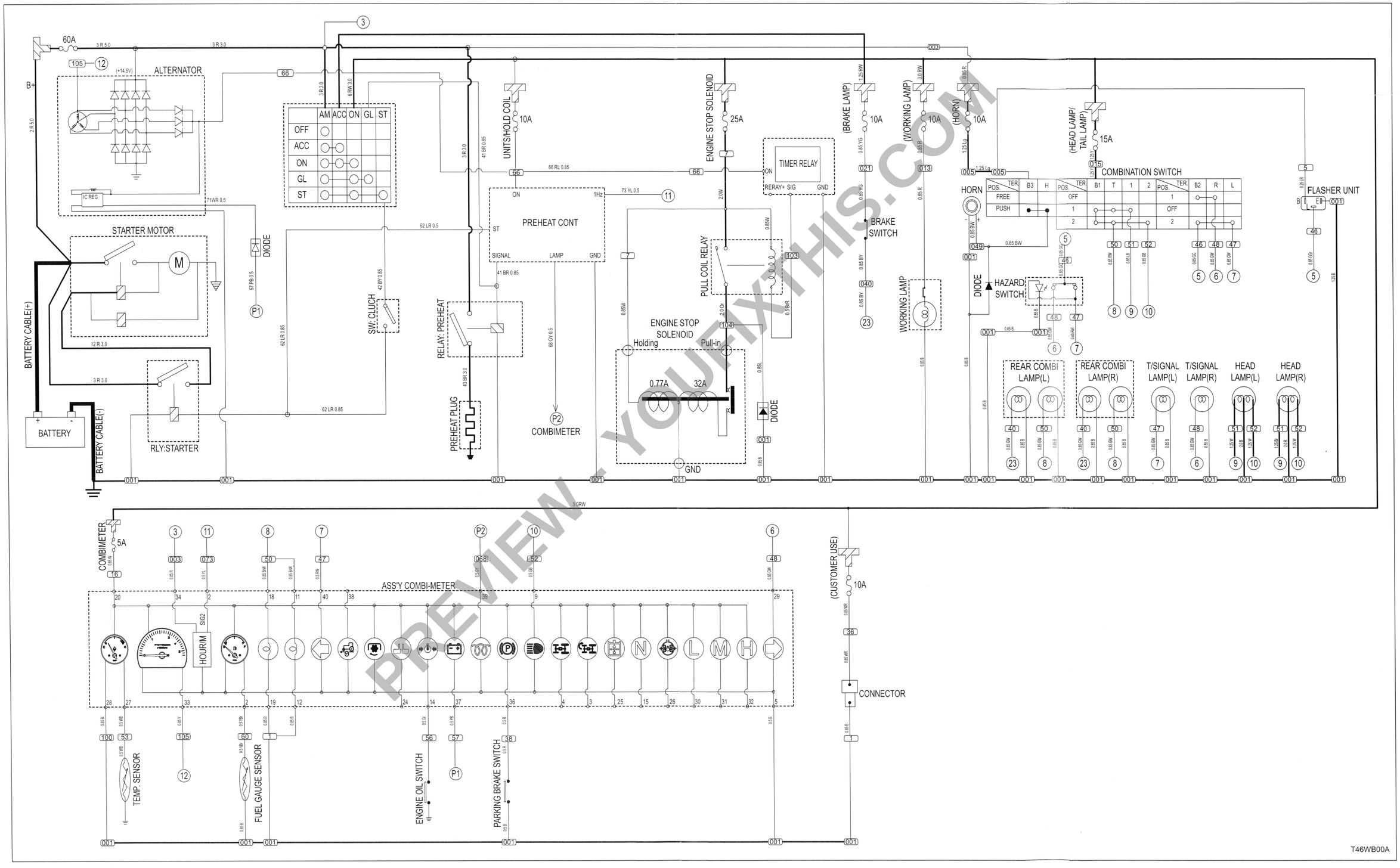
1. CIRCUIT AND COMPONENT LOCATION

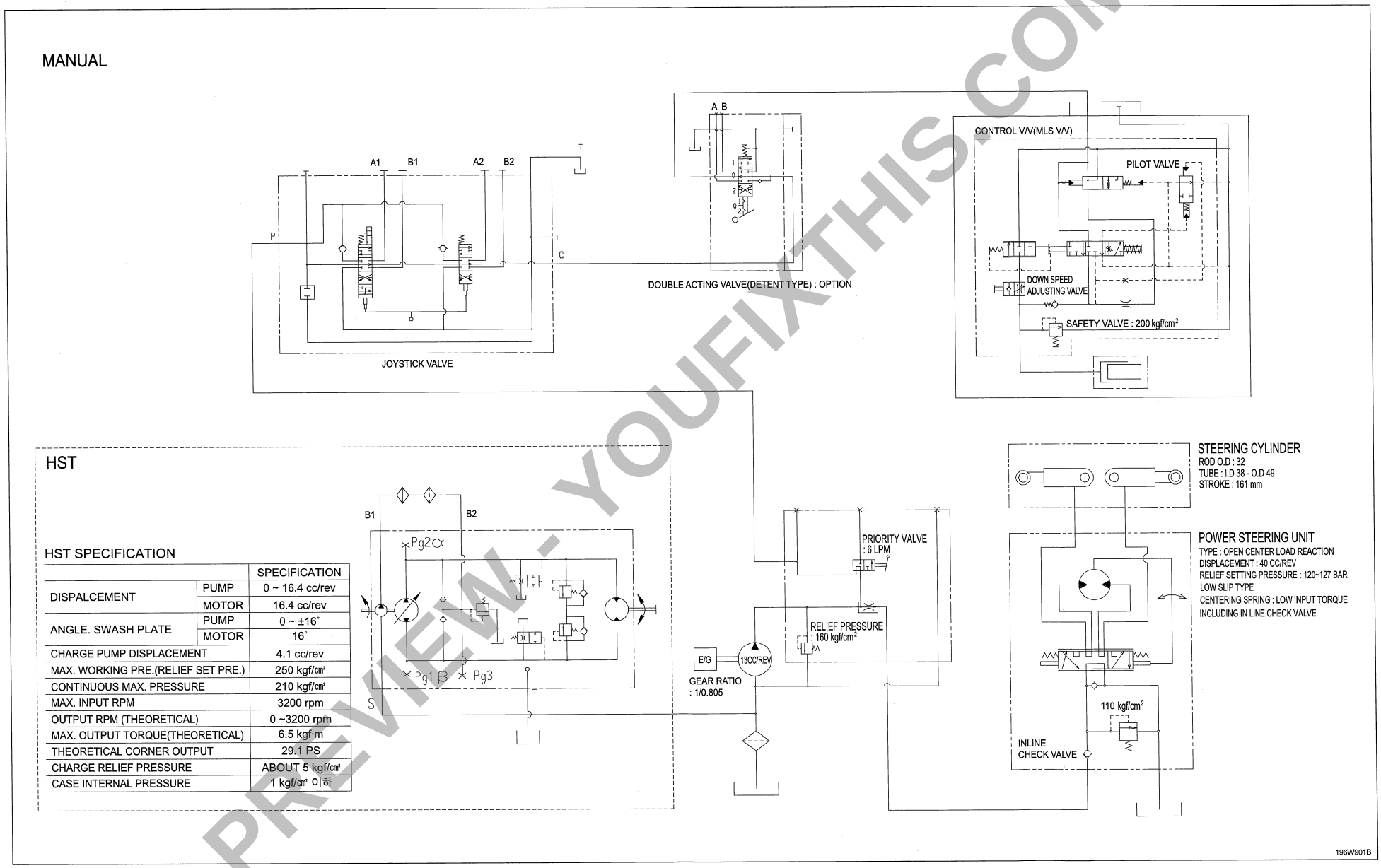
1.1 CIRCUIT DIAGRAM



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2.2 HYDRAULIC CIRCUIT DIAGRAM (CK22/CK22H)

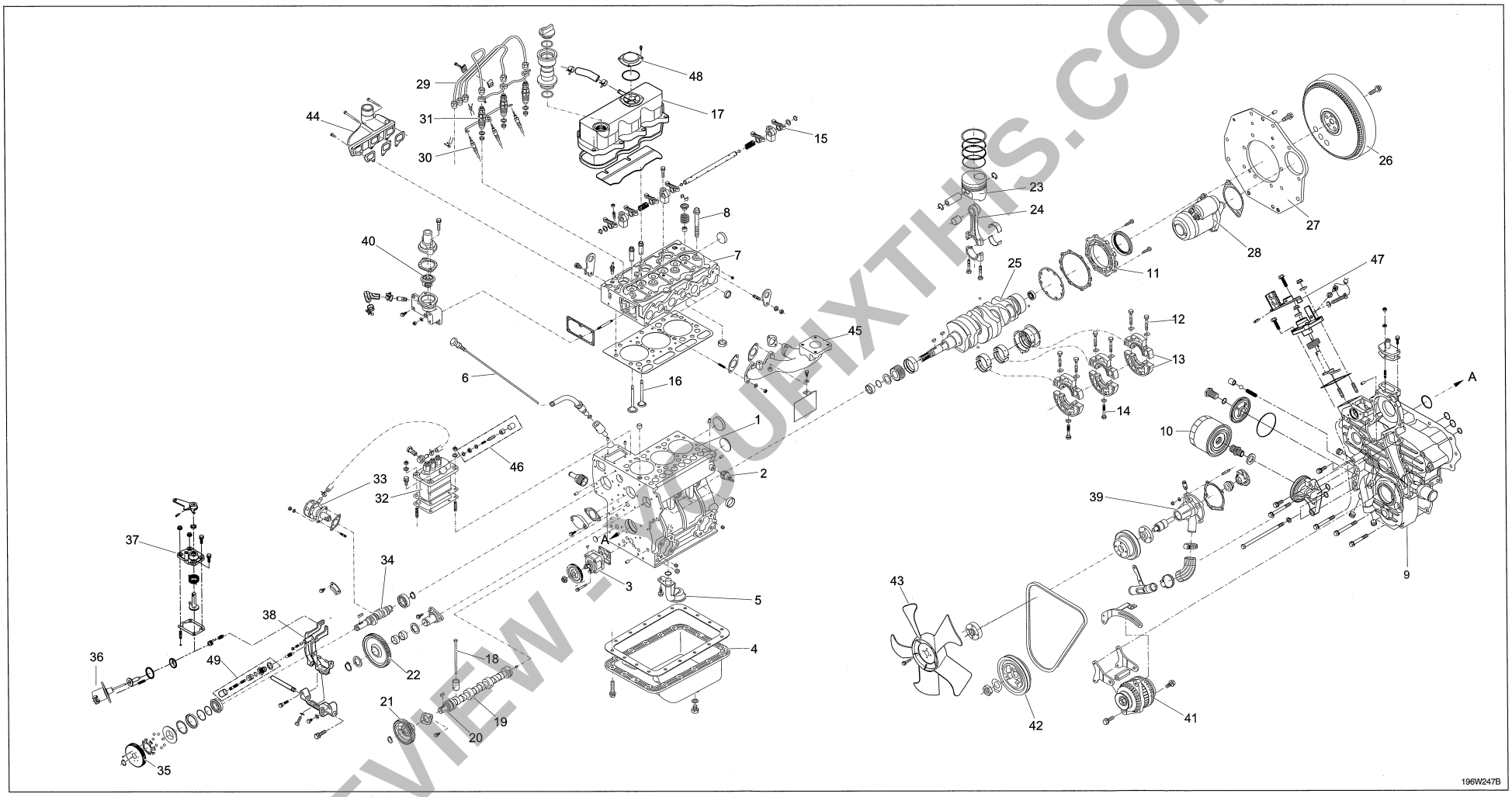


		SPECIFICATION
DISPALCEMENT	PUMP	0 ~ 16.4 cc/rev
	MOTOR	16.4 cc/rev
ANGLE. SWASH PLATE	PUMP	0 ~ ±16°
	MOTOR	16°
CHARGE PUMP DISPLACEMENT		4.1 cc/rev
MAX. WORKING PRE.(RELIEF SET PRE.)		250 kgf/㎠
CONTINUOUS MAX. PRESSURE		210 kgf/㎠
MAX. INPUT RPM		3200 rpm
OUTPUT RPM (THEORETICAL)		0 ~3200 rpm
MAX. OUTPUT TORQUE(THEORETICAL)		6.5 kgf·m
THEORETICAL CORNER OUTPUT		29.1 PS
CHARGE RELIEF PRESSURE		ABOUT 5 kgf/㎠
CASE INTERNAL PRESSURE		1 kgf/㎠ 이하

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6. EXPLODED VIEW (CK22/CK22H)



(1) Cylinder Block
(2) Oil Pressure Switch
(3) Oil Pump
(4) Oil Pan
(5) Oil Strainer
(6) Dipstick
(7) Cylinder Head
