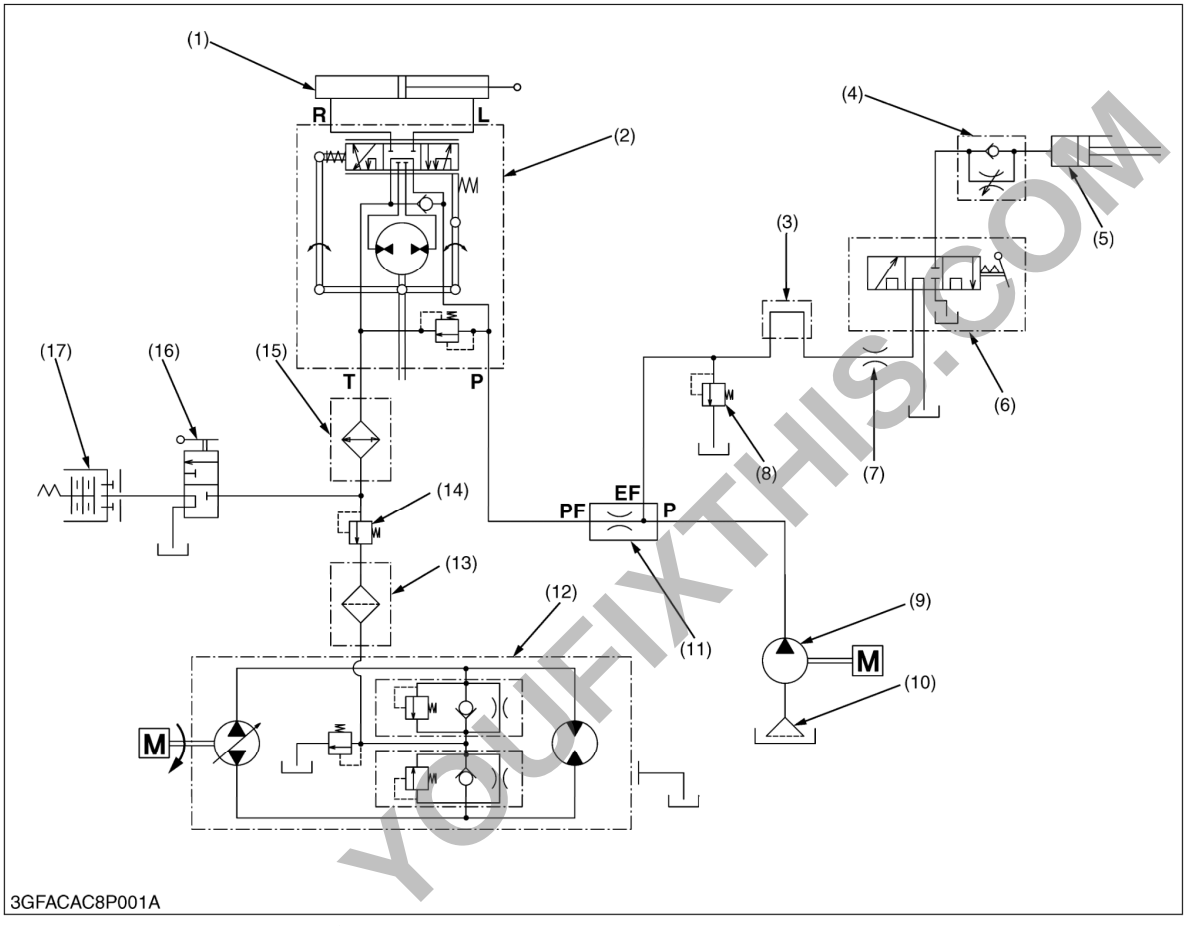
1. HYDRAULIC CIRCUIT



(1) Steering Cylinder
(2) Steering Controller
(3) Hydraulic Block Type Outlet
(4) Lowering Speed Adjusting Valve
(5) Hydraulic Cylinder
(6) Implement Control Valve
(7) Orifice
(8) Relief Valve
(9) Hydraulic Pump
(10) Oil Strainer
(11) Flow Priority Valve
(12) Hydraulic Transmission
(13) Filter Cartridge
(14) PTO Charge Relief Valve
(15) Oil Cooler
(16) PTO Control Valve
(17) Hydraulic PTO Clutch

EF :EF Port
PF :PF Port
P : P Port
T : T Port
L : L Port
R : R Port

The hydraulic system of these machines are composed of a hydraulic pump (9), hydraulic block type outlet (3), implement control valve (6), hydraulic cylinder (5) and other components.

This system has the following functions.

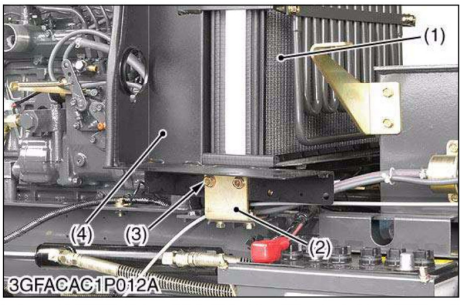
Position control of the front implement connected to the lift arm.

Hydraulic power take off from the hydraulic block type outlet (3) to operate the implements such as a grass collector and, etc..

Oil is supplied by a hydraulic pump (9) connected to the engine. When an engine is started, hydraulic pump (9) starts running, sucks oil from a transmission case. The hydraulic pump (9) forces out the oil to the hydraulic block type outlet (3), implement control valve (6), hydraulic cylinder (5), steering controller (2), PTO control valve (16), hydraulic PTO clutch (17) and hydrostatic transmission (12).

