.)**, while holding the adjusting screw.
3. Recheck clearance after tightening lock nut.



4. Rotate flywheel clockwise until the Number 2 timing mark is aligned with the timing pointer. Repeat procedure for Number 2 cylinder.

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Problem or Symptom / Check or Solution	Engine will not start.	Engine starts but does not continue to run.	Low engine output.	Exhaust smoke white when under load.	Exhaust smoke black when under load.	Engine surges at idle.	Engine surges under load.	High fuel consumption.	High oil consumption.	Coolant in oil/oil in coolant.	Fuel in oil.	Low oil pressure.	Air intake pressure drop.	Air intake pressure rise.
Engine running too cool.				●				●						
Engine running too hot.			●											
Coolant level low.			●											
Cracked water jacket.										●				
Fan belt loose.			●											
Malfunctioning thermostat.			●											
Improper engine oil viscosity/ type.	●	●	●						●			●		
Engine oil leaking.									●			●		
Oil pump worn.												●		
Oil filter clogged.												●		
Pressure control valve worn.												●		
Oil quantity low.												●		
Advanced injection pump timing.				●	●									
Retarded injection pump timing.			●	●	●			●						
Wrong type of fuel.			●	●	●									
Water in fuel.	●	●	●	●		●	●							
Fuel filter clogged.	●	●	●											
Air entering fuel system.	●	●	●											
Clogged or cracked fuel line.	●	●	●											
No fuel.	●	●												
Injection pump volume insufficient.			●	●	●	●	●							

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HYDRAULICS

Attachment Lift	Hydraulic
Type	Mechanical Spool Valve

PTO DRIVE

Type	Gear Box
Clutch Type	Engine Mounted Electric

MOWER DECK (48-INCH)

Cutting Width	122 cm (48 in.)
Cutting Height	25—100 mm (1—4 in.)
Number of Blades	3

MOWER DECK (54-INCH)

Cutting Width	137 cm (54 in.)
Cutting Height	25—100 (1—4 in.)
Number of Blades	3

MOWER DECK (60-INCH)

Cutting Width	152 cm (60 in.)
Cutting Height	25—100 mm (1—4 in.)
Number of Blades	3

WHEELS AND TIRES

Drive Tires (Front)	20 x 10.00–8
Rear Tires	15 x 6.00–6
Mower Deck Caster Wheels	9 x 3.5–4

WEIGHTS AND DIMENSIONS

Weight (Without Mower Deck)	494 kg (1089 lb)
Wheelbase	1.0 m (39.4 in.)
Overall Height	1.2 m (47.6 in.)
Overall Width (Without Mower Deck)	0.97 m (38.8 in.)
Overall Length (Without Mower Deck)	2.1 m (81.0 in.)
Sound Rating (With Mower Deck)	90 dBa
Sound Rating (Without Mower Deck)	85 dBa

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RECOGNIZE SAFETY INFORMATION



This is the safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

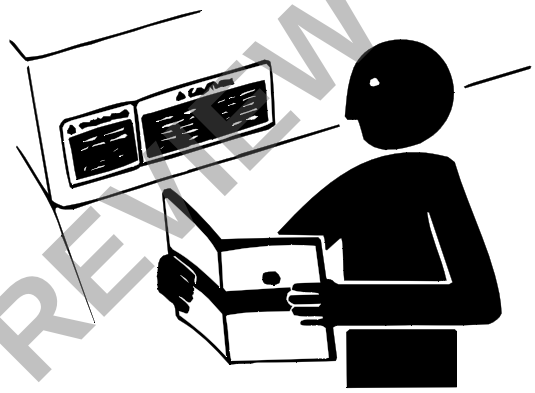
Follow recommended precautions and safe servicing practices.

Understand Signal Words

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.

REPLACE SAFETY SIGNS

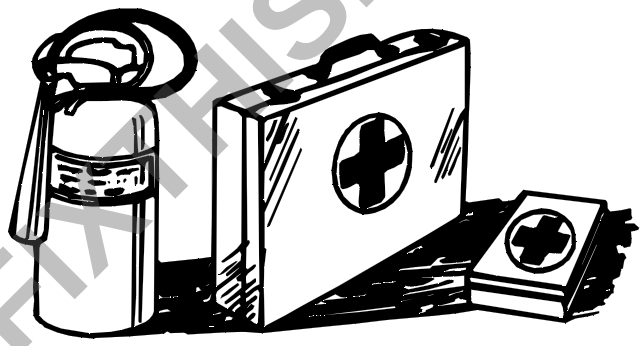


Replace missing or damaged safety signs. See the machine operator's manual for correct safety sign placement.

HANDLE FLUIDS SAFELY—AVOID FIRES

Be Prepared for Emergencies





When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.

Be prepared if a fire starts.

