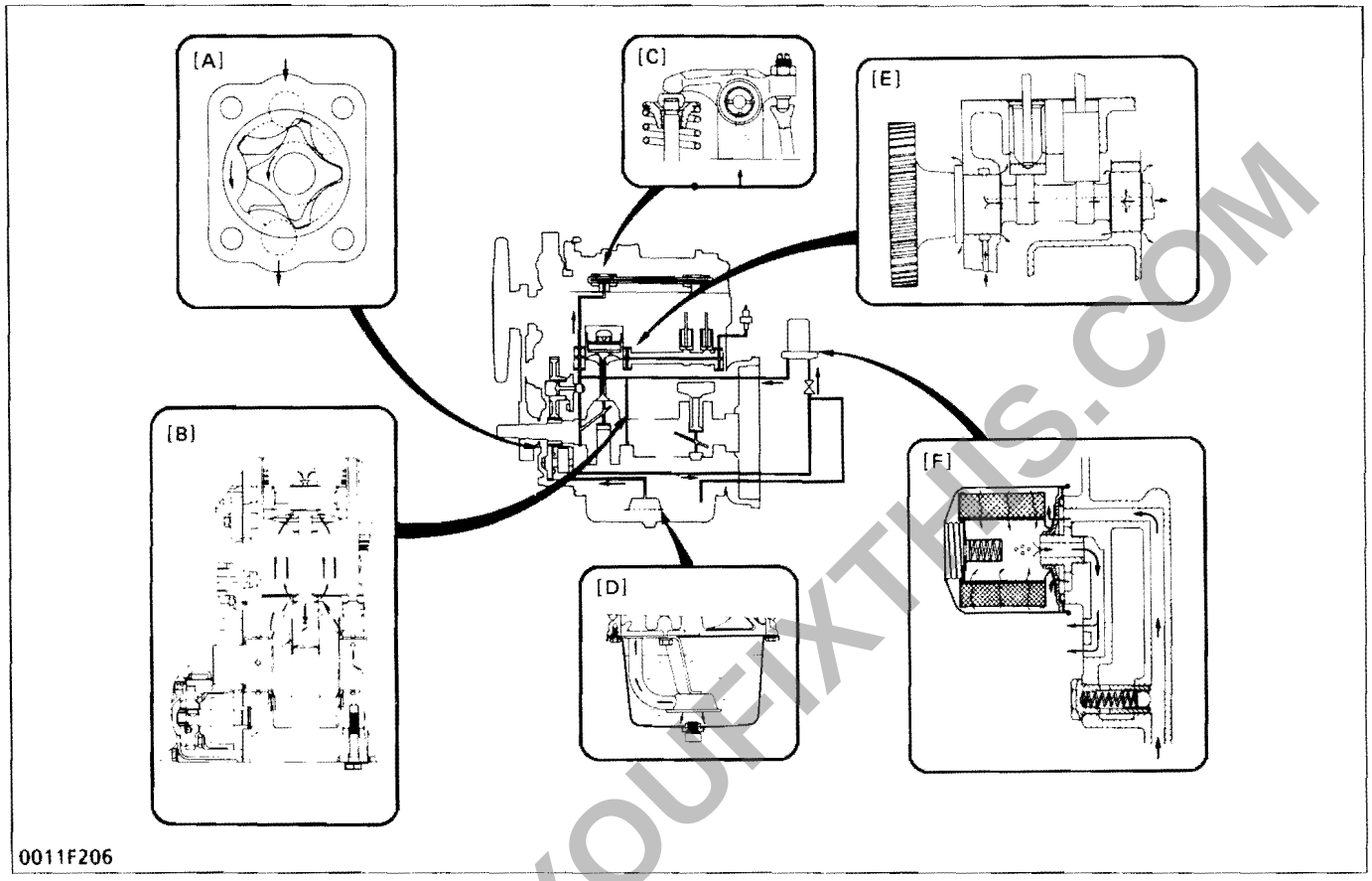
SPECIFICATIONS

Model			B9200HST-E(2WD)			B9200HST-D(4WD)		
Maximum PTO power			11.9 kw (16HP)*					
Engine gross H.P.			16.8 kw (22.5HP)*					
Engine	Model		V1200-A					
	Type		Vertical, water-cooled, 4-cycle diesel					
	Number of cylinders		4					
	Bore and stroke		75 mm × 70 mm (3.0 in. × 2.8 in.)					
	Total displacement		1237 cm^3(75.4 cu.in.)					
	Rated revolution		41.7 r/s (2500 rpm)					
	Maximum torque (Net)		69.1 N·m (7.05 kgf·m , 51.0 ft-lbs)					
	Combustion chamber		Spherical type					
	Fuel injection pump		Bosch K type mini pump (NP-PFR4KD50/2NP4)					
	Governor		Centrifugal ball mechanical governor					
	Injection nozzle		Bosch throttle type (ND-DN12SD12)					
	Injection timing		0.44rad. (25°)before T.D.C.					
	Injection order		1-3-4-2					
	Injection pressure		13.73 MPa(140kgf/cm^2, 1991 psi)					
	Compression ratio		22					
	Lubricating system		Forced lubrication by pump					
	Cooling system		Pressurized radiator,Forced circulation with water pump					
	Starting system		Electric starting with cell starter (12V,1.0kW)					
	Alternator		12V,150W					
	Battery		12V,65Ah eq.					
	Fuel		Diesel fuel No.1-D [below-10°C (15°F)] Diesel fuel No. 2-D [above-10°C (15°F)] (ASTM D975)					
	Lubricating oil		MIL-L-46152 or MIL-L-2104C, API service class. CC or CD					
Capacities	Fuel tank		20 ℓ (5.3 U.S.gals,4.4 Imp.gals)					
	Engine crankcase		4.2 ℓ (4.4 U.S.qts., 3.7 Imp.qts.)					
	Engine coolant		3.9 ℓ (4.1 U.S.qts., 3.4 Imp.qts.)					
	Transmission case		18 ℓ (19 U.S.qts., 15.8 Imp.qts.)					
	Steering box (manual)		0.2 ℓ (0.2 U.S.qts., 0.2 Imp.qts.)					
	Front axle diff. case		—			2.1 ℓ (2.2 U.S.qts., 1.8 Imp.qts.)		
	Front axle gear case		—			0.5 ℓ (0.5 U.S.qts., 0.5 Imp.qts.)		
Tire size	Front tires		Farm 4.00-12	Farm 6.50-10	Turf 23×8.5-12	Farm 6-12	Farm 6-12	Turf 24×8.5-12
	Rear tires		8.3-24	12.4-16	13.6-16	8.3-24	12.4-16	13.6-16
Dimensions	Overall length	mm (in.)	2780(109.4)					
	Overall width	mm (in.)	1095 (43.1) 1135 (44.7)	1365 (53.7)	1405 (55.3)	1095 (43.1) 1135 (44.7)	1365 (53.7)	1405 (55.3)
	Overall height with muffler	mm (in.)	1890 (74.4)	1900 (74.8)	1925 (75.8)	1890 (74.4)	1900 (74.8)	1920 (79.6)
	Wheel base	mm (in.)	1575(62)					
	Min. ground clearance	mm (in.)	235 (9.3) (Mid PTO case)					
	Tread	Front mm (in.)	830 (32.7)	905 (35.6)	900 (35.4)			935 (36.8)
		Rear mm (in.)	890(35.0) 930 (36.6)	1050 (41.3)		890 (35.0) 930 (36.6)	1050 (41.3)	

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[3] LUBRICATING SYSTEM



[A] Oil Pump
[B] Crankshaft and Piston
[C] Rocker Arm and Rocker Arm Shaft
[D] Oil Strainer
[E] Camshaft
[F] Oil Filter Cartridge and Relief Valve

This engine lubricating system consists of oil strainer, oil pump, relief valve, oil filter cartridge and oil switch.

