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# B.Safty precautions for servicing, disassembly and reassembly

## ⚠ Safty precautions for servicing

Most accidents during servicing arise from carelessness. Please remember that safty involves both the welfare of the employees and improved work efficiency.

## ⚠ Safty precautions for Disassembly and reassembly

Machines must be diassembled and assembled efficiently and safely.
It is very important to thoroughly understand the construction and function of the machine, to make all appropriate preparations, and start operations according to the specified working procedures.

### a. Safty measures before starting work

#### (1) Work clothes

1. Wear specified work cap and clothed. (Under no circumstances may workers wear undershirts only.)
   Cuffs must be kept buttoned, and any tears must be mended.)
2. Wear safety shoes.
3. Do not wear cotton gloves when working on the internal section of engine, reduction gears or hydrauricunits for repair or others, or when using a hammer. Wear leather gloves, however, when hoisting wires.

#### (2) Inspecting equipment and tools

1. Prepare equipment (cranes, fork lifts, tool, etc.) required for servicing and inspect for any problems before starting work.
2. Hammer heads (metal parts) must be firmly secured to their handles.
3. Check hosting tools (wire ropes, hoisting chains, etc.) before use.

#### (3) Keep workshop in order

1. Secure appropriate space needed for disassembly to the job.
2. Secure a clean, safe place for arranging disassembled parts.
3. Store volatile substances (gasoline, light oil, thinner, oily articles, etc.) in appropriate containers at selected locations to prevent fire hazards.

### b. Safty measures during work

#### (1) Protectors

1. Wear goggles when using chisels for chipping.
2. Use appropriate protectors during welding.
3. Wear a helmet when working with a crane or at elevated locations.

#### (2) Team work

1. When working with two or more people, divide the work and maintain close communication.
2. Clane work must be carried out using predetermined signals.

#### (3) Disassembly and assembly

1. Do not wear gloves when using hammers.
2. Use rods of the specified soft material for removing pins. Do not use a hammer as a pad.
3. Do not place fingers in holes when centering.
4. Heavy parts must be adequately supported before removingbolts.

#### (4) Cranes

1. In principle, use a crane for objects heavier than 44lb (20kg).
2. Crane operation and hoisting must be performed only by qualified personal.
3. Pay careful attention to the center of gravity when hoisting, and do not stand under the lifted objects.

#### (5) Others

1. To work under a jacked-up carrier, be sure to place wood pieces under it.
2. When charging batteris, make sure there are no open flames in the immediate vicinity.
3. All electric tools must be grounded.
4. Before welding the machine, remove the battery.
   - When removing the battery, be sure to disconnect negative (-) cord first.
   - When mounting the battery, be sure tp connect the positive (+) cord first.

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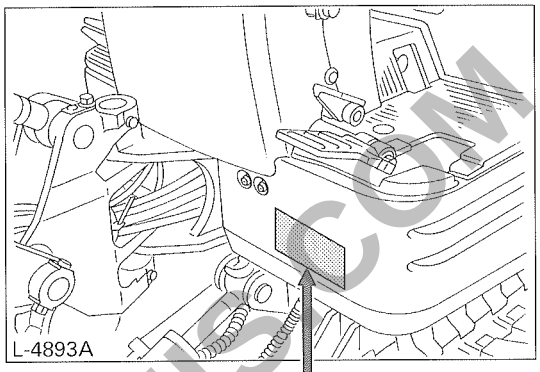
# A.Body and engine identification marks

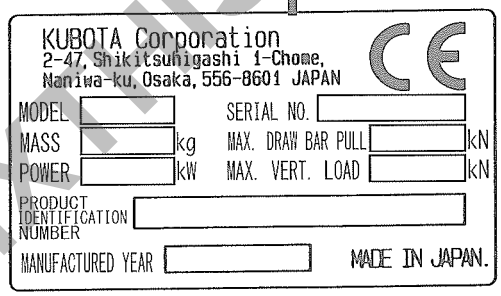
K008-3, U10-3 EU-Version

Your KUBOTA dealer is always ready to help so that your excavator offers the best performance. After having carefully read this manual, you will realize that much of the routine maintenance can be done by yourself. Your KUBOTA dealer is responsible for servicing and the derivery of sopare parts. When orderring spare parts from your KUBOTA dealer, always mention the serial number of the excavator and the engine.
Note these numbers right away in the supplied lines.

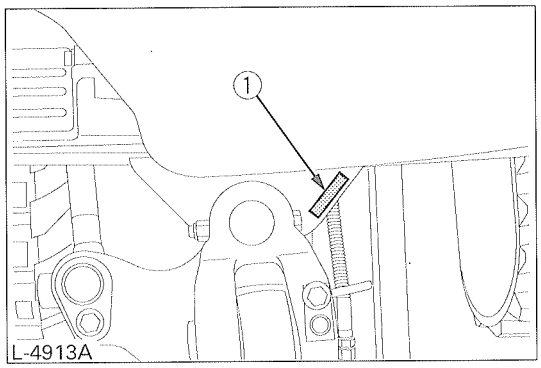
| | Excavator | Excavator |
|---|---|---|
| Excavator | _____ | _____ |
| Engine | _____ | _____ |

Dealer's name
(To be filled in through the owner)

