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3. SPECIFICATIONS

Model			DK45	DK50
Maximum PTO power			33.9 PS	37.5 PS
Engine GROSS power			45 HP	49 HP
Engine	Model		4A220	4A200T
	Type		Indirect injection, vertical, water-cooled, 4-cycle diesel engine	Indirect injection, vertical, water-cooled, 4-cycle diesel engine (turbo)
	Number of cylinder		4	←
	Bore and stroke		87x92.4 mm (3.425x3.638 in.)	83x92.4 mm (3.268x3.638 in.)
	Total displacement		2,197 cc	1,999 cc
	Rated revolution		45 rps (2,700 rpm)	43.3 rps (2,600 rpm)
	Injection timing		18° before T.D.C.	12° before T.D.C.
	Injection order		1-3-4-2	←
	Compression ratio		22	←
	Lubricating system		Forced lubrication by trochoid pump	
	Cooling system		Pressurized radiator, Forced circulation with water pump	
	Alternator		12 V, 50 AMPS	←
	Weight (Dry)		207 kg, 456 lbs	211 kg, 465 lbs
Capacities	Fuel tank		40 ℓ (10.6 U.S.gal.)	←
	Engine crankcase		7.0 ℓ (1.8 U.S.gal.)	←
	Engine coolant		8.9 ℓ (2.4 U.S.gal.)	←
	Transmission case		34 ℓ (9.0 U.S.gal.)	←
	Front axle case		8.2 ℓ (2.2 U.S.gal.)	←
Dimensions (with Std.tires)	Overall length (without 3p)		3113 mm (122.6 in.)	←
	Overall length (with 3p)		3290 mm (129.5 in.)	←
	Overall width (minimum tread)		1644 mm (64.7 in.)	←
	Overall height (Top of ROPS)		2436 mm (95.9 in.)	←
	Overall height (Top of CABIN)		2350 mm (92.5 in.)	←
	Overall height (Top of steering wheel)		1610 mm (63.3 in.)	←
	Wheel base		1820 mm (71.6 in.)	←
	Min. ground clearance		370 mm (14.5 in.)	←
	Tread	Front mm (in.)	1265 mm (49.8 in.)	←
		Rear mm (in.)	1304~1490 mm (51.3~58.6 in.)	←
Traveling system	Tire size (Std. tires)	Front	9.5-16.6 PR	←
		Rear	14.9-24.8 PR	←
	Clutch		Dry type single plate-single stage	
	Steering		Hydraulic power steering	
	Transmission		Synchronized shuttle and transmission (12 forward and 12 reverse speeds)	
	Brake	Traveling	Wet disc type	
		Parking	Connected with the traveling brake	
	Differential		Bevel gear	

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6. REGULAR CHECK LIST

◎ the first
○ periodically

Check Items	Indicated Hours By Hour Meter														Since Purchased	
	50	100	150	200	250	300	350	400	450	500	600	700	800	1500hr	1yr	2yr
Engine oil change	◎	○		○		○		○		○	○	○	○			
Engine oil filter cartridge change	◎			○				○			○		○			
Transmission oil change	◎					○					○					
Hydraulic oil filter change	◎			○				○			○		○			
Front axle oil change	◎					○					○					
Applying grease	○	○	○	○	○	○	○	○	○	○	○	○	○			
Clutch pedal deflection	◎		○			○			○		○		○			
Brake pedal deflection			○			○			○		○		○			
Fan belt tension				○				○			○		○			
Fuel filter element change								○					○			
Air cleaner element change		○		○		○		○		○	○	○	○			
Battery electrolyte			○			○			○		○		○			
Oil pressure fuel pipe's inlet screw if loosened	○	○	○	○	○	○	○	○	○	○	○	○	○			
Radiator hose's inlet bands if loosened			○			○			○		○		○			
Fuel pipe change																○
Radiator hose change																○
Hydraulic pipe joint change																○
Steering hose change																○
Toe-in			○			○			○		○		○			
Deflection adjustment in front and rear of the front axle											○					
Direction control section													○			
Bolt, nuts and pins of each part															○	
Battery positive code adjustment & change	○	○	○	○	○	○	○	○	○	○	○	○	○			
Bleeding water in clutch housing	○	○	○	○	○	○	○	○	○	○	○	○	○			
Check injection nozzle*														○		

* Maintenance intervals in basis on the EPA instructions.

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7. OIL & WATER SUPPLY LIST

Supply Items		Capacity	Recommended Spec.
Fuel		40 ℓ (42.3 U.S.gal.)	No. 2 - D diesel fuel No. 1 - D diesel fuel if temperature is below - 10 °C (14 °F)
Coolant		8.9 ℓ (2.4 U.S.gal.)	Fresh clean water with antifreeze
Engine oil		7.0 ℓ (1.8 U.S.gal.)	SAE 15 W - 40
Transmission oil		34 ℓ (9.0 U.S.gal.)	Universal tractor/transmission
Front axle section		8.2 ℓ (2.2 U.S.gal.)	hydraulic oil
Applying grease	Hydraulic control lever shaft section	Small quantity	SAE multi-purpose type grease
	3 point link section	Until grease exits	
	Brake pedal link section		
	Bracket section in front and rear of the front axle		
	Clutch release hub	Supply when removed	

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3. DISASSEMBLING AND SERVICING

