WSM

WORKSHOP MANUAL

GR2100
GR2000G

Kubota

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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.**

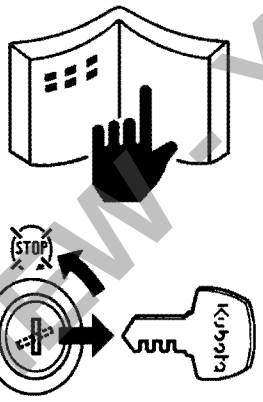
⚠ WARNING
- **Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

⚠ 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.**

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BEFORE SERVICING AND REPAIRING

- Read all instructions and safety instructions in this manual and on your machine safety decals.
- Clean the work area and machine.
- Park the machine on a 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 in operator station.

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SAFETY STARTING

- Do not start the engine by shorting across starter terminals or bypassing the safety start switch.
- Do not alter or remove any part of machine safety system.
- Before starting the engine, make sure that all shift levers are in neutral positions or in disengaged positions.
- Never start the engine while standing on ground. Start the engine only from operator's seat.

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SPECIFICATIONS

Model			GR2100	GR2000G
Engine	Model		D782-E2-GX	GH630-C8
	Type		Liquid-cooled Diesel	Air-cooled Gasoline
	Number of cylinders		3	2
	Bore and stroke		67 x 73.6 mm (2.64 x 2.90 in.)	77 x 67 mm (3.03 x 2.64 in.)
	Total displacement		778 cm^3 (47.5 cu.in.)	624 cm^3 (38.1 cu.in.)
	Engine gross power (DIN)		15.6 kW (20.9 HP)	14.9 kW (20.0 HP)
	Rated revolution		50 r/s [3000 min^{-1} (rpm)]	53.3 r/s [3200 min^{-1} (rpm)]
	Battery		51R (12 V, 450CCA)	U1-9 (12 V, 285CCA)
	Starting system		Electric starter with battery	
	Fuel		Diesel fuel No.2-D [above -10 °C(14 °F)], Diesel fuel No.1-D [below -10 °C (14 °F)]	Automobile unleaded or regular gasoline
Capacities	Fuel tank		18 L (4.8 U.S.gals, 4.0 Imp.gals)	
	Engine crankcase (with filter)		2.8 L (2.96 U.S.qts., 2.46 Imp.qts.)	1.9 L (2.0 U.S.qts., 1.67 Imp.qts.)
	Engine coolant (with recovery tank)		2.35 L (2.48 U.S.qts., 2.07 Imp.qts.)	—
	Transmission case		3.3 L (0.87 U.S.gals., 0.73 Imp.gals.)	
	Front axle case		1.9 L (0.50 U.S.gals., 0.42 Imp.gals.)	
Dimensions	Overall length		1960 mm (77.2 in.)	
	Overall width		1700 mm (66.9 in.)	1550 mm (61.0 in.)
	Overall height		1230 mm (48.4 in.)	
	Wheel base		1280 mm (50.4 in.)	
	Tread	Front	825 mm (32.5 in.)	
		Rear	800 mm (31.5 in.)	
Weight			360 kg (794 lbs)	320 kg (705 lbs)
Traveling system	Tires	Front	16 x 7.50 - 8, 4PR	
		Rear	23 x 10.50 - 12, 4PR	
	Steering		Full hydraulic power steering (Glide Steer)	
	Transmission		Hydrostatic transmission	
	Brake		Internal expanding brake	
	Traveling speed	Forward	0.0 to 10.0 km/h (0.0 to 6.2 mph)	
		Reverse	0.0 to 5.0 km/h (0.0 to 3.1 mph)	
PTO system	Clutch		Mechanical wet multi discs	
	PTO brake		Wet multi discs	