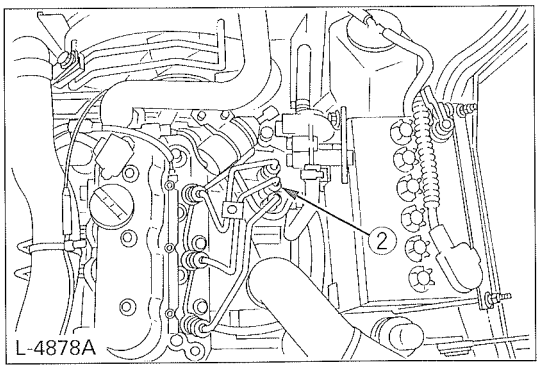


L-4865



*(1) Serial No.*



*(2) Engine serial No.*

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## (8) Tightening torque of bolts and nuts

Refer to the tightness torque table below.

| Bolts, Nuts / Nomial Dia. | 4T  | 7T  | 9T  |
|---|---|---|---|
| | SS41 | S40C, S45C | SCr4 |
| M6 | 7.8 ~ 9.3 N·m<br>0.80 ~ 0.95 kgf·m<br>5.8 ~ 6.9 ft·lbf | 9.8 ~ 11.3 N·m<br>1.00 ~ 1.15 kgf·m<br>7.2 ~ 8.3 ft·lbf | 12.3 ~ 14.2 N·m<br>1.25 ~ 1.45 kgf·m<br>9.0 ~ 10.5 ft·lbf |
| M8 | 17.7 ~ 20.6 N·m<br>1.80 ~ 2.10 kgf·m<br>13.0 ~ 15.2 ft·lbf | 23.5 ~ 27.5 N·m<br>2.40 ~ 2.80 kgf·m<br>17.4 ~ 20.3 ft·lbf | 29.4 ~ 34.3 N·m<br>3.00 ~ 3.50 kgf·m<br>21.7 ~ 25.3 ft·lbf |
| M10 | 39.2 ~ 45.1 N·m<br>4.00 ~ 4.60 kgf·m<br>28.9 ~ 33.3 ft·lbf | 48.0 ~ 55.9 N·m<br>4.90 ~ 5.70 kgf·m<br>35.4 ~ 41.2 ft·lbf | 60.8 ~ 70.6 N·m<br>6.20 ~ 7.20 kgf·m<br>44.8 ~ 52.1 ft·lbf |
| M12 | 62.8 ~ 72.6 N·m<br>6.40 ~ 7.40 kgf·m<br>46.3 ~ 53.5 ft·lbf | 77.5 ~ 90.2 N·m<br>7.90 ~ 9.20 kgf·m<br>57.1 ~ 66.5 ft·lbf | 103.0 ~ 117.7 N·m<br>10.50 ~ 12.00 kgf·m<br>75.9~ 86.8 ft·lbf |
| M14 | 107.9 ~ 125.5 N·m<br>11.00 ~ 12.80 kgf·m<br>79.6 ~ 92.6 ft·lbf | 123.6 ~ 147.1 N·m<br>12.60 ~ 15.0 kgf·m<br>91.1 ~ 108.5 ft·lbf | 166.7 ~ 196.1 N·m<br>17.00 ~ 20.00 kgf·m<br>123.0 ~ 144.7 ft·lbf |
| M16 | 166.7 ~ 191.2 N·m<br>17.00 ~ 19.50 kgf·m<br>123.0 ~ 141.0 ft·lbf | 196.1 ~ 225.6 N·m<br>20.00 ~ 23.00 kgf·m<br>144.7 ~ 166.4 ft·lbf | 259.9 ~ 304.0 N·m<br>26.50 ~ 31.00 kgf·m<br>191.7 ~ 224.2 ft·lbf |
| M18 | 245.2 ~ 284.4 N·m<br>25.00 ~ 29.0 kgf·m<br>180.8 ~ 209.7 ft·lbf | 274.6 ~ 318.7 N·m<br>28.00 ~ 32.50 kgf·m<br>202.5 ~ 235.1 ft·lbf | 343.2~ 402.1 N·m<br>35.00 ~ 41.00 kgf·m<br>253.2 ~ 296.5 ft·lbf |
| M20 | 333.4~ 392.2 N·m<br>34.00 ~ 40.00 kgf·m<br>245.9 ~ 389.3 ft·lbf | 367.7 ~ 431.5 N·m<br>37.50 ~ 44.0 kgf·m<br>271.2 ~ 318.2 ft·lbf | 519.8 ~ 568.8 N·m<br>53.00 ~ 58.00 kgf·m<br>383.3 ~ 419.5 ft·lbf |

## (9) Types and materials of bolts and nuts

[ex. bolts]

| Types | Material | Tensile strength | Hardness | Bolt head marking | |
|---|---|---|---|---|---|
| 4T | SS41 | Over 392 MPa<br>4000 kgf/cm$^2$<br>56892 lbf/in$^2$ | $H_RB$<br>62 ~ 98 |  | No mark or marked 4 |
| 7T | S40C<br>S45C | Over 686 MPa<br>7000 kgf/cm$^2$<br>99561 lbf/in$^2$ | $H_RC$<br>20 ~ 28 |  | Marked 7 |
| 9T | SCr4 | Over 882 MPa<br>9000 kgf/cm$^2$<br>128007 lbf/in$^2$ | $H_RC$<br>28 ~ 34 |  | Marked 9 |