3.1 TROUBLESHOOTING

Symptom	Probable Cause	Solution
Engine Does Not Start	• Not fuel	Replenish fuel
	• Air in the fuel system	Vent air
	• Water in the fuel system	Change fuel and repair or flush fuel system
	• Fuel pipe clogged	Clean
	• Fuel filter clogged	Clean or replace
	• Excessively high viscosity of fuel or engine oil at low temperature	Use the specified fuel or engine oil
	• Fuel with low cetane number	Use the specified fuel
	• Fuel leak due to loose injection pipe retaining nut	Tighten nut
	• Incorrect injection timing	Adjust
	• Fuel camshaft worn	Replace
	• Injection nozzle clogged	Clean or replace
	• Injection pump malfunctioning	Repair or replace
	• Fuel transfer pump malfunctioning	Repair or replace
	• Seizure of transfer pump malfunctioning piston, cylinder bore or bearing	Repair or replace
	• Compression leak from cylinder	Replace head gasket, tighten cylinder head screws, glow plug and nozzle holder
	• Improper valve seating, valve spring broken, valve seized	Repair or replace
	• Improper valve timing	Correct or replace timing gear
	• Piston ring and bore worn	Repair or replace
	• Excessive valve clearance	Adjust
(Starter Does Not Run)	• Battery discharged	Charge
	• Starter malfunction	Repair or replace
	• Starter switch malfunction	Repair or replace
	• Wiring disconnected	Connect
Engine Revolution is Not Smooth	• Fuel filter clogged or dirty	Clean or replace
	• Air cleaner clogged	Clean or replace
	• Fuel leak due to loose injection pipe retaining nut	Tighten nut
	• Injection pump malfunctioning	Repair or replace
	• Incorrect nozzle opening pressure	Adjust
	• Nozzle stuck or clogged	Repair or replace
	• Fuel over flow pipe clogged	Clean
	• Governor malfunctioning	Repair

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E. TIGHTENING TORQUES

Item	Size x Pitch	N•m	kgf•m	lbf·ft
Cylinder head screws	M11 x 1.25	103.0 ~ 107.9	10.5 ~ 11.0	75.9 ~ 79.6
Head cover nuts	M10 x 1.25	8.8 ~ 10.8	0.9 ~ 1.1	6.5 ~ 8.0
* Bearing case screw 1	M9 x 1.25	46.1 ~ 51.0	4.7 ~ 5.2	34.0 ~ 37.6
* Bearing case screw 2	M10 x 1.25	68.6 ~ 73.6	7.0 ~ 7.5	50.6 ~ 54.2
* Flywheel screw	M12 x 1.25	98.1 ~ 107.9	10.0 ~ 11.0	72.3 ~ 79.6
* Connecting rod screws	M8 x 1.0	46.1 ~ 51.0	4.5 ~ 5.0	34.0 ~ 37.6
Rocker arm bracket studs	M10 x 1.25	48.1 ~ 55.9	4.9 ~ 5.7	35.4 ~ 41.2
Drain plug	M12 x 1.25	32.4 ~ 37.3	3.3 ~ 3.8	23.9 ~ 37.3
Glow plugs	M10 x 1.25	19.6 ~ 24.5	2.0 ~ 2.5	14.5 ~ 18.1
Oil switch	PT1/8	14.7 ~ 19.6	1.5 ~ 2.0	10.8 ~ 14.5
Nozzle locating screws	M20 x 1.5	49.1 ~ 68.7	5.0 ~ 7.0	36.2 ~ 50.6
Injection pipe nuts	M12 x 1.5	24.5 ~ 34.3	2.5 ~ 3.5	18.1 ~ 25.3

NOTE:

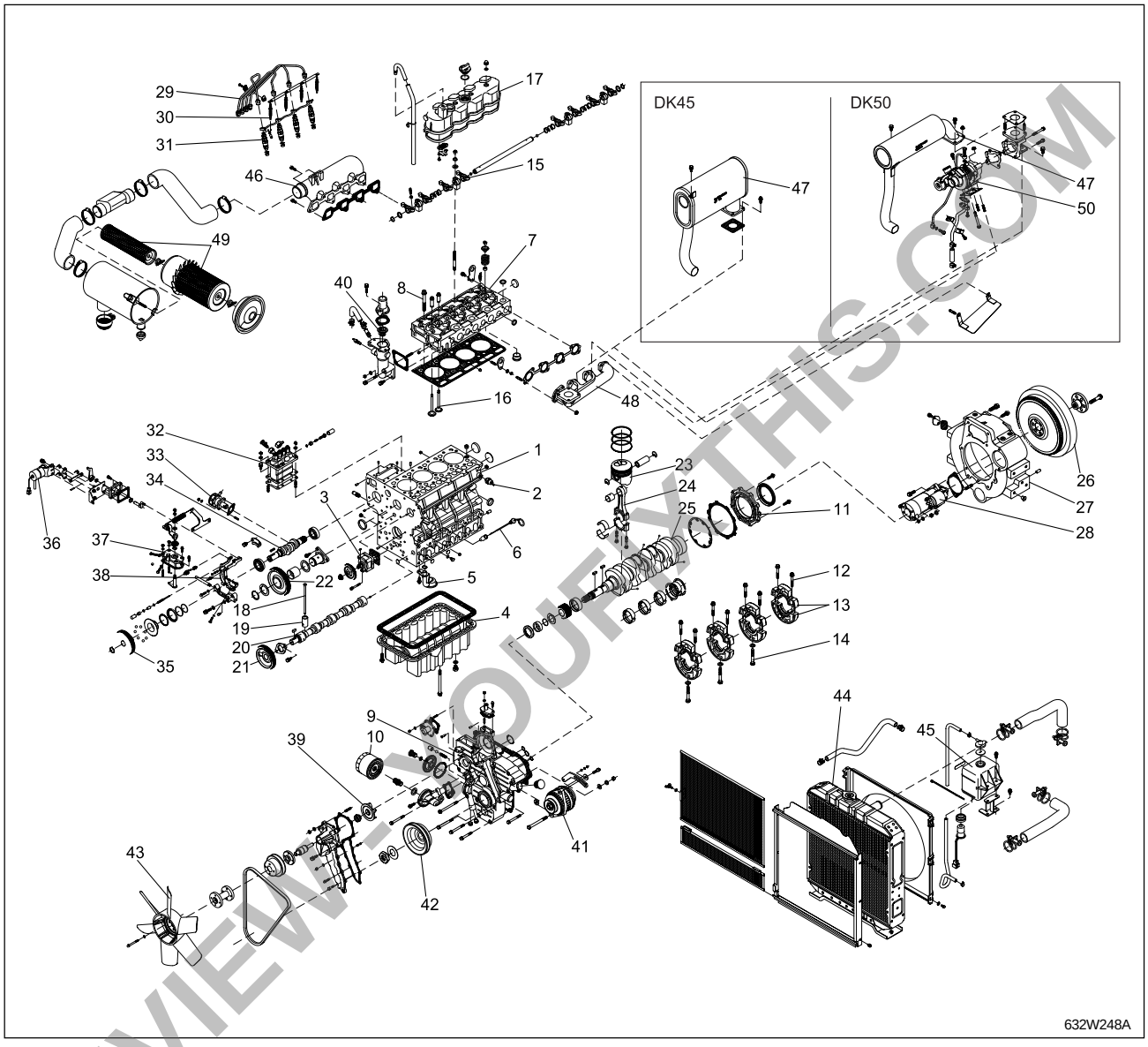
- *For *marked screw, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.*
- *The letter "M" in Size x Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal distance in mm between two threads.*