The oil pump sucks lubricating oil from the oil pan through the oil strainer and the oil flows down to the filter cartridge, where it is further filtered.

Then the oil is force-fed to crankshaft, connecting rods, idle gear, camshaft and rocker arm shaft to lubricate each part.

Some part of oil, splashed by the crankshaft or leaking and dropping from gaps of each part, lubricates these parts: pistons, cylinders, small ends of connecting rods, tappets, push rods, inlet and exhaust valves and timing gears.

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[4] TIGHTENING TORQUES (GENERAL USE SCREWS, BOLTS AND NUTS)

Screws, bolts and nuts whose tightening torques are not specified in this Workshop Manual should be tightened according to the table below.

Grade / Unit / Nominal Dia.	* No-grade or 4T (4) SG00F004			7T (7)			9T (9)		
	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M6 (6 mm, 0.24 in.)	7.85 to 9.30	0.80 to 0.95	5.79 to 6.87	9.80 to 11.2	1.00 to 1.15	7.24 to 8.32	12.3 to 14.2	1.25 to 1.45	9.1 to 10.5
M8 (8 mm, 0.31 in.)	17.7 to 20.5	1.8 to 2.1	13.0 to 15.2	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
M10 (10 mm, 0.39 in.)	39.2 to 45.0	4.0 to 4.6	29.0 to 33.2	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	60.8 to 70.5	6.2 to 7.2	44.9 to 52.1
M12 (12 mm, 0.47 in.)	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	77.5 to 90.1	7.9 to 9.2	57.2 to 66.5	103 to 117	10.5 to 12.0	76.0 to 86.8
M14 (14 mm, 0.55 in.)	108 to 125	11.0 to 12.8	79.6 to 92.5	124 to 147	12.6 to 15.0	91.2 to 108	167 to 196	17.0 to 20.0	123 to 144
M16 (16 mm, 0.63 in.)	167 to 191	17.0 to 19.5	123 to 141	196 to 225	20.0 to 23.0	145 to 166	260 to 303	26.5 to 31.0	192 to 224
M18 (18 mm, 0.71 in.)	245 to 284	25.0 to 29.0	181 to 210	275 to 318	28 0 to 32.5	203 to 235	343 to 401	35.0 to 41.0	254 to 297
M 20 (20 mm, 0.79 in.)	334 to 392	34.0 to 40.0	246 to 289	368 to 431	37.5 to 44.0	272 to 318	490 to 568	50.0 to 58.0	362 to 420

* The figures on the table above are indicated the top of screw or bolt.

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[3] LUBRICANTS

<table>
<tr><th>Place</th><th>Capacity</th><th>Lubricants</th></tr>
<tr><td>Engine crankcase</td><td>4.2ℓ
4.4 U.S. qts
3.7 Imp.qts</td><td>Engine oil: API Service Class. CC or CD.
MIL-L-2104C or MIL-L-46152
Below 0°C (32°F) SAE10W or 10W-30
0°C to 25°C (32° to 77°F) SAE20 or 10W-30
Above 25°C (77°F) SAE30 or 10W-30</td></tr>
<tr><td>Transmission</td><td>18ℓ
19 U.S. qts
15.8 Imp.qts</td><td>Multi-grade transmission fluid
The fluid listed below or equivalent are recommended.
<table><tr><th>Maker</th><th>Brand Name</th></tr><tr><td>Exxon</td><td>Torque Fluid 56</td></tr><tr><td>Shell</td><td>DONAX TD,TM</td></tr><tr><td>Union</td><td>Hydraulic / Tractor Fluid</td></tr><tr><td>Mobil</td><td>Mobil Fluid 423,350</td></tr></table></td></tr>
<tr><td>Front axle differential case (4WD)</td><td>2.1ℓ, 2.2 U.S. qts
1,85 Imp.qts</td><td>Gear oil SAE 80 or SAE 90</td></tr>
<tr><td>Front axle gear case (Right and left) (4WD)</td><td>0.5ℓ, 0.5 U.S. qts
0.5 Imp.qts</td><td>Gear oil SAE 80 or SAE 90</td></tr>
<tr><td>Steering gear box (Manual steering)</td><td>0.2ℓ, 0.2 U.S. qts
0.2 Imp.qts</td><td>Gear oil SAE 80 or SAE 90</td></tr>
<tr><td>King pins (2WD)
Center pin
Pedal shaft
Clutch release hub
Seat adjuster</td><td>Moderate amount</td><td>SAE multi-purpose type grease</td></tr>
</table>

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TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	• No fuel	Replenish fuel	—
	• Air in the fuel system	Vent air	S.G-23
	• Water in the fuel system	Replace fuel and repair or replace fuel system	—
	• Fuel pipe clogged	Clean	—
	• Fuel filter clogged	Clean or replace	S.G-12
	• Excessive high viscosity of fuel or engine oil at low temperature	Use the specified fuel or engine oil	S.G-3, 23
	• Fuel with low cetane number	Use the specified fuel	S.G-23
	• Fuel leak due to loose injection pipe retaining nut	Tighten nut	S.1-15
	• Incorrect injection timing	Adjust	S.1-51
	• Fuel camshaft worn	Replace	S.1-23
	• Injection nozzle clogged	Clean	S.1-54
	• Injection pump malfunctioning	Repair or replace	S.1-52
	• Fuel lift pump malfunctioning	Repair or replace	S.1-18
	• Seizure of crankshaft, camshaft, piston, cylinder liner or bearing	Repair or replace	—
	• Compression leak from cylinder	Check compression pressure	S.1-12
	• Improper valve seat alignment, valve spring broken, valve seized	Repair or replace	S.1-18
	• Improper valve timing	Correct or replace timing gear	S.1-22
	• Piston ring and liner worn	Replace	S.1-40
	• Excessive valve clearance	Adjust	S.1-14
[Starter Does Not Run]	• Battery discharged	Charge	S.G-21
	• Starter malfunctioning	Repair or replace	S.9-5
	• Starter switch malfunctioning	Repair or replace	—
	• Wiring disconnected	Connect	M.9-2
	• Safety switch malfunctioning	Replace	S.2-3, S.9-4
Engine Revolution Is Not Smooth	• Fuel filter clogged or dirt	Clean or replace	S.G-12
	• Air cleaner clogged	Clean or replace	S.G-9
	• Fuel leak due to loose injection pipe retaining nut	Tighten nut	S.1-15
	• Injection pump malfunctioning	Repair or replace	S.1-52
	• Incorrect nozzle opening pressure	Adjust	S.1-53
	• Injection nozzle stuck or clogged	Repair or replace	S.1-54
	• Fuel over flow pipe clogged	Clean	—
	• Governor malfunctioning	Repair	—
Either White or Blue Exhaust Gas Is Observed	• Excessive engine oil	Reduce to the specified level	S.G-6
	• Piston ring and liner worn or stuck	Repair or replace	S.1-40
	• Incorrect injection timing	Adjust	S.1-51
	• Deficient compression	Check compression pressure	S.1-12

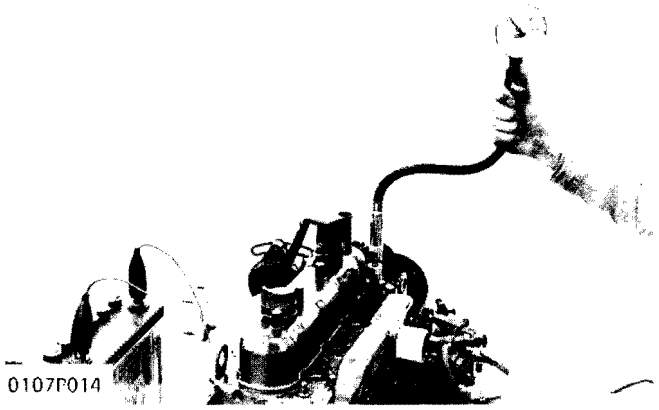
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CHECKING, DISASSEMBLING AND SERVICING

[1] ENGINE BODY

CHECKING AND ADJUSTING



Compression Pressure

1. Warm up the engine and stop it.
2. Remove the air cleaner and the muffler.
3. Remove the nozzle holders from all the cylinders. (See page S.1-16)
4. Set a compression tester **(Code No. 07909-30203)** to the nozzle holder hole.
5. Cut the fuel (pull the stop lever), and run the engine for 5 to 10 seconds (at 200 to 300 rpm) and read the maximum pressure.
   Execute the test at least twice.
6. If the compression pressure is less than the allowable limit, pour a small amount of engine oil through the nozzle holder hole and test again.
7. If the compression pressure reaches to the allowable limit, check the cylinder liner and the piston rings.
   If not, check the top clearance, valve and cylinder head.

