WSM

WORKSHOP MANUAL

TRACTOR,MOWER, FRONT LOADER

BX1870,BX2370,BX2670, RCK48-18BX,RCK54-23BX, RCK60B-23BX, RCK48P-18BX,RCK54P-23BX, RCK54D-26BX,RCK60D-26BX, LA203A,LA243A

Kubota

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KiSC issued 02, 2017 A

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3. SPECIFICATIONS

[1] BX TRACTOR

Model			BX1870D	BX2370D	BX2670D
PTO power			10.2 kW (13.7 HP)*	13.2 kW (17.7 HP)*	14.5 kW (19.5 HP)*
Engine	Maker		KUBOTA		
	Model		D722-E4-BX-1	D902-E4-BX-1	D1005-E4-BX-1
	Type		Indirect Injection, vertical, water-cooled, 4-cycle diesel		
	Number of cylinders		3		
	Bore and stroke		67 × 68 mm (2.64 × 2.68 in.)	72 × 73.6 mm (2.83 × 2.90 in.)	76 × 73.6 mm (2.99 × 2.90 in.)
	Total displacement		719 cm^3 (43.9 cu.in.)	898 cm^3 (54.8 cu.in.)	1001 cm^3 (61.1 cu.in.)
	Engine gross power		13.4 kW (18.0 HP)**	17.1 kW (23.0 HP)**	19.0 kW (25.5 HP)**
	Rated revolution		3200 min^{-1} (rpm)		
	Maximum torque		44.9 N·m (4.6 kgf·m, 33.1 lbf·ft)	56.1 N·m (5.7 kgf·m, 41.4 lbf·ft)	60.2 N·m (6.1 kgf·m, 44.4 lbf·ft)
	Battery		12 V, RC: 55 min., CCA: 450 A	12 V, RC: 80 min., CCA: 540 A	
	Fuel		Diesel fuel No. 1 [below −10 °C (14 °F)], Diesel fuel No. 2 [above −10 °C (14 °F)]		
Capacities	Fuel tank		25 L (6.6 U.S.gals, 5.5 Imp.gals)		
	Engine crankcase (with filter)		2.9 L (3.1 U.S.qts, 2.6 Imp.qts)	3.1 L (3.3 U.S.qts, 2.7 Imp.qts)	3.5 L (3.7 U.S.qts, 3.1 Imp.qts)
	Engine coolant		2.5 L (2.6 U.S.qts, 2.2 Imp.qts)	2.7 L (2.8 U.S.qts, 2.4 Imp.qts)	2.9 L (3.1 U.S.qts, 2.6 Imp.qts)
	Recovery tank		0.4 L (0.4 U.S.qts, 0.4 Imp.qts)		
	Transmission case		11.6 L (3.06 U.S.gals, 2.55 Imp.gals)		
Dimensions	Overall length (without 3P)		2035 mm (80.1 in.)	2120 mm (83.5 in.)	
	Overall length (with 3P)		2340 mm (92.1 in.)	2425 mm (95.5 in.)	
	Overall width (min. tread)		1145 mm (45.1 in.)		
	Overall height (with ROPS)		2190 mm (86.2 in.)	2215 mm (87.2 in.)	
	Overall height (Top of seat)		1230 mm (48.4 in.)	1255 mm (49.4 in.)	1330 mm (52.4 in.)
	Wheel base		1340 mm (52.8 in.)	1400 mm (55.1 in.)	
	Minimum ground clearance		150 mm (5.9 in.)	175 mm (6.9 in.)	
	Tread	Front	880 mm (34.6 in.)	930 mm (36.3 in.)	
		Rear	820 mm (32.2 in.)		
Weight (with ROPS)			610 kg (1345 lbs)	640 kg (1410 lbs)	665 kg (1466 lbs)
Clutch			N / A		
Travelling system	Tires	Front	16 × 7.50 – 8	18 × 8.50 – 10	
		Rear	24 × 12.00 – 12	26 × 12.00 – 12	
	Steering		Hydrostatic type power steering		
	Transmission		Main: hydrostatic transmission, High-Low gear shift (2 forward and 2 reverse)		
	Brake		Wet disk type		
	Min. turning radius (without brake)		2.18 m (7.15 feet)	2.3 m (7.5 feet)	

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4. LUBRICANTS, FUEL AND COOLANT

[1] BX Tractor

(1) Capacity Table

No.	Place	Capacity			Lubricants, fuel and coolant
		BX1870D	BX2370D	BX2670D	
1	Fuel	25.0 L 6.6 U.S.gals 5.5 Imp.gals			• No. 2-D diesel fuel • No. 1-D diesel fuel if temperature is below –10 °C (14 °F)
2	Cooling system with recovery tank	2.9 L 3.1 U.S.qts 2.6 Imp.qts	3.1 L 3.3 U.S.qts 2.7 Imp.qts	3.3 L 3.5 U.S.qts 2.9 Imp.qts	Fresh clean water anti-freeze
3	Engine crankcase*	2.9 L 3.1 U.S.qts 2.6 Imp.qts	3.1 L 3.3 U.S.qts 2.7 Imp.qts	3.5 L 3.7 U.S.qts 3.1 Imp.qts	**Engine oil** API Service Classification CF or higher • Below 0 °C (32 °F) SAE10W, SAE10W-30 or 15W-40 • 0 to 25 °C (32 to 77 °F) SAE20, SAE10W-30 or 15W-40 • Above 25 °C (77 °F) SAE30, SAE10W-30 or 15W-40
4	Transmission case	11.6 L 3.1 U.S.gals 2.6 Imp.gals			KUBOTA SUPER UDT fluid**
5	Front differential case	2.3 L 2.4 U.S.qts 2.0 Imp.qts	4.7 L 5.0 U.S.qts 4.1 Imp.qts		KUBOTA SUPER UDT fluid** or SAE80, SAE90 gear oil

Greasing				
No.	**Place**	**No. of greasing point**	**Capacity**	**Type of grease**
6	Battery terminal	2	Moderate amount	Multipurpose type Grease EP2 Grease (NLGI Grade No.2)
7	Speed control pedal	1	Until grease overflows	

*: Oil amount when the oil level is at the upper level of the oil level gauge.
**: The product name of KUBOTA genuine UDT fluid may be different from that in the Operator's Manual depending on countries or territories. Consult your local KUBOTA Dealer for further detail.