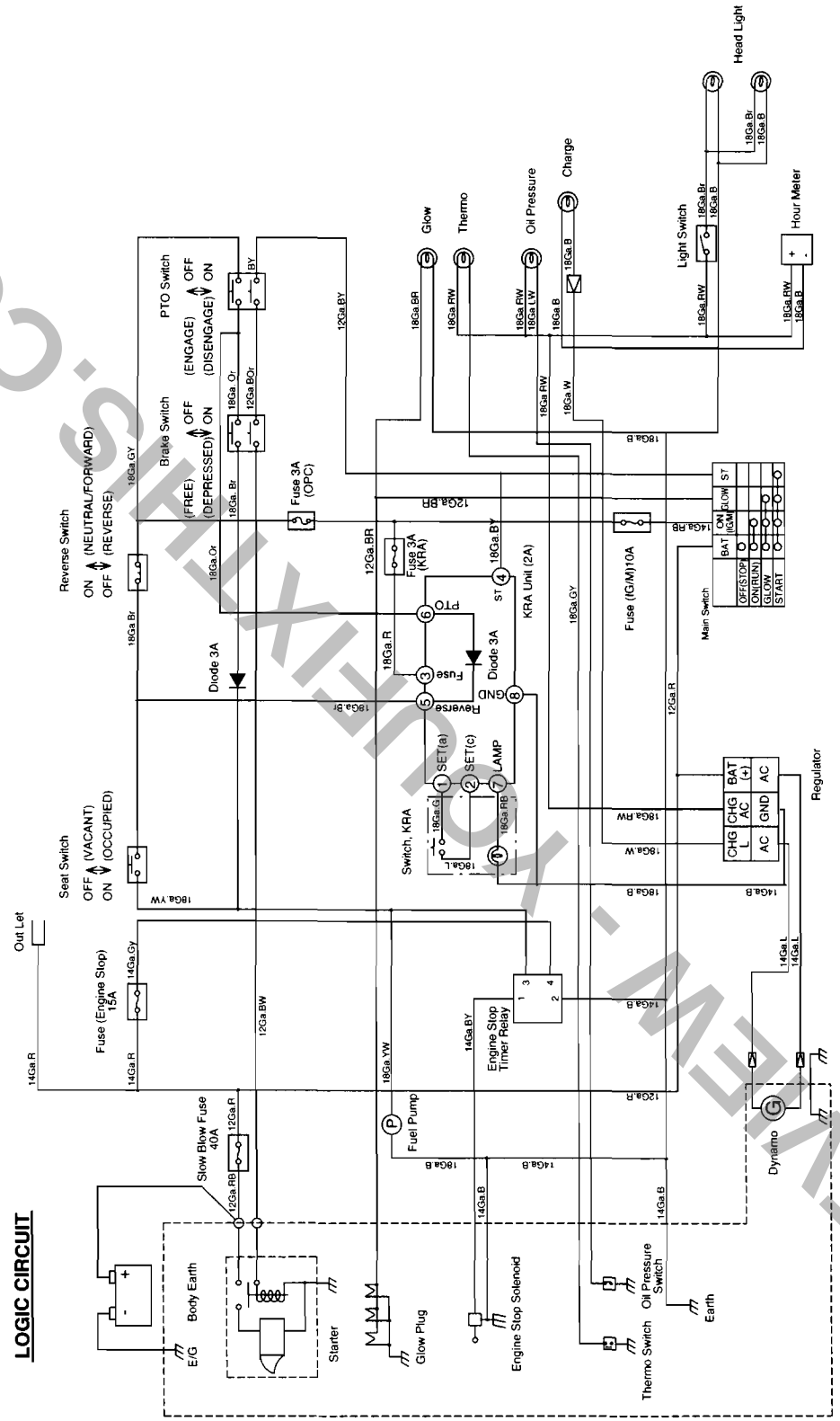
NOTE: *Manufacture's estimate
The company reserves the right to change the specifications without notice.