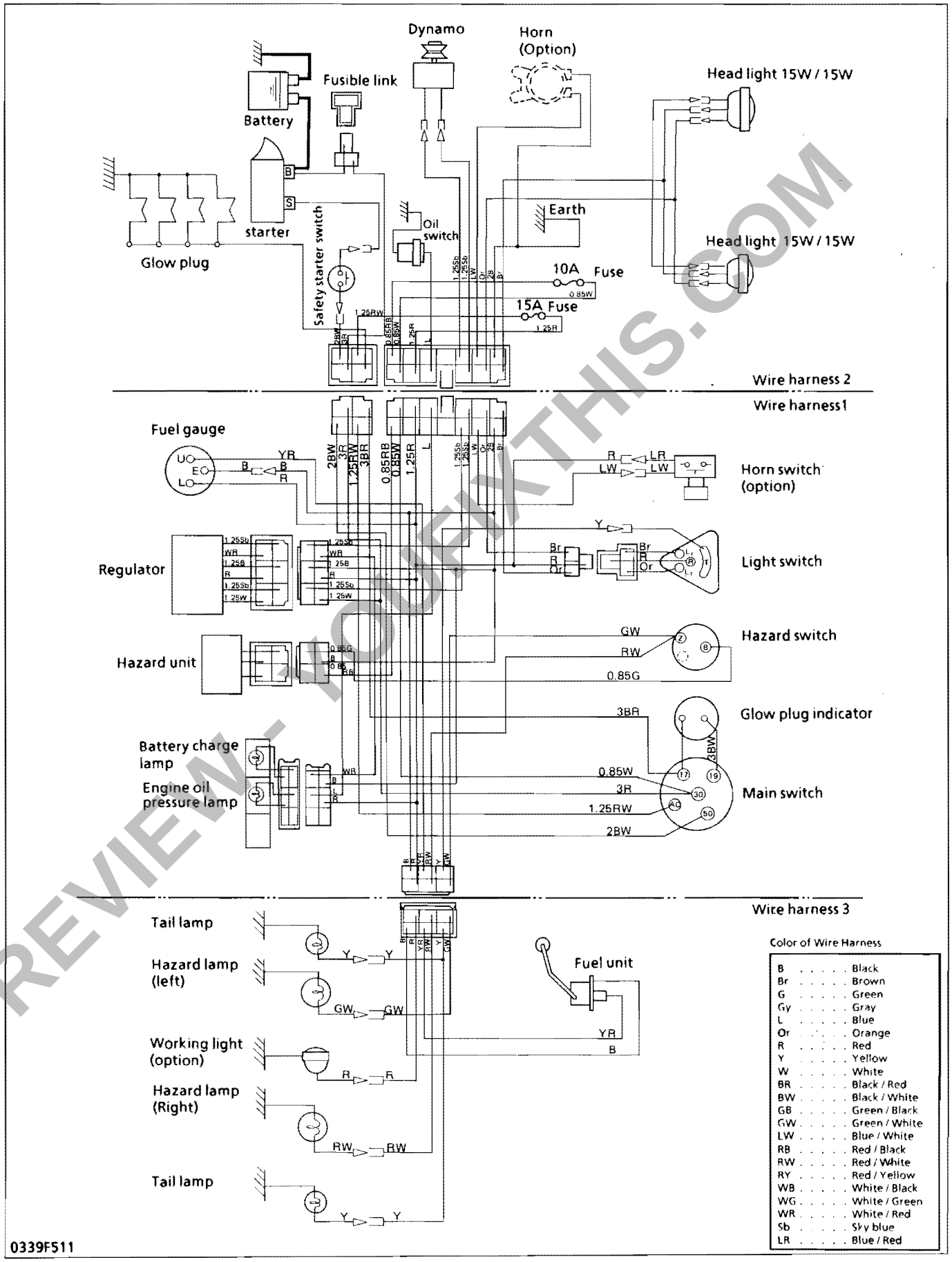
■ NOTE

- **For the test, use a fully charged battery and the specified valve clearance.**
- **Variances in cylinder compression values should be under 10%.**

Compression pressure	Factory spec.	3.09 MPa 31.5 kgf/cm² 448 psi
	Allowable limit	2.32 MPa 23.7 kgf/cm² 337 psi

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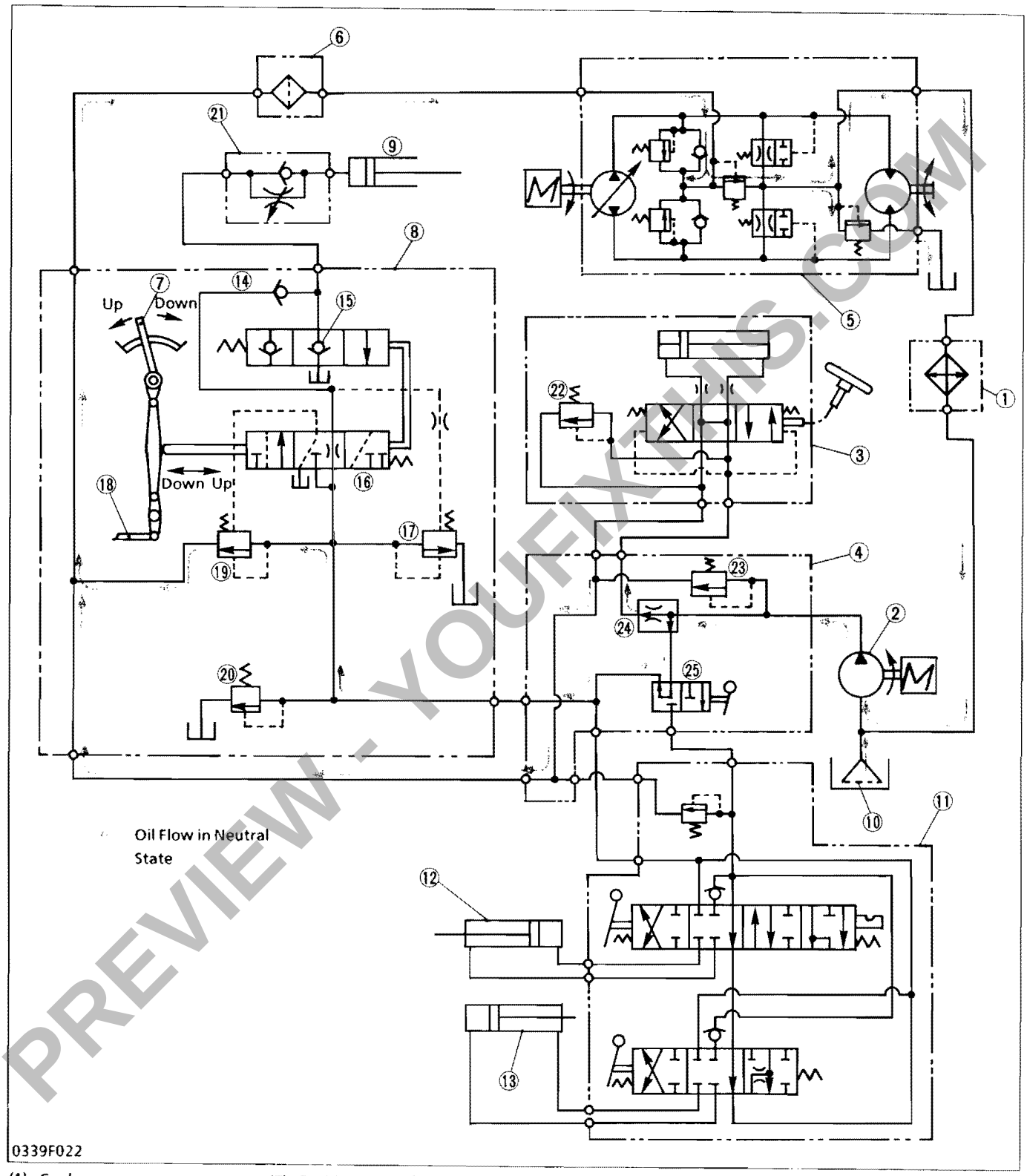
Color of Wire Harness