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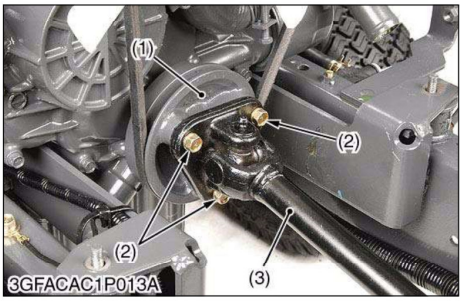


Radiator

1. Unscrew the dust plate mounting screws (3).
2. Remove the radiator assembly (1) with the dust plate (4).

(1) Radiator Assembly
(2) Dust Plate Stay
(3) Dust Plate Mounting Screw
(4) Dust Plate

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Drive Shaft

1. Unscrew the drive shaft mounting screws (2), and disconnect the drive shaft (3) from the fan drive pulley (1).

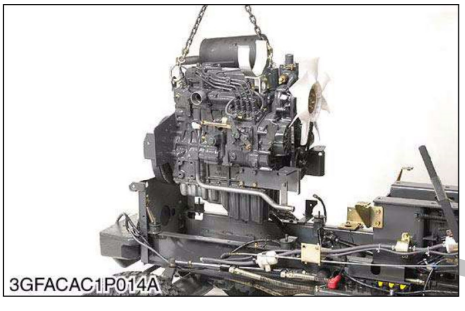
(When reassembling)

- Apply grease to the all splines on the drive shaft.

Tightening torque	Drive shaft mounting screw	19.6 to 29.4 N·m 2.0 to 3.0 kgf·m 14.5 to 21.7 lbf·ft

(1) Fan Drive Pulley
(2) Drive Shaft Mounting Screw
(3) Drive Shaft

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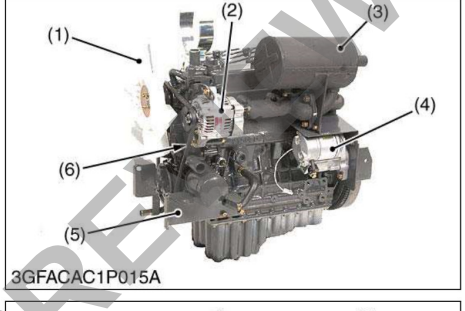
Separating Engine

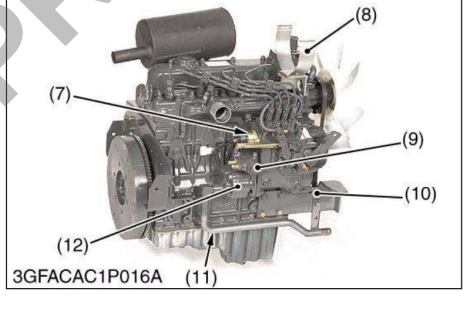
1. Unscrew the engine mounting nuts, and support the engine with an engine lift hook and hoist.
2. Separate the engine from the frame.

W1059769

[3] DISASSEMBLING AND ASSEMBLING

(1) External Components





External Components

1. Remove the alternator (2) and the fan belt (6).
2. Remove the cooling fan (1).
3. Remove the muffler (3) and the starter (4).
4. Remove the air cleaner stay (8).
5. Remove the engine stop solenoid (7).
6. Remove the flow priority valve (9).
7. Remove the hydraulic pump (12) with the rear suction pipe (11).
8. Remove the engine support LH (5) and RH (10).

(1) Cooling Fan
(2) Alternator
(3) Muffler
(4) Starter
(5) Engine Support LH
(6) Fan Belt
(7) Engine Stop Solenoid
(8) Air Cleaner Stay
(9) Flow Priority Valve
(10) Engine Support RH
(11) Rear Suction Pipe
(12) Hydraulic Pump

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3. TIGHTENING TORQUES

Tightening torques of screws bolts and nuts on the table below are especially specified.
(For general use screws, bolts and nuts : See page G-8.)

Item	N·m	kgf·m	lbf·ft
Oil strainer	98.1 to 137.2	10.0 to 14.0	72.4 to 101.2
ROPS mounting screw	123 to 147	12.6 to 14.9	90.8 to 108.4
Seat base mounting screw	17.7 to 20.5	1.8 to 2.1	13.1 to 15.1
Drive shaft mounting screw	19.6 to 29.4	2.0 to 3.0	14.5 to 21.7
Cylinder head cover cap nut	6.9 to 8.8	0.7 to 0.9	5.1 to 6.5
Injection pipe retaining nut	24.5 to 34.3	2.5 to 3.5	18.1 to 25.3
Nozzle holder assembly	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
Overflow pipe assembly retaining nut	19.6 to 24.5	2.0 to 2.5	14.5 to 18.1
Glow plug	7.8 to 14.7	0.8 to 1.5	5.8 to 10.8
* Rocker arm bracket nut	21.6 to 26.5	2.2 to 2.7	15.9 to 19.5
* Cylinder head screw	63.7 to 68.6	6.5 to 7.0	47.0 to 50.6
* Fan drive pulley screw	235.4 to 245.2	24.0 to 25.0	173.6 to 180.8
* Connecting rod screw	41.2 to 46.1	4.2 to 4.7	30.4 to 34.0
* Flywheel screw	53.9 to 58.8	5.5 to 6.0	39.8 to 43.4
Bearing case cover screw	9.8 to 11.3	1.00 to 1.15	7.2 to 8.3
* Main bearing case screw 1	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
* Main bearing case screw 2	49.0 to 53.9	5.0 to 5.5	36.2 to 39.8
* Idle gear shaft 1 mounting screw	9.8 to 11.3	1.00 to 1.15	7.2 to 8.3
Oil pressure switch	14.7 to 19.6	1.5 to 2.0	10.8 to 14.5

■ **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 × Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm or the threads. The pitch is the nominal distance in mm between two threads.**