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3.3 CHECKING, DISASSEMBLING AND SERVICING

A. ENGINE DISASSEMBLED VIEW



(1) Cylinder Block
(2) Oil Pressure Switch
(3) Oil Pump
(4) Oil Pan
(5) Oil Strainer
(6) Oil Gauge
(7) Cylinder Head
(8) Head Bolt
(9) Gear case
(10) Oil Filter
(11) Main bearing Case Cover
(12) Bearing Case Bolt 1
(13) Main bearing 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) Flywheel Housing
(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) Speed Control Plate
(38) Fork Lever (Governor)
(39) Impeller
(40) Thermostat
(41) Alternator
(42) Fan Drive Pulley
(43) Cooling Fan
(44) Radiator
(45) Reserve Tank Ass'y
(46) Inlet Manifold
(47) Muffler
(48) Exhaust Manifold
(49) Air Cleaner
(50) Turbo Charger

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B. EXTERNAL COMPONENTS

a. Checking and Adjusting

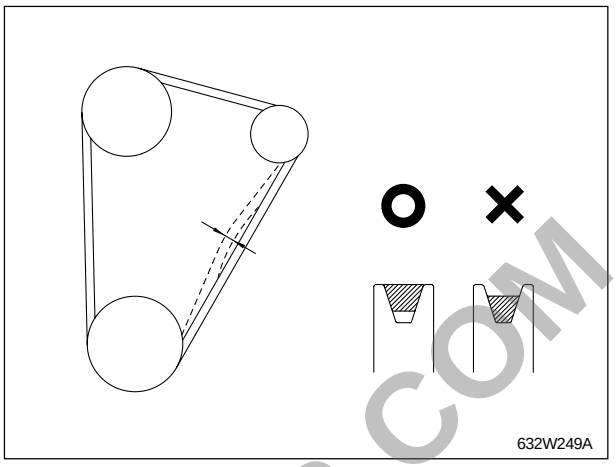
1) Fan belt

Measure the deflection, depressing the belt halfway between the fan drive pulley and the alternator pulley at 98 N (10 kgf, 22 lbs) of force.

If the deflection is not between the factory specifications, loosen the bolts and nuts, and relocate the alternator to adjust.

If the belt is damaged or worn (see figure), replace the belt.

Belt tension (deflection)	Factory spec	7 ~ 9 mm 0.28 ~ 0.35 in.



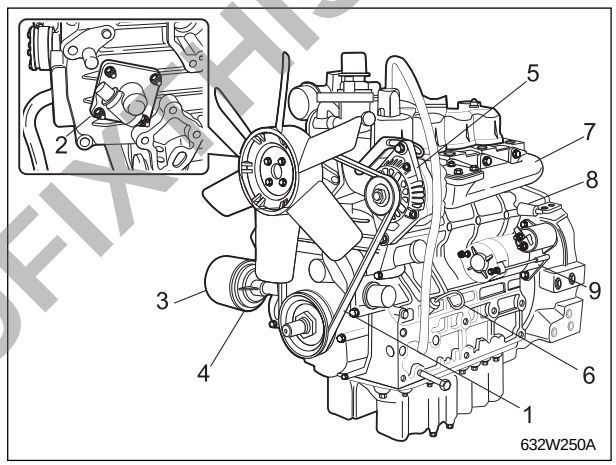
b. Disassembly and Assembly

1) Engine body

Drain the oil and the water, if disassemble the engine body.

1. Remove the muffler and exhaust manifold (7).
2. Remove the starter (9) and the oil pressure switch (8).
3. Pull out the oil gauge (6).
4. Remove the alternator (5) and the fan belt (1).
5. Remove the hour meter unit (2).
6. Loosen the oil filter (3) with a filter wrench and remove it and the oil filter flange (4).