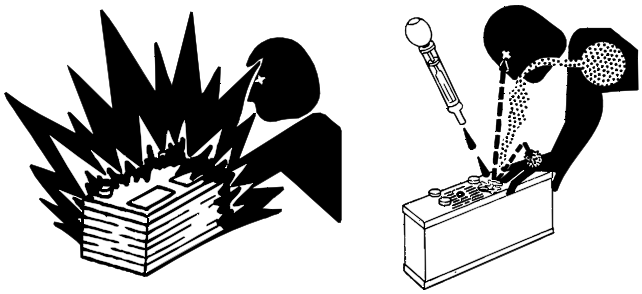
Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.

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USE CARE IN HANDLING AND SERVICING BATTERIES



Prevent Battery Explosions

- Keep sparks, lighted matches, and open flame away from the top of battery. Battery gas can explode.
- Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.
- Do not charge a frozen battery; it may explode. Warm battery to 16°C (60°F).

Prevent Acid Burns

- Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

- **Avoid acid burns by:**

1. Filling batteries in a well-ventilated area.
1. Wearing eye protection and rubber gloves.
1. Avoiding breathing fumes when electrolyte is added.
1. Avoiding spilling or dripping electrolyte.
1. Using proper jump start procedure.

- **If you spill acid on yourself:**

1. Flush your skin with water.
1. Apply baking soda or lime to help neutralize the acid.
1. Flush your eyes with water for 10—15 minutes.
1. Get medical attention immediately.

- **If acid is swallowed:**

1. Drink large amounts of water or milk.
1. Then drink milk of magnesia, beaten eggs, or vegetable oil.
1. Get medical attention immediately.

USE CARE AROUND HIGH-PRESSURE FLUID LINES

Avoid High-Pressure Fluids



Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid injury from escaping fluid under pressure by stopping the engine and relieving pressure in the system before disconnecting or connecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.

Avoid Heating Near Pressurized Fluid Lines



Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials. Pressurized lines can be accidentally cut when heat goes beyond the immediate flame area.

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WIRING HARNESS—REMOVAL/INSTALLATION (S.N. 011683—) 75

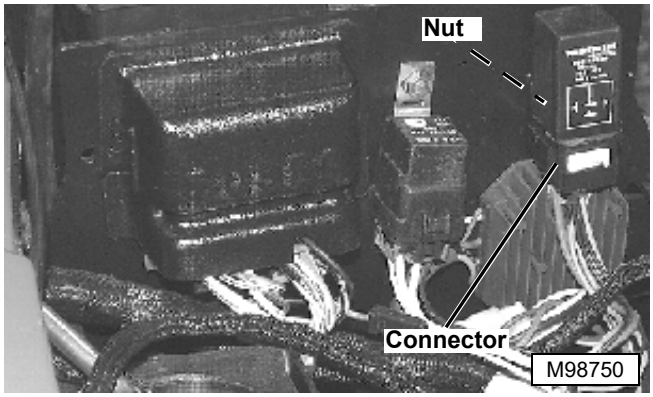
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IGNITION RELAY—REMOVAL/ INSTALLATION

Removal:

1. Remove hood.
2. Disconnect negative battery cable.
3. Lift seat into locked position.



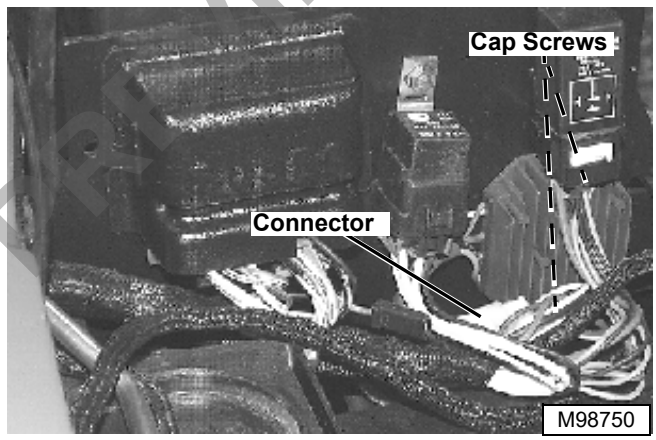
4. Remove retaining nut from relay.
5. Remove wiring connector from relay.
6. Replace relay as necessary.

Installation:

1. Install wiring connector to relay.
2. Install relay on mounting stud and install retaining nut.
3. Connect negative battery cable to battery.
4. Lower seat into operating position.
5. Install hood.