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1. TROUBLESHOOTING

Symptom	Probable	Solution	Reference page
Engine Does Not Start	No fuel	Replenish fuel	G-7
	Air in the fuel system	Bleed	G-32
	Water in the fuel system	Change fuel and repair or replace fuel system	–
	Fuel pipe clogged	Clean	G-31
	Fuel filter clogged	Change	G-26
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	G-7
	Fuel with low cetane number	Use specified fuel	G-7
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S25
	Incorrect injection timing	Adjust	1-S15
	Fuel camshaft worn	Replace	–
	Injection nozzle clogged	Repair or replace	1-S18
	Injection pump malfunctioning	Repair or replace	1-S30
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or replace	–
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	1-S27
	Improper valve timing	Correct or replace timing gear	1-S31
	Piston ring and cylinder worn	Repair or replace	1-S34
	Excessive valve clearance	Adjust	1-S12
(Starter Does Not Run)	Battery discharged	Charge	G-22
	Starter malfunctioning	Repair or replace	8-S19 to S21
	Main switch malfunctioning	Replace	8-S6 to S7
	Brake switch defective	Replace	8-S10
	PTO switch defective	Replace	8-S10
	Seat switch defective	Replace	8-S9
	Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Change	G-26
	Air cleaner clogged	Clean or replace	G-23, 31
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S25
	Injection pump malfunctioning	Replace	1-S30
	Incorrect nozzle injection pressure	Adjust	1-S17
	Injection nozzle stuck or clogged	Repair or replace	1-S18
	Governor malfunctioning	Repair	–

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2. SERVICING SPECIFICATIONS

ENGINE BODY

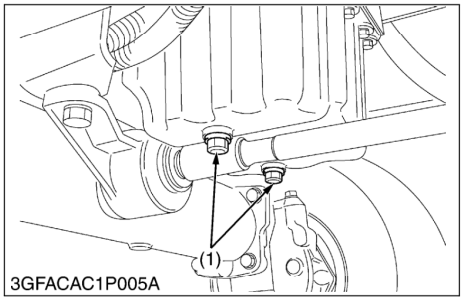
Item		Factory Specification	Allowable Limit
Compression Pressure		3.72 to 4.12 MPa 38 to 42 kgf/cm^2 539 to 596 psi	2.25 MPa 23.0 kgf/cm^2 327 psi
Difference among Cylinders		–	10 % or less
Valve Clearance (Cold)		0.145 to 0.185 mm 0.00571 to 0.00728 in.	–
Top Clearance		0.55 to 0.70 mm 0.0217 to 0.0276 in.	–
Cylinder Head Surface	Flatness	–	0.05 mm 0.0020 in.
Valve Recessing	Intake and Exhaust	–0.05 to 0.25 mm –0.0020 to 0.0098 in.	0.40 mm 0.0157 in.
Valve Stem to Valve Guide	Clearance	0.035 to 0.065 mm 0.0014 to 0.0025 in.	0.10 mm 0.0039 in.
Valve Stem	O.D.	6.960 to 6.975 mm 0.2741 to 0.2746 in.	–
Valve Guide	I.D.	7.010 to 7.025 mm 0.2760 to 0.2765 in.	–
Valve Face	Angle (Intake)	1.047 rad 60 °	–
	Angle (Exhaust)	0.785 rad 45 °	–
Valve Seat	Angle (Intake)	1.047 rad 60 °	–
	Angle (Exhaust)	0.785 rad 45 °	–
	Width	2.12 mm 0.0835 in.	
Valve Spring	Tilt	–	1.0 mm 0.039 in.
	Free Length	37.0 to 37.5 mm 1.457 to 1.476 in.	36.5 mm 1.437 in.
	Setting Load	117.4 N / 31.0 mm 11.97 kgf / 31.0 mm 26.4 lbf / 1.22 in.	100.0 N / 31.0 mm 10.2 kgf / 31.0 mm 22.5 lbf / 1.22 in.

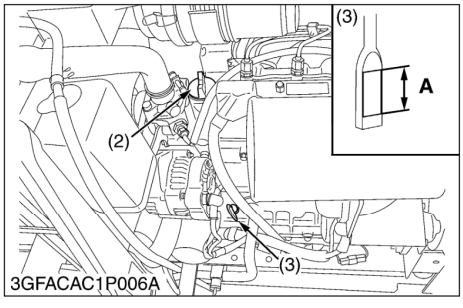
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[2] CHECK POINTS OF INITIAL 50 HOURS





Changing Engine Oil

CAUTION

- **Be sure to stop the engine and remove the key before changing oil.**
- **Allow engine to cool down sufficiently. Oil can be hot and may cause burns.**

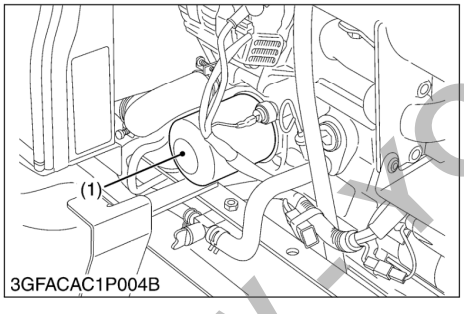
1. Place an oil pan underneath the engine.
2. To drain the used oil, remove the drain plugs (1) at the bottom of the engine and drain the oil completely.
3. Screw in the drain plugs (1) and tighten.
4. Fill with new oil up to upper line on the dipstick (3).

■ IMPORTANT

- **When using an oil of different manufacture or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different types of oil.**
- **Use the proper SAE Engine Oil according to ambient temperatures.**
  Refer to "LUBRICANTS, FUEL AND COOLANT" (See page G-7).

(1) Drain Plug
(2) Oil Inlet Plug
(3) Dipstick
(A) Oil level is acceptable within this range.