* This figure does not show Hour meter Unit (2) covered with the cooling fan.



(1) Fan Belt
(2) Hour Meter Unit
(3) Oil Filter Switch
(4) Oil Filter Flange
(5) Alternator
(6) Oil Gauge
(7) Exhaust Manifold
(8) Oil Pressure
(9) Starter

(When reassembling)

Apply liquid gasket (three bond 1,215 or equivalent) on the thread of the oil pressure switch (8).

Apply liquid gasket to the both sides of the hour meter gasket.

Apply oil to the O-ring and tighten the oil filter not with wrench but by hand.

Adjust the fan belt tension (See fan belt).

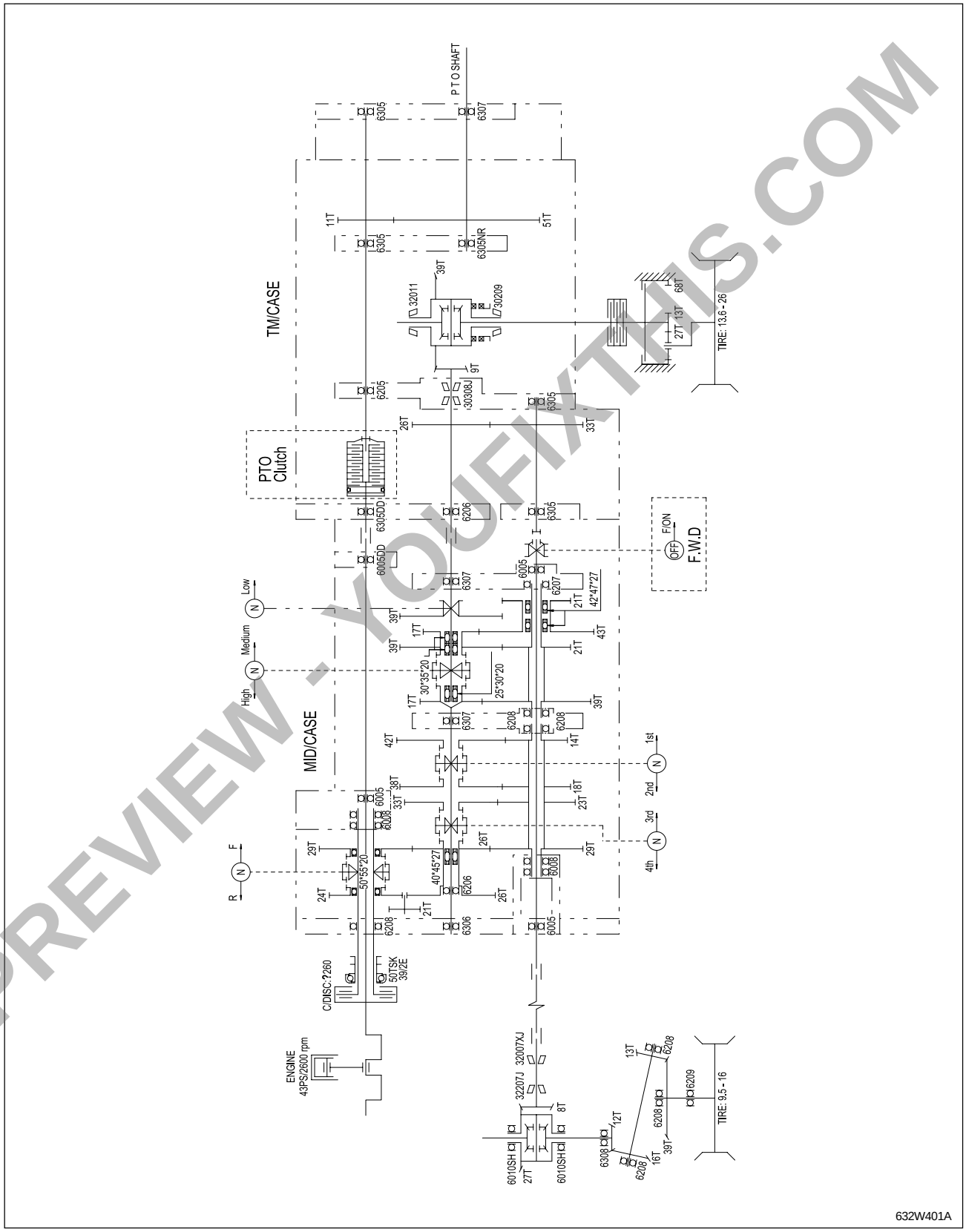
Tightening torque	Oil pressure switch	14.7 ~ 19.6 N·m 1.5 ~ 2.0 kgf·m 10.8 ~ 14.4 lbf·ft