B	Black
Br	Brown
G	Green
Gy	Gray
L	Blue
Or	Orange
R	Red
Y	Yellow
W	White
BR	Black / Red
BW	Black / White
GB	Green / Black
GW	Green / White
LW	Blue / White
RB	Red / Black
RW	Red / White
RY	Red / Yellow
WB	White / Black
WG	White / Green
WR	White / Red
Sb	Sky blue
LR	Blue / Red

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■ Hydraulic Circuit



(1) Cooler
(2) Hydraulic Pump
(3) Power Steering (Optional)
(4) Hydraulic Block Type Outlet
(5) HydrostaticTransmission (HST)
(6) Oil Filter (10 µm, 400 µin.)
(7) Position Control Lever
(8) Control Valve
(9) Hydraulic Cylinder
(10) Oil Strainer
(11) Front Loader Control Valve (Optional)
(12) Boom Cylinder (Optional)
(13) Bucket Cylinder (Optional)
(14) Check Valve **1**
(15) Check Valve **2**
(16) Main Control Valve
(17) Unload Valve **2** (for shockless)
(18) Feedback Rod
(19) Unload Valve **1** (for unloading)
(20) Relief Valve
(21) Lowering Speed Control Valve
(22) Relief Valve
(23) Relief Valve
(24) Flow Priority Valve
(25) Directional Valve

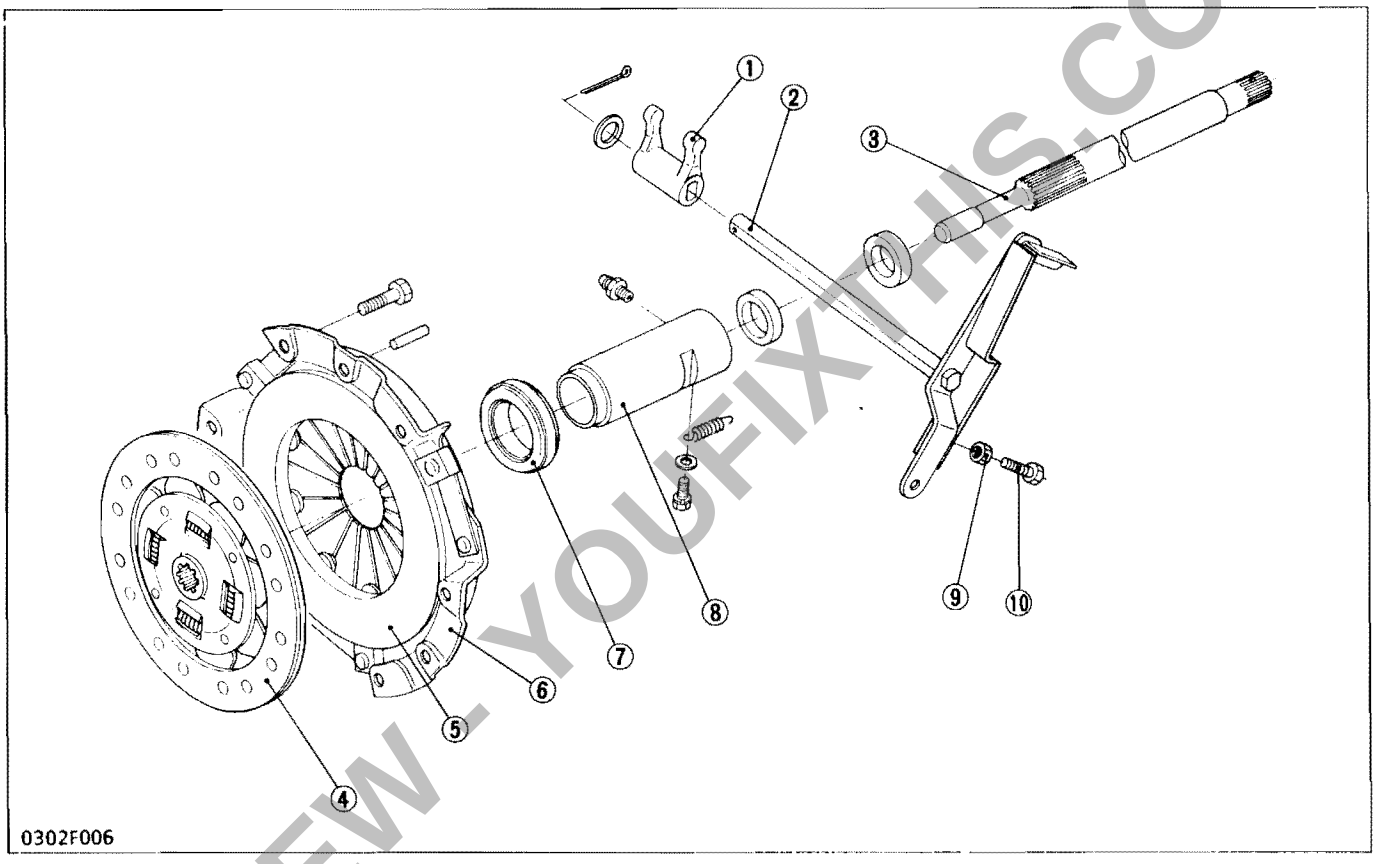
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2 CLUTCH

The clutch is located between the engine and the transmission and is operated by stepping on the clutch pedal. When the clutch pedal is depressed, the clutch is disengaged. And when it is released, the clutch is engaged and power from the engine is transmitted to the transmission. This tractor is equipped with a single plate clutch.