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# G.Maintenance intervals

| No. | Checkpoints | Intervals | Hour meter indicator | | | | | | | | | | | | | Consequently |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 50 | 100 | 150 | 200 | 250 | 300 | 350 | 400 | 450 | 500 | 550 | 600 | 1000 | 2000 | |
| 1 | Fuel | check | Daily check | | | | | | | | | | | | | | |
| 2 | Engine oil | check | Daily check | | | | | | | | | | | | | | |
| | | change | ○ | | ○ | | ○ | | ○ | | ○ | | ○ | | | | every 100 hrs |
| 3 | Hydraulic oil** | check | Daily check | | | | | | | | | | | | | | |
| | | change | | | | | | | | | | | | | ○ | | every 1000 hrs |
| 4 | Coolant | check | Daily check | | | | | | | | | | | | | | |
| | | change | | | | | | | | | | | | | | | every 2 years |
| 5 | Lubrication points | check | Daily check | | | | | | | | | | | | | | |
| 6 | Lubrication of the pins for backet | check | | ○ | | ○ | | ○ | | ○ | | ○ | | ○ | ○ | ○ | every 100 hrs |
| 7 | Radiator | check | Daily check | | | | | | | | | | | | | | |
| 8 | Battery condition | check | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | every 50 hrs |
| 9 | Electrical lines | check | Daily check, Annual servicing | | | | | | | | | | | | | | |
| 10 | Greasing of swing bearing teeth | — | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | every 50 hrs |
| 11 | Fan belt tension | adjust | | | | ○ | | | | ○ | | | | ○ | ○ | ○ | every 200 hrs |
| 12 | Radiator hoses and clamps | check | | | | ○ | | | | ○ | | | | ○ | ○ | ○ | every 200 hrs |
| | | change | | | | | | | | | | | | | | | every 2 years |
| 13 | Air filter element* | clean | | | | ○ | | | | ○ | | | | ○ | ○ | ○ | every 200 hrs |
| | | change | | | | | | | | | | | | | ○ | ○ | every 1000 hrs |
| 14 | Greasing of swing ball bearings | — | | | | ○ | | | | ○ | | | | ○ | ○ | ○ | every 200 hrs |
| 15 | Fuel pipes and hoses | check | | | | ○ | | | | ○ | | | | ○ | ○ | ○ | every 200 hrs |
| | | change | | | | | | | | | | | | | | | every 2 years |
| 16 | Engine oil filter | change | ○ | | | | ○ | | | | ○ | | | | ○ | ○ | every 200 hrs |
| 17 | Fuel filter | check | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | every 50 hrs |
| | | change | | | | | | | | | | ○ | | | ○ | ○ | every 500 hrs |
| 18 | Hydraulic return filter element | change | | | | | | | | | | | | | ○ | ○ | every 1000 hrs |
| 19 | Hydraulic suction filter element | change | | | | | | | | | | | | | ○ | ○ | every 1000 hrs |
| 20 | Front idler and track roller oil | change | | | | | | | | | | | | | | ○ | every 2000 hrs |
| 21 | Dynamo and starter motor | check | | | | | | | | | | | | | | ○ | every 2000 hrs |
| 22 | Radiator system | rinse | | | | | | | | | | | | | | | every 2 years |

**IMPORTANT:**

- * Clean the air filter more frequently if used in dusty conditions. With heavy soiling, replace the filter.

  ** When using a hydraulic breaker, change hydraulic oil and return filter according to the table on "Hydraulic Oil Change (Including Exchange of the Suction Filter in the Hydraulic Tank) under "EVERY 1000 SERVICE HOURS" in "REGULAR CHECKS AND MAINTENANCE WORK".

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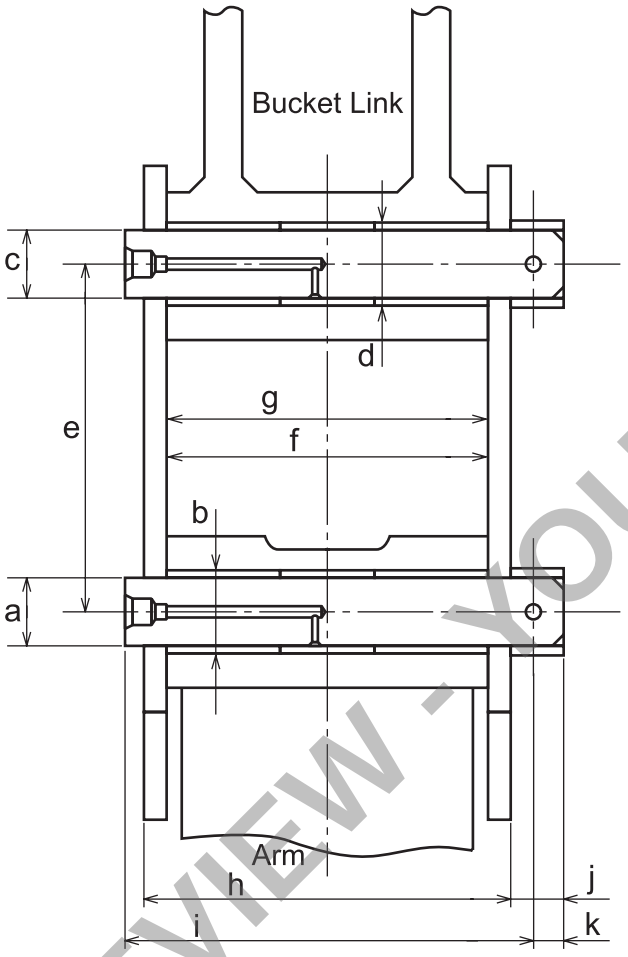
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# B.Component interchangeability