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3. STRUCTURE

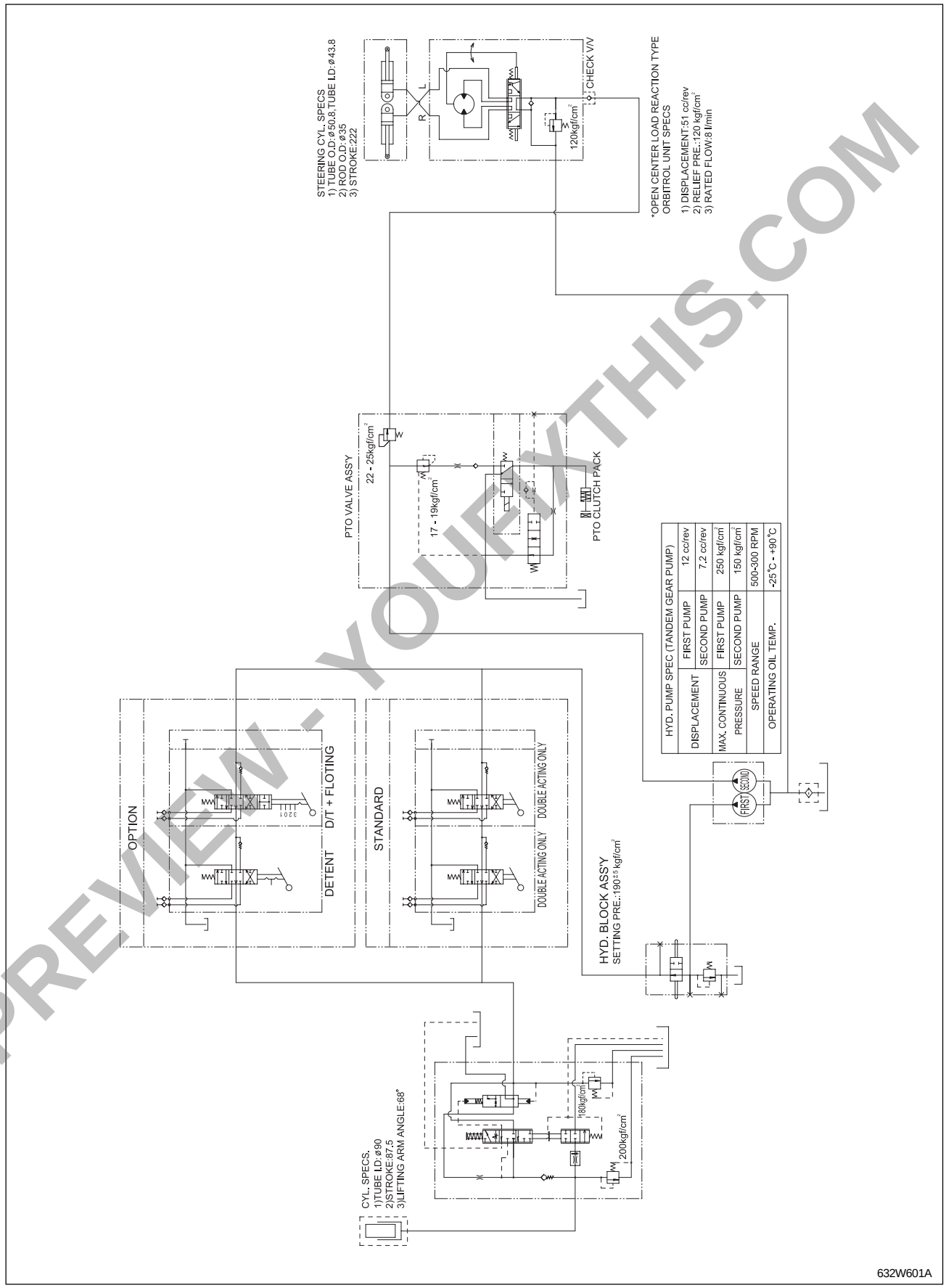
3.1 POWER TRAIN DIAGRAM



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1. HYDRAULIC POWER LIFT SYSTEM