VOLTAGE REGULATOR—REMOVAL/ INSTALLATION

1. Remove hood.
2. Remove battery.

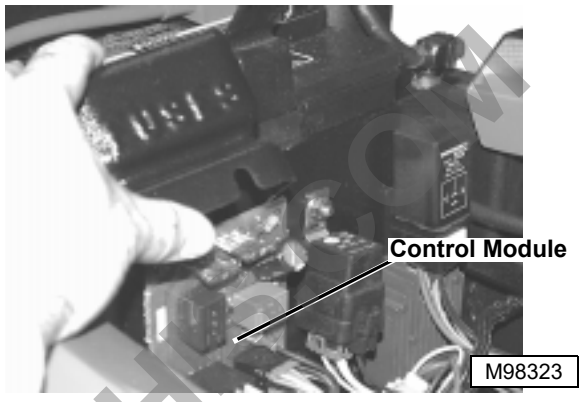


3. Disconnect wiring connector.
4. Remove cap screws and retaining nuts.
5. Remove regulator.

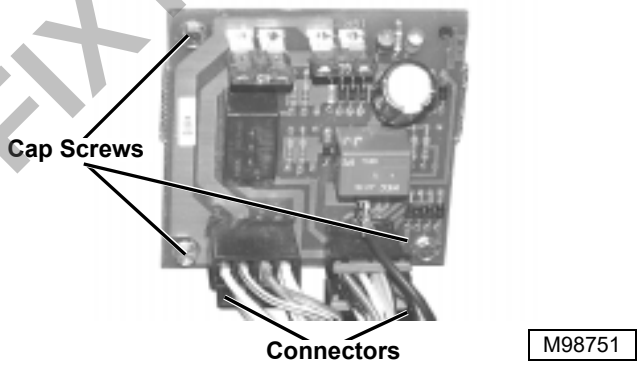
Installation is done in the reverse order of removal.

CONTROL MODULE—REMOVAL/ INSTALLATION

1. Disconnect negative battery cable.
2. Lift seat into locked position.
3. Remove cover marked “FUSES.”



4. Remove wiring connectors.
5. Remove cap screws and remove control module.



6. Replace control module as necessary.

Installation:

1. Install wiring connectors onto control module.
2. Install control module and cap screws. Tighten cap screws.
3. Install control module cover.
4. Lower seat into operating position.
5. Install negative battery cable.

6. Remove wire connector from PTO switch.
7. Remove PTO switch from control panel.
8. Replace switch as necessary.

PTO RELAY—REMOVAL/ INSTALLATION

NOTE: The PTO relay is an integral part of the electronic control module and is not serviced separately. If relay is faulty, replace control module. Refer to CONTROL MODULE—REMOVAL/INSTALLATION.

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TESTS AND ADJUSTMENTS

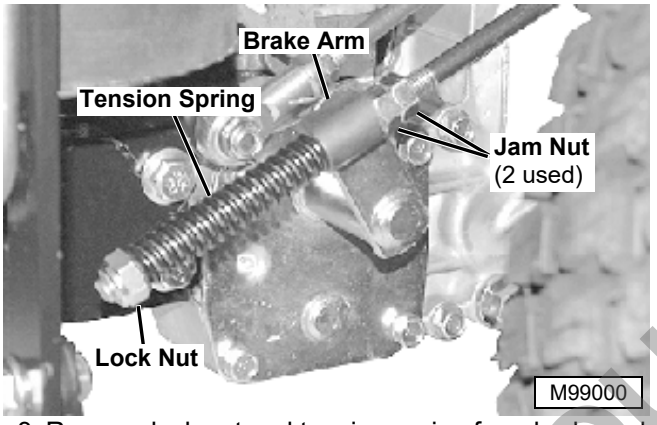
BRAKE LINKAGE ADJUSTMENT

Reason:

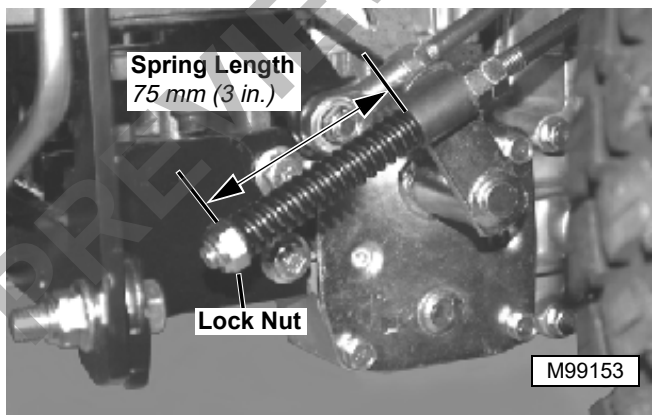
Adjust brakes to insure proper operation.

Procedure:

1. Park machine safely.
2. Block drive wheels to prevent machine from moving.



3. Remove lock nut and tension spring from brake rod.
4. Loosen and turn jam nuts until they no longer contact brake arm.
5. Rotate brake arm forward until light resistance is felt.
6. Turn jam nuts rearward until they just contact brake arm.
7. Tighten jam nuts.
8. Install spring and lock nut on brake rod.



9. Adjust lock nut until length of spring is **75 mm (3 in.)**.

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