(8) Head Bolt
(9) Gearcase
(10) Oil Filter
(11) Mainbearing Case Cover
(12) Bearing Case Bolt 1
(13) Mainbearing Case
(14) Bearing Case Bolt 2
(15) Rocker Arm
(16) Inlet, Exhaust Valve
(17) Cylinder Hear Cover
(18) Push Rod
(19) Tappet
(20) Camshaft
(21) Camshaft Gear
(22) Idle Gear
(23) Piston
(24) Connecting Rod
(25) Crankshaft
(26) Flywheel
(27) Rear End Plate
(28) Starter
(29) Injection Pipe
(30) Glow Plug
(31) Nozzle
(32) Fuel Injection Pump
(33) Fuel Feed Pump
(34) Fuel Camshaft
(35) Fuel Camshaft Gear
(36) Engine Stop Solenoid
(37) Manual Stop Lever
(38) Fork Lever (Governor)
(39) Water Pump
(40) Thermostat
(41) Alternator
(42) Fan Drive Pulley
(43) Cooling Fan
(44) Inlet Manifold
(45) Exhaust Manifold
(46) Idle Limit System
(47) Speed Control
(48) PCV V/v
(49) Fuel Control Limit

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2.4.15 TIGHTENING TORQUE

Indicate the bolts with ■ mark and manually tighten first.