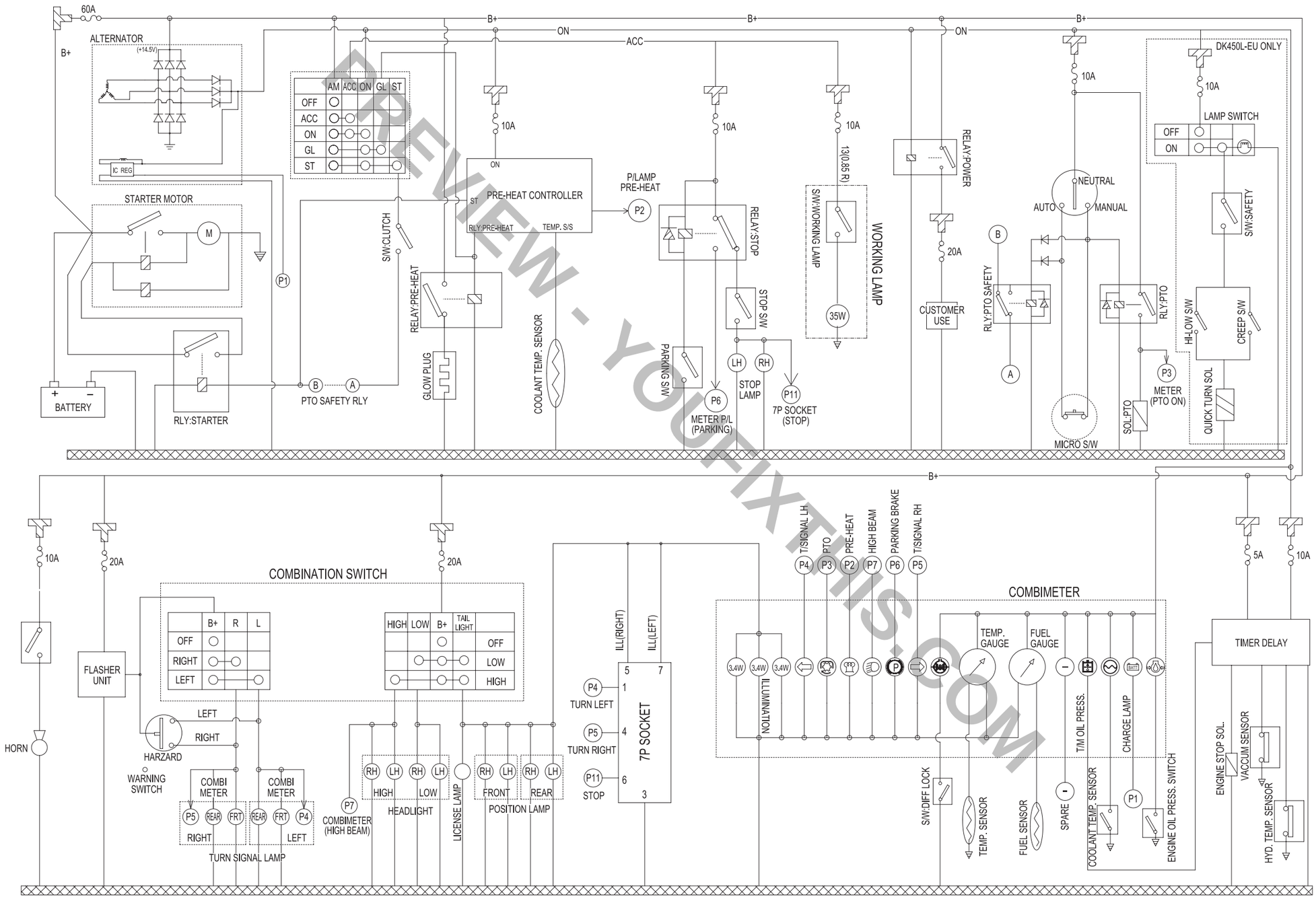


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7. WIRING DIAGRAM

DK 45/50



632W829A

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5. TO DISMANTLE AND TO ASSEMBLE 5-12
5.1 FRONT AXLE CASE AND FRONT AXLE 5-12
5.2 BEVEL GEAR CASE AND FRONT AXLE CASE 5-13
5.3 BEVEL GEAR CASE AND FRONT AXLE SUPPORT 5-14
5.4 FRONT AXLE SUPPORT AND DIFFERENTIAL GEAR CASE 5-15
5.5 FRONT DIFFERENTIAL GEAR 5-16
5.6 FRONT BRACKET 5-19
5.7 REAR BRACKET 5-20

CHAPTER 6. HYDRAULIC SYSTEMS 6-1

1. HYDRAULIC LIFT SYSTEM 6-3
1.1 TROBLESHOOTING 6-5

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C. COOLING SYSTEM

a. Thermostat

Valve opening temperature at beginning	69.5 ~ 72.5 °C (157.1 ~ 162.5 °F)
Opened completely (height 8 mm 0.315 in.)	85 °C (185 °F)

b. Radiator

Radiator tightness	No leak at 137 kPa, 1.4 kgf/cm^2, 20 psi
Radiator cap tightness	10 seconds or more for pressure falling from 88 ~ 59 kPa from 0.9 ~ 0.6 kgf/cm^2 from 13 ~ 9 psi
Fan belt tension [deflection at 98 N (10 kgf, 22 lbs) of force]	7 ~ 9 mm 0.28 ~ 0.35 in.

D. FUEL SYSTEM

a. Inject Pump

Injection timing (BTDC)	4A220	18°
	4A200T	12°

b. Injection Nozzle

Fuel injection pressure	13.73 ~ 14.715 MPa 140 ~ 150 kgf/cm^2 1,991 ~ 2,134 psi
Fuel tightness of nozzle valve seat	No fuel leak for 5 sec. at pressure 12.74 MPa 130 kgf/cm^2 1,849 psi

NOTE:

- *Injection Sequence Four Cylinders: 1 → 3 → 4 → 2*
  Three Cylinders: 1 → 2 → 3
  (The cylinder number is given in order from the gear case end.)

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6. INSPECTION AND REPAIR

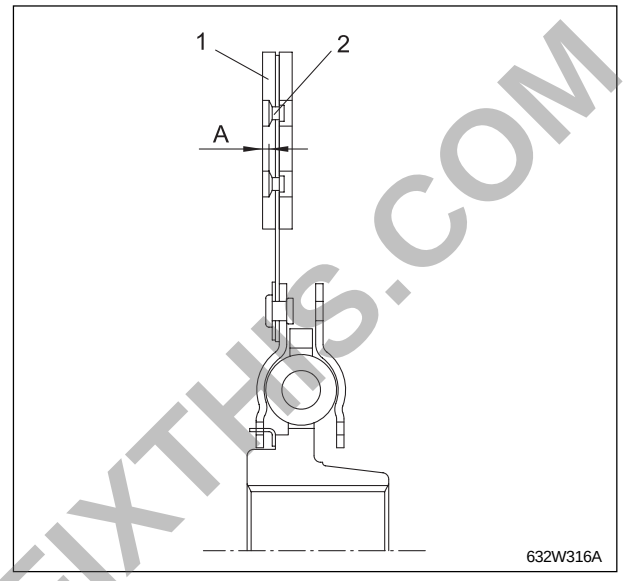
6.1 WEAR AND DAMAGE ON CLUTCH DISC

A. Measure the depth from clutch disc facing surface (1) to rivet (2).

B. If the measurement is out of the allowable limit, replace it.

C. If oil is sticking to clutch disc, or disc surface is carbonized, replace the disc. In this case, inspect transmission gear shift oil seal, engine rear oil seal and other points for oil leakage.

Depth to rivet (A)	Allowable limit	0.3 mm 0.0118 in.