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■ GR2100



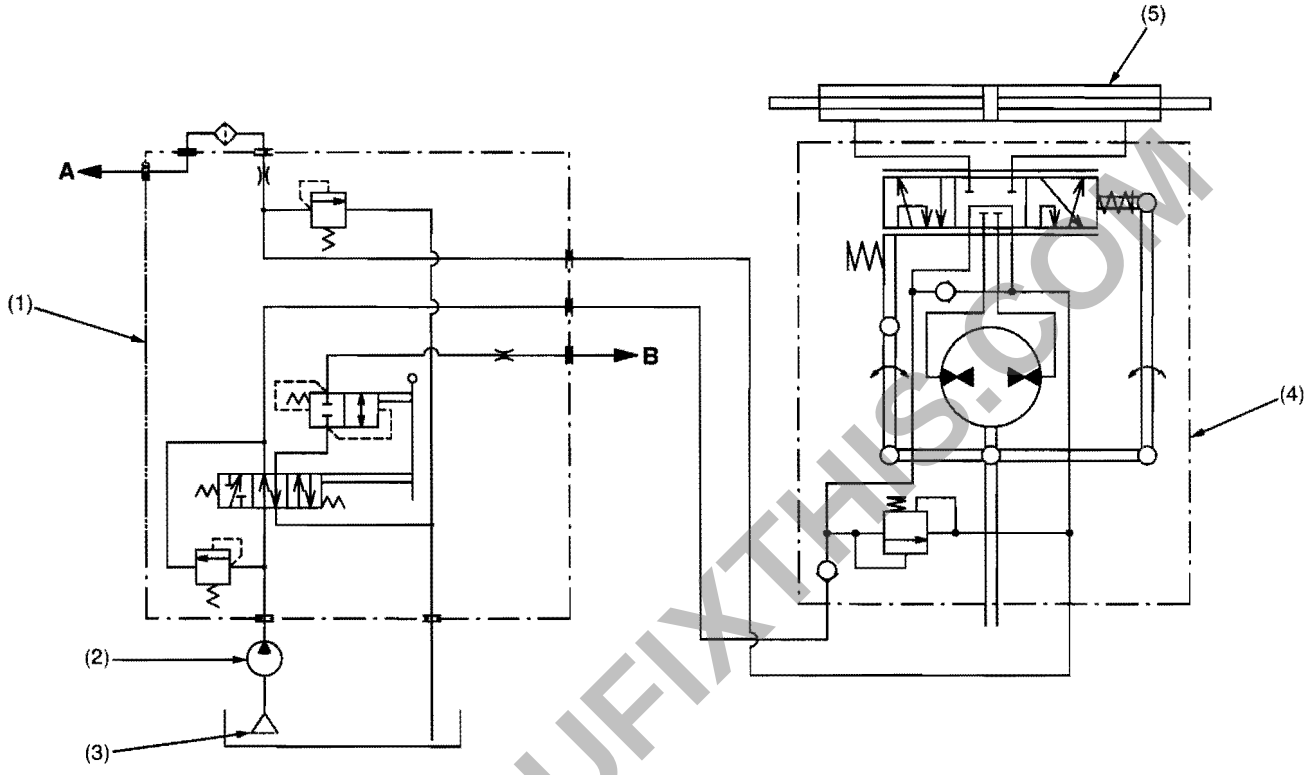
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1. HYDRAULIC CIRCUIT



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(1) Hydraulic Control Valve Assembly
(2) Hydraulic Pump
(3) Oil Strainer
(4) Steering Cylinder
(5) Steering Cylinder
A : To HST
B : To Mower Lift Cylinder

This machine is provided with a full hydrostatic power steering.

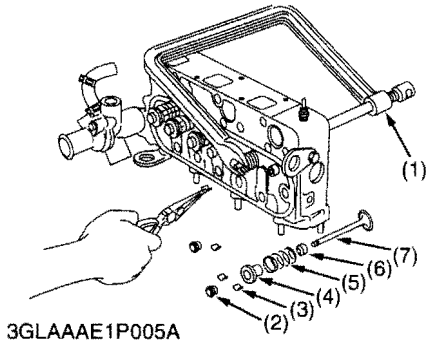
In the full hydrostatic power steering, the steering controller (4) is connected to the steering cylinder (5) with only the hydraulic piping. Accordingly, it does not have mechanical transmitting parts such as steering gear, pitman arm, drag link, etc. Therefore, it is simple in construction. This steering system consists of the oil strainer (3), hydraulic pump (2), hydraulic control valve assembly (1), steering controller (4), steering cylinder (5), etc..

The oil is supplied to the steering controller (4) through the hydraulic control valve assembly (1) by the hydraulic pump (2). With the steering wheel at neutral, the oil returns through the steering controller (4) to the hydraulic control valve assembly (1). Turn the steering wheel, and just a required amount of oil is sent to the steering cylinder (5). The oil at the side opposite to the cylinder flows back to the hydraulic control valve assembly (1).

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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 seal 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.