W1030749



Replacing Engine Oil Filter Cartridge

CAUTION

- **Be sure to stop the engine and remove the key before changing the oil and the oil filter cartridge.**
- **Allow engine to cool down sufficiently; oil can be hot and may cause burns.**

1. Remove the oil filter cartridge (1) with the filter wrench.
2. Put a film of engine oil on the rubber seal of the new filter cartridge.
3. Tighten the filter cartridge quickly until it contacts the mounting surface.
4. Tighten the filter cartridge by hand an additional 1/2 turn only.
5. After the new filter is replaced, the engine oil normally decreases a little. Check that the engine oil does not leak through the seal and be sure to check the oil level on the dipstick.
6. Then, replenish the engine oil up to the prescribed level.

■ IMPORTANT

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

(1) Engine Oil Filter Cartridge

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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.

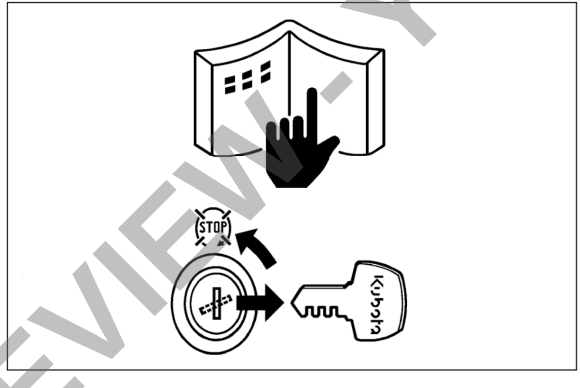
DANGER : **Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.**

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 including safety instructions in this manual and your machine safety decals.
- Clean the work area and machine.
- Park the machine on firm and level ground, and set the parking brake.
- Lower the implement to the ground.
- Stop the engine, and remove the key.
- Disconnect the battery negative cable.
- Hang a "**DO NOT OPERATE**" tag on the operators platform.

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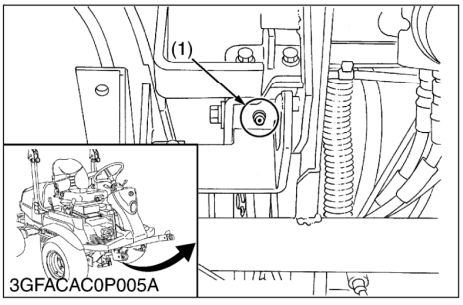
GENERAL

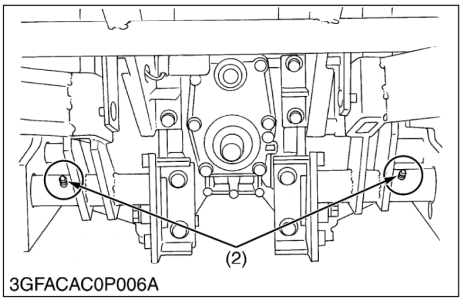
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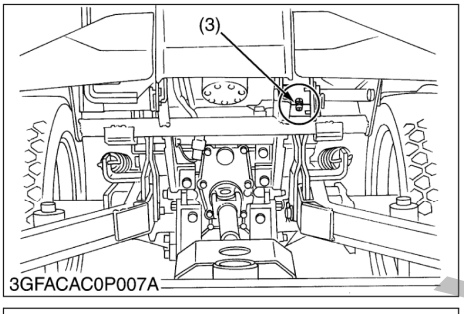
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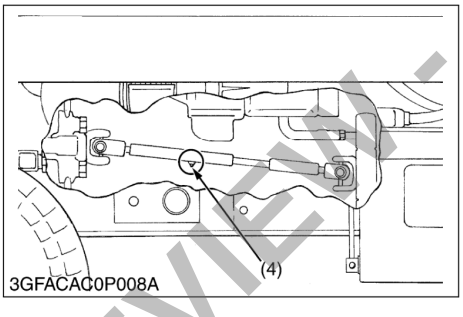
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Lubricating All Grease Nipple

1. Apply grease to the following locations as shown in the figures.

CAUTION

- **Be sure to stop the engine and remove the key before greasing.**

(1) Speed Control Pedal Shaft
(2) Link Pivot (LH and RH)
(3) Differential Lock Pedal Boss
(4) Universal Joint

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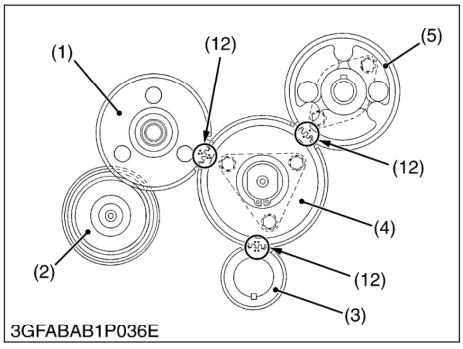
SERVICING

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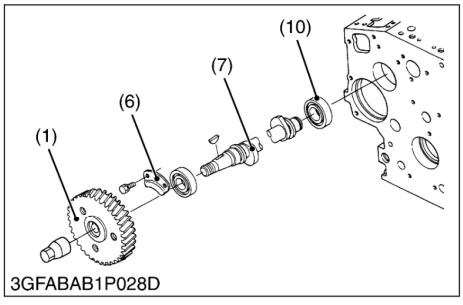
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     - (4) Crankshaft 1-S48
     - (5) Cylinder 1-S52
     - (6) Oil Pump 1-S53