(1) Disc (2) Rivet

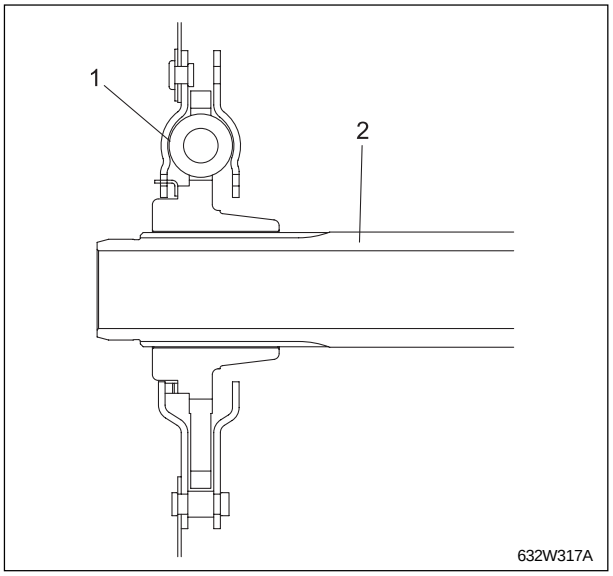
6.2 CLEARANCE BETWEEN SPLINE BOSS OF THE CLUTCH DISC AND SHUTTLE SHAFT SPLINE

A. Install clutch disc (1) to shuttle shaft (2).

B. Fix shuttle shaft not to shift and slightly move clutch disc to measure the clearance of spline by swinging of the clutch disc's circumference.

C. If the measurement is out of the allowable limit, replace it.

Swinging of the clutch disc's circumference	Allowable limit	0.2 mm 0.0078 in.



(1) Clutch Disc (2) Shuttle Shaft

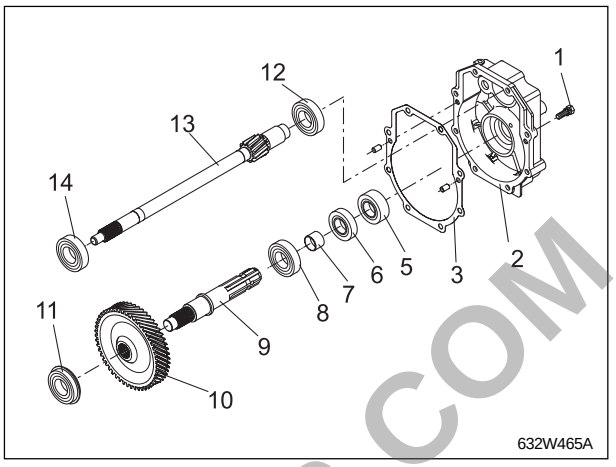
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O. PTO SHAFT

a. To Disassembling

1. Loosen the bolts (1) and remove the PTO shaft assembly (2) ~ (13) as a unit.
2. Remove 6305 NR bearing (11) fixed on PTO shaft (9).
3. Remove 6305 ball bearing (14), 51 gear (10), PTO shaft (9), PTO drive shaft (13).

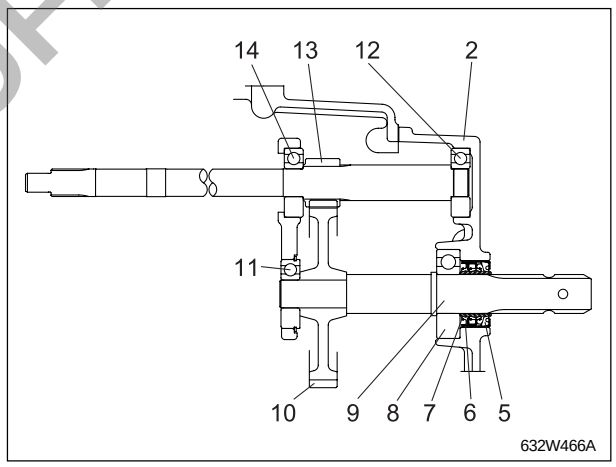


(1) Bolt
(2) Rear Case
(3) Packing
(4) Parallel Pin
(5) Oil Seal
(6) Oil Seal
(7) Sleeve
(8) Ball Bearing
(9) PTO Shaft
(10) 51 Gear
(11) Ball Bearing
(12) Ball Bearing
(13) PTO Drive Shaft
(14) Ball Bearing

b. To Assemble

1. Sub-assemble 6305 ball bearing (12), oil seal (5), (6) on the rear case (2).
2. Sub-assemble 6305 ball bearing (14) on the PTO drive shaft (13).
3. Sub-assemble the 51 gear (10) into the PTO shaft (9).
4. Sub-assemble the 6307 ball bearing on the PTO shaft (9), and then assemble the sleeve (7).
5. Install the sub-assembled of PTO shaft (9), and PTO drive shaft (13), at a time on rear cover (2).