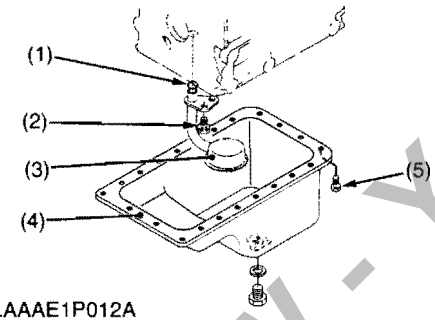
■ IMPORTANT

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

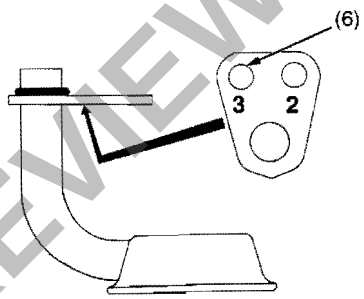
(1) Valve Spring Replacer
(2) Valve Cap
(3) Valve Spring Collet
(4) Valve Spring Retainer
(5) Valve Spring
(6) Valve Stem Seal
(7) Valve

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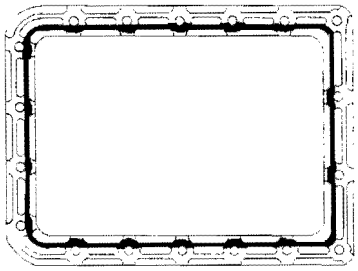
(2) Oil Pan, Timing Gears, Camshaft and Fuel Camshaft



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Oil Pan and Oil Strainer

1. Remove the oil pan mounting screws (5).
2. Remove the oil pan (4) by lightly tapping the rim of the pan with a wooden hammer.
3. Remove the oil strainer (3).

(When reassembling)

- After cleaning the oil strainer, check to see that the filter mesh in clean, and install it.
- Visually check the O-ring (1), apply engine oil, and install it.
- Securely fit the O-ring to the oil strainer.
- To avoid uneven tightening, tighten oil pan mounting screws in diagonal order from the center.
- Using the hole (6) numbered "**3**", install the oil strainer by mounting screw.

■ IMPORTANT

- **Scrape off the old adhesive completely. Wipe the sealing surface clean. Now apply new adhesive 3 to 5 mm (0.12 to 0.20 in.) thick all over the contact surface. Apply the adhesive also on the center of the flange as well as on the inner wall of each bolt hole.**
- **Cut the nozzle of the "liquid gasket" (Three Bond 1207D or equivalent) container at its second notch. Apply "liquid gasket" about 5 mm (0.20 in.) thick.**
  Within 20 minutes after the application of fluid sealant, reassemble the components. Wait then for about 30 minutes, and pour oil in the crankcase.

(1) O-ring
(2) Screw
(3) Oil Strainer
(4) Oil Pan
(5) Oil Pan Mounting Screws
(6) Hole

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5. TIGHTENING TORQUES

[1] GENERAL USE SCREWS, BOLT AND NUTS

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

Indication on top of bolt	⬡ ④ No-grade or 4T						⑦ 7T						⑨ 9T		
Material of bolt	SS400, S20C						S43C, S48C						SCr435, SCM435		
Material of opponent part	Ordinariness			Aluminum			Ordinariness			Aluminum			Ordinariness		
Unit / Diameter	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	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 9.31	0.80 to 0.95	5.79 to 6.87	7.85 to 8.82	0.80 to 0.90	5.79 to 6.50	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31	7.85 to 8.82	0.80 to 0.90	5.79 to 6.50	12.3 to 14.2	1.25 to 1.45	9.05 to 10.4
M8 (8 mm, 0.31 in.)	17.7 to 20.5	1.8 to 2.1	13.1 to 15.1	16.7 to 19.6	1.7 to 2.0	12.3 to 14.4	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	17.7 to 20.5	1.8 to 2.1	13.1 to 15.1	29.5 to 34.3	3.0 to 3.5	21.7 to 25.3
M10 (10 mm, 0.39 in.)	39.3 to 45.1	4.0 to 4.6	29.0 to 33.2	31.4 to 34.3	3.2 to 3.5	23.2 to 25.3	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	39.3 to 44.1	4.0 to 4.5	29.0 to 32.5	60.9 to 70.6	6.2 to 7.2	44.9 to 52.0
M12 (12 mm, 0.47 in.)	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	—	—	—	77.5 to 90.2	7.9 to 9.2	57.2 to 66.5	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	103 to 117	10.5 to 12.0	76.0 to 86.7
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	—	—	—	197 to 225	20.0 to 23.0	145 to 166	—	—	—	260 to 304	26.5 to 31.0	192 to 224
M18 (18 mm, 0.71 in.)	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 (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	—	—	—	491 to 568	50.0 to 58.0	362 to 419