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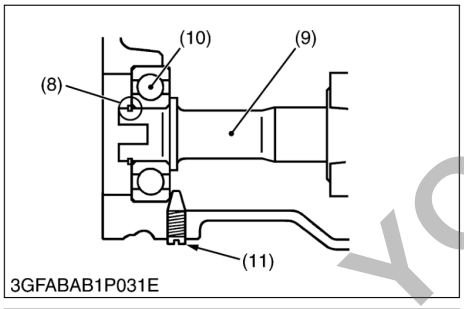
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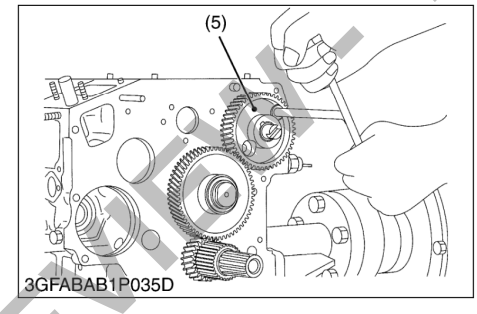
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3GFABAB1P028D



3GFABAB1P031E



3GFABAB1P035D

Cam Gear, Idle Gear 1 and Governor Gear

1. Remove the idle gear 1 (4).
2. Remove the fuel camshaft stopper (6).
3. Draw out the fuel cam gear (1) with fuel camshaft (7).
4. Remove the camshaft stopper bolt.
5. Remove the cam gear (5) with camshaft.
6. Remove the external snap ring (8) from the governor shaft (9).
7. Remove the governor gear (2) with governor shaft (9).

■ **NOTE**

- **Three-lever type fork lever**
  To remove the governor shaft (9), follow the procedures in 5, 6 above and never remove fork lever and the max torque limiter.

(When reassembling)

- Apply engine oil thinly to the fuel camshaft (7) before installation.
- Make sure to assemble the external snap ring (8) of the governor shaft (9).
- Check the governor shaft (9) for smooth rotation.

■ **IMPORTANT**

- **When replacing the ball bearing of governor shaft, securely fit the ball bearing (10) to the crankcase, apply an adhesive (Three Bond 1324B or equivalent) to the set screw (11), and tighten the screw until its tapered part contacts the circumferential end of the ball bearing.**
- **When installing the idle gear, be sure to align the alignment marks (12) on each gears.**

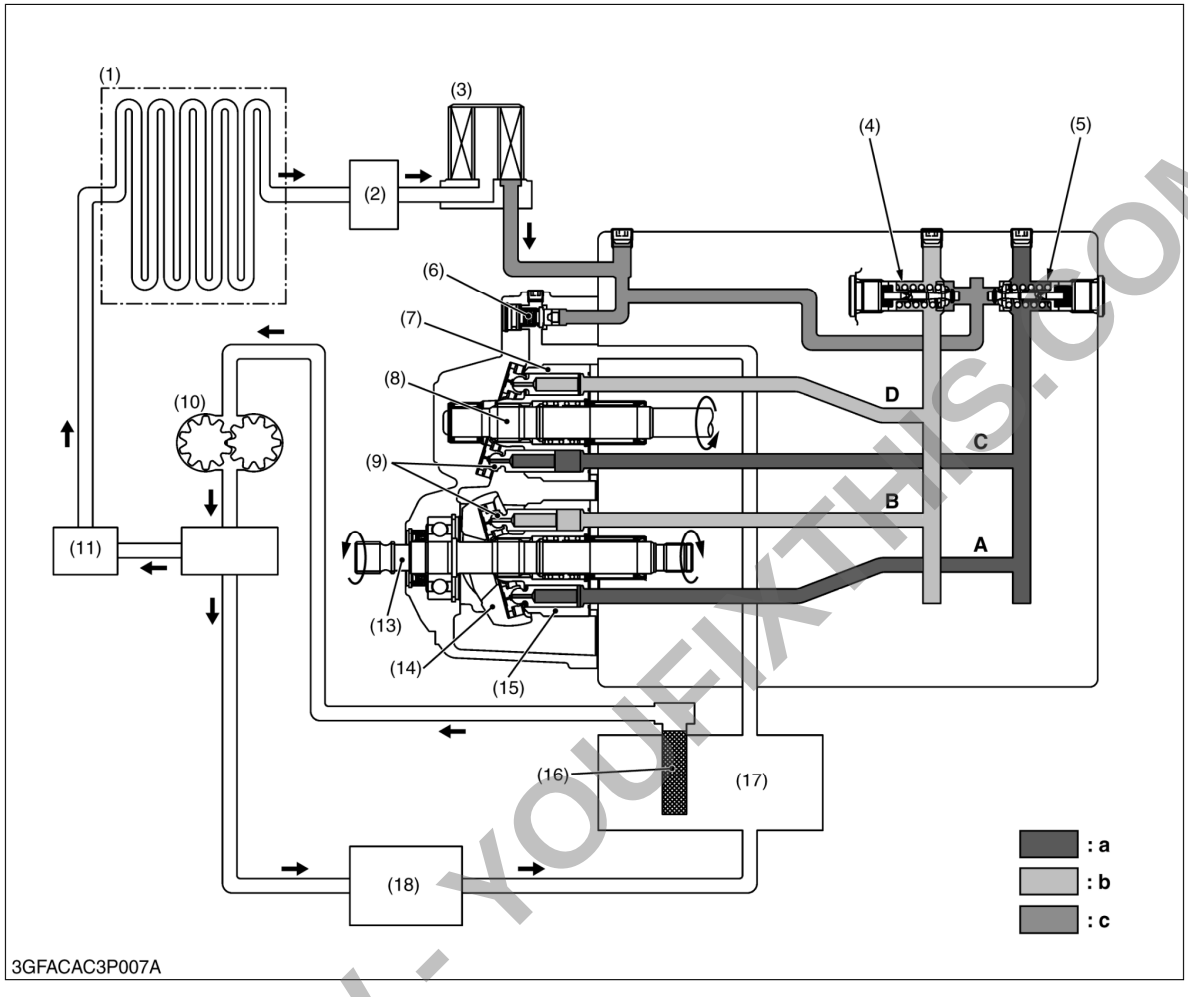
(1) Fuel Cam Gear
(2) Governor Gear
(3) Crank Gear
(4) Idle Gear 1
(5) Cam Gear
(6) Fuel Camshaft Stopper
(7) Fuel Camshaft
(8) External Snap Ring
(9) Governor Shaft
(10) Ball Bearing
(11) Set Screw
(12) Alignment Mark

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■ Reverse



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

A : Port A
B : Port B
C : Port C
D : Port D
a : High Pressure
b : Low Pressure
c : Charge Pressure

When the speed control pedal is stepped on and in reverse, the swashplate (14) is tilted as shown in the figure above.