## a. Bucket

Bucket can be mounted between K-008 and K008-3new series in each local bucket as shown in the below table. Also below dimensions are for your reference to process local bucket in your place. Still bucket size and weight should be considered for safety, stability and performance.

| | K-008 | | K008-3 |
|---|---|---|---|
| Bucket | • | ↔ | • |




Unit:mm

| | K008 | K008-3 |
|---|---|---|
| a(Bush) inner dia. | $\phi 25^{+0.13}_{+0.10}$ | ← |
| b(Arm) boss inner dia. | $\phi 33^{+0.025}_{0}$ | ← |
| c(Bucket) boss inner dia. | $\phi 25^{+0.13}_{+0.10}$ | ← |
| d(Link) | $\phi 33^{+0.025}_{0}$ | ← |
| e | 85.1 | ← |
| f(Arm) | 100 | ← |
| g(Bucket) | $55^{+1}_{0}$ | ← |
| h(Bucket) | 124 | ← |
| i(Bucket) | 20 | ← |
| j | 149 | ← |
| k | 11 | ← |
| l(pin dia.) | $\phi 25^{-0.05}_{-0.08}$ | ← |

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# A.Specifications

## a. Machine Weight

### (1)K008-3, U10-3 EU - version

| | unit | K008-3 | U10-3 |
|---|---|---|---|
| Machine weight | kg | 850 | 980 |

### (2)K008-3 KTC, KCL , KTA - version

| | unit | K008-3 | |
|---|---|---|---|
| Machine weight | kg<br>lbs | 920<br>2028 | |

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## c. Lever stroke and operating force

### (1)K008-3, U10-3 EU version

| | | Unit | K008-3 | U10-3 | Remarks |
|---|---|---|---|---|---|
| Boom | Stroke | mm | 80 | 81 | Up / Down |
| | Force | N<br>kgf | 14.7 / 14.7<br>1.5 / 1.5 | 14.7 / 14.7<br>1.5 / 1.5 | Up / Down |
| Arm | Stroke | mm | 80 | 81 | Crowd / Dump |
| | Force | N<br>kgf | 14.7 / 14.7<br>1.5 / 1.5 | 14.7 / 14.7<br>1.5 / 1.5 | Crowd / Dump |
| Bucket | Stroke | mm | 70 | 81 | Crowd / Dump |
| | Force | N<br>kgf | 14.7 / 14.7<br>1.5 / 1.5 | 14.7 / 14.7<br>1.5 / 1.5 | Crowd / Dump |
| Swivel | Stroke | mm | 70 | 81 | Right / Left |
| | Force | N<br>kgf | 14.7 / 14.7<br>1.5 / 1.5 | 14.7 / 14.7<br>1.5 / 1.5 | Right / Left |
| Travel | Stroke | mm | 55 | 58 | F / R |
| | Force | N<br>kgf | 10.8 / 10.8<br>1.1 / 1.1 | 7.8 / 7.8<br>0.8 / 0.8 | F / R |
| Dozer | Stroke | mm | 37 | 32 | Up / Down |
| | Force | N<br>kgf | 19.6 / 19.6<br>2.0 / 2.0 | 19.6 / 19.6<br>2.0 / 2.0 | Up / Down |
| Acceleration | Force | N<br>kgf | 24.5<br>2.5 | 24.5<br>2.5 | |
| Swing pedal | Force | N<br>kgf | 4.9<br>5.0 | 4.9<br>5.0 | Up / Down |
| Safety lock lever | Force | N<br>kgf | 19.6<br>2.0 | 19.6<br>2.0 | |

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## (2) K008-3 KTC, KCL, KTA version

| | | Unit | K008-3 | Remarks |
|---|---|---|---|---|
| Boom | Stroke | mm<br>in. | 80<br>3.1 | Up / Down |
| | Force | N<br>kgf<br>lbs | 14.7 / 14.7<br>1.5 / 1.5<br>3.3 / 3.3 | Up / Down |
| Arm | Stroke | mm<br>in. | 80<br>3.1 | Crowd / Dump |
| | Force | N<br>kgf<br>lbs | 14.7 / 14.7<br>1.5 / 1.5<br>3.3 / 3.3 | Crowd / Dump |
| Bucket | Stroke | mm<br>in. | 70<br>2.8 | Crowd / Dump |
| | Force | N<br>kgf<br>lbs | 14.7 / 14.7<br>1.5 / 1.5<br>3.3 / 3.3 | Crowd / Dump |
| Swivel | Stroke | mm<br>in. | 70<br>2.8 | Right / Left |
| | Force | N<br>kgf<br>lbs | 14.7 / 14.7<br>1.5 / 1.5<br>3.3 / 3.3 | Right / Left |
| Travel | Stroke | mm<br>in. | 55<br>2.2 | F / R |
| | Force | N<br>kgf<br>lbs | 10.8 / 10.8<br>1.1 / 1.1<br>2.4 / 2.4 | F / R |
| Dozer | Stroke | mm<br>in. | 37<br>1.5 | Up / Down |
| | Force | N<br>kgf<br>lbs | 19.6 / 19.6<br>2.0 / 2.0<br>4.4 / 4.4 | Up / Down |
| Acceleration | Force | N<br>kgf<br>lbs | 24.5<br>2.5<br>5.5 | |
| Swing pedal | Force | N<br>kgf<br>lbs | 4.9<br>5.0<br>11 | Up / Down |
| Safety lock lever | Force | N<br>kgf<br>lbs | 19.6<br>2.0<br>4.4 | |