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[2] METRIC SCREWS, BOLTS AND NUTS

Grade	Property class 8.8 (8.8)			Property class 10.9 (10.9)		
Unit / Nominal Diameter	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M8	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	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	77.5 to 90.1	7.9 to 9.2	57.2 to 66.5	103.0 to 117.0	10.5 to 12.0	76.0 to 86.8
M14	124.0 to 147.0	12.6 to 15.0	91.2 to 108.0	167.0 to 196.0	17.0 to 20.0	123.0 to 144.0
M16	196.0 to 225.0	20.0 to 23.0	145.0 to 166.0	260.0 to 303.0	26.5 to 31.0	192.0 to 224.0

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	● No fuel	Replenish fuel	G-9
	● Air in the fuel system	Bleed	G-56
	● Water in the fuel system	Change fuel and repair or replace fuel system	G-39, 52
	● Fuel pipe clogged	Clean	G-39
	● Fuel filter clogged	Change	G-39, 49
	● 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-S24
	● Incorrect injection timing	Adjust	1-S16
	● Fuel camshaft worn	Replace	—
	● Injection nozzle clogged	Repair or replace	1-S38
	● Injection pump malfunctioning	Replace	1-S28
	● 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-S10
	● Improper valve timing	Correct or replace timing gear	1-S30
	● Piston ring and cylinder worn	Replace	1-S49, 55
	● Excessive valve clearance	Adjust	1-S12
(Starter Does Not Run)	● Battery discharged	Charge	G-35
	● Starter malfunctioning	Repair or replace	8-S20
	● Main switch malfunctioning	Replace	8-S9, 10
	● PTO switch defective	Replace	8-S12
	● Brake switch defective	Replace	8-S12
	● Seat switch defective	Replace	8-S13
	● Slow blow fuse blown	Replace	G-53
	● Wiring disconnected	Connect	—

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2. SERVICING SPECIFICATIONS

ENGINE BODY

Item		Factory Specification	Allowable Limit
Compression Pressure	—	2.84 to 3.24 MPa 29.0 to 33.0 kgf/cm^2 412 to 469 psi	2.26 MPa 23.0 kgf/cm^2 327 psi
	Variance Among Cylinder	—	10 % or less
Top Clearance		0.50 to 0.70 mm 0.0197 to 0.0276 in.	—
Valve Clearance (Cold)		0.145 to 0.185 mm 0.00571 to 0.00728 in.	—
Cylinder Head Surface	Flatness	—	0.05 mm 0.0020 in.
Valve Recessing (Intake and Exhaust)		-0.10 to 0.10 mm -0.0039 to 0.0039 in.	0.30 mm 0.0118 in.
Valve Stem to Valve Guide	Clearance	0.030 to 0.057 mm 0.00118 to 0.00224 in.	0.10 mm 0.0039 in.
	Valve Stem (O.D.)	5.968 to 5.980 mm 0.23496 to 0.23543 in.	—
	Valve Guide (I.D.)	6.010 to 6.025 mm 0.23661 to 0.23720 in.	—
Valve Seat	Width	2.12 mm 0.0835 in.	—
	Angle	0.785 rad 45 °	—
Valve Face	Angle	0.785 rad 45 °	—
Valve Spring	Free Length	31.3 to 31.8 mm 1.232 to 1.252 in.	28.4 mm 1.118 in.
	Tilt	—	1.2 mm 0.047 in.
	Setting Load	64.7 N 6.6 kgf 14.6 lbs	54.9 N 5.6 kgf 12.3 lbs
	Setting Length	27.0 mm 1.063 in.	—
Rocker Arm to Rocker Arm Shaft	Oil Clearance	0.016 to 0.045 mm 0.00063 to 0.00177 in.	0.15 mm 0.0059 in.
	Rocker Arm Shaft (O.D.)	10.473 to 10.484 mm 0.41232 to 0.41276 in.	—
	Rocker Arm (I.D.)	10.500 to 10.518 mm 0.41339 to 0.41410 in.	—
Push Rod	Alignment	—	0.25 mm 0.0098 in.