Item		Nm	kgf-m	lb-ft
Head bolt, nut		58.8 ~ 63.7	6.0 ~ 6.5	43.4 ~ 47.0
■ Bearing case bolt 1		29.4 ~ 34.3	3.0 ~ 3.5	21.7 ~ 25.3
■ Bearing case bolt 2		29.4 ~ 34.3	3.0 ~ 3.5	21.7 ~ 25.3
■ Flywheel bolt		53.9 ~ 58.8	5.5 ~ 6.0	39.7 ~ 43.4
■ Connecting rod bolt		26.5 ~ 30.4	2.7 ~ 3.1	19.5 ~ 22.4
Rocker arm bracket sink bolt		23.5 ~ 27.5	2.4 ~ 2.8	17.4 ~ 20.3
Idle gear shaft bolt		7.8 ~ 9.8	0.8 ~ 1.0	5.7 ~ 7.2
Glow plug (no lubrication)		19.6 ~ 24.5	2.0 ~ 2.5	14.4 ~ 18.1
Waste oil plug		32.4 ~ 37.3	3.3 ~ 3.8	23.9 ~ 27.5
Nozzle holder		49.0 ~ 68.6	5.0 ~ 7.0	36.1 ~ 50.5
Overflow pipe nut		29.4 ~ 34.3	3.0 ~ 3.5	21.7 ~ 25.3
Oil switch	Bis	1.4 ~ 1.9	0.14 ~ 0.20	1.0 ~ 1.4
	Taper screw	14.7 ~ 19.6	1.5 ~ 2.0	10.8 ~ 14.5
Fuel supply limit cap nut		27.5 ~ 34.3	2.8 ~ 3.5	20.3 ~ 25.3
Idle limit fixing nut		13.7 ~ 15.7	1.4 ~ 1.6	10.1 ~ 11.5
Injection pipe nut		24.5 ~ 34.3	2.5 ~ 3.5	18.0 ~ 25.3
Crankshaft nut		137.2 ~ 156.9	14 ~ 16	101.2 ~ 115.7

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4. TROUBLESHOOTING

ENGINE DOES NOT START.

- Crankshaft does not turn
  - Frictional resistance of moving parts is too much
    - Crankshaft and camshaft have seized up.
    - Piston and cylinder liner have seized up.
    - Bearings are oil-stuck.
    - Lubrication system not working property.
  - Starter faulty.
  - Battery capacity is low or terminal loose.
- Crankshaft turns
  - No or small fuel injection sounds.
    - Fuel supply to injection pump is insufficient.
      - Fuel pipe broken.
      - Air enters fuel pipe through connection.
      - Fuel filter clogged.
      - Fuel pump faulty.
    - Injection pump does not send on fuel.
      - Plunger has worn or seized up.
      - Delivery valve spring broken.
      - Delivery valve not completely oil-tight.
    - Fuel does not inject through injection nozzle.
      - Needle valve stuck.
      - Needle spring broken.
      - Injection pressure misadjusted.
      - Injection pipe mounting nut loose.
  - Regular fuel injection sounds.
    - Injection mistimed.
      - Injection timing misadjusted.
    - Compressed air leaks.
      - Contact between intake/exhaust valve and seat not tight.
      - Intake/exhaust valve spring broken.
      - Intake/exhaust valve stuck.
      - Gasket faulty.
      - Tightness torque of cylinder head not enough.
      - Piston ring stuck.
      - Piston ring worn.
      - Cylinder liner worn.
      - Tightness torque of injection nozzle and glow plug not enough.
    - Valve action timing out of adjustment.
      - Valve clearance excessive.

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3. SPECIFICATIONS

MODEL			MECHANICAL	HST
Engine	Model		3C100A	
	Type		Liquid-cooled, 3-cylinder diesel	
	Engine gross	HP (kW)	22 (16.4)	
	P.T.O	HP (kW)	17.6 (13.1)	17.2 (12.8)
	Displacement	cc (cu.in)	1,007 (61.45)	
	Rated revolution	r.p.m min-1	2,800	
	Fuel tank capacity	ℓ (gal.)	20 (5.28)	
Drive train	Clutch		Dry type single stage	
	Transmission		Synchro/constant	Hydrostatic
	Speeds		6F 2R	INF.2
	Differential lock		Standard	
	Brake		Wet disc type	
	P.T.O		Trans	Live continuous
	Rear	(rpm)	1 speed (540 rpm at 2,646 engine rpm)	
	Mid	(rpm)	1 speed (2,000 rpm at 2,706 engine rpm)	
Hydraulic system	Pump capacity (Max. flow rate)	ℓ/min (gpm)	29 (7.66)	
	3-point hitch		Cat.I	
	Maximum lifting capacity (24in. aft of hitch)	kgf (lbs.)	503 (1,109)	
	Hydraulic lift control system		Position control	
	Steering		Hydrostatic	
Standard tire size	Front (AG, TURF, INDUSTRIAL)		6 - 12 (23 x 8.50 - 12, 23 x 8.50 - 12)	
	Rear (AG, TURF, INDUSTRIAL)		9.5 - 16 (33 x 12.5 x 16.5, 12 - 16.5)	
Traveling speeds	Forward (At rated engine rpm)	km/h (mph)	1.10 - 16.24 (0.68 - 10.09)	0 - 14.97 (0 - 9.30)
	Reverse (At rated engine rpm)	km/h (mph)	1.36 - 6.31 (0.85 - 3.92)	0 - 9.37 (0 - 5.82)
Dimen-sions	Overall length (with 3p)	mm (in.)	2,684 (105.7)	
	Overall width (minimum tread)	mm (in.)	1,121 (44.1)	
	Overall height (Top of ROPS)	mm (in.)	1,970 (77.5)	
	Wheel base	mm (in.)	1,470 (57.9)	
	Min. ground clearance	mm (in.)	310 (12.2)	
	Tread Front	mm (in.)	910 (35.8)	
	Tread Rear	mm (in.)	890 - 935 (35.0 - 36.8)	
Other spec.	Min. turning radius (with brake)	m (Ft.)	2.3 (7.5)	
	Weight (with ROPS)	kgf (lbs.)	890 (1,962)	904 (1,993)
	Max. Drawbar load	kg (lbs.)	250 (551)	
	Max. Trailer loading weight	kg (lbs.)	812 (1,790)	

NOTE: The specifications are subject to change for the purpose of improvement without any notice.