[1] DRY TYPE, SINGLE PLATE CLUTCH

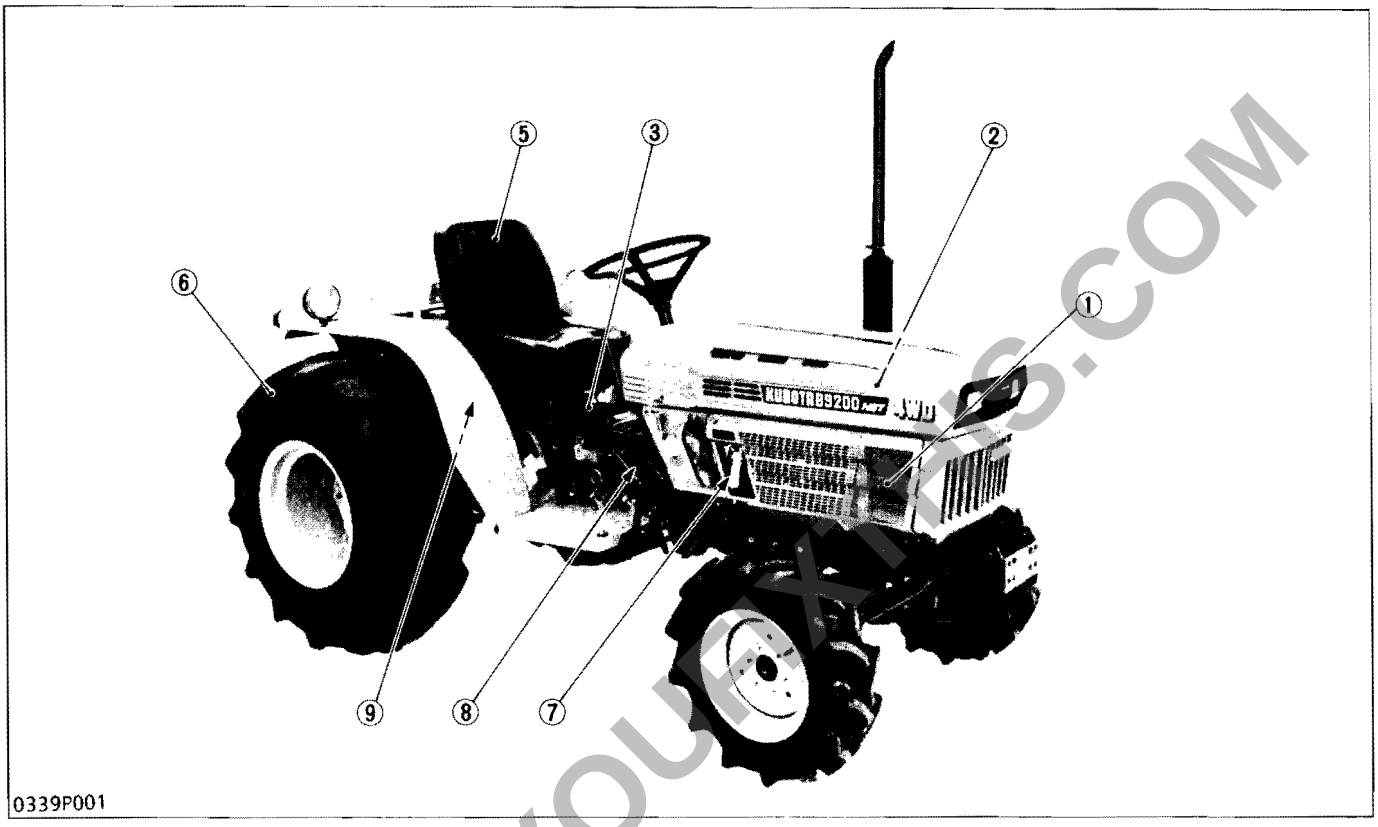


(1) Clutch Release Fork
(2) Clutch Rod
(3) Propeller Shaft
(4) Clutch Disc Assembly
(5) Pressure Plate
(6) Clutch Cover
(7) Clutch Release Bearing
(8) Release Bearing Holder
(9) Lock Nut
(10) Clutch Adjusting Bolt

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F FEATURES



0339P001

(1) Safety Cover

All moving engine parts are completely covered for safety.

(2) Vertical, Water-Cooled, 4-Cylinder Diesel Engine

Model V1200-A engine has a reserved power. Torque output is high from low to high speeds. The 4 - cylinder engine distributes the combustion pattern for smooth, low-vibration operation. Glow plugs for cold weather starting are standard.

(3) Transmission

The automatic hydrostatic transmission. With a fixed engine speed, tractor speed can be chosen freely while maintaining forward and reverse. Also this tractor has 3 speed range transmission.

(4) Brakes

Large brakes provide positive, effortless stopping power. Brakes can be depressed and then secured with a locking lever to act as a parking brake.

(5) Spring-Suspended Bucket Seat

High efficiency spring suspension absorbs ground shock and reduces fatigue.

"One-Touch" lever control adjusts seat over a range of 60 mm (2.36 in.). The seat locks into 4 different positions by 20 mm (0.79 in.).

(6) New Power-Torque Tires

New open lug pattern assures a better bite on the ground for increased traction force.

Stability is substantially improved under any ground conditions.

Turf tires are square type that least wound the lawn.

(7) Hydraulic Pump

This hydraulic pump provides high efficiency to all hydraulic powered implements.

Hydraulic pump capacity is 27 ℓ / min. (7.1 U.S. GPM, 5.9 Imp. GPM)

(8) Hydraulic Block Type Outlet

Hydraulic block type outlet feeds oil in three directions.

- To front-mounted implements (front loader, etc.)
- To power steering
- To rear-mounted implements

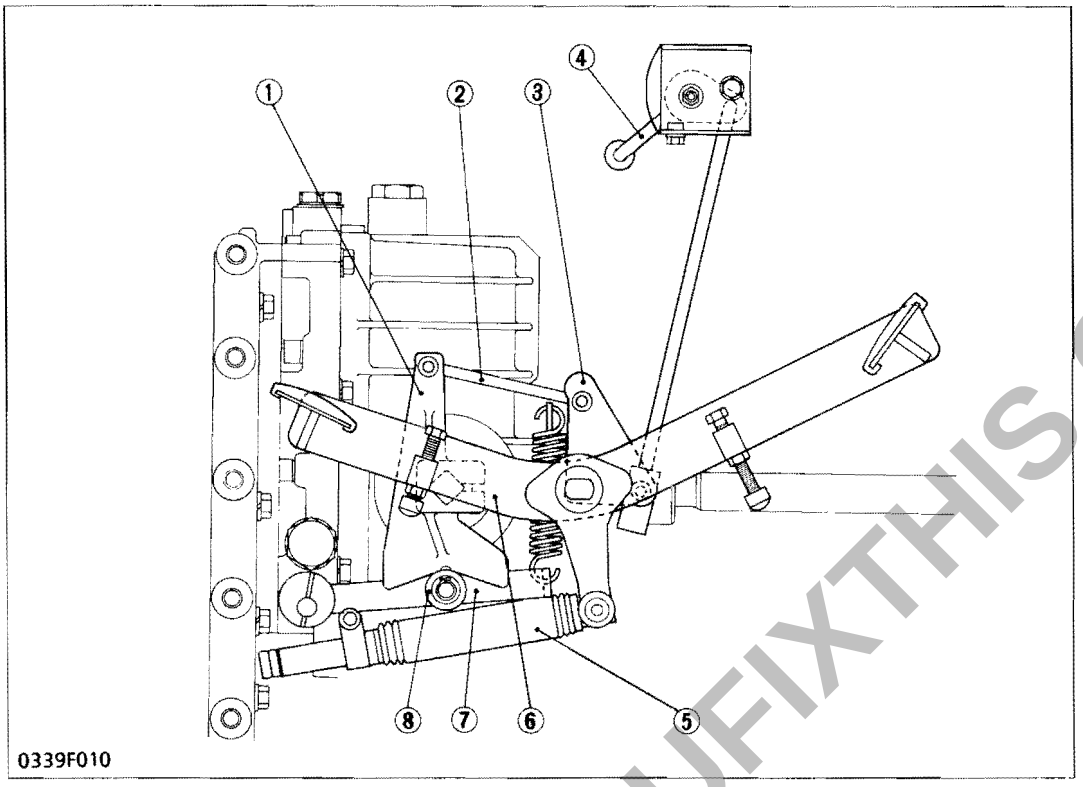
(9) Position Control Valve

This position control valve has a shockless mechanism for smooth and comfortable operation of three point hydraulic system.