■ **IMPORTANT**
- **To prevent serious damage to hydraulic systems, use only KUBOTA genuine fluid or its equivalent.**

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6. MAINTENANCE CHECK LIST

[1] BX TRACTOR

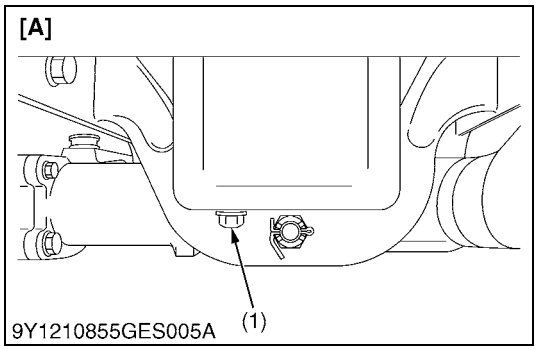
No.	Item		Service Interval									Since then	Reference page	important	
			50	100	150	200	250	300	350	400	450				
1	Engine oil	Change	★			☆				☆		every 200 Hr	G-21	*1	
2	Engine oil filter	Replace	★			☆				☆		every 200 Hr	G-21	*1	
3	Transmission oil filter	Replace	★			☆				☆		every 200 Hr	G-22	*1	
4	Transmission fluid	Change								☆		every 400 Hr	G-32		
5	Transmission strainer	Clean								☆		every 400 Hr	G-32		
6	Front axle case oil	Change								☆		every 400 Hr	G-33		
7	Front axle pivot	Adjust								☆		every 400 Hr	G-33		
8	Engine start system	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-23		
9	OPC system	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-24		
10	Greasing	–	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-24		
11	Wheel bolt torque	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-25		
12	Battery condition	Check		☆		☆		☆		☆		every 100 Hr	G-26	*7	
13	Air cleaner element	Clean		☆		☆		☆		☆		every 100 Hr	G-28	*2	@
		Replace										every 1000 Hr or 1 year	G-34	*3	
14	Fuel filter element	Check		☆		☆		☆		☆		every 100 Hr	G-29		@
		Replace										every 400 Hr	G-34	*6	
15	Fan belt	Adjust		☆		☆		☆		☆		every 100 Hr	G-29		
16	HST neutral spring	Adjust		☆		☆		☆		☆		every 100 Hr	G-29	*6	
17	Brake pedal	Adjust		☆		☆		☆		☆		every 100 Hr	G-30		
18	Radiator hose and clamp	Check										every 1 year	G-38	*4	
		Replace										every 4 years	G-39	*6	
19	Power steering oil line	Check										every 1 year	G-38	*4	
		Replace										every 4 years	G-39	*6	
20	Fuel line	Check										every 1 year	G-38	*4	@
		Replace										every 4 years	G-40	*6	
21	Intake air line	Check										every 1 year	G-39	*4	@
		Replace										every 4 years	G-40	*6	
22	Engine breather hose	Check										every 1 year	G-39	*4	
		Replace										every 4 years	G-40	*6	
23	Toe-in	Adjust				☆				☆		every 200 Hr	G-31		
24	Engine valve clearance	Adjust										every 800 Hr	1-S18	*6	
25	Fuel injection nozzle injection pressure	Check										every 1500 Hr	1-S24	*6	@
26	Injection pump	Check										every 3000 Hr	1-S23	*6	@
27	Cooling system	Flush										every 2000 Hr or 2 years	G-35	*5	
28	Coolant	Change										every 2000 Hr or 2 years	G-35	*5	
29	Fuel system	Bleed										Service as required	G-40		
30	Fuse	Replace											G-41		
31	Light bulb	Replace											G-41		

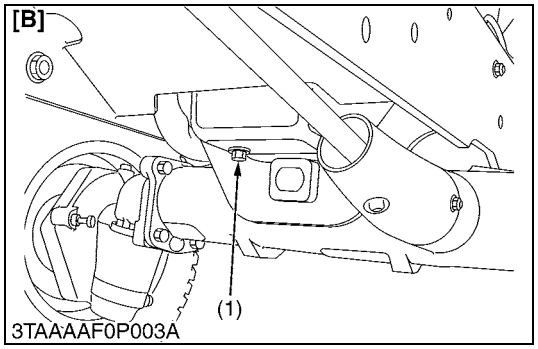
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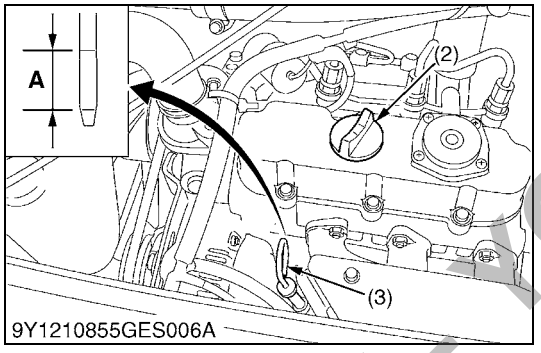
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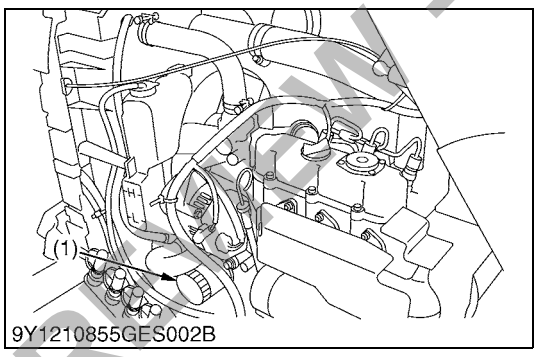
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(2) Check Points of Initial 50 Hours









Changing Engine Oil

CAUTION

To avoid personal injury:

- **Be sure to stop the engine and remove the key before changing the oil.**
- **Allow engine to cool down sufficiently, oil can be hot and can burn.**

1. To drain the used oil, remove the drain plug at the bottom of the engine and drain the oil completely into the oil pan.
   All the used oil can be drained out easily when the engine is still warm.
2. After draining reinstall the drain plug.
3. Fill with the new oil up to the upper notch on the dipstick.
4. Properly dispose of used oil.