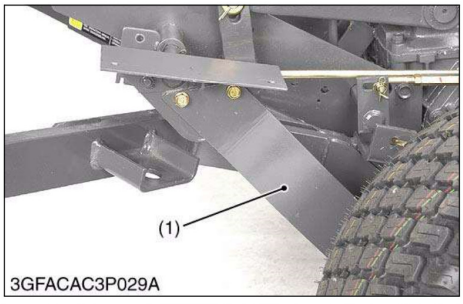
As the pump cylinder block (15) rotates with the pump shaft (13), oil is forced out of pump port **A** at high pressure.

As the pressure oil enters motor port **C**, the pistons, which align with port **C** are pushed against the inclined thrust plate and slide down the inclined surface.

Then the motor shaft (8) rotates with the motor cylinder block (7). This drives the machine backward and the angle of swashplate (14) determines the motor shaft speed.

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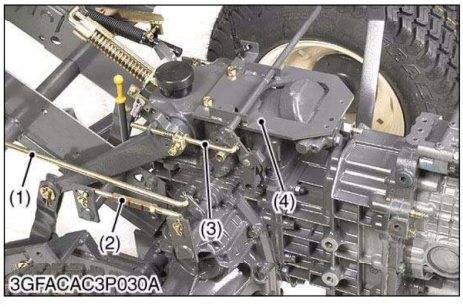


Support Plate

1. Remove the support plate (1) from the front frame.

(1) Support Plate

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Brake Rod, Differential Lock Rod and Mower Lift Lever

1. Remove the brake rod 1 (2) and differential lock rod (1).
2. Remove the feedback rod (3).
3. Remove the hydraulic control lever assembly (4).

(When reassembling)

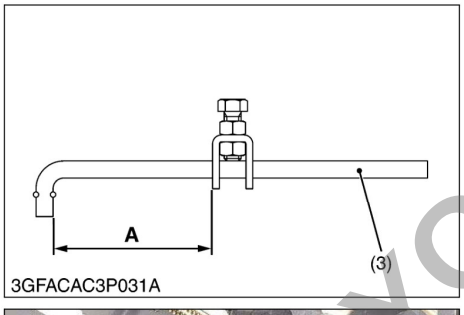
- Adjust the length "**A**" of the feedback rod (3).

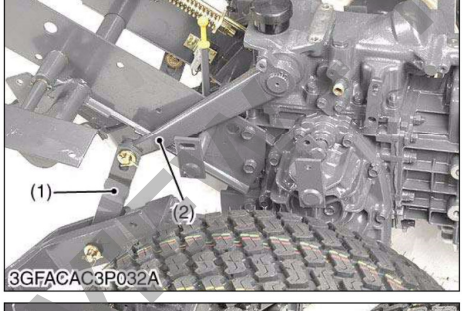
(Reference)

- Length "**A**" : 75 to 76 mm (2.96 to 2.99 in.)

(1) Differential Lock Rod
(2) Brake Rod 1
(3) Feedback Rod
(4) Hydraulic Control Lever Assembly

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Mower Lift Arm and Front Wheel

1. Remove the cotter pin and clevis pin, and disconnect the lift link (1) and lift arm (2).
2. Remove the front wheel (3).
3. Unscrew the pin mounting screw and pull out the mower lift arm pin (4), and remove the mower lift arm (5).

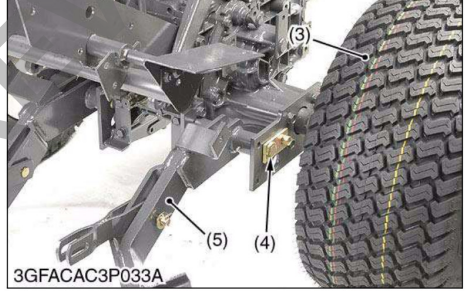
(When reassembling)

- Apply grease to the mower lift arm pin (4) and pivot of mower lift arm.

■ **IMPORTANT**

- **Be sure to tighten the front wheel mounting nuts to the specification torque.**

Tightening torque	Front wheel mounting nut	39.3 to 44.1N·m 4.0 to 4.5 kgf·m 29.0 to 32.5 lbf·ft



(1) Lift Link
(2) Lift Arm
(3) Front Wheel
(4) Mower Lift Arm Pin
(5) Mower Lift Arm

