SERVICING

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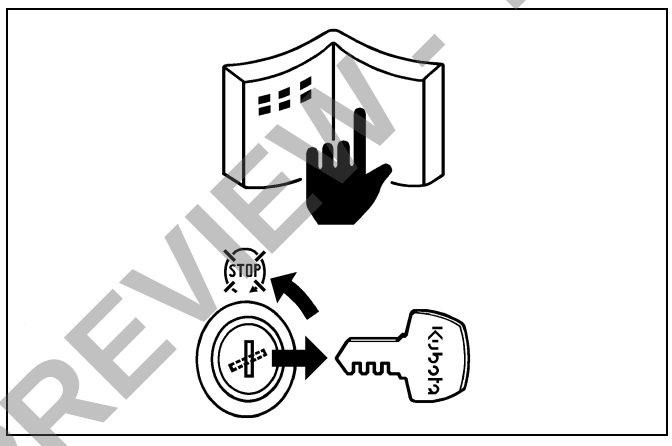
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⚠ SAFETY FIRST

This symbol, the industry's "Safety Alert Symbol", is used throughout this manual and on labels on the machine itself to warn of the possibility of personal injury. Read these instructions carefully.

It is essential that you read the instructions and safety regulations before you attempt to repair or use this unit.

⚠ **DANGER**	**: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.**
⚠ **WARNING**	**: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**
⚠ **CAUTION**	**: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.**
■ **IMPORTANT**	**: Indicates that equipment or property damage could result if instructions are not followed.**
■ **NOTE**	**: Gives helpful information.**



BEFORE SERVICING AND REPAIRING

- Read all instructions and safety instructions in this manual and on your engine safety decals.
- Clean the work area and engine.
- Park the machine on a firm and level ground.
- Allow the engine to cool before proceeding.
- Stop the engine, and remove the key.
- Disconnect the battery negative cable.
- Hang a "**DO NOT OPERATE**" tag in operator station.

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SPECIFICATIONS

Model	D905-E2B		D1005-E2B		V1305-E2B	
Number of Cylinders	3				4	
Type	Vertical, Water-cooled, 4 cycle diesel engine					
Bore × Stroke mm (in.)	72 × 73.6 (2.83 × 2.90)		76 × 73.6 (2.99 × 2.90)			
Total Displacement cm^3 (cu.in.)	898 (54.80)		1001 (61.08)		1335 (81.46)	
ISO Net Continuous kW/min^{-1} (rpm) (HP/min^{-1} (rpm))	13.0 / 3000 (17.4 / 3000)	15.2 / 3600 (20.4 / 3600)	14.5 / 3000 (19.5 / 3000)	16.8 / 3600 (22.5 / 3600)	19.0 / 3000 (26.0 / 3000)	22.4 / 3600 (30.0 / 3600)
ISO/SAE Net Intermittent kW/min^{-1} (rpm) (HP/min^{-1} (rpm))	14.9 / 3000 (20.0 / 3000)	17.5 / 3600 (23.5 / 3600)	16.8 / 3000 (22.5 / 3000)	19.4 / 3600 (26.0 / 3600)	22.4 / 3000 (30.0 / 3000)	25.7 / 3600 (34.5 / 3600)
SAE Gross Intermittent kW/min^{-1} (rpm) (HP/min^{-1} (rpm))	15.5 / 3000 (20.8 / 3000)	18.5 / 3600 (24.8 / 3600)	17.5 / 3000 (23.5 / 3000)	20.4 / 3600 (27.3 / 3600)	23.4 / 3000 (31.4 / 3000)	27.2 / 3600 (36.5 / 3600)
Maximum Bare Speed (min^{-1} (rpm))	3200	3800	3200	3800	3200	3800
Minimum Bare Idling Speed (min^{-1} (rpm))	900					
Combustion Chamber	Spherical type (E-TVCS)					
Fuel Injection Pump	Bosch MD type mini pump					
Governor	All speed mechanical governor					
Direction of Rotation	Counter-clockwise (viewed from flywheel side)					
Injection Nozzle	Mini Nozzle (DNOPD)					
Injection Timing	0.31 rad (18 °) before T.D.C.	0.37 rad (21 °) before T.D.C.	0.31 rad (18 °) before T.D.C.	0.37 rad (21 °) before T.D.C.	0.31 rad (18 °) before T.D.C.	0.37 rad (21 °) before T.D.C.
Firing Order	1-2-3				1-3-4-2	
Injection Pressure	13.73 MPa (140 kgf/cm^2, 1991 psi)					
Compression Ratio	23 : 1		24 : 1			
Lubricating System	Forced lubrication by trochoid pump					
Oil Pressure Indicating	Electrical type switch					
Lubricating Filter	Full flow paper filter (Cartridge type)					
Cooling System	Pressurized radiator, forced circulation with water pump					
Starting System	Electric Starting with Starter					
Starting Motor	12 V, 0.9 kW		12 V, 1.0 kW			
Starting Support Device	By glow plug in combustion chamber					
Battery	12 V, 60 AH, equivalent					
Charging Alternator	12 V, 150 W		12 V, 360 W			
Fuel	Diesel Fuel No.2-D (ASTM D975)					
Lubricating Oil	Class CF lubricating oil as per API classification is recommended. If this class of lubricating oil is not available, preferably use Class CD or CE lubricating oil. For details on recommended lubricating oils, see page G-5, 8.					
Lubricating Oil Capacity (Oil Pan Depth 125 mm (4.92 in.))	5.1 L (1.35 U.S.gals)				6.0 L (1.59 U.S.gals)	
Weight (Dry) kg (lbs)	93.0 (205.0)				110.0 (242.5)	