Engine oil	Capacity	BX1870D	2.9 L 3.1 U.S.qts 2.6 Imp.qts
		BX2370D	3.1 L 3.3 U.S.qts 2.7 Imp.qts
		BX2670D	3.5 L 3.7 U.S.qts 3.1 Imp.qts

(1) Drain Plug
(2) Oil Inlet
(3) Dipstick

A: Oil level is acceptable within this range.
[A] BX1870D
[B] BX2370D and BX2670D

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Replacing Engine Oil Filter

CAUTION

- **Be sure to stop the engine before changing oil filter cartridge.**
- **Allow engine to cool down sufficiently, oil can be hot and can burn.**

1. Remove the oil filter.
2. Put a film of clean engine oil on the rubber seal of the new filter.
3. Tighten the filter quickly until it contacts the mounting surface. Tighten filter by hand an additional 1/2 turn only.
4. After the new filter has been replaced, the engine oil normally decrease a little. Make sure that the engine oil does not leak through the seal and be sure to check the oil level on the dipstick. Then, fill the engine oil up to the specified level.
5. Properly dispose of used oil.

IMPORTANT

- **To prevent serious damage to the engine, use only a KUBOTA genuine filter.**

(1) Engine Oil Filter Cartridge

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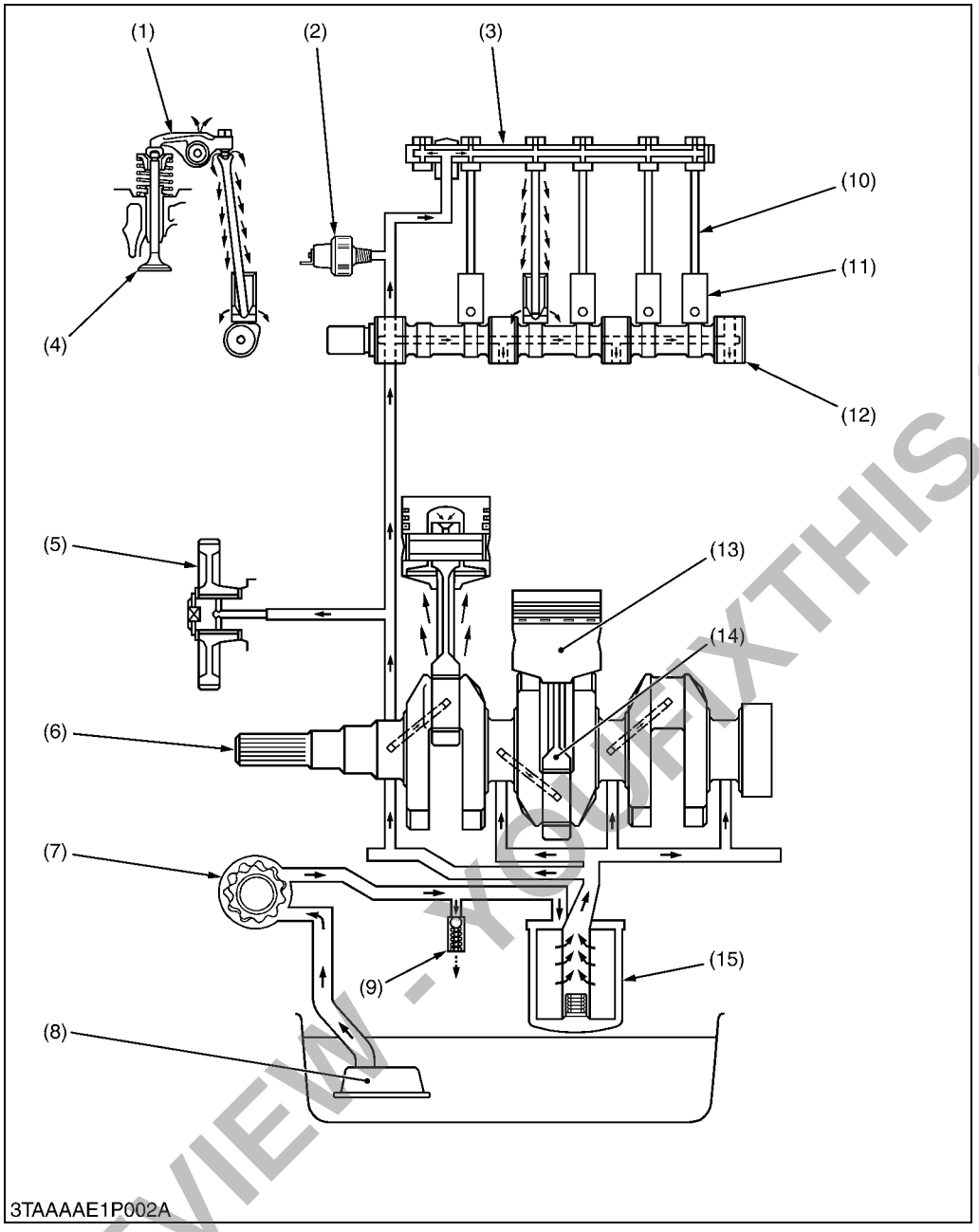
1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Fill the fuel	G-9
	Air in the fuel system	Bleed	G-40
	Water in the fuel system	Change fuel and repair or replace fuel system	–
	Fuel line clogged	Clean	G-29
	Fuel filter clogged	Change	G-34
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	G-9
	Fuel with low cetane number	Use specified fuel	G-9
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S30
	Incorrect injection timing	Adjust	1-S22
	Fuel camshaft worn	Replace	1-S36
	Injection nozzle clogged	Clean or replace	1-S30
	Injection pump malfunctioning	Replace	1-S35
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or replace	1-S37, 1-S40
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	1-S17, 1-S31
	Improper valve timing	Correct or replace timing gear	1-S36
	Piston ring and cylinder worn	Replace	1-S38
	Excessive valve clearance	Adjust	1-S18
Starter Does Not Run	Battery discharged	Charge	G-26
	Starter malfunctioning	Repair or replace	6-S28
	Main switch malfunctioning	Repair or replace	6-S9
	Safety switches malfunctioning	Adjust or replace	6-S12
	Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Replace	G-34
	Air cleaner clogged	Clean or replace	G-28
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S30
	Injection pump malfunctioning	Replace	1-S35
	Incorrect nozzle opening pressure	Adjust	1-S24
	Injection nozzle stuck or clogged	Repair or replace	1-S30
	Governor malfunctioning	Repair	1-S35
Either White or Blue Exhaust Gas Is Observed	Excessive engine oil	Reduce to specified level	G-21
	Piston ring and cylinder worn or stuck	Repair or replace	1-S38
	Incorrect injection timing	Adjust	1-S22
	Deficient compression	Check	1-S17