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6. MAINTENANCE CHECK LIST

[GR2100]

■ IMPORTANT

- **The jobs indicated by ★ must be done initially.**
- ***1 : This maintenance should be done daily more often in dusty conditions than in normal conditions. Suggested cleaning interval is every 100 hours in normal conditions.**
- **The items listed below (@ marked) are registered as emission related critical parts by KUBOTA in the U.S.EPA non-road emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the engine according to the following instruction.**

No.	Item \ Period		Indication on hour meter (Hr)												After since	Important		Reference page
			50	100	150	200	250	300	350	400	450	500	550	600				
1	Engine oil	Change	★	☆		☆		☆		☆		☆		☆	every 100 hr			G-36
2	Engine oil filter	Replace	★			☆				☆				☆	every 200 hr			G-43
3	Transmission and Front axle cases fluid	Change				★				☆				☆	every 200 hr			G-44, G-46
4	Transmission oil filter	Replace	★			☆				☆				☆	every 200 hr			G-45
5	Transmission strainer	Clean				★				☆				☆	every 200 hr			G-45
6	Front axle pivot	Adjust		★		☆				☆				☆	every 200 hr			G-48
7	Safety device	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr			G-28
8	Oiling	-	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr			G-32
9	Greasing	-	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr			G-31
10	Mower gear box oil	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr			G-29
		Change	☆		☆			☆			☆			☆	every 150 hr			G-42
11	Air cleaner element	Clean	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr	*1	@	G-30
		Replace													every 1 year			G-50
12	Battery condition	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hr			G-34
13	Brake	Adjust		☆		☆		☆		☆		☆		☆	every 100 hr			G-38
14	Fan drive belt tension	Adjust		☆		☆		☆		☆		☆		☆	every 100 hr			G-39

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7. CHECK AND MAINTENANCE

CAUTION

- **Be sure to check and service the machine on a flat place with engine shut off, the parking brake on and chock the wheels.**

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[1] DAILY CHECK

To prevent trouble from occurring, it is important to know the condition of the machine. Check the following items before starting.

Checking

- Check areas where previous trouble was experienced.
- Walk around the machine.

1. Tire pressure, wear and damage
2. Oil and water leak
3. Engine oil level
4. Transmission fluid level
5. Coolant level in the recovery tank
6. Damage of machine body, tightness of all bolts and nuts
7. Radiator screen
8. Panel screen
9. Brake play
10. Fuel level
11. Check air cleaner element

- Mower

1. Oil leak
2. Make sure blade cap screws are tight.
3. Blades for wear or damage.
4. Check all hardware.
5. Make sure all pins are in place.
6. Mower deck cleaning
7. Greasing

- While sitting in the operator's seat,

1. Speed control pedal and brake pedal
2. Brake

- Turning the key switch "**ON**"

1. Performance of the easy checker light.

- Starting the engine

1. Color of the exhaust fumes
2. Safety start switch, seat safety control and another safety devices.
3. Check for abnormal noise and vibration.

- Others

1. Check the areas where previous troubles were experienced.

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9. TIRES

[1] TIRE PRESSURE

CAUTION

- **Do not attempt to mount a tire on a rim. This should be done by a qualified person with the proper equipment.**
- **Always maintain the correct tire pressure.**
  Do not inflate tires above the recommended pressure as shown below.

■ IMPORTANT

- **Do not use tires larger than specified.**

	Tire sizes	Inflation pressure
Front	16 x 7.50-8, 4PR	200 kPa (2.0 kgf/cm^2, 29 psi)
Rear	23 x 10.50-12, 4PR	140 kPa (1.4 kgf/cm^2, 20 psi)

Though the tire pressure is factory-set to the prescribed level, it naturally drops slowly in the course of time. Thus, check it everyday and inflate as necessary.

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[2] TREAD

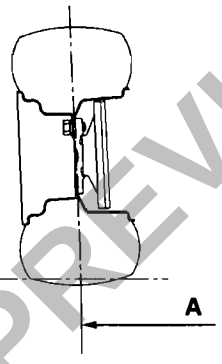
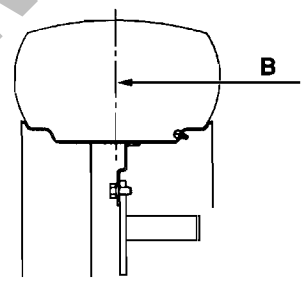
The tread can not be adjusted.