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| | Unit | K008-3 | Remarks |
|---|---|---|---|
| Bucket cylinder | kg<br>lbs | 9<br>4.1 | |
| Swing cylinder | kg<br>lbs | 8<br>3.6 | |
| Dozer cylinder | kg<br>lbs | 6<br>2.7 | |
| Rotary joint | kg<br>lbs | 4<br>1.8 | |

The weights listed above are based on calculations and slightly different from actual ones.

## (7) Water and Oil Quantity

| | | Unit | K008-3 | U10-3 | | Remarks |
|---|---|---|---|---|---|---|
| Radiator | Canopy / Cab | L<br>gal | 2.8<br>0.74 | ← | | Kubota LLC-N-50F 50% |
| Reserve tank | | L<br>gal | 0.5<br>0.13 | ← | | |
| Engine Crank case | | L<br>gal | 2.2<br>0.58 | ← | | SAE10W30(CD) |
| Hydraulic oil | Full | L<br>gal | 18<br>4.73 | ← | | ISO 46 |
| Hydraulic oil | Tank | L<br>gal | 13.5<br>3.54 | ← | | ISO 46 |
| Wheel motor | | L<br>gal | - | - | | |
| Track roller | | cc<br>gal | 8<br>2.1 | ← | | Grease |
| Upper roller | | cc<br>gal | - | - | | |
| Front idler | | cc<br>gal | 11<br>2.89 | ← | | Grease |
| Fuel tank | | L<br>gal | 11<br>2.89 | ← | | |

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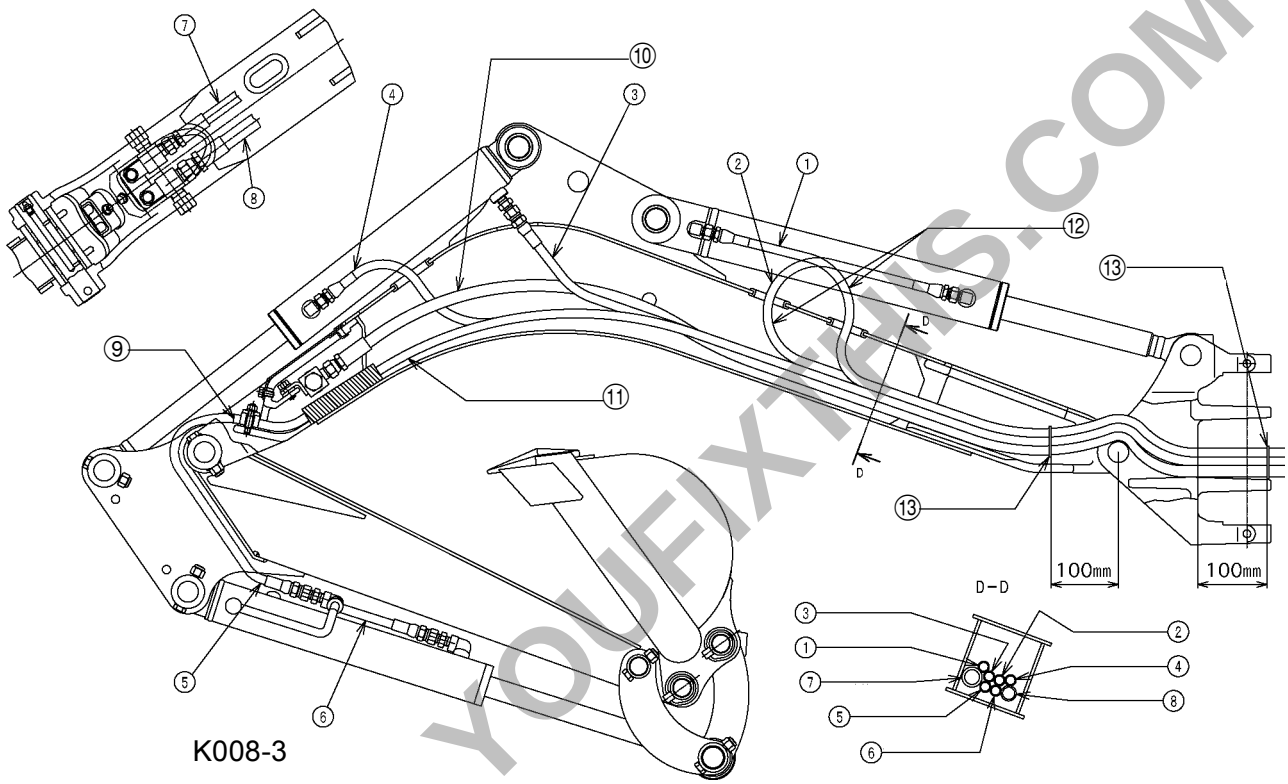
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# B.Front attachment

## a. Front attachment assembly procedure

1) Apply grease sparingly to pins before assembling them (ALBANIA EP2, MOBIL PLEX or equivalent )
2) Tightening torque of pin lock bolts : 48~56N·m (4.9~5.7kgf·m)
3) Do not tighten the lock nuts firmly.