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B. ROCKSHAFT ADJUSTMENT

In case of revision of the Rockshaft or Control Valve it is opportune to do again the adjustments in the sequence found below.

1. SENSITIVITY ADJUSTMENT OF THE CONTROL VALVE.

2. ADJUSTMENT OF THE CONTROL LEVER WITH RESPECT TO THE ROCKSHAFT ARMS.

a. Sensitivity adjustment.

Position the rockshaft lifting arms, with a weight applied, so that they reach about half their angular movement range.

In this way the Control Valve is positioned in its neutral phase.

Loosen nut “A” and turn the embedded hexagonal screw “B” in an anti-clockwise direction until the lifting arms start swaying continuously.

With a slow movement stop the movement of the arms by rotating screw “B” in a clockwise direction.

When the arms remain blocked in their position, which can be controlled with the relevant instrument positioned on the end of the lifting arm, rotate clockwise the screw “B” for 1/2 ~ 3/4 of a turn max. And block the position with the self-locking nut “A”.

In this way the Control Valve is sensitivity adjusted.

b. Adjustment of position control lever

Completely lower the arms and apply a weight.

The adjustment is carried out in order to establish the maximum raised position of the rockshaft lifting arms.

Loosen the fastening screw “1” so as to free the lever “L” from the position control shaft “2”.

Raise the lever “L” all the way toward backstop “F” without rotating shaft “2”

With a 13 mm open end wrench, rotate slowly in an anticlockwise direction the position control shaft “2” so as to raise the arms. Continue the rotation until reaching the degree of $75^{0}_{-2^{\circ}}$ (The maximum raised position).

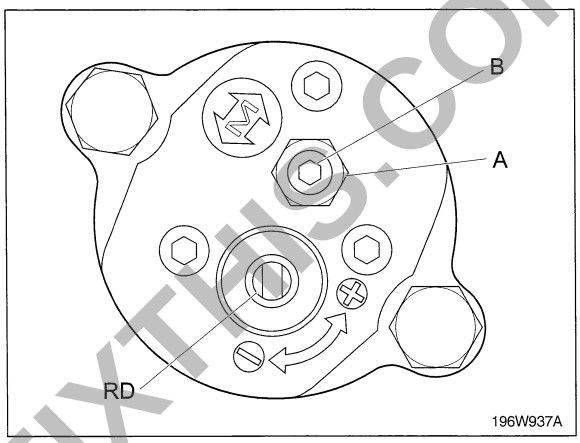
Take care to maintain the position control shaft “2” blocked and the lever “L” against the backstop “F”.

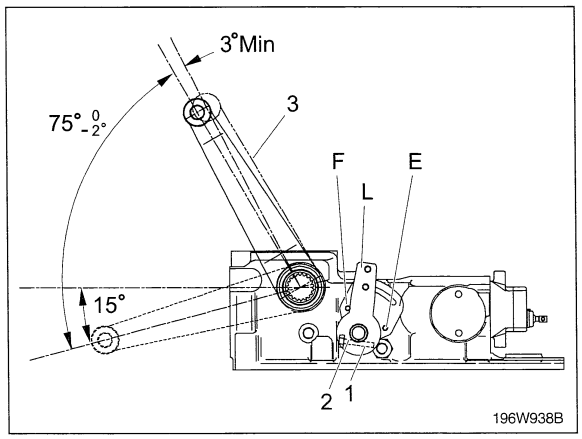
Fix the lever to the shaft by tightening completely the clamp with the fastening screw “1”.

Control by raising and lowering the lever “L” 3 or 4 times so that the arms always reach the same position at their highest position.

After concluding the adjustment, always verify that there exists a security distance (minimum 3°) between the maximum raised position and the position of the mechanical backstop.

If the lifting arms reach the position of the mechanical backstop, the safety valve (relief valve 160 kgf/cm²) intervenes to keep from damaging the pump.





(1) Screw

(2) Shaft 2

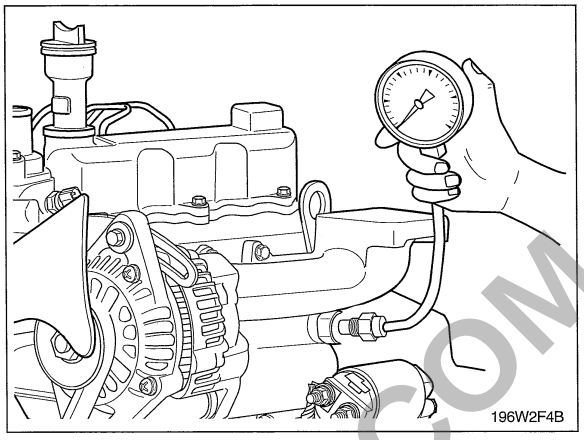
(3) Lifting arm in mechanic lock

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5.5 ENGINE OIL PRESSURE

1. Remove the oil pressure switch and install adaptors and pressure tester.
2. Start the engine and run it until it is warmed up, and measure the oil pressure both at idling and rated speed.
3. If the oil pressure is less than the allowable limit, check the amount of oil, oil filter, oil pump relief valve, oil passages and oil clearances.



(When reassembling)

- Supply the specified amount of recommended oil.
- The oil filter must not be clogged or broken.

Item		Factory spec.	Allowable limit
Engine oil pressure	At idle speed	More than 49 kPa 0.5 kgf/cm^2 7.11 psi.	-
	At rated speed	245 ~ 441 kPa 2.5 ~ 4.5 kgf/cm^2 36 ~ 64 psi.	245 kPa 2.5 kgf/cm^2 36 psi.