* The specification described above is of the standard engine of each model.
* Conversion Formula : HP = 0.746 kW, PS = 0.7355 kW

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3. MAINTENANCE CHECK LIST

To maintain long-lasting and safe engine performance, make it a rule to carry out regular inspections by following the table below.

Item	Service Interval										
	Every										
	50 hrs	100 hrs	200 hrs	400 hrs	500 hrs	1 or 2 months	1 year	800 hrs	1500 hrs	3000 hrs	2 years
* Checking fuel hoses and clamp bands	☆										
* Changing engine oil (Oil pan depth : 125 mm (4.92 in.), 130 mm (5.12 in.))	★		☆								
* Cleaning air cleaner element (Replace the element after 6 times cleaning)		☆									
Cleaning fuel filter element		☆									
Check fan belt tension and damage		☆									
Checking battery electrolyte level		☆									
* Replacing oil filter cartridge (Oil pan depth : 125 mm (4.92 in.), 130 mm (5.12 in.))	★		☆								
Checking radiator hoses and clamp bands			☆								
* Checking intake air line			☆								
Replacing fuel filter cartridge				☆							
Cleaning water jacket and radiator interior					☆						
Replacing fan belt					☆						
Recharging battery						☆					
* Replacing air cleaner element							☆				
Checking valve clearance								☆			
* Checking injection nozzle pressure									☆		
* Checking turbocharger										☆	
Checking injection pump										☆	
Checking injection timing										☆	
Changing radiator coolant (L.L.C.)											☆
Replacing radiator hoses and clamp bands											☆
* Replacing fuel hoses and clamps											☆
* Replacing intake air line											☆
Replacing battery											☆

★ Change engine oil and replace oil filter cartridge after the first 50 hours of operation.

* The items listed above (* marked) are registered as emission related critical parts by KUBOTA in the U.S. EPA nonroad emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the engine according to the above instruction.

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Replenish fuel	G-10
	Air in the fuel system	Vent air	G-10
	Water in the fuel system	Change fuel and repair or replace fuel system	–
	Fuel pipe clogged	Clean or replace	G-10
	Fuel filter clogged	Replace	G-14, 15
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	4, G-8
	Fuel with low cetane number	Use specified fuel	–
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	–
	Incorrect injection timing	Adjust	S-19
	Fuel camshaft worn	Replace	S-36
	Injection nozzle clogged	Clean or replace	S-21, 22
	Injection pump malfunctioning	Repair or replace	S-20, 35
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or replace	S-58 to 64 S-36 to 39
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	S-29, 30, 31
	Improper valve timing	Correct or replace timing gear	S-36
	Piston ring and cylinder worn	Replace	S-37, 38, 39
	Excessive valve clearance	Adjust	S-16
	Stop solenoid malfunctioning	Replace	S-34
Starter Does Not Run	Battery discharged	Charge	–
	Starter malfunctioning	Repair or replace	S-27, 65, 66, 67
	Key switch malfunctioning	Replace	–
	Wiring disconnected	Connect	–