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[1]-5 CONTROL LINKAGE



(1) Neutral Holder
(2) Speed Control Rod
(3) Rod Guide
(4) Speed Set Device
(5) Damper
(6) Speed Control Pedal
(7) Neutral Holder Arm
(8) Roller

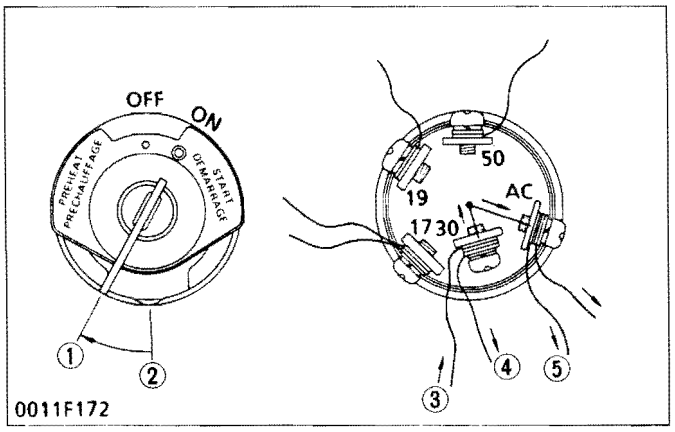
The speed control pedal (6) and the trunnion shaft of variable swashplate are linked with the rod guide (3), the speed control rod (2) and the neutral holder (1). As the front footrest of the pedal is depressed, the swashplate rotates and forward traveling speed increases. Depressing the rear footrest increases reverse speed.

The roller (8) on the neutral holder arm (7) hanged with spring seats the detent of the neutral holder(1) so that the neutral holder returns to neutral. Then, the swashplate is returned to neutral with the neutral holder, when the pedal is released. The damper (5) connected to the rod guide (3) restricts the movement of the linkage to prevent abrupt operation or reversing.

The speed set device (4) linked to the rod guide (3) enables the linkage not to return to neutral and to keep a certain forward speed while the speed control pedal (6) is released.

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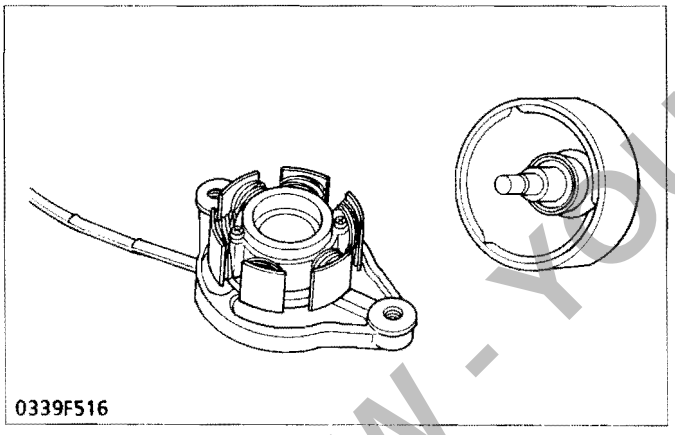
(1) **ON** Position
(2) **OFF** Position
(3) From Battery
(4) To Regulator
(5) To Oil Lamp
(6) To Regulator

■ **ON**

At any position of the key except **OFF** position, the current is supplied to the other load.

[3] CHARGING SYSTEM

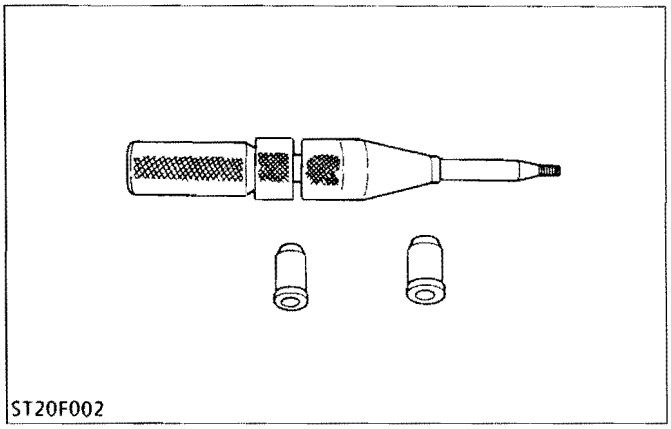
(1) AC Dynamo



This dynamo is an 6-6 pole rotating magnet type generator. It is simple in construction, consisting of a stator and rotor. The rotor is made up of six permanent magnet pole pieces assembled on a shaft and rotates on the center of the stator around which six electromagnetic coils are provided. This dynamo produces higher voltage in slow speed rotation, and charges electric current to the battery during engine idling.

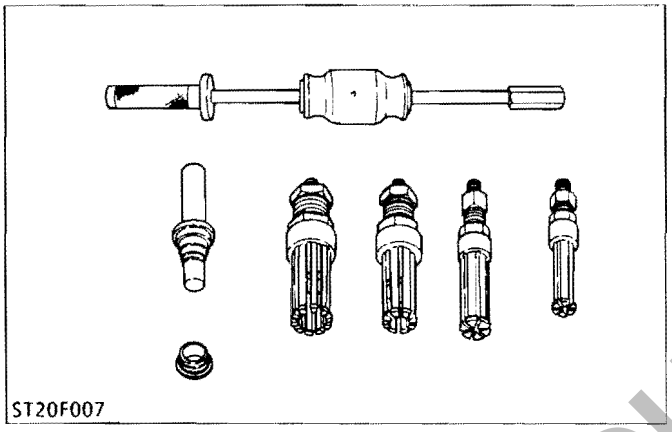
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ST20F002

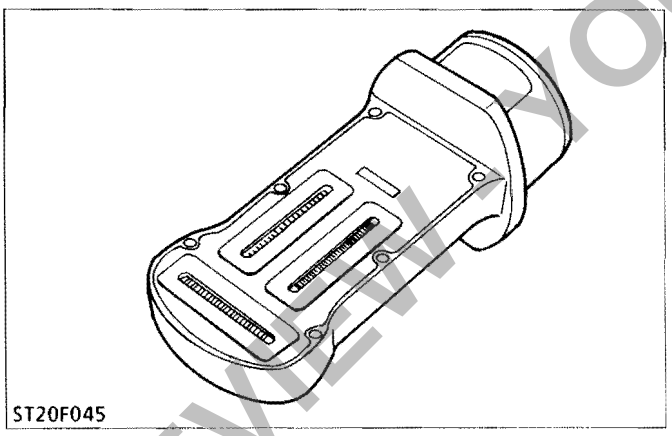
Clutch Center Tool (For B and L Series Tractors)

Code No.: 07916-51051
Application: The clutch center tool can be used for all B and L series tractors with a diaphragm clutch by changing tip guides.


ST20F007

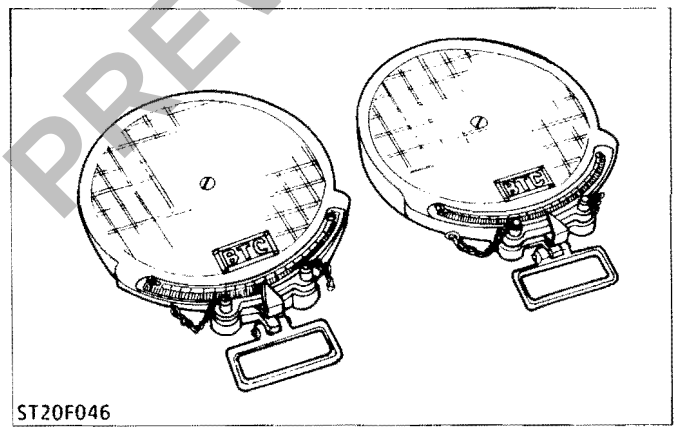
Knuckle Spindle Bushing Replacement Tool

Code No.: 07916-51030
Application: This allows easy press fitting and removal of knuckle spindle bushing for front axle without use of press.


ST20F045

Camber, Caster and Kingpin Gauge

Code No.: 07909-31691
Application: This allows easy measurement of camber angle, caster angle and kingpin inclination for all tractor models.