(Reference)

Item	Tightening torque
Oil pressure switch	14.7 ~ 19.6 Nm 1.5 ~ 2.0 kgf-m 10.8 ~ 14.5 lb-ft

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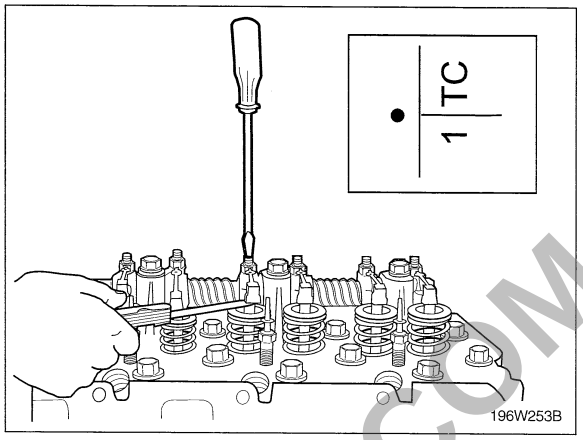
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5.3 VALVE CLEARANCE

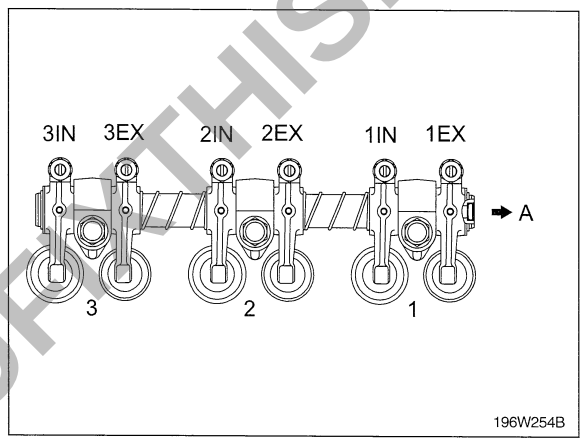
1. Remove the cylinder head cover and the timing window cover on the flywheel housing and all glow plugs.
2. Turn the flywheel and align the 1TC to mark with the timing mark of window on the flywheel housing to position the 1st cylinder valves at the top dead center during compression.
3. Measure the clearance at the valves marked with ○ in the table below with a feeler gauge.
4. If the clearance is not within the factory specifications, turn the adjusting screw to adjust.
5. Turn the flywheel just one turn to position the 1st cylinder valves at the top dead center during overlap.
6. Measure the clearance at the valves marked with ● in the table below with a feeler gauge.
7. If the clearance is not within the factory specifications, adjust.

Item	Factory spec.
Valve clearance	0.15 mm 0.006 in.

Cylinder No.	1	2	3
Valve	IN. EX.	IN. EX.	IN. EX.
Checking	○○	●○	○●



(A) Gear case



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7. MAINTENANCE SCHEDULE CHART

No.	Item \ Maintenance interval		Run hour								Run age		Remarks	
			50	100	200	400	600	800	1500	3000	1 year	2 year		
1	Engine oil	Change	⊙	●										
2	Engine oil filter	Replace	⊙		●									
3	Transmission oil filter	Replace	⊙		●									
4	HST oil filter	Replace	⊙		●									
5	Transmission fluid	Change	⊙			●								
6	Front axle oil	Change	⊙			●								
7	Front axle pivot	Adjust					●							
8	Engine start system	Check	●											
9	Greasing	Apply	●											
10	Wheel bolt torque	Check	●											
11	Battery condition	Check		●									*3	
12	Air cleaner element	Clean		●									*1	#
		Replace									●		*2	
13	Fuel filter element	Replace			●									#
14	Fan belt	Adjust		●									*3	
15	Clutch pedal free play	Adjust	⊙	●										
16	Brake pedal free play	Adjust		●										
17	Radiator hose and clamp	Check			●									
		Replace										●		
18	Power steering hose and oil line	Check			●									
		Replace										●		
19	Fuel line	Check		●										#
		Replace										●		
20	Intake air hose	Check			●									
		Replace										●	*3	
21	Toe-in	Adjust			●									
22	Engine valve clearance	Adjust						●						
23	Fuel injection nozzle injection pressure	Check							●					#
24	Injection pump	Check								●				#
25	Cooling system	Clean										●		
26	Coolant	Replace										●		
27	Fuel system	Check											*3	
28	Fuse	Replace											*3	
29	Light bulb	Replace											*3	
30	Tire pressure	Check											*3	