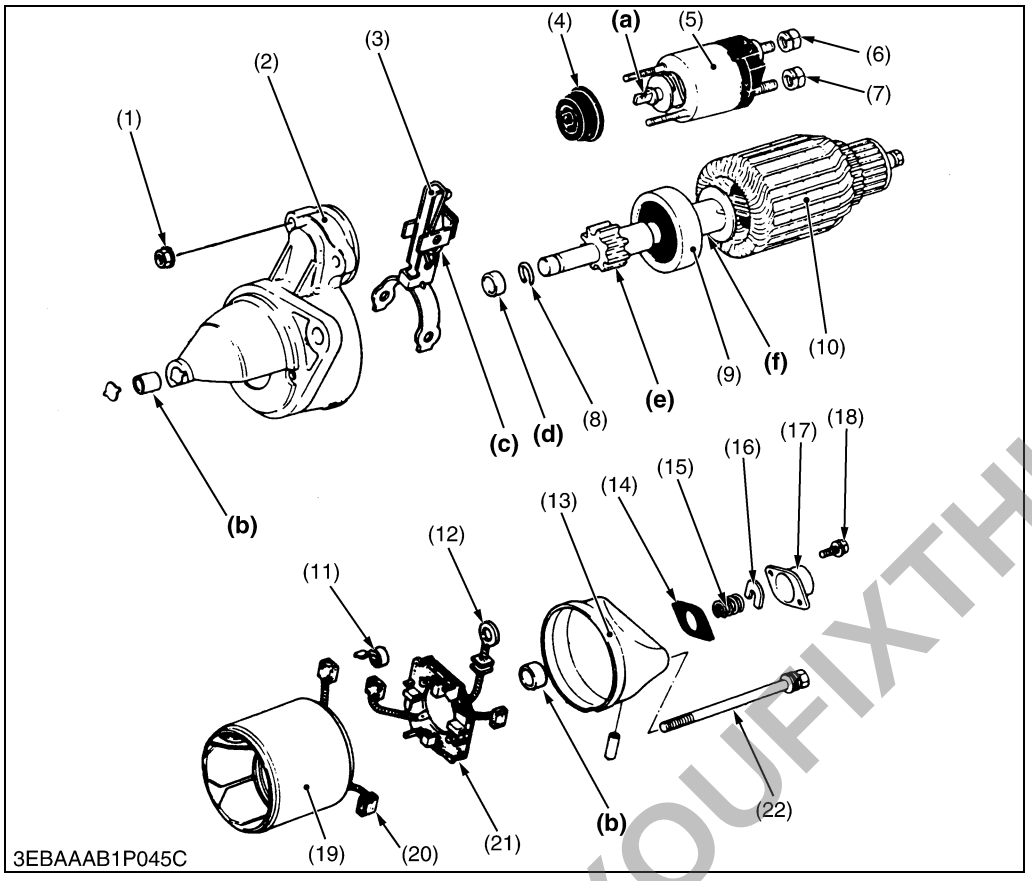
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(7) Starter

■ Electromagnetic Drive Type



(1) Solenoid Switch Mounting Nut
(2) Starter Drive Housing
(3) Drive Lever
(4) Gasket
(5) Solenoid Switch
(6) **B** Terminal Nut
(7) **C** Terminal Nut
(8) Snap RIng
(9) Overrunning Clutch
(10) Armature
(11) Brush Spring
(12) Connecting Lead
(13) Rear End Frame
(14) Gasket
(15) Brake Spring
(16) Brake Shoe
(17) End Frame Cap
(18) Screw
(19) Yoke
(20) Brush
(21) Brush Holder
(22) Through Bolt

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1. Unscrew the **C** terminal nut (7), and disconnect the connecting lead (12).
2. Unscrew the solenoid switch mounting nuts (1), and remove the solenoid switch (5).
3. Remove the end frame cap (17).
4. Remove the brake shoe (16), brake spring (15) and gasket (14).
5. Unscrew the through bolts (22), and remove the rear end frame (13).
6. Remove the brush from the brush holder while holding the spring up.
7. Remove the brush holder (21).
8. Draw out the yoke (19) from the starter drive housing (2).
9. Draw out the armature (10) with the drive lever (3).

■ **NOTE**

- **Do not damage to the brush and commutator.**

(When reassembling)

- Apply grease (DENSO.CO.LTD. No. 50 or equivalent) to the parts indicated in the figure.
  - Joint of solenoid switch **(a)**
  - Bushing **(b)**
  - Drive lever **(c)**
  - Collar **(d)**
  - Teeth of pinion gear **(e)**
  - Armature shaft **(f)**

Tightening torque	**B** terminal nut	7.8 to 9.8 N·m 0.8 to 1.0 kgf·m 5.8 to 7.2 ft-lbs

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[2] TIGHTENING TORQUES FOR SPECIAL USE SCREWS, BOLTS AND NUTS

■ **NOTE**

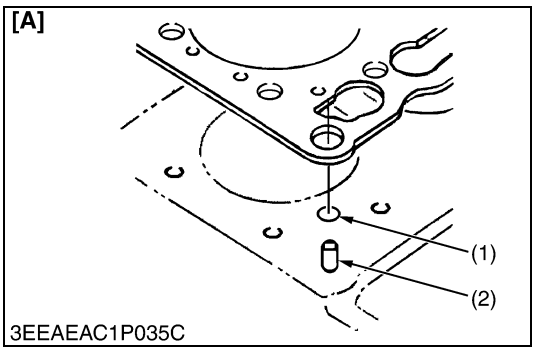
- **For "*" marked screws, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.**
- **The letter "M" in Size x Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal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