■ IMPORTANT

- **Do not turn discs to obtain wider tread.**
- **Always attach tires as shown in the drawing.**
- **If not attached as illustrated, transmission parts may be damaged.**

■ NOTE

- **Use the tapered bolts for wheels with beveled or tapered holes.**

Front	Rear
16 x 7.50 - 8, 4PR	23 x 10.50 - 12, 4PR
 3TAAAAB0P032A	 3TAAAAB0P033A

A: 825 mm (32.5 in.) **B: 800 mm (31.5 in.)**

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[2] LUBRICATING SYSTEM

Refer to **"P-ENGINE BODY"** section.

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[3] IGNITION SYSTEM

Refer to **"P-ENGINE BODY"** section.

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ENGINE BODY

Item		Factory Specification	Allowable Limit
Spark Plug	Gap	0.76 mm 0.030 in.	—
Ignition Module	Air Gap	0.28 to 0.33 mm 0.011 to 0.013 in.	—

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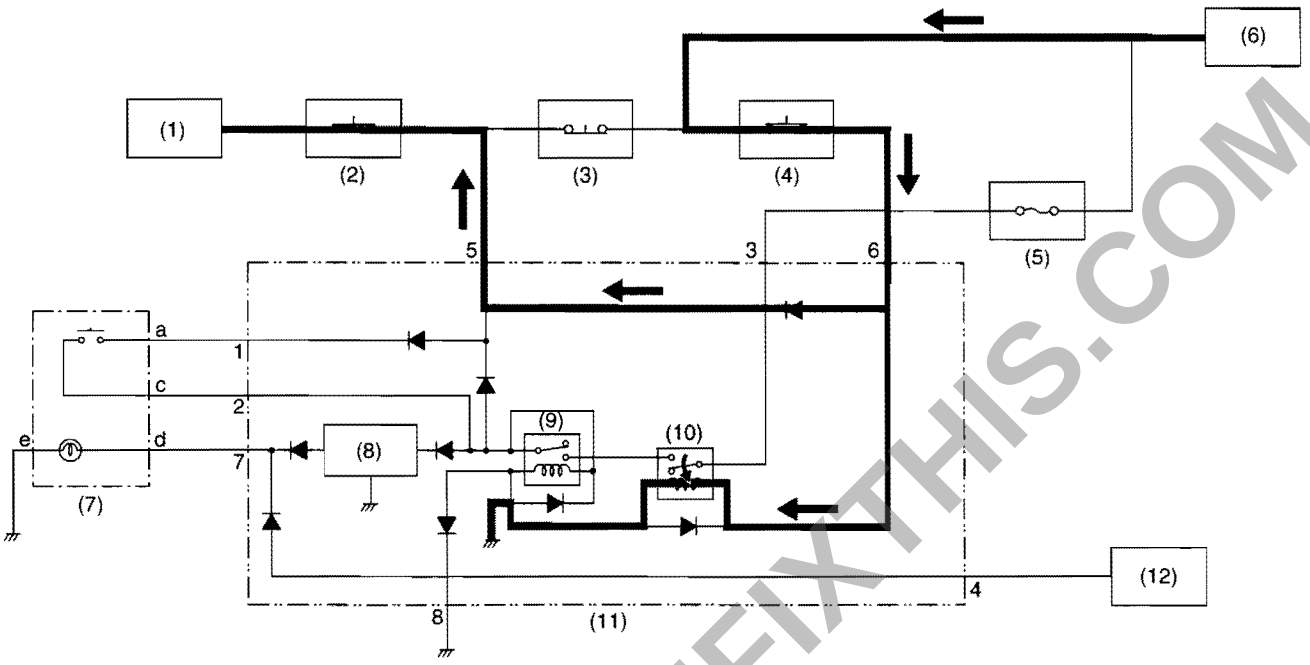
CONTENTS

1. STRUCTURE.....5-M1

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■ KRA System Reset



3GLAAAF9P013A

(1)	Engine Stop Timer Relay (GR2100) Engine Stop Relay (GR2000G)	(4)	PTO Switch	(8)	Flashing Circuit	**1 to 8 :**	**KRA System Unit Terminal**
(2)	Seat Switch	(5)	Fuse (3A)	(9)	Relay 2	**a, c, d, e:**	**KRA System Switch Terminal**
(3)	Reverse Switch	(6)	Main Switch (IG/M Terminal)	(10)	Relay 1		
		(7)	KRA System Switch	(11)	KRA System Unit		
				(12)	Main Switch (ST Terminal)		

When disengaging the PTO lever (PTO switch "**ON**"), the electrical current from the main switch (IG/M terminal) (6) flows to the coil of relay 1 (10) through the PTO switch (4). Since the coil of the relay 1 is magnetized by the electrical current from the PTO switch (4), the switch of relay 1 (10) is attracted to the coil side by the magnetized coil. Therefore, the electrical circuit between the fuse (5) and the seat switch (2) is cut off. Also, the electrical circuit between the fuse (5) and the flashing circuit (8) is cut off. The lamp in the KRA system switch (7) is turned off. As a result, the KRA override mode is reset.