IMPORTANT FOR INTERVAL

- ***⊙ must be performed after the initial 50 hours of operation.***

  ****1 The air cleaner should be cleaned more frequently a in dusty condition than in a normal condition.***

  ****2 Every year or every 5 times of cleaning.***

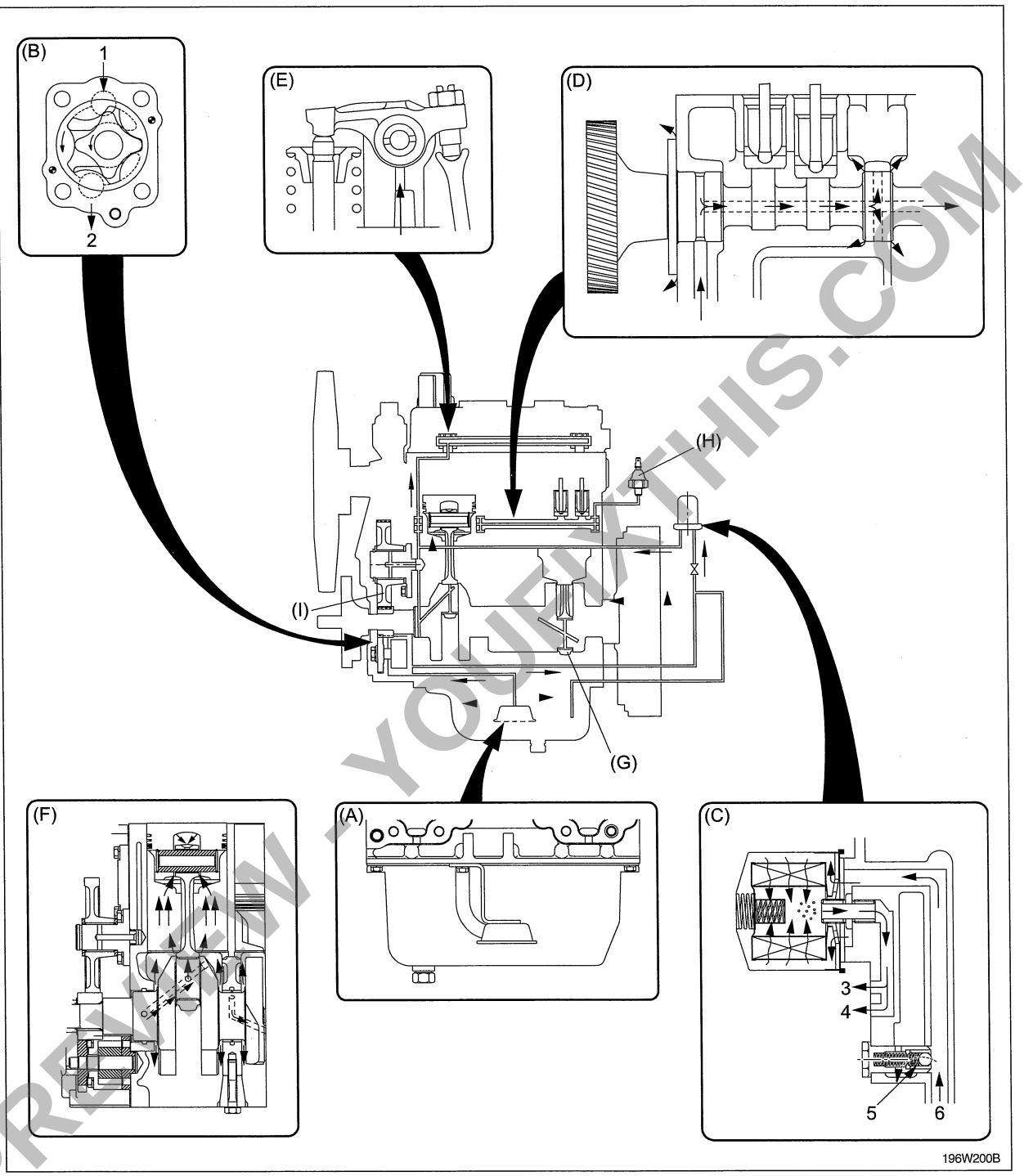
  ****3 Replace only if necessary.***

- ***The items listed above (# marked) are registered as emission related critical parts by DAEDONG in the U. S.EPA exhaust emission standards non-road emission regulation. As the tractor owner, you are responsible for the performance of the required maintenance on the engine according to the above instruction.***

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3.2 LUBRICATION SYSTEM



A. Oil filter 1
B. Oil pump
   1. Inlet hole
   2. Outlet hole
C. Oil filter cartridge and relief valve
   3. To rocker arm shaft and camshaft
   4. To crankshaft
   5. Relief valve
   6. From pump
D. Camshaft
E. Rocker arm rocker arm shaft
F. Piston
G. Crankpin bearing
H. Oil switch
I. Idle gear

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8.1.2 CHECKING ENGINE OIL LEVEL

IMPORTANT

- ***When using an oil of different maker or viscosity from the previous one, remove all of the old oil. Never mix two different types of oil.***
- ***Never run engine if the oil level is low.***

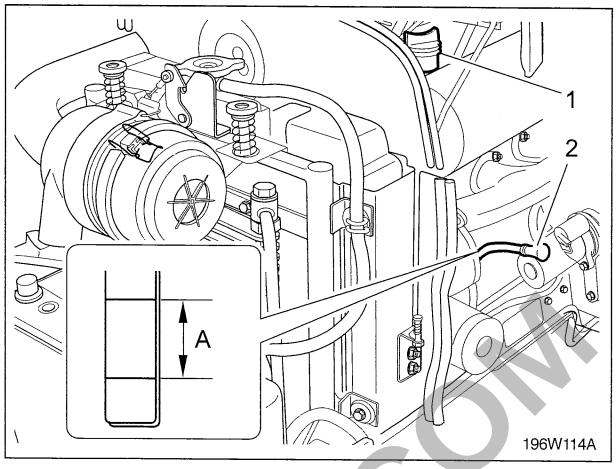
CAUTION

To avoid personal injury:

- ***Be sure to stop the engine before checking the oil level.***

1. Park the machine on a flat surface.
2. Check the engine oil before starting the engine or 5 minutes or more after the engine has stopped.
3. To check the oil level, draw out the dipstick, wipe it clean, replace it, and draw it out again. Check to see that the oil level is between the two notches. If the level is too low, add new oil to the prescribed level at the oil inlet.

   (See "LUBRICANTS" in Maintenance Section)



(1) Oil inlet
(2) Dipstick
(A) Oil level is acceptable within this range

8.1.3 CHECKING COOLANT LEVEL

CAUTION

To avoid personal injury:

- ***Do not remove radiator cap while coolant is hot. When cool, slowly rotate cap to the first stop and allow ample time for excess pressure to escape before removing the cap completely.***

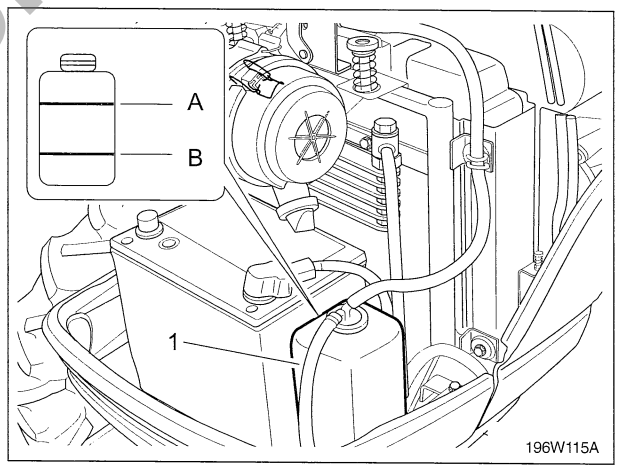
1. Make sure to see that the coolant level is between the "FULL" and "LOW" marks of recovery tank.
2. When the coolant level drops due to evaporation, add water only up to the full level.

   In case of leakage, add anti-freeze and water in the specified mixing ratio up to the full level.

   (See "Flush Cooling System and Changing Coolant" every 2 year maintenance.)

IMPORTANT

- ***If the radiator cap has to be removed, follow the caution above and securely retighten the cap.***
- ***Use clean, fresh water and anti-freeze to fill the recovery tank.***
- ***If water should leak, consult your local DAEDONG Dealer.***



(1) Recovery Tank
(A) FULL
(B) LOW

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CHAPTER 9 STEERING SYSTEM

CHAPTER 10 HYDRAULIC SYSTEM

CHAPTER 11 ELECTRIC SYSTEM

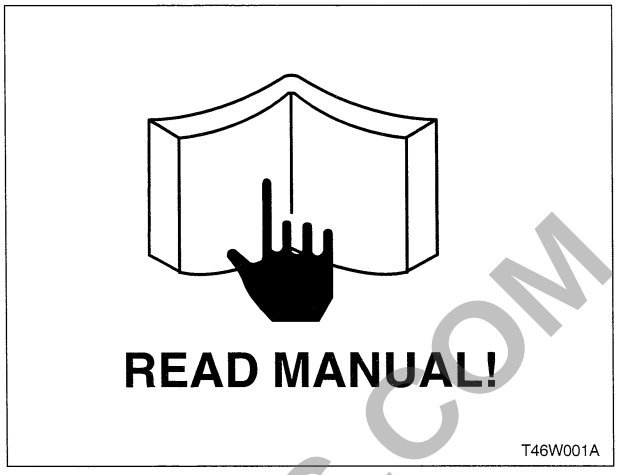
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1. FOR SAFETY

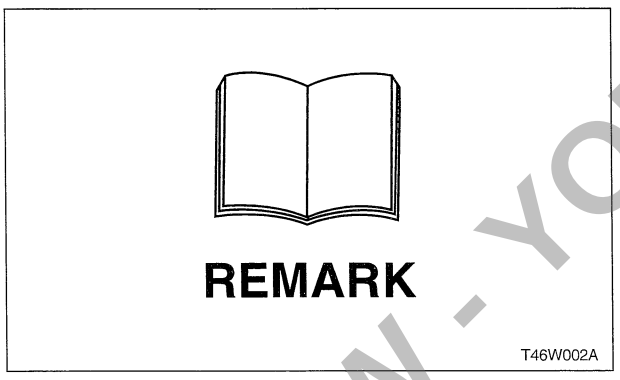
- Most accidents can be avoided if basic safety instructions and regulations are followed. Always follow the safety regulations and avoid any dangerous situation to prevent an accident.
- You can be unexpectedly injured if inspecting or servicing the tractor without full knowledge of it. Read the service manual carefully before starting servicing and follow the instructions for servicing, maintenance and inspection to prevent any injury.