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1. LUBRICATING SYSTEM



(1) Rocker Arm
(2) Oil Pressure Switch
(3) Rocker Arm Shaft
(4) Valve
(5) Idle Gear
(6) Crankshaft
(7) Oil Pump
(8) Oil Strainer
(9) Relief Valve
(10) Push Rod
(11) Tappet
(12) Camshaft
(13) Piston
(14) Connecting Rod
(15) Oil Filter Cartridge

This engine's lubricating system consists of oil strainer (8), oil pump (7), relief valve (9), oil filter cartridge (15) and oil pressure switch (2).

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 forced to crankshaft (6), connecting rods (14), idle gear (5), camshaft (12) and rocker arm shaft (3) to lubricate each part.

Some part of oil, splashed by the crankshaft or leaking and dropping from gaps of each part, lubricates these parts: piston (13), cylinders, small ends or connecting rods, tappets (11), push rods (10), inlet and exhaust valves (4) and timing gears.

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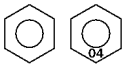
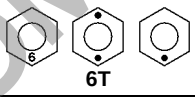
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5. TIGHTENING TORQUES

[1] GENERAL USE SCREWS, BOLTS AND NUTS (TRACTOR AND MOWER)

Tighten screws, bolts and nuts whose tightening torques are not specified in this Workshop Manual according to the table below.

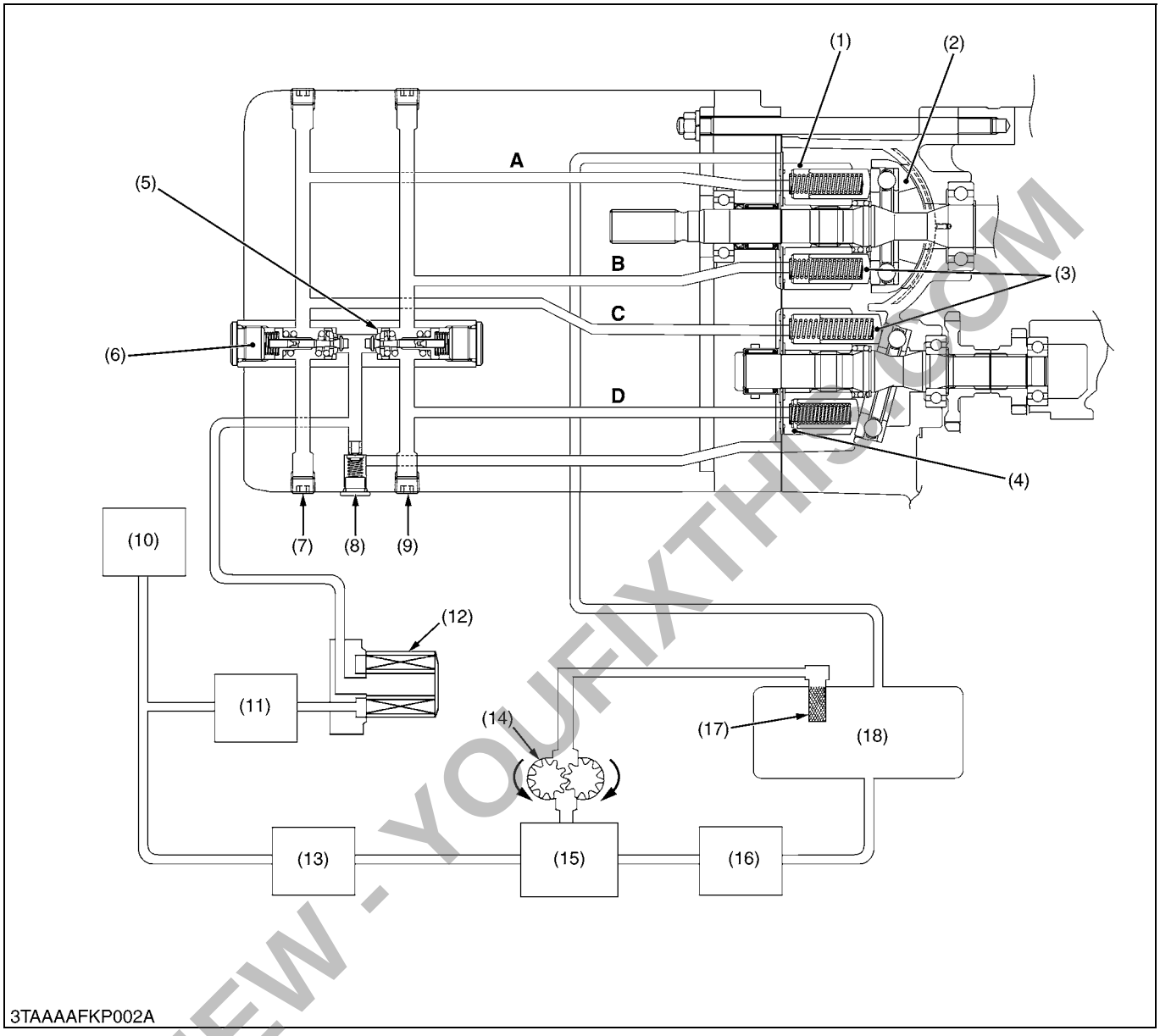
Indication on top of bolt	 4 No-grade or 4T						7 7T						 9 9T		
Indication on top of nut	 04 No-grade or 4T												 6 6T		
Material of opponent part	Ordinariness			Aluminum			Ordinariness			Aluminum			Ordinariness		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.8	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	12.3 to 14.2	1.25 to 1.45	9.05 to 10.4
M8	18 to 20	1.8 to 2.1	13 to 15	17 to 19	1.7 to 2.0	13 to 14	24 to 27	2.4 to 2.8	18 to 20	18 to 20	1.8 to 2.1	13 to 15	30 to 34	3.0 to 3.5	22 to 25
M10	40 to 45	4.0 to 4.6	29 to 33	32 to 34	3.2 to 3.5	24 to 25	48 to 55	4.9 to 5.7	36 to 41	40 to 44	4.0 to 4.5	29 to 32	61 to 70	6.2 to 7.2	45 to 52
M12	63 to 72	6.4 to 7.4	47 to 53	–	–	–	78 to 90	7.9 to 9.2	58 to 66	63 to 72	6.4 to 7.4	47 to 53	103 to 117	10.5 to 12.0	76.0 to 86.7
M14	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	167 to 191	17.0 to 19.5	123 to 141	–	–	–	197 to 225	20.0 to 23.0	145 to 166	–	–	–	260 to 304	26.5 to 31.0	192 to 224
M18	246 to 284	25.0 to 29.0	181 to 209	–	–	–	275 to 318	28.0 to 32.5	203 to 235	–	–	–	344 to 402	35.0 to 41.0	254 to 296
M20	334 to 392	34.0 to 40.0	246 to 289	–	–	–	368 to 431	37.5 to 44.0	272 to 318	–	–	–	491 to 568	50.0 to 58.0	362 to 419