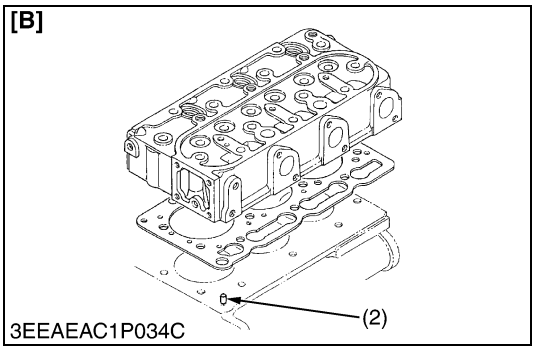
Item	Size x Pitch	N·m	kgf·m	ft-lbs
*Cylinder head cover screw	M7 x 1.0	6.9 to 8.8	0.7 to 0.9	5.1 to 6.5
*Cylinder head screw	M10 x 1.25	63.7 to 68.6	6.5 to 7.0	47.0 to 50.6
*Main bearing case screw 1	M8 x 1.25	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
*Main bearing case screw 2	M9 x 1.25	49.0 to 53.9	5.0 to 5.5	36.2 to 39.8
*Flywheel screw	M10 x 1.25	53.9 to 58.8	5.5 to 6.0	39.8 to 43.4
*Connecting rod screw	M8 x 1.0	41.2 to 46.1	4.2 to 4.7	30.4 to 34.0
*Rocker arm bracket nuts	M7 x 1.0	21.6 to 26.5	2.2 to 2.7	15.9 to 19.5
*Idle gear shaft screws	M6 x 1.0	9.8 to 11.3	1.00 to 1.15	7.2 to 8.3
*Fan drive pulley screw	M14 x 1.5	235.4 to 245.2	24.0 to 25.0	173.6 to 180.8
*Bearing case cover mounting screw	M6 x 1.0	9.8 to 11.3	1.00 to 1.15	7.2 to 8.3
Glow plugs	M8 x 1.0	7.8 to 14.7	0.8 to 1.5	5.8 to 10.8
Nozzle holder assembly	M20 x 1.5	49.0 to 68.6	5.0 to 7.0	36.2 to 50.6
Nozzle holder	–	34.3 to 39.2	3.5 to 4.0	25.3 to 28.9
Oil pressure switch	PT 1/8	14.7 to 19.6	1.5 to 2.0	10.8 to 14.5
Injection pipe retaining nuts	M12 x 1.5	24.5 to 34.3	2.5 to 3.5	18.1 to 25.3
Overflow pipe assembly retaining screw	M12 x 1.5	19.6 to 24.5	2.0 to 2.5	14.5 to 18.1
Starter's terminal **B** mounting nut (Electromagnetic drive type)	M8	7.8 to 9.8	0.8 to 1.0	5.8 to 7.2
Starter's terminal **B** mounting nut (Planetary gear reduction type)	M8	5.9 to 11.8	0.6 to 1.2	4.3 to 8.7
Alternator's pulley nut	–	58.3 to 78.9	5.95 to 8.05	43.0 to 58.2
Drain plug with copper gasket	M12 x 1.25	32.4 to 37.3	3.3 to 3.8	23.9 to 27.5
Drain plug with copper gasket	M22 x 1.5	63.7 to 73.5	6.5 to 7.5	47.0 to 54.2
Drain plug with rubber coated gasket	M22 x 1.5	44.1 to 53.9	4.5 to 5.5	32.5 to 39.8

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Cylinder Head and Cylinder Head Gasket (Continued)

(When reassembling the carbon gasket type)

- Replace the cylinder head gasket with new one.
- Securely fit the O-ring (1) to the pin pipe (2).
- When mounting the gasket, set it to the pin pipe holes. Take care not to mount it reversely.
- The cylinder head should be free of scratches and dust.
- Install the cylinder head, using care not to damage the gasket.
- After applying engine oil to the thread of screws, tighten them in several steps and specified sequence (**a**) to (**n** or **r**).
- Retighten the cylinder head screws after running the engine for 30 minutes and after cooling, adjust valve clearance.