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1. TROUBLESHOOTING

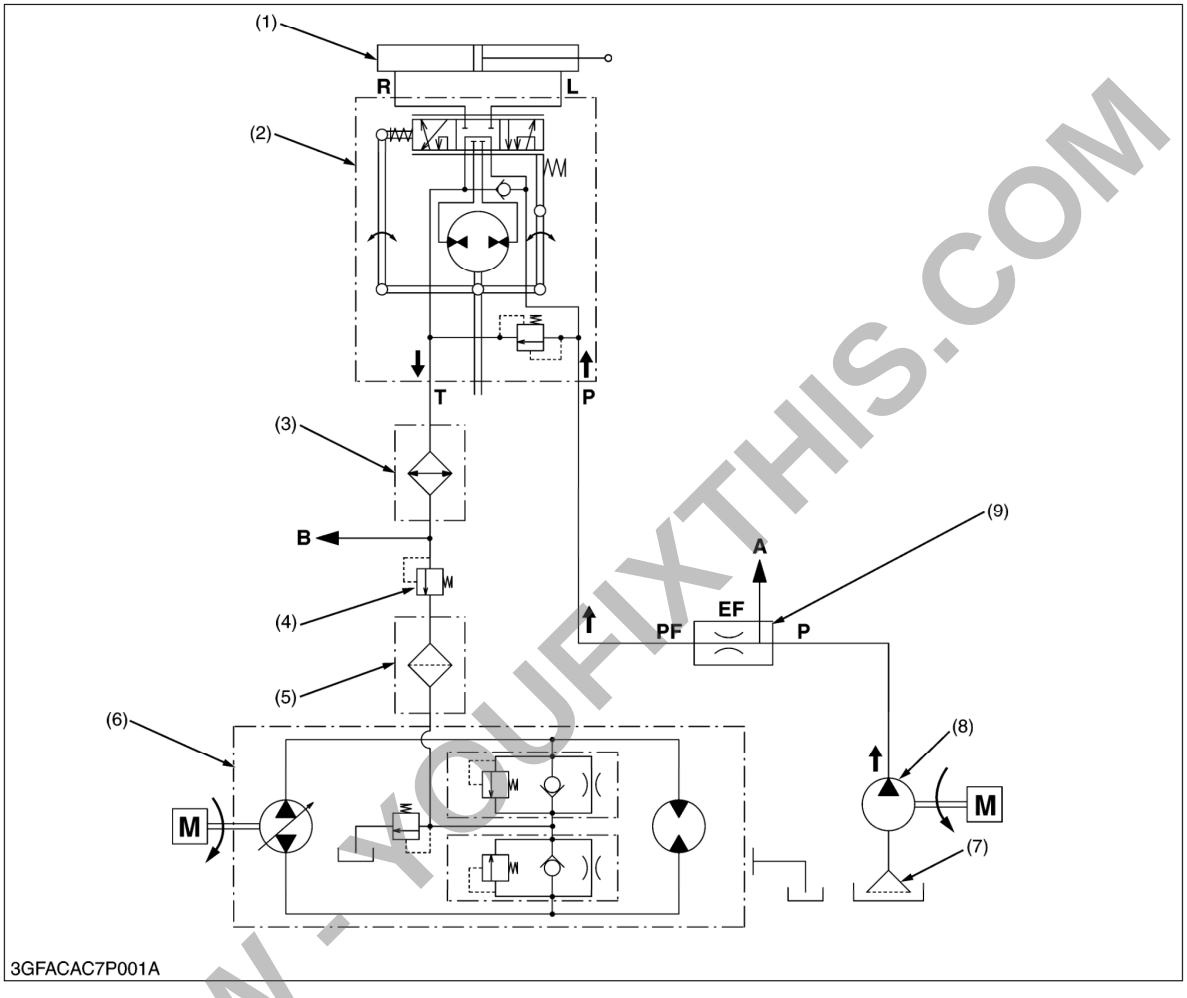
Symptom	Probable Cause	Solution	Reference Page
Uneven Braking Force	Brake pedal free travel unevenly adjusted	Adjust	4-S4
	Brake disc worn	Replace	4-S9
	Actuator warped	Replace	4-S9
Brake Drags	Brake pedal free travel too small	Adjust	4-S4
	Ball holes of actuator for uneven wear	Replace	4-S9
	Brake pedal return spring weaken or broken	Replace	4-S5
	Brake cam lever rusted	Repair	4-S9
Poor Braking Force	Brake pedal free travel excessive	Adjust	4-S4
	Brake disc worn	Replace	4-S9
	Actuator warped	Replace	4-S9
	Brake cam lever damaged	Replace	4-S9
	Transmission fluid improper	Change	G-7, 4-S6

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1. STRUCTURE



(1) Steering Cylinder
(2) Steering Controller
(3) Oil Cooler
(4) PTO Relief Valve
(5) Oil Filter Cartridge
(6) Hydrostatic Transmission (HST)
(7) Oil Strainer
(8) Hydraulic Pump
(9) Flow Priority Valve

A : To Implement Control Valve
B : To PTO Control Valve
EF :EF Port
PF :PF Port
P : P Port
T : T Port
L : L Port
R : R Port

This machine is provided with hydrostatic power steering.

In the full hydrostatic power steering, the steering controller (2) is connected to the steering cylinder (1) by hydraulic piping. Accordingly, it does not have mechanical transmitting parts such as steering gear, pitman arm, drag link, etc.. Therefore, it is simple in construction. This steering system consists of the oil strainer (7), hydraulic pump (8), flow priority valve (9), steering controller (2) and steering cylinder (1) etc..

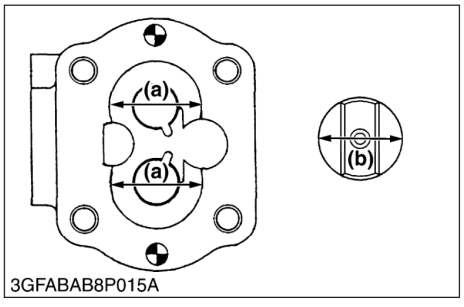
Flow priority valve divides the oil into two direction. One is the control flow to power steering (constantly 10 L/min., 2.64 U.S.GPM, 2.20 Imp.GMP), and the other is excessive flow to control valve of implement lift control.

By operating the power steering body, the required amount of oil is fed to the steering cylinder (1).