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(2) Oil Flow



3TAAAAFKP002A

(1) Cylinder Block (Pump)
(2) Swashplate
(3) Piston
(4) Cylinder Block (Motor)
(5) Check and High Pressure Relief Valve (Forward)
(6) Check and High Pressure Relief Valve (Reverse)
(7) High Pressure Relief Port Plug (Forward)
(8) Charge Relief Valve
(9) High Pressure Relief Port Plug (Reverse)
(10) PTO Clutch Valve
(11) PTO Relief Valve
(12) Oil Filter Cartridge
(13) Power Steering Controller
(14) Hydraulic Pump
(15) Flow Priority Valve (Hydraulic Control Valve)
(16) Position Control Valve
(17) Oil Strainer
(18) Transmission Case

A: A Port
B: B Port
C: C Port
D: D Port

The pump and motor are joined in a closed hydraulic loop and most of oil circulates within the main oil circuit. A little oil lubricates and oozes out from the clearance between the moving parts of the case. Then oil in the main oil circuit of the HST needs to be supplied a want.

The oil from the power steering circuit flows into the HST for charging.

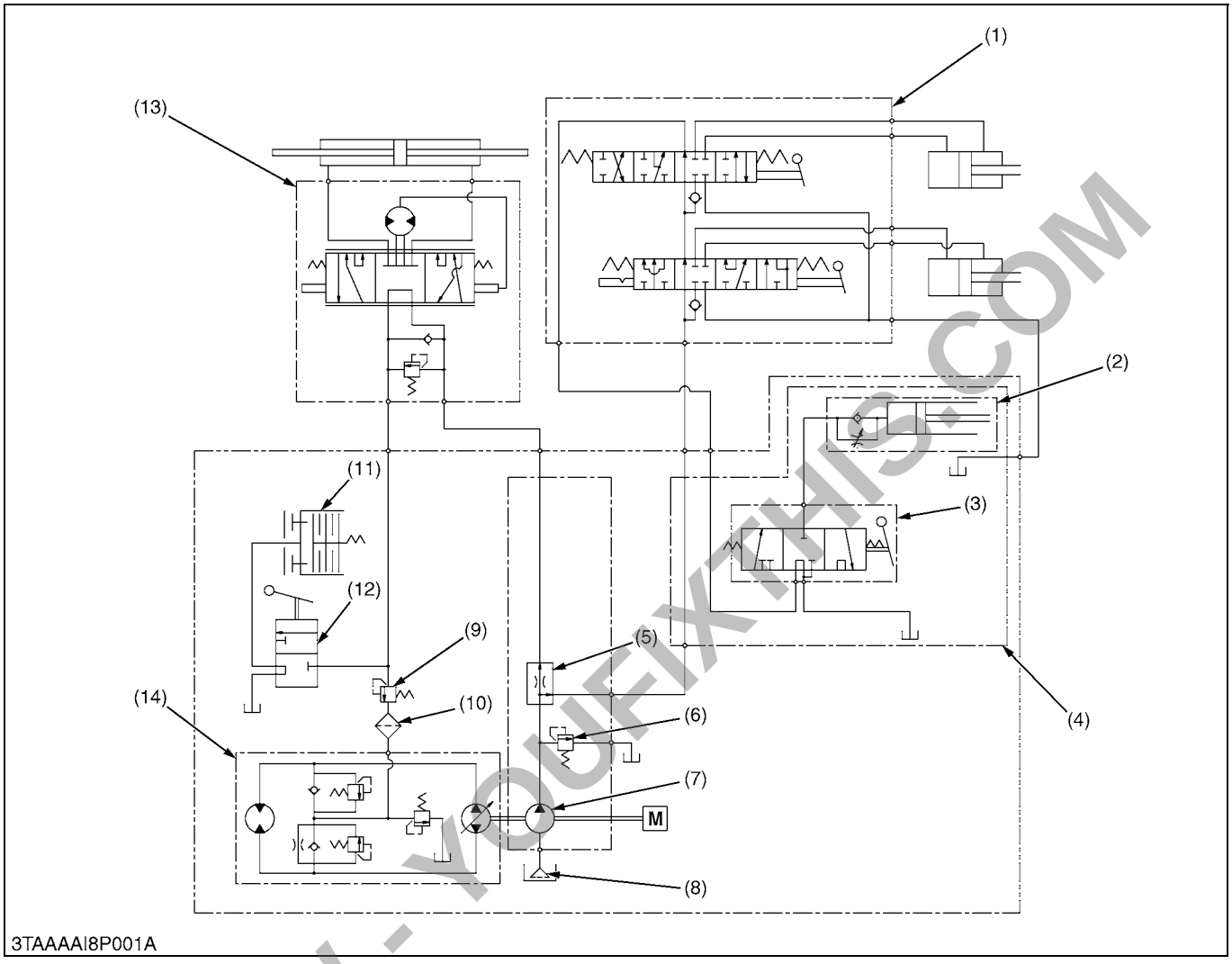
The charge oil aids smooth operation of pistons for pump and motor. The charge oil passes through the oil filter cartridge to charge relief valve port. The rest of oil passes through the charge relief valve into the HST housing. And overflow oil from HST housing return to the transmission case.