(When reassembling the metal gasket type)

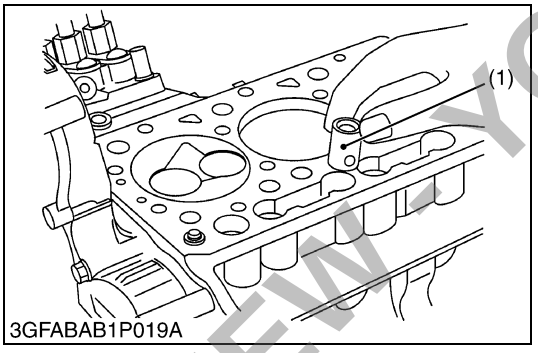
- Replace the cylinder head gasket with new one.
- When mounting the gasket, set it to the pin pipe holes. Take care not to mount it reversely.
- The cylinder head should be free of scratches and dust.
- Install the cylinder head, using care not to damage the gasket.
- After applying engine oil to the thread of screws, tighten them in several steps and specified sequence (**a**) to (**n** or **r**).

■ **NOTE**

- **Do not use O-ring on the pin pipe.**
- **It is not necessary to retighten the cylinder head screw and to readjust valve clearance after engine warmed up.**

(1) O-ring
(2) Pin Pipe
[A] Carbon Gasket Type
[B] Metal Gasket Type

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Tappets

1. Remove the tappets (1) from the crankcase.

(When reassembling)

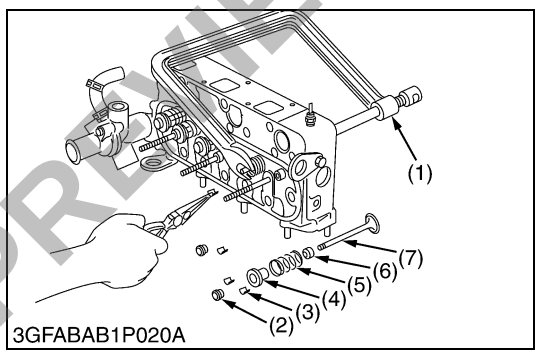
- Visually check the contact between tappets and cams for proper rotation. If defect is found, replace tappets.
- Before installing the tappets, apply engine oil thinly around them.

■ **IMPORTANT**

- **Do not change the combination of tappet and tappet guide.**

(1) Tappet

W10209700



Valves

1. Remove the valve caps (2).
2. Remove the valve spring collet (3), pushing the valve spring retainer (4) by valve spring replacer (1).
3. Remove the valve spring retainer (4), valve spring (5) and valve stem seal (6).
4. Remove the valve (7).

(When reassembling)

- Wash the valve stem and valve guide hole, and apply engine oil sufficiently.
- After installing the valve spring collets, lightly tap the stem to assure proper fit with a plastic hammer.

■ **IMPORTANT**

- **Don't change the combination of valve and valve guide.**

(1) Valve Spring Replacer
(2) Valve Cap
(3) Valve Spring Collet
(4) Valve Spring Retainer
(5) Valve Spring
(6) Valve Stem Seal
(7) Valve

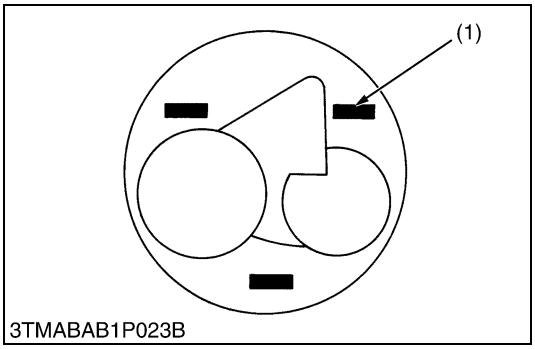
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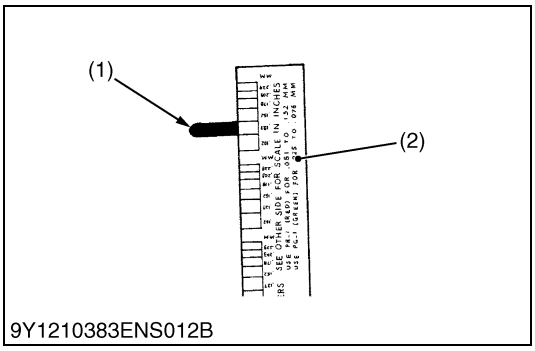
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[3] SERVICING