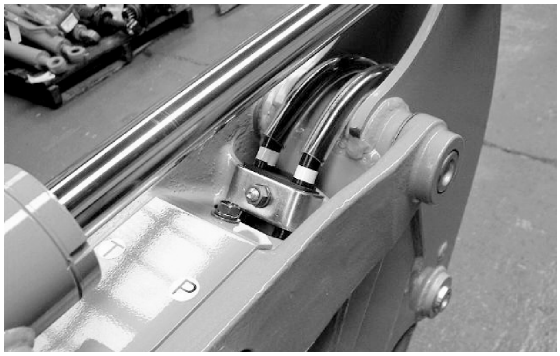
Front hose : K008-3

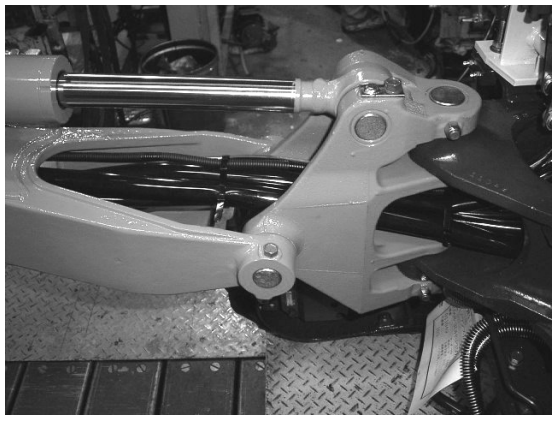



K008-3

| No. | Parts name | Q'ty |
|---|---|---|
| ① | Hose (High pressure, 1/4) | 1 |
| ② | Hose (High pressure, 1/4) | 1 |
| ③ | Hose (High pressure, 1/4) | 1 |
| ④ | Hose (High pressure, 1/4) | 1 |
| ⑤ | Hose (High pressure, 1/4) | 1 |
| ⑥ | Hose (High pressure, 1/4) | 1 |
| ⑦ | Hose (High pressure, 3/8) | 1 |
| ⑧ | Hose (High pressure, 1/2) | 1 |
| ⑨ | White tape attached | |
| ⑩ | Service port hose to be lowermost for SP spec. only | |
| ⑪ | Bucket cylinder hose to be lowermost for standard spec. only | |
| ⑫ | Boom cylinder hose to be uppermost | |
| ⑬ | Vinyl clamp | |

SP specification only





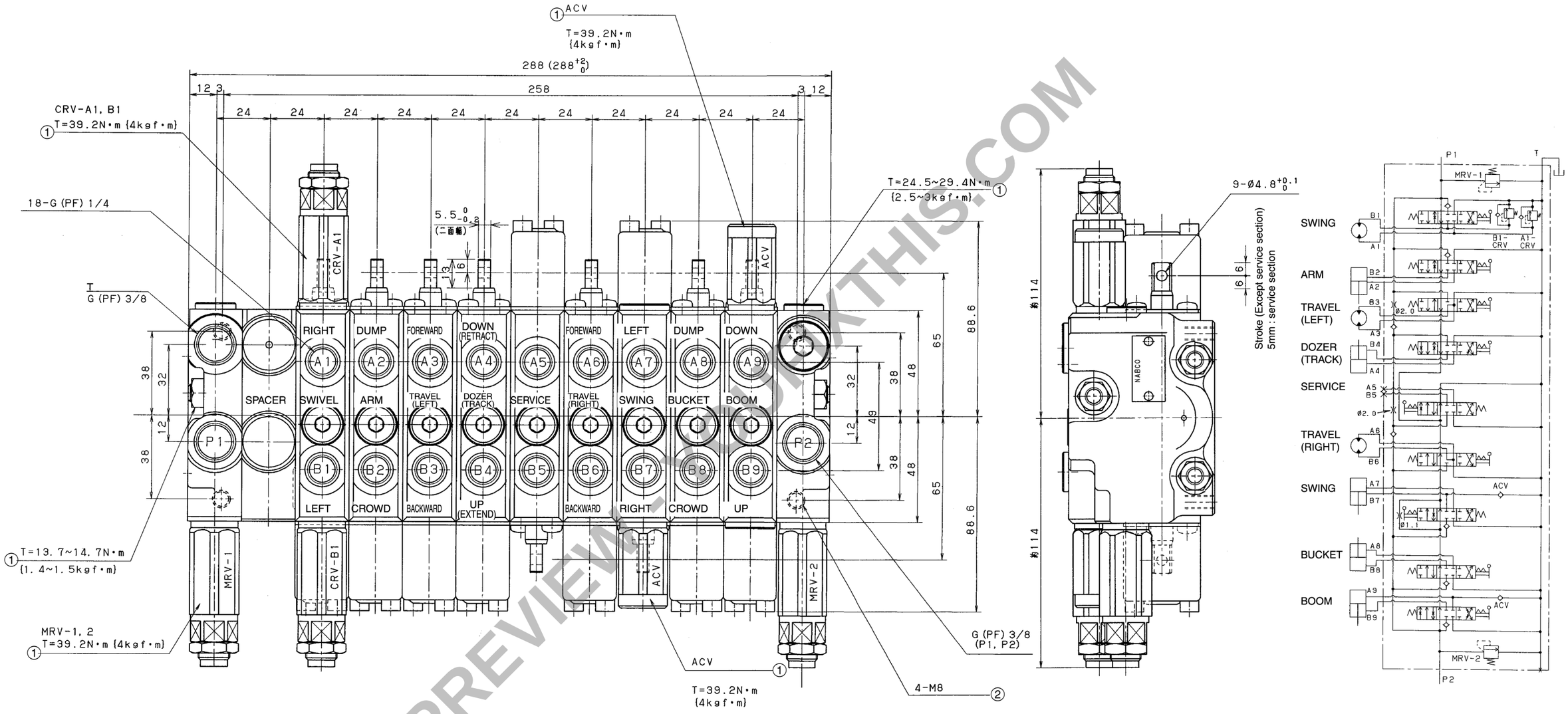
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## b. General view of Control valve