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1. HYDRAULIC CIRCUIT



(1) Auxiliary Hydraulic Control Valve Assembly (If equipped)
(2) Hydraulic Cylinder
(3) Control Valve
(4) 3 Point Hitch System
(5) Flow Priority Valve
(6) Relief Valve
(7) Hydraulic Pump
(8) Oil Strainer
(9) PTO Clutch Relief Valve
(10) Oil Filter
(11) PTO Clutch
(12) PTO Clutch Valve
(13) Power Steering Controller
(14) Hydrostatic Transmission

The hydraulic system of this tractor consists of a hydraulic pump, control valve for front loader, 3 point hitch system and other components.

This system has the following functions:

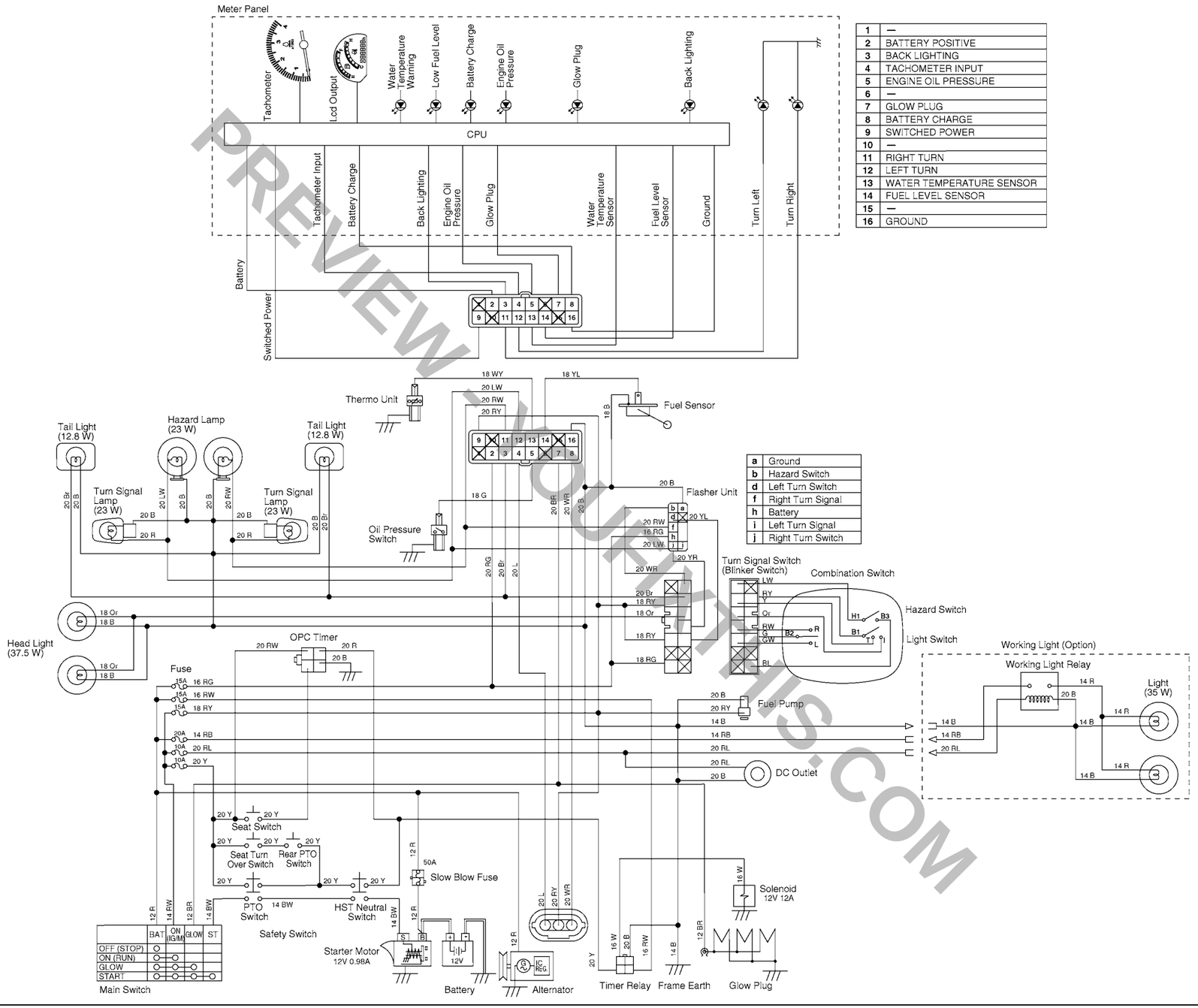
1. Oil is supplied by hydraulic pump which is driven by pump drive shaft in the transmission case. As the pump drive shaft is connected to the propeller shaft, hydraulic pump starts running when engine is started.
2. The hydraulic pump supplies the high pressured oil to auxiliary hydraulic control valve for front loader, control valve for 3 point hitch system, power steering controller, PTO clutch valve and hydrostatic transmission after dividing oil flow by flow priority valve.