ST20F046

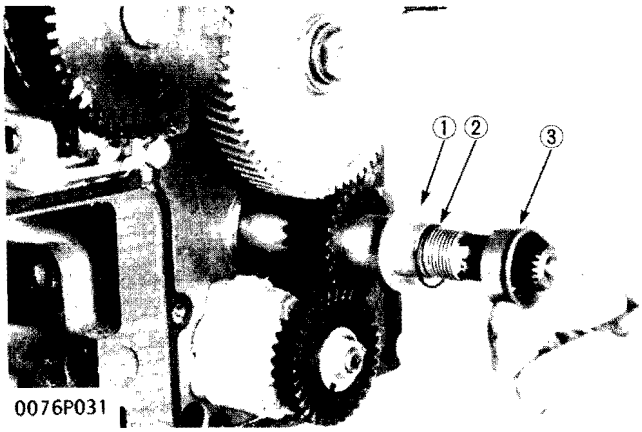
Turning Radius Gauge

Code No.: 07909-31701
Application: This allows easy measurement of steering angle for all tractor models.

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(3) Camshaft and Fuel Camshaft



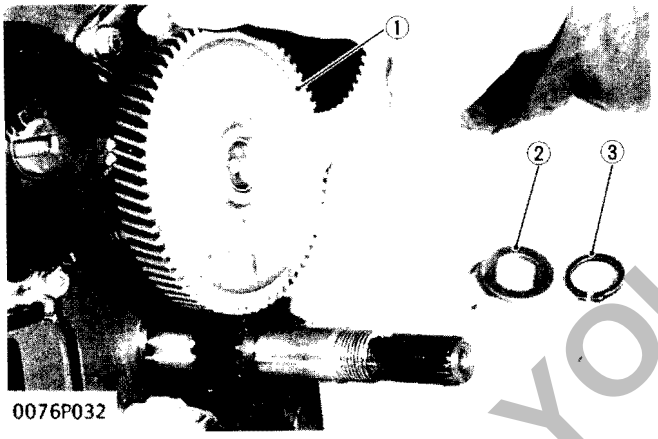
(1) Crankshaft Oil Slinger
(2) O-ring
(3) Crankshaft Collar

Crankshaft Oil Slinger

1. Remove the crankshaft collar (3).
2. Remove the O-ring (2).
3. Remove the crankshaft oil slinger (1).

(When reassembling)

- Be careful not to damage the O-ring.



(1) Idle Gear
(2) Idle Collar **2**
(3) External Snap Ring

Idle Gear

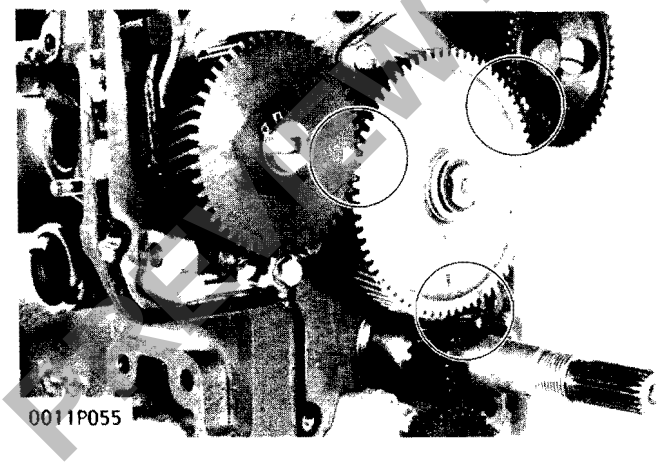
1. Remove the external snap ring (3).
2. Remove the idle collar **2** (2) and idle gear (1).
3. Remove the idle gear collar **1**.

(When reassembling)

Tightening torque	Idle gear shaft mounting screw	9.8 to 11.3 N·m 1.00 to 1.15 kgf·m 7.2 to 8.3 ft-lbs

■ IMPORTANT

- **When installing the idle gear, be sure to align the alignment marks on gears.**
  Idle gear and crank gear (Alignment mark ".")
  Idle gear and camshaft gear (Alignment mark "..")
  Idle gear and injection pump gear (Alignment mark ".:")



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SERVICING SPECIFICATIONS

MECHANICAL TRANSMISSION

Item		Factory Specification	Allowable Limit
Gears	Backlash	0.10 to 0.20 mm 0.004 to 0.008 in.	0.4 mm 0.016 in.
24T Gear to PTO Shift Fork	Clearance	0.10 to 0.30 mm 0.004 to 0.012 in.	0.5 mm 0.020 in.
16T-29T Gear to Shift Fork	Clearance	0.10 to 0.35 mm 0.004 to 0.013 in.	0.5 mm 0.020 in.
Shifter to Shift Fork	Clearance	0.10 to 0.35 mm 0.004 to 0.013 in.	0.5 mm 0.020 in.
18T Gear to 3rd Shaft	Clearance	0.009 to 0.059 mm 0.0004 to 0.0023 in.	0.10 mm 0.0039 in.
3rd Shaft	O.D.	27.987 to 28.000 mm 1.1019 to 1.1024 in.	—
18T Gear	I.D.	32.009 to 32.034 mm 1.2602 to 1.2612 in.	—
Needle	O.D.	1.994 to 2.000 mm 0.0785 to 0.0787 in.	—
12T Gear to 3rd Shaft	Clearance	0.007 to 0.053 mm 0.0003 to 0.0021 in.	0.10 mm 0.0039 in.
3rd Shaft	O.D.	21.987 to 22.000 mm 0.8657 to 0.8661 in.	—
12T Gear	I.D.	27.007 to 27.028 mm 1.0633 to 1.0641 in.	—
Needle	O.D.	2.494 to 2.500 mm 0.0982 to 0.0984 in.	—
27T Gear to 6th Shaft	Clearance	0.009 to 0.059 mm 0.0004 to 0.0023 in.	0.10 mm 0.0039 in.
6th Shaft	O.D.	27.987 to 28.000 mm 1.1019 to 1.1024 in.	—
27T Gear	I.D.	32.009 to 32.034 mm 1.2602 to 1.2612 in.	—
Needle	O.D.	1.994 to 2.000 mm 0.0785 to 0.0787 in.	—

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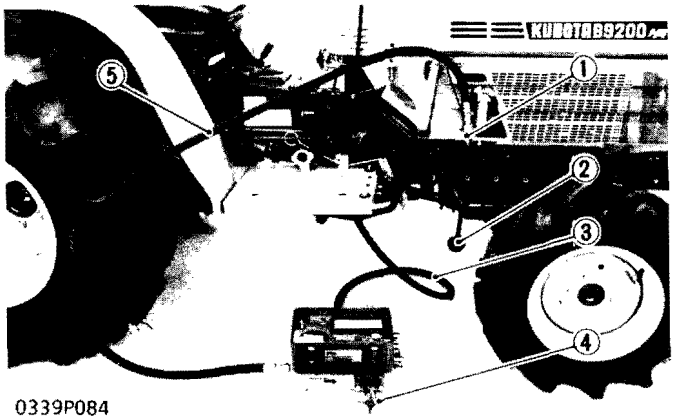
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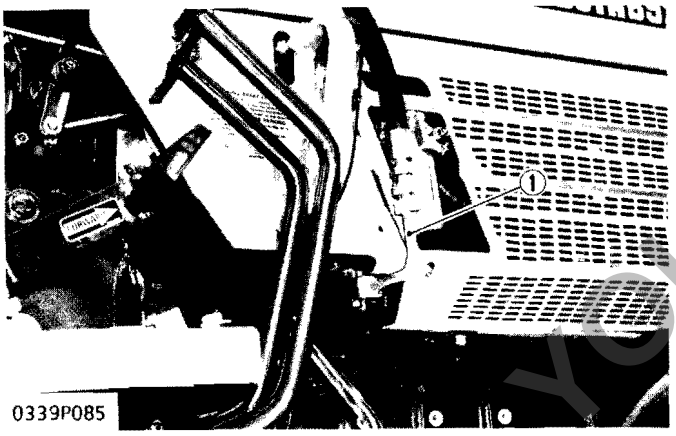
CHECKING, DISASSEMBLING AND SERVICING