K008-3 EU - version : P/N RA021-61160



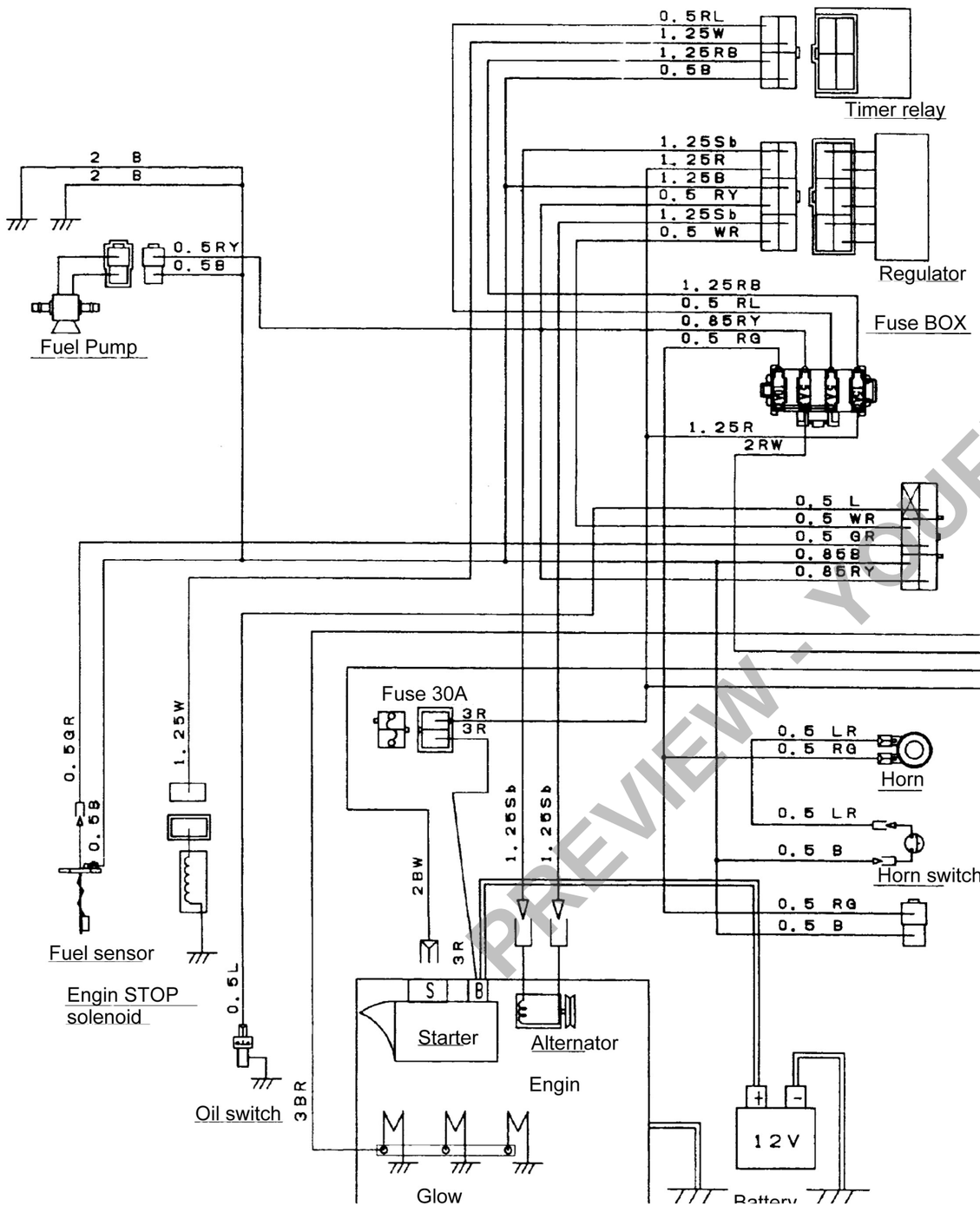

① Tightning Torgue
② Thread depth 2

MRV=Main relief valve
CRV=Overload relief valve
ACV=Antiboid valve

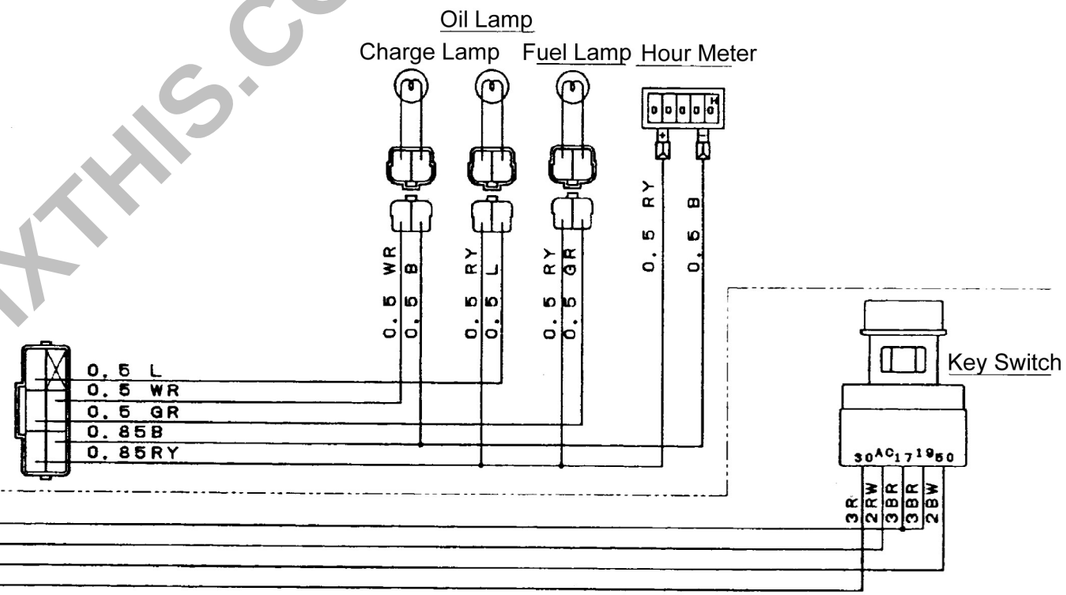
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# A.Wireharness