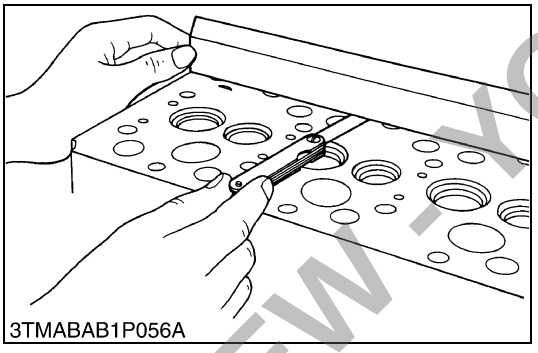
(1) Cylinder Head and Valves

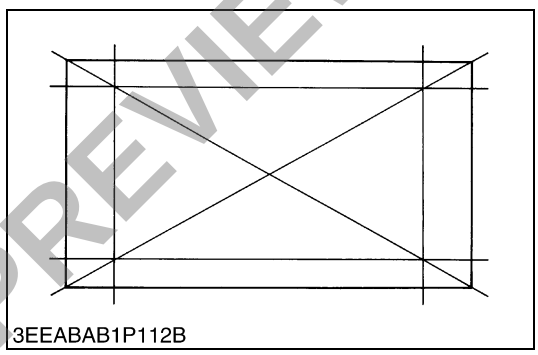


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9Y1210383ENS012B


3TMABAB1P056A


3EEABAB1P112B

Top Clearance

1. Remove the cylinder head.
2. With the piston at TDC, use grease to affix three or four plastigauges of a diameter 1.5 mm (0.059 in.) x 5.0 to 7.0 mm (0.20 to 0.27 in.) long to the crown of the piston; keep the gauges away from the intake valve and combustion chamber fittings.
3. Take the piston to an intermediate position, install the cylinder head and tighten the head bolts to the specified torque.
4. Turn the crankshaft so the piston goes through TDC.
5. Remove the cylinder head and compare the width of the crushed plastigages with the scale.
6. If they are out of spec, check the oil clearance of the crank pin, journals and piston pin.

■ **NOTE**

- **Top clearance = Width of the crushed plastigauge.**

Top clearance	Factory spec.	0.55 to 0.70 mm 0.0217 to 0.0276 in.

Tightening torque	Cylinder head screws	63.7 to 68.6 N·m 6.5 to 7.0 kgf·m 47.0 to 50.6 ft-lbs

(1) Plastigauge (2) Scale

W1020190

Cylinder Head Surface Flatness

1. Clean the cylinder head surface.
2. Place a straightedge on the cylinder head's four sides and two diagonal as shown in the figure.
3. Measure the clearance with a thickness gauge.
4. If the measurement exceeds the allowable limit, correct it with a surface grinder.

■ **IMPORTANT**

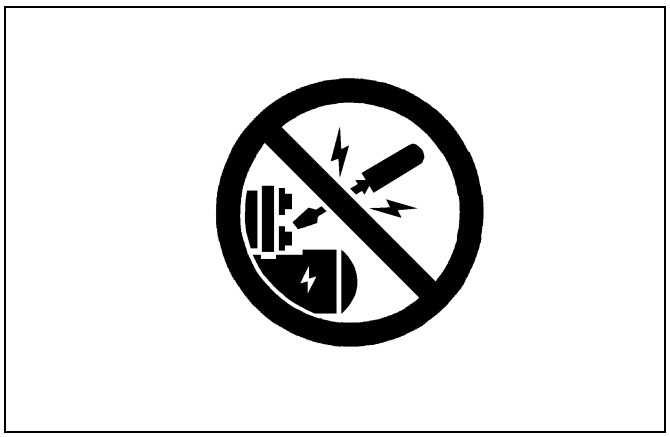
- **Do not place the straightedge on the combustion chamber.**
- **Be sure to check the valve recessing after correcting.**

Cylinder head surface flatness	Allowable limit	0.05 mm 0.0020 in.

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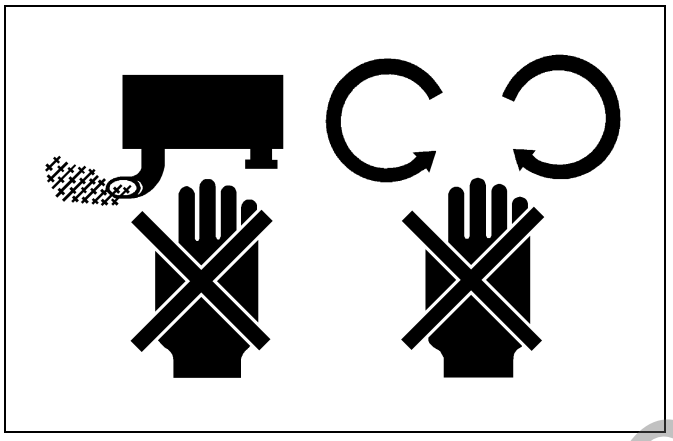
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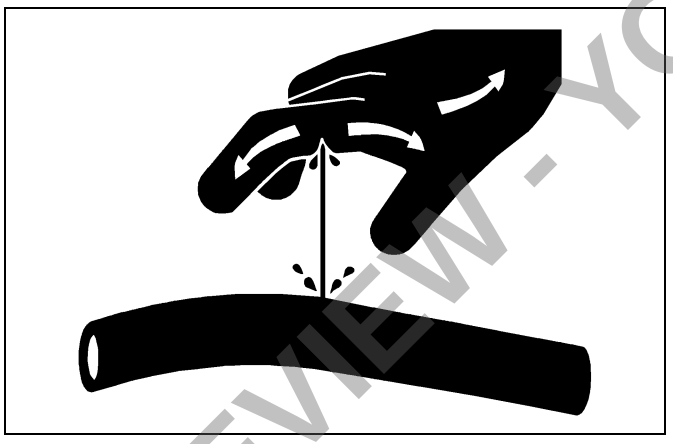
SAFETY STARTING