[1] HYDRAULIC PUMP

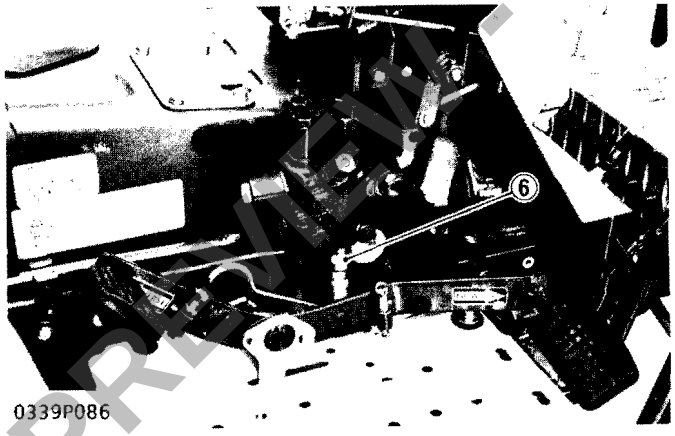
CHECKING AND ADJUSTING



0339P084



0339P085



0339P086

Flowmeter Connecting and Test Preparation

■ **IMPORTANT**

- **When using a flowmeter other than KUBOTA specified flowmeter (Code No.: 07916-52791), be sure to use the instructions with that flowmeter.**
- **In this hook-up, there is no relief valve. Therefore while testing, do not close the flowmeter loading valve completely.**

1. Disconnect the delivery pipe (2).
2. Install the adaptor **61** (1) to the pump outlet port.
3. Install the adaptor **68** (6) to the hydraulic block type outlet as shown in the photo.

(Reference)

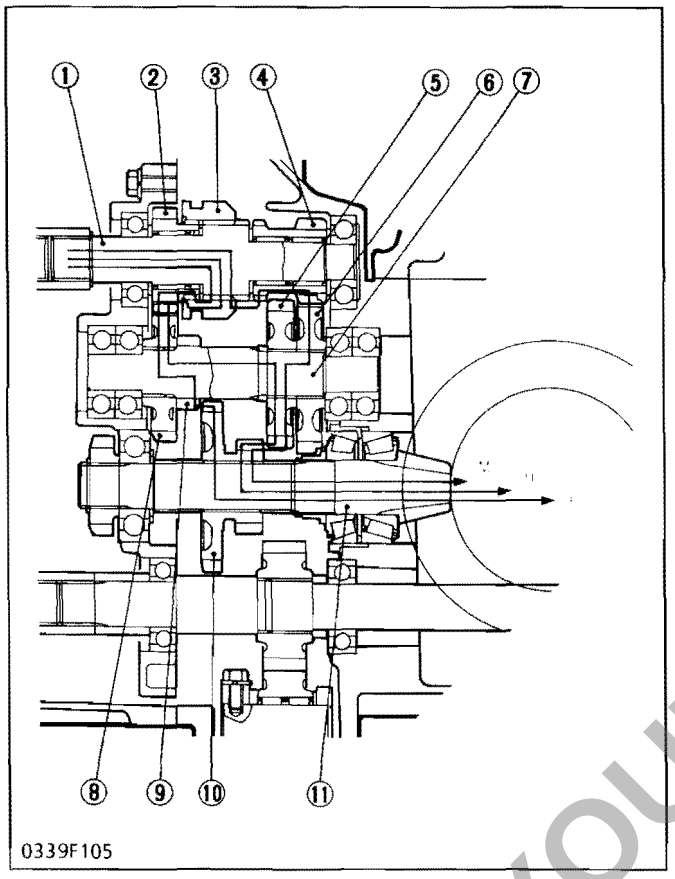
- Adaptors **61** and **68** are included in the adaptor set **(Code No.: 07916-54031)**.

4. Connect the hydraulic test hose (3) **(Code No.: 07916-52651**) to the adaptor **61** and flowmeter **(Code No.: 07916 -52791)** inlet port.
5. Connect the another hydraulic test hose (5) to flowmeter outlet port and hydraulic block type outlet.
6. Open the flowmeter loading valve (4) completely. (Turn counterclockwise)
7. Start the engine and set the engine speed at **2500 rpm.**
8. Slowly close the loading valve to generate the pressure approx. **14.7 MPa (150 kgf/cm², 2133 psi)**. Hold in this condition until oil temperature reaches **approx. 50°C (122°F).**

(1) Adaptor **61**
(2) Delivery Pipe
(3) Hose
(4) Loading Valve
(5) Hose
(6) Adaptor **68**

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(2) Range Selector Section (L-M-H)



Three kinds of power flow (from 3rd shaft to spiral bevel pinion shaft) are selected by operating the range selector lever to shift position of shifter (3) and 29T-15T gear (10).

■ Low Position

3rd Shaft (1)→Shifter (3)→18T Gear (2)→22T Gear (8)→4th shaft (7)→11T Gear (9)→29T-15T Gear (10)→Spiral Bevel Pinion shaft (11)

■ Middle Position

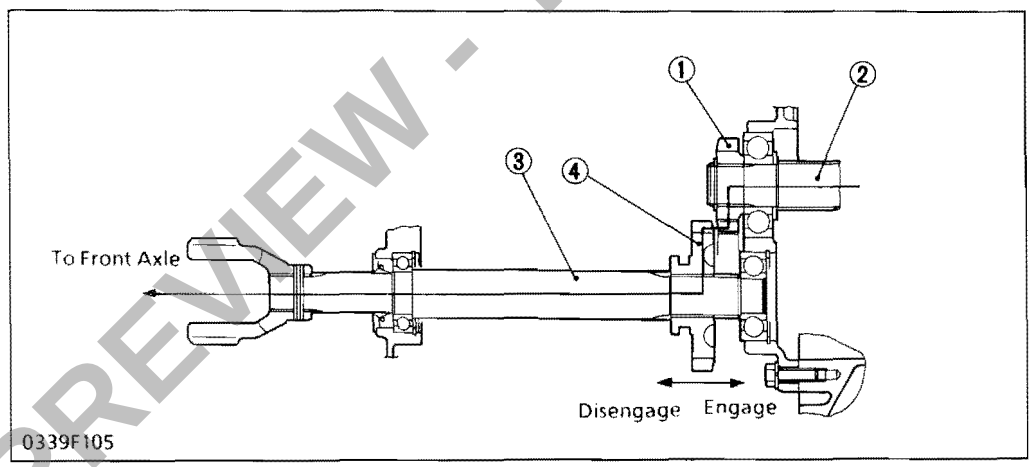
3rd Shaft (1)→Shifter (3)→13T Gear (4)→27T Gear (6)→4th Shaft (7)→25T Gear (5)→29T-15T Gear (10)→Spiral Bevel Pinion Shaft (11)

■ High Position

3rd Shaft (1)→Shifter (3)→18T Gear (2)→22T Gear (8)→4th Shaft (7)→25T Gear (5)→29T-15T Gear (10)→Spiral Bevel Pinion Shaft (11)

(1) 3rd Shaft
(2) 18T Gear
(3) Shifter
(4) 13T Gear
(5) 25T Gear
(6) 27T Gear
(7) 4th Shaft
(8) 22T Gear
(9) 11T Gear
(10) 29T-15T Gear
(11) Spiral Bevel Pinion Shaft

(3) Front Wheel Drive Section (4WD Type)



(1) 16T Gear
(2) Spiral Bevel Pinion shaft
(3) Front Drive shaft
(4) 27T Gear

The front wheel drive is used when greater traction power is required or to prevent the tractor from being pushed during rotary tilling of hard soil. 2-wheel drive or 4-wheel drive is selected by changing position of 27T gear (4) on the front drive shaft (3) with the front drive lever.

When the front drive lever is set to "Disengaged", 27T gear (4) is in neutral and power is not transmitted to the front drive shaft (3).

When the front drive lever is set to "Engaged", 27T gear (4) slides rearward to engage with 16T gear (1) on the spiral bevel pinion shaft (2). Therefore, the front drive shaft is actuated to drive the front wheels.

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