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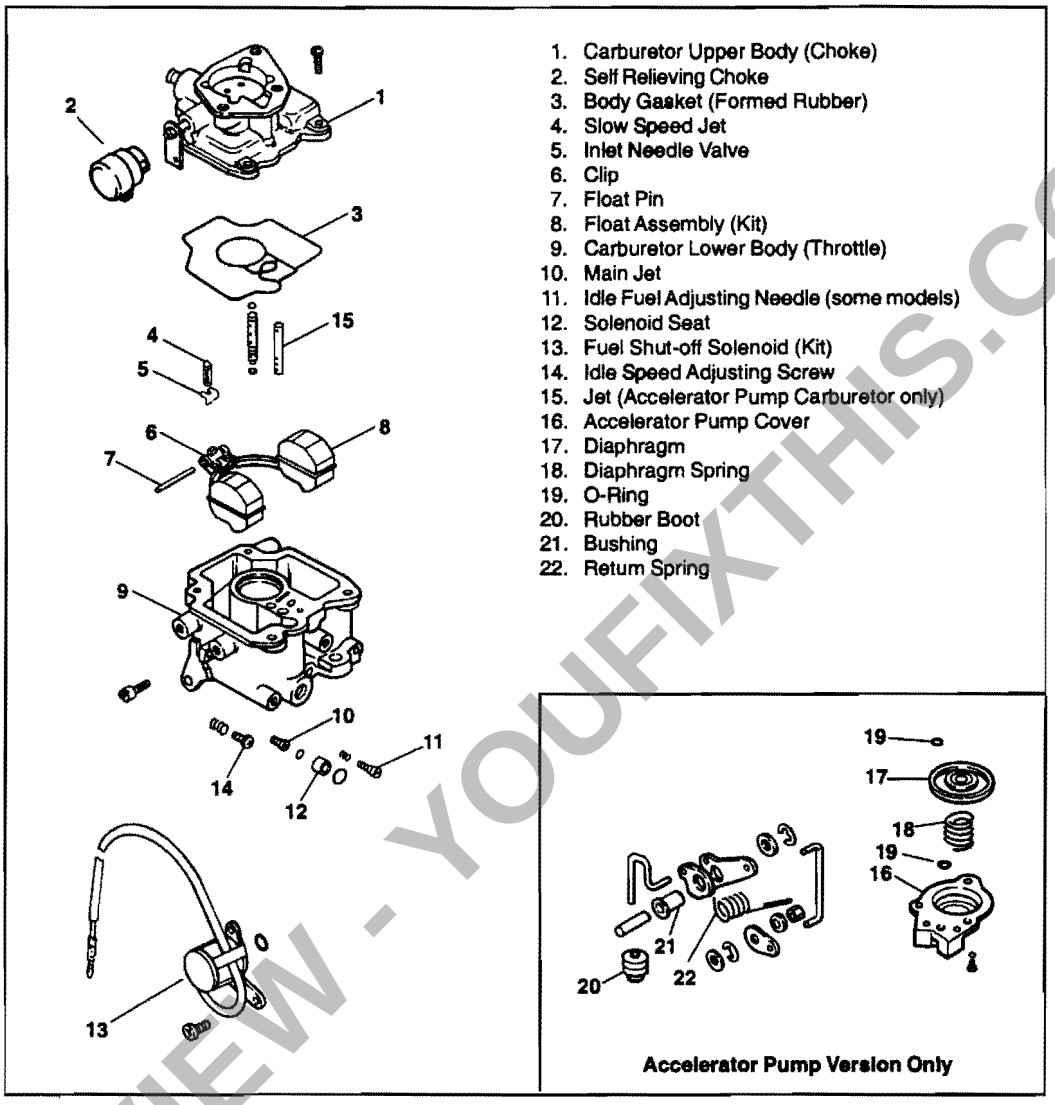


Figure 5-6. Carburetor - Exploded View.

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