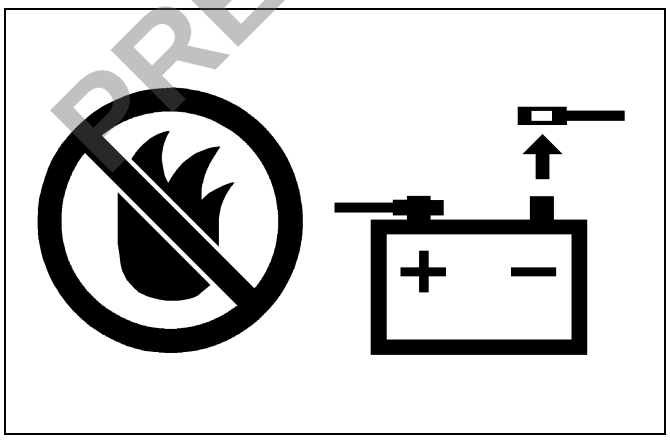
- Do not start the engine by shorting across starter terminals or bypassing the safety start switch.
- Unauthorized modifications to the engine may impair the function and / or safety and affect engine life.



SAFETY WORKING

- Do not work on the machine while under the influence of alcohol, medication, or other substances or while fatigued.
- Wear close fitting clothing and safety equipment appropriate to the job.
- Use tools appropriate to the work. Makeshift tools, parts, and procedures are not recommended.
- When servicing is performed together by two or more persons, take care to perform all work safely.
- Do not touch the rotating or hot parts while the engine is running.
- Never remove the radiator cap while the engine is running, or immediately after stopping. Otherwise, hot water will spout out from radiator. Only remove radiator cap when cool enough to touch with bare hands. Slowly loosen the cap to first stop to relieve pressure before removing completely.
- Escaping fluid (fuel or hydraulic oil) under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic or fuel lines. Tighten all connections before applying pressure.
- Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



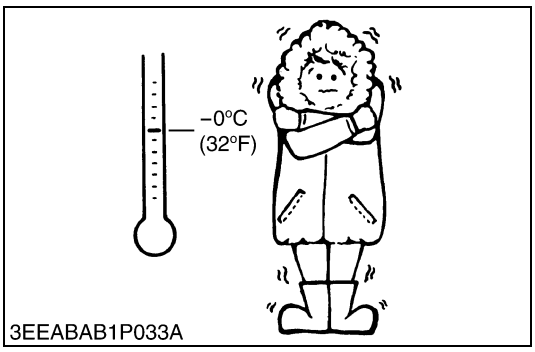


AVOID FIRES

- Fuel is extremely flammable and explosive under certain conditions. Do not smoke or allow flames or sparks in your working area.
- To avoid sparks from an accidental short circuit, always disconnect the battery negative cable first and connect it last.
- Battery gas can explode. Keep sparks and open flame away from the top of battery, especially when charging the battery.
- Make sure that no fuel has been spilled on the engine.

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Changing Radiator Coolant (L.L.C.) (Continued)

(Anti-freeze)

- There are two types of anti-freeze available: use the permanent type (PT) for this engine.
- Before adding anti-freeze for the first time, clean the radiator interior by pouring fresh, soft water and draining it a few times.
- The procedure for mixing water and anti-freeze differs according to the make of the anti-freeze and the ambient temperature. Basically, it should be referred to SAE J1034 standard, more specifically also to SAE J814c.
- Mix the anti-freeze with fresh, soft water, and then fill into the radiator.

■ **IMPORTANT**

- **When the anti-freeze is mixed with fresh, soft water, the anti-freeze mixing ratio must be less than 50 %.**

Vol % anti-freeze	Freezing point		Boiling point*	
	°C	°F	°C	°F
40	–24	–11.2	106	222.8
50	–37	–34.6	108	226.4

* At 1.013 × 100000 Pa (760 mmHg) pressure (atmospheric). A higher boiling point is obtained by using a radiator pressure cap which permits the development of pressure within the cooling system.