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1. WIRING DIAGRAM



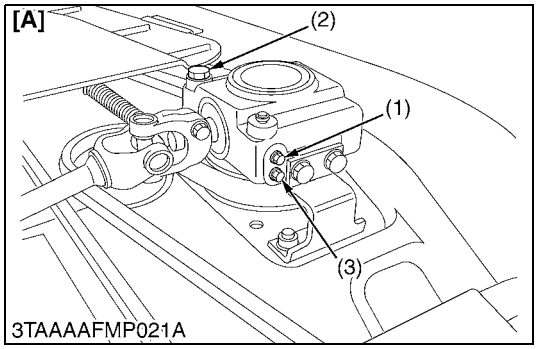
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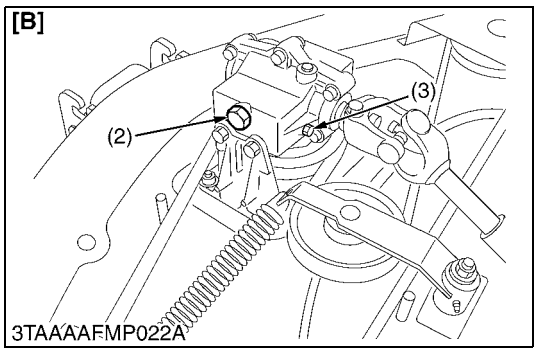
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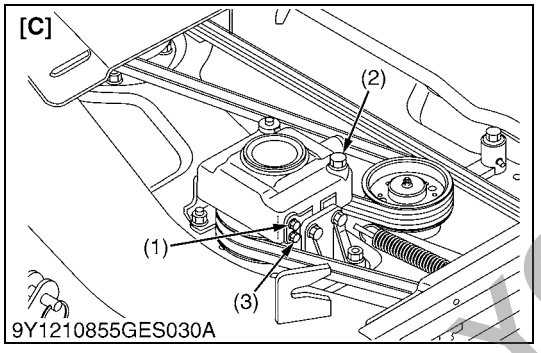
I INFORMATION

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Checking Gear Box Oil Level

1. Place the mower on level ground.
2. Loosen the check plug (1), and check to see if oil seems from the opening.
3. If the oil level is low, remove the oil filler plug (2) and add new gear oil.

■ **IMPORTANT**

- **Use the specified gear oil.**
  Refer to "[2] MOWER" on page G-12.

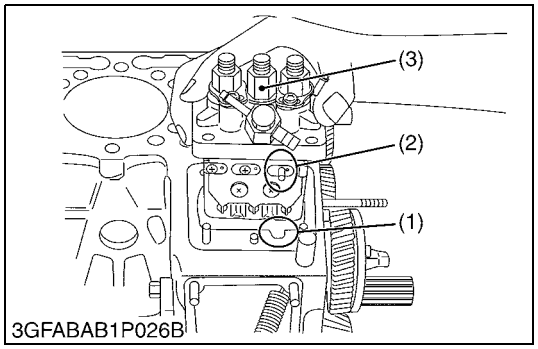
(1) Check Plug
(2) Oil Filler Plug
(3) Drain Plug

[A] RCK60B-23BX, RCK54-23BX and RCK48-18BX
[B] RCK48P-18BX and RCK54P-23BX
[C] RCK54D-26BX and RCK60D-26BX

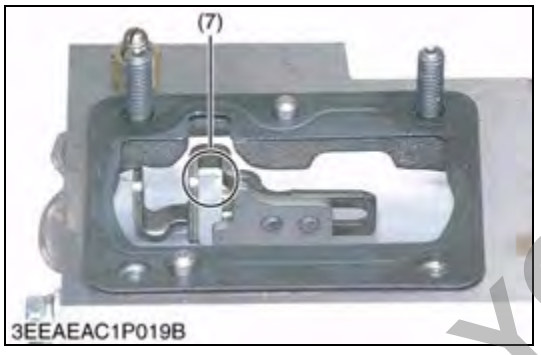
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Injection Pump

1. Disconnect the start spring (4) on the thrust lever side (5).
2. Align the control rack pin (2) with the notch (1) on the crankcase, and remove the injection pump (3).
3. Remove the injection pump shims.
4. In principle, the injection pump should not be disassembled.

(When reassembling)

- When installing the injection pump, insert the control rack pin (2) firmly into the groove (7) of the thrust lever of fork lever.

■ **NOTE**

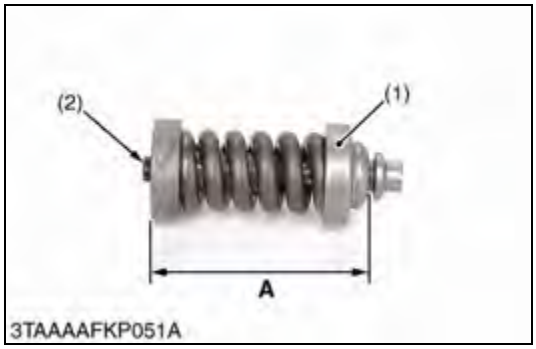
- **Addition or reduction of shim (0.05 mm, 0.002 in.) delays or advances the injection timing by approx. 0.0087 rad (0.50 °).**
- **In disassembling and replacing, be sure to use the same number or new gasket shims with the same thickness.**

(1) Notch
(2) Control Rack Pin
(3) Injection Pump
(4) Start Spring
(5) Thrust Lever
(6) Governor Spring
(7) Groove

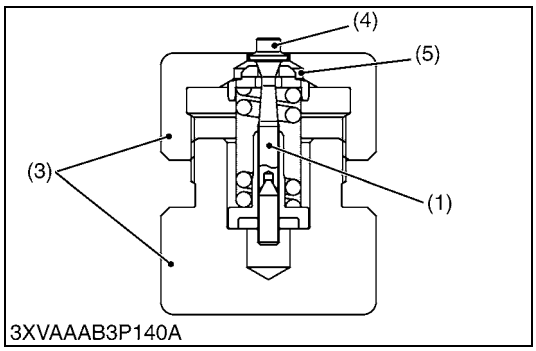
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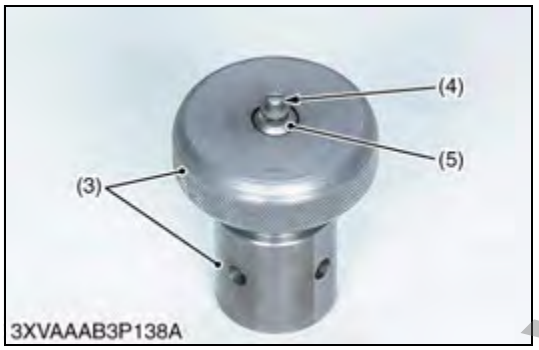
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3TAAAAFKP051A



3XVAAAB3P140A



3XVAAAB3P138A



3XVAAAB3P139A

Readjustment of Relief Valve (When the HST does not Work Due to its Loose Hexagon Socket Head Screw)