1.1 ALERT SYMBOLS

In this manual, the following safety-alert symbols are used. Their meanings are as follows:

A. REMARK



- Broaden your knowledge with additionally supplied service information for optimal service.

B. CAUTION



- This mark indicates potentially hazardous situation which, if not observed, may result in serious injury.

C. IMPORTANT



- This mark indicates emphasis on information which can be confused when servicing. If this information is not carefully read and observed, the tractor cannot fully function or may be damaged.

D. WARNING



- This mark indicates hazardous situation which, if not observed, may result in death or injury.

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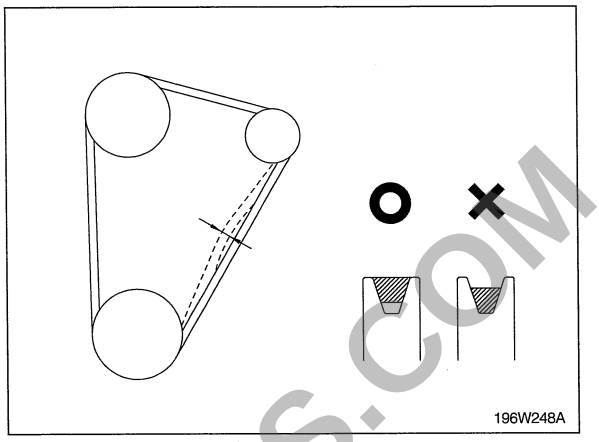
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5. MEASUREMENT AND ADJUSTMENT

5.1 FAN BELT

1. Measure the deflection, depressing the belt halfway between the fan drive pulley and the alternator pulley at 78.5 N (8 kgf, 17.6 lbs) of force.
2. If the deflection is not between the factory specifications, loosen the bolts and nuts, and relocate the alternator to adjust.
3. Replace the belt if damaged or worn

Item	Factory spec.
Belt tension (deflection)	8 mm(0.32 in.) at 78.5 N (8 kgf, 17.6 lbs) of force

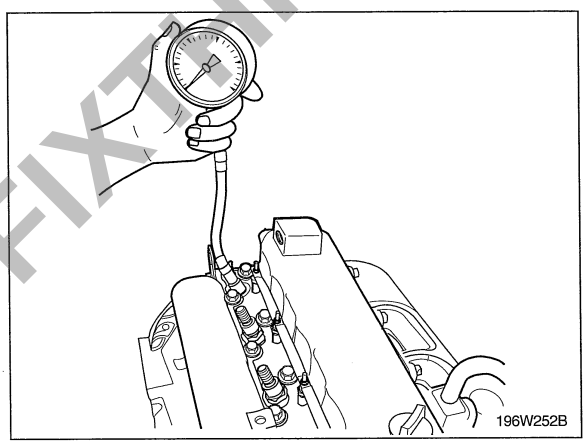


5.2 COMPRESSION PRESSURE

1. Run the engine until warm.
2. Stop the engine and remove the air cleaner, the muffler and all nozzle holders.
3. Set a compression tester to the adaptor installed in the nozzle holder hole and fixed with the locating screw.
4. Pull the stop lever to cut the fuel and run the engine with the starter at 200 to 300 rpm for 5 to 10 seconds.

   Measure the maximum pressure while running, several times

- For the test, use a fully charged battery and the specified valve clearance.
- If the pressure does not reach the allowable limit, apply a small amount of oil to the cylinder wall through the nozzle holder hole and measure the pressure again.



▶ JUDGMENT

- If the pressure raises after applying oil, check the cylinder wall and piston rings.
- If the pressure still low, check the top clearance, valve clearance and cylinder head.
- If the compression differs more than 10% among the cylinders, trace the cause of pressure variation and take corrective measures.

Item	Factory spec.	Allowable limit
Compression pressure	2.8 ~ 3.2 Mpa 29 ~ 33 kgf/cm^2 412 ~ 269 psi.	2.32 Mpa 23.7 kgf/cm^2 337 psi.
Difference between two cylinders	-	10 %

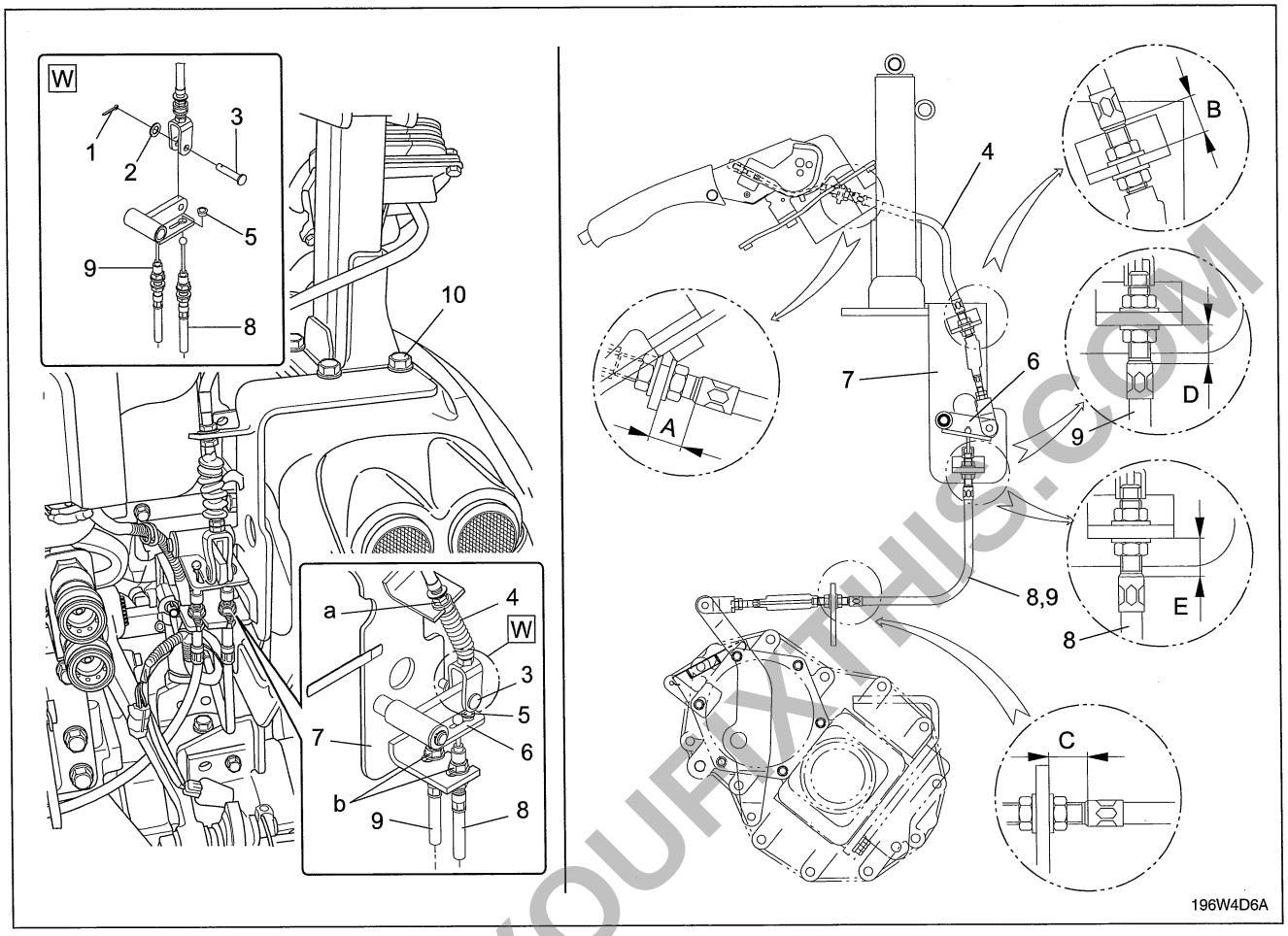
NOTE:

- *Check the compression pressure with the specified valve clearance for proper air intake.*

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4.9 HAND BRAKE (CK22-EU)



(1) Split pin
(2) Plain washer
(3) Joint pin
(4) Parking brake wire
(5) Grommet
(6) Parking brake bracket
(7) Parking brake bracket 1
(8) Parking brake wire 1
(9) Parking brake wire 3
(10) Bolt

1. Remove the sprit pin (1), plain washer (2) and joint pin (3).
2. Loosen the lock nut (a) of the parking brake wire (4) on the parking brake bracket 1 (7).
3. Remove the grommet (5), parking brake wire 1 (8) and parking brake wire 3 (9) on the parking brake bracket (6).
4. Loosen the lock nut (b) of the parking brake wire 1 (8) and parking brake wire 3 (9) on the parking brake bracket 1 (7).
5. Loosen the bolts (10) and remove the parking brake bracket 1 (7).

(When reassembling)

1. Please adjust the parking brake wire by following the assembling dimensions as shown.
   (A) : 19 mm (B) : 17 mm
   (C) : 15 mm (D) : End play adjustment
   (E) : End play adjustment
2. Please be careful not to bend the parking brake wire for assembling it.
3. Please fasten the nut securely not to be loosen the parking brake wire.
4. Please assemble the ballof wire to keep on moving freely.

CAUTION

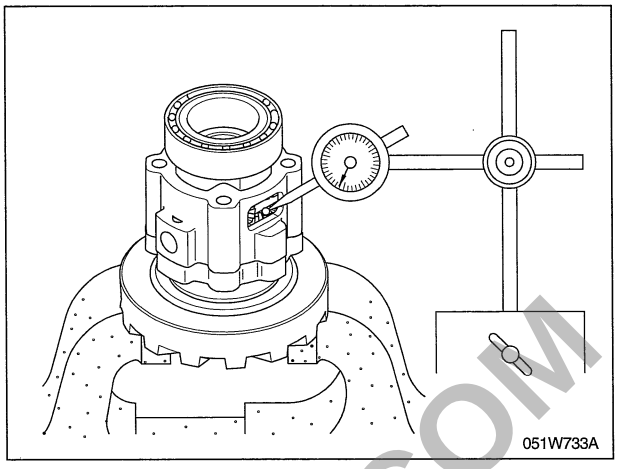
- ***The adjustment of the parking brake wire should be followed by adjusting the end play of the brake pedal.***

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5.2.3 BACKLASH BETWEEN DIFFERENTIAL PINION AND DIFFERENTIAL SIDE GEAR

1. Set a dial gauge (lever type) on a tooth of the differential pinion.
2. Fix the differential side gear and move the differential pinion to measure the backlash.
3. If the measurement exceeds the factory specifications, adjust with the differential side gears shims.



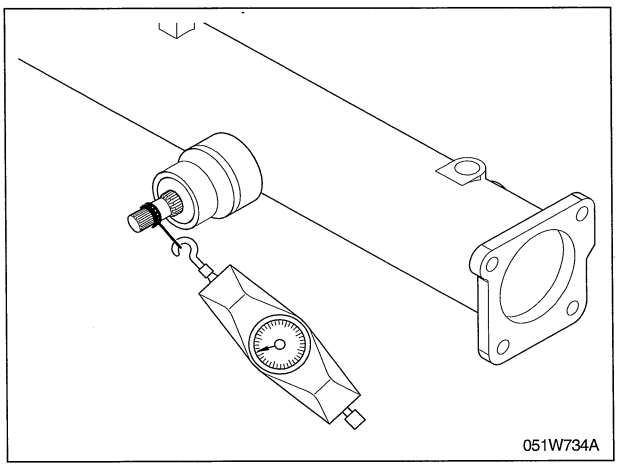
Item	Factory spec.	Allowable limit
Backlash between differential pinion and differential side gear	0.1 ~ 0.3 mm 0.004 ~ 0.012 in.	-

(Reference)

- Thickness of adjusting shims:
  0.4 mm (0.016 in.) 0.6 mm (0.024 in.)
  0.8 mm (0.031 in.) 1.0 mm (0.039 in.)
  1.2 mm (0.047 in.)
- Tooth contact : More than 35 %
- Center of tooth contact:
  1/3 to 1/2 of the entire width from the small end.

5.2.4 TURNING FORCE OF SPIRAL BEVEL PINION SHAFT (PINION SHAFT ONLY)

1. Install the spiral bevel pinion shaft assembly to the front axle case.
2. Wind a string around the spiral bevel pinion shaft and attach spring balance to the tip of the string.
3. Slowly pull the spring balance in a direction at right angle to the spiral bevel pinion shaft to measure the turning force.
4. If the turning force is not within the factory specifications, adjust with the lock nut.



Item	Factory spec.
Turning force	98.1 ~ 117.7 N 10 ~ 12 kgf 22.0 ~ 26.5 lbs

NOTE:

- *The turning torque is figured by multiplying the radius (distance form the center of the spiral bevel pinion shaft to a point on the circumference from which the string is pulled) by the reading on the spring balance.*
- *After turning torque adjustment, be sure to stake the lock nut.*

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