Tightening torque	Tightening bolt of the rear cover	77.5 ~ 90.2 N·m 7.9 ~ 9.2 kgf·m 57.1 ~ 66.5 lbf·ft



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CHAPTER 6

HYDRAULIC SYSTEM

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3. POWER STEERING SYSTEM

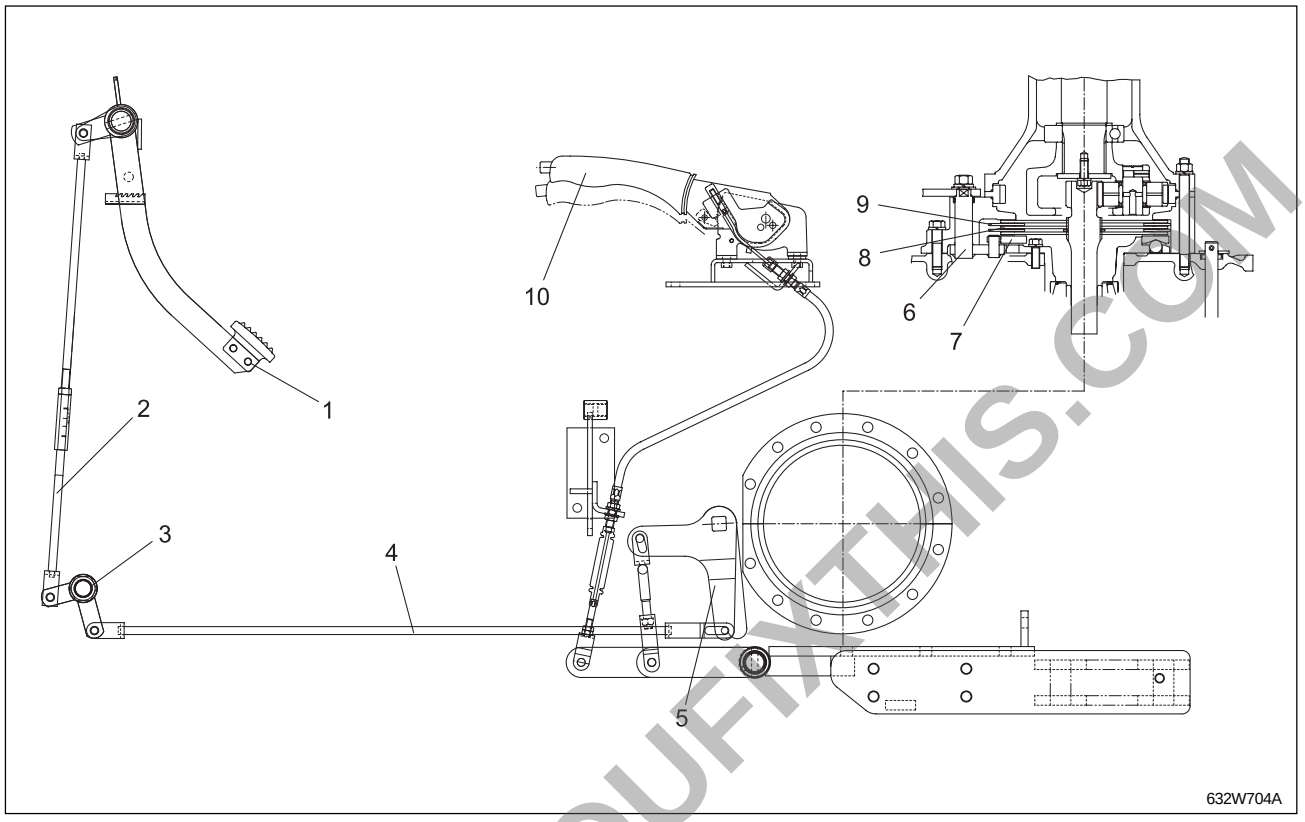
3.1 TROUBLESHOOTING

Symptom	Probable Cause	Solution
- Steering wheel is heavy to operate	1) Orbitrol unit	
	(1) Deflected center from the column.	• Correct (cause if the tightening bolt with orbitrol is loosened free).
	(2) Abrasion due to dust on spool or sleeve.	• Replace
	(3) Excessive tightening torque of bolts (7 places) on end cover.	• Tighten at the torque as specified evenly.
	2) Pump	
	(1) Incapable drive.	• Repair
	(2) Worn out or in error.	• Replace
	(3) Defectively rated.	• Reset pressure and oil amount.
	3) Relief valve	
	(1) In error (defective operation).	• Replace
	(2) Low pressure set.	• Reset
- No returning to neutral even if hand is off steering wheel or turning as it pleases	1) Orbitrol unit	
	(1) Abrasion due to dust on spool or sleeve.	• Replace
	(2) Deflected center from the column.	• Correct
- Defective or incapable operation of the cylinder against the turning of steering wheel	1) Orbitrol unit	
	(1) Air flowed in the gerotor, inlet or engagement parts due to long term unemployed.	• Bleed air
	2) Cylinder	
	(1) Air flowed in.	• Bleed air
	(2) Piston seal damaged.	• Replace
- Steering wheel turns reversibly	1) Orbitrol unit	
	(1) Improper adjustment of valve timing (when dismantling and reassembling).	• Correct
	2) Pipe	
	(1) Improper piping of port 4.	• Correct
- Oil leakage		
1. Shaft area (circumference of spline in spool)	1) Oil seal worn out	
	(1) Contaminated delivering oil.	• Replace
2. Assembled area (among housing, spacer plate, gerotor and end cover)	2) O-ring damaged	
	(1) Damaged when dismantling and reassembling term unemployed.	• Replace

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4.2 OPERATION



(1) Brake Pedal
(2) Connecting Rod
(3) Link
(4) Connecting Rod
(5) Brake Lever
(6) Brake Cam
(7) Cam Plate
(8) Brake Disc
(9) Brake Plate
(10) Parking Brake Lever

- If brake pedal (1) is stepped down, brake lever (5) is pulled to the direction as arrowed through connecting rods (2), (4) and link (3), and brake cam (6) is allowed to turn cam plate (7) to let it move as arrowed and apply braking with brake disc (8) as adhered closely to brake plate (9).
- For parking, step the brake pedal completely and pull the parking brake lever (10) to hold the pedal.

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