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[3] SERVICING

(1) Hydraulic Pump



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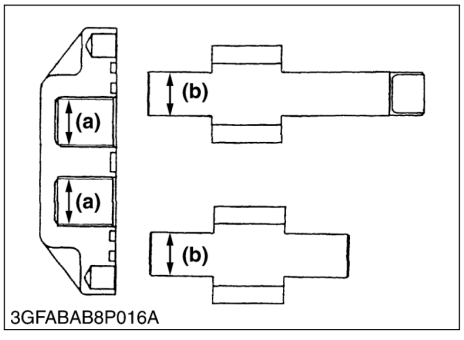
Clearance between Tip of Gear Tooth and Casing

1. Measure the gear shaft O.D. with an outside micrometer.
2. Measure the casing I.D. with a cylinder gauge, and calculate the clearance.
3. If the clearance exceeds the allowable limit, replace the pump assembly.

Clearance between tip of gear tooth and casing	Allowable limit	0.15 mm 0.0059 in.

(a) I.D. **(b) O.D.**

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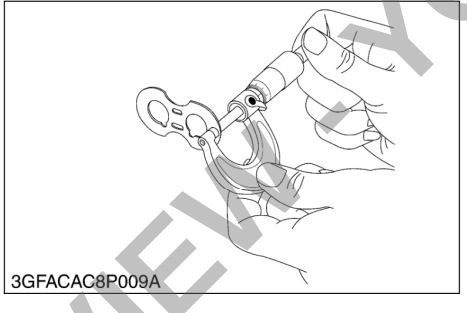
Clearance between Bush and Gear Shaft

1. Measure the gear shaft O.D. with an outside micrometer.
2. Measure the bush I.D. with a cylinder gauge, and calculate the clearance.
3. If the clearance exceeds the allowable limit, replace the bush.

Clearance between bushing and gear shaft	Factory spec.	0.025 to 0.111 mm 0.0010 to 0.0044 in.
	Allowable limit	0.12 mm 0.0047 in.
Gear shaft O.D.	Factory spec.	14.970 to 14.980 mm 0.5894 to 0.5898 in.
Bush I.D.	Factory spec.	15.005 to 15.081 mm 0.5908 to 0.5938 in.

(a) I.D. **(b) O.D.**

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Side Plate Thickness

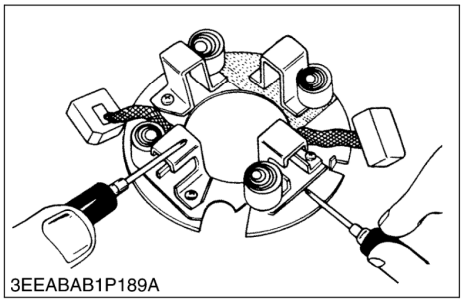
1. Measure the side plate thickness with an outside micrometer.
2. If the thickness is less than the allowable limit, replace it.

Side plate thickness	Factory spec.	2.48 to 2.50 mm 0.0976 to 0.0984 in.
	Allowable limit	2.40 mm 0.0945 in.

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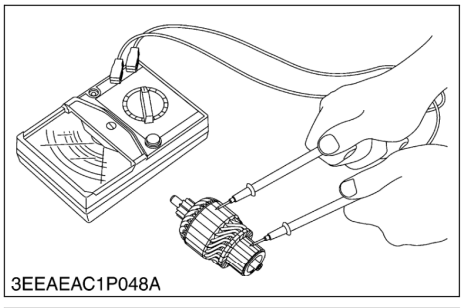
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Brush Holder

1. Check the continuity across the brush holder and the holder support with a circuit tester.
2. If it conducts, replace the brush holder.

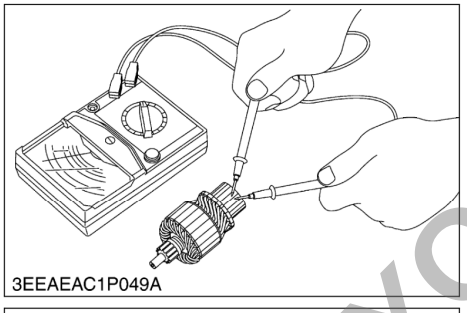
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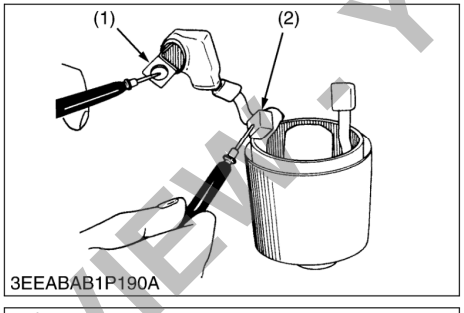

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Armature Coil

1. Check the continuity across the commutator and armature coil core with resistance range of circuit tester.
2. If it conducts, replace the armature.
3. Check the continuity across the segments of the commutator with resistance range of circuit tester.
4. If it does not conduct, replace the armature.

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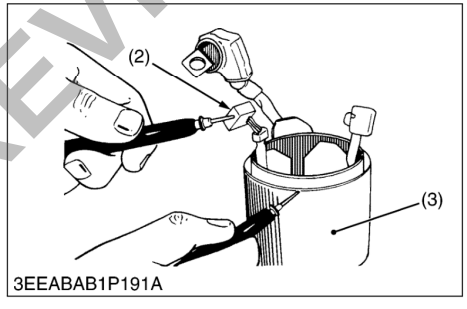
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Field Coil

1. Check the continuity across the lead (1) and brush (2) with a circuit tester.
2. If it does not conduct, replace the yoke assembly.
3. Check the continuity across the brush (2) and yoke (3) with a circuit tester.
4. If it conducts, replace the yoke assembly.

(1) Lead
(2) Bush
(3) Yoke

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