■ **IMPORTANT**
- **KUBOTA does not recommend the readjustment of relief valve. KUBOTA recommends with genuine parts.**
- **As the HST may be damaged if the pressure is set to high by mistake, be careful when adjusting it.**

■ **NOTE**
- **The relief pressure is set in between 20.1 to 21.1 MPa (205 to 215 kgf/cm^2, 2920 to 3060 psi) when shipped from the factory. But, for the purpose of after-sales services, as it is impossible to reset the pressure precisely as set in the factory, its setting range is defined as a slightly wider range between 15.0 to 20.0 MPa (153 to 203 kgf/cm^2, 2180 to 2900 psi).**

1. Measure the pre-adjustment distance **"A"**.
2. Compress the spring of the relief valve with a relief valve assembling tool (3).
3. Then, find the distance **"A"** by turning the poppet (4) with a screwdriver.
   Reference: The distance **"A"** changes by about 0.5 mm (0.02 in.) per one turn of the poppet (4).
4. Repeat the same operation a few times to find the distance **"A"** as it is difficult to acquire at the first time.
5. After finding the distance **"A"**, hold the setscrew (6) to a vice and fasten the hexagon socket head screw (2) with specified torque. On this occasion, use a copper plate, etc. for the vice jaws not to damage the setscrew (6).
6. Install the relief valve in the HST.
7. Check the relief pressure as indicated in page 2-S12 and 2-S13. The distance **"A"** is for refresh only. Make sure to check the relief pressure after readjustment.
8. If the relief pressure does not fall within the readjustment pressure range, repeat the processes of the above.
   Reference: The pressure changes by 1.5 MPa (15 kgf/cm^2, 210 psi) per 0.1 mm (0.004 in.) in distance **"A"**.

Tightening torque	Hexagon socket head screw	25 to 29 N·m 2.5 to 3.0 kgf·m 18 to 21 lbf·ft

Relief valve readjusting pressure	Factory specification	15.0 to 20.0 MPa 153 to 203 kgf/cm^2 2180 to 2900 psi

Distance **"A"** of relief valve (Forward)	Reference value	39.10 to 39.20 mm 1.540 to 1.543 in.
Distance **"A"** of relief valve (Reverse, ϕ1.5 mm orifice)	Reference value	38.60 to 38.70 mm 1.520 to 1.523 in.

(1) Relief Valve Assembly
(2) Hexagon Socket Head Screw
(3) Relief Valve Assembling Tool
(4) Poppet
(5) Valve Seat
(6) Setscrew

A: Distance

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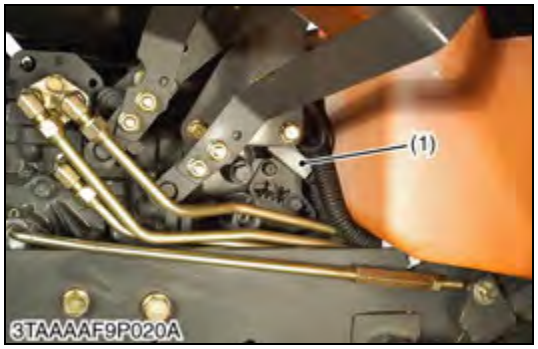
MECHANISM

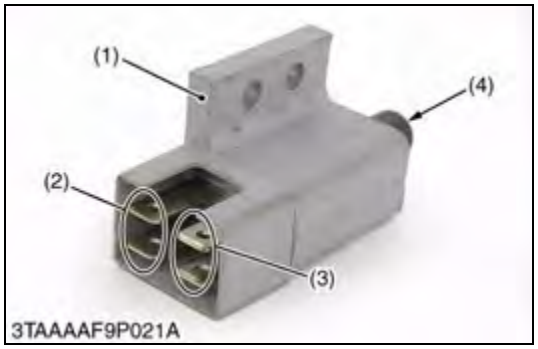
CONTENTS

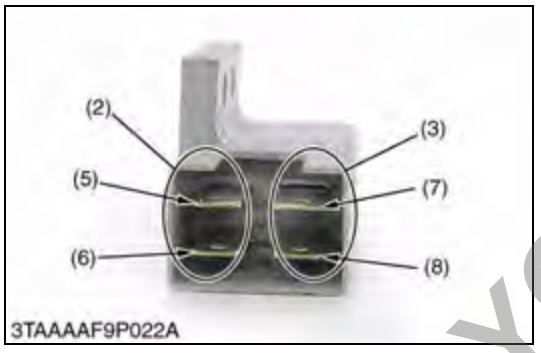
1. HYDRAULIC CIRCUIT 5-M1
2. HYDRAULIC PUMP 5-M2
3. CONTROL VALVE 5-M3
4. FLOW PRIORITY VALVE 5-M6
5. RELIEF VALVE 5-M7
6. HYDRAULIC CYLINDER 5-M9
7. HYDRAULIC BLOCK TYPE OUTLET 5-M10
8. MOWER LINKAGE 5-M11
9. FRONT LOADER VALVE 5-M12
   - [1] STRUCTURE 5-M12
     - (1) Structure for Front Loader Valve and Pipe 5-M12
     - (2) Structure for Front Loader Control Valve 5-M13
   - [2] FRONT LOADER HYDRAULIC CIRCUIT 5-M14
   - [3] OPERATION 5-M15

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HST Neutral Switch Continuity

1. Remove the right rear wheel.
2. Remove the HST neutral switch (1).
3. Measure the resistance with an ohmmeter across the HST neutral switch terminals.
4. If the resistance values specified below are not indicated, the safety switch is faulty.

Plunger is pushed into the switch body

Resistance	**1** terminal (5) – **2** terminal (6)	0 Ω
	3 terminal (7) – **4** terminal (8)	0 Ω

Plunger is released

Resistance	**1** terminal (5) – **2** terminal (6)	Infinity
	3 terminal (7) – **4** terminal (8)	Infinity

(1) HST Neutral Switch
(2) **2P** Connector (LH)
(3) **2P** Connector (RH)
(4) Plunger
(5) **1** Terminal
(6) **2** Terminal
(7) **3** Terminal
(8) **4** Terminal

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