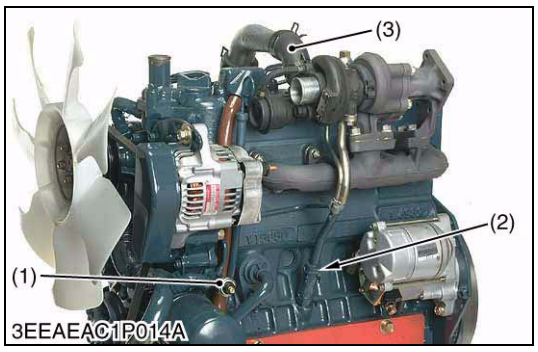
■ **NOTE**

- **The above data represents industrial standards that necessitate a minimum glycol content in the concentrated anti-freeze.**
- **When the coolant level drops due to evaporation, add fresh, soft water only to keep the anti-freeze mixing ratio less than 50 %. In case of leakage, add anti-freeze and fresh, soft water in the specified mixing ratio.**
- **Anti-freeze absorbs moisture. Keep unused anti-freeze in a tightly sealed container.**
- **Do not use radiator cleaning agents when anti-freeze has been added to the coolant.**
  (Anti-freeze contains an anti-corrosive agent, which will react with the radiator cleaning agent forming sludge which will affect the engine parts.)

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Turbocharger (equipped with Turbocharger Model)

⚠ CAUTION

- **While the engine is running and or just after it stops, the turbocharger is hot, be careful not to touch the turbocharger.**

■ NOTE

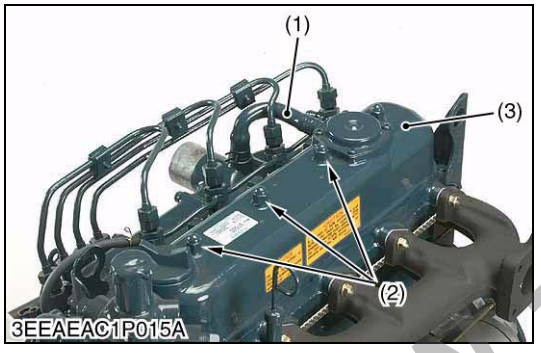
- **When detaching and attaching the turbocharger assembly, be very careful not to allow dust, dirt and other foreign matters in the oil pipes.**
- **When the turbocharger assembly has been replaced, pour fresh engine oil through the oil filter port of the turbocharger.**
- **Before starting the engine, make sure that the air cleaner position.**

1. Disconnect the intake hose (3).
2. Remove the oil switch (1).
3. Disconnect the pipe band (2).
4. Remove the exhaust manifold with turbocharger.

(1) Oil Switch
(2) Pipe Band
(3) Intake Hose

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(3) Cylinder Head and Valve



Cylinder Head Cover

1. Disconnect the breather hose (1).
2. Remove the cylinder head cover screw (2).
3. Remove the cylinder head cover (3).

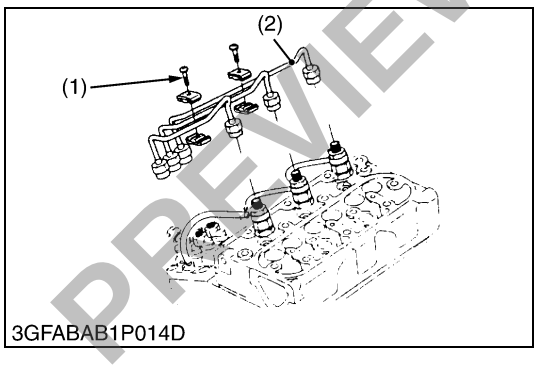
(When reassembling)

- Check to see if the cylinder head cover gasket is not defective.

Tightening torque	Cylinder head cover screw	6.9 to 8.8 N·m 0.7 to 0.9 kgf·m 5.1 to 6.5 ft-lbs

(1) Breather Hose
(2) Cylinder Head Cover Screw
(3) Cylinder Head Cover

W1028468



Injection Pipes

1. Loosen the screws to the pipe clamp (1).
2. Detach the injection pipes (2).

(When reassembling)

- Sent compressed air into the pipes to blow out dust. Then, reassemble the pipes in the reverse order.

Tightening torque	Injection pipe retaining nut	24.5 to 34.3 N·m 2.5 to 3.5 kgf·m 18.1 to 25.3 ft-lbs

(1) Pipe Clamp
(2) Injection Pipe

W1028640

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