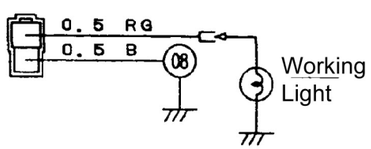
## a. Wireharness(1)




## b. Wireharness(2)




## c. Wireharness(3)




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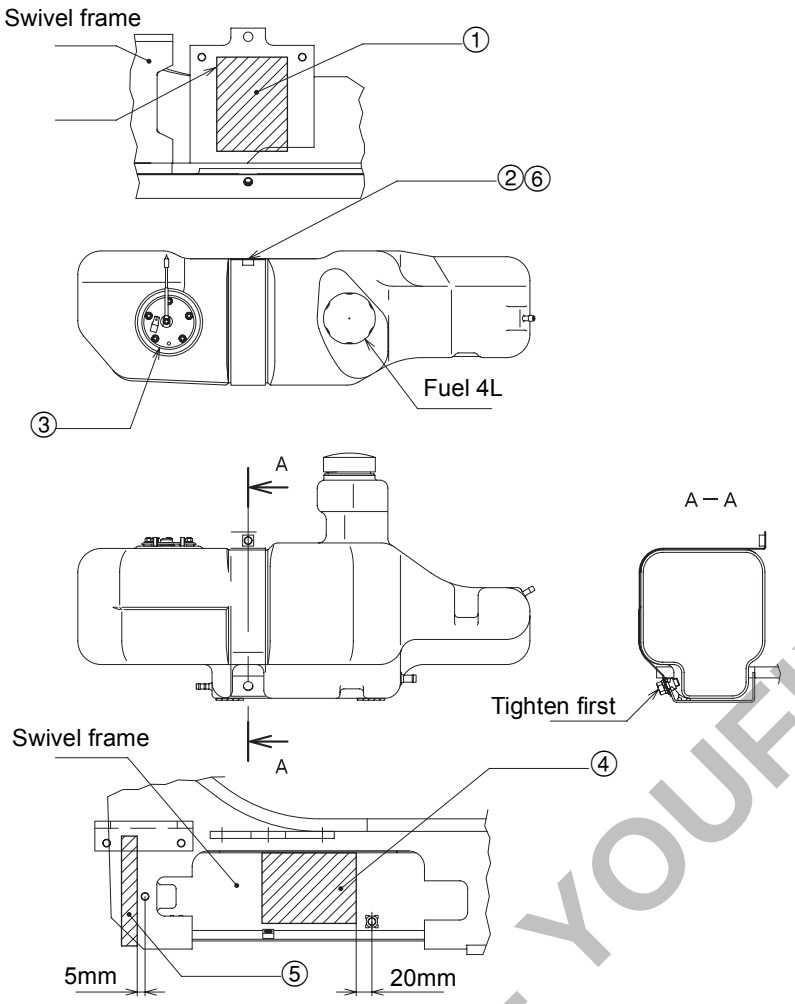
# CONTENTS

IV Orbitrol motor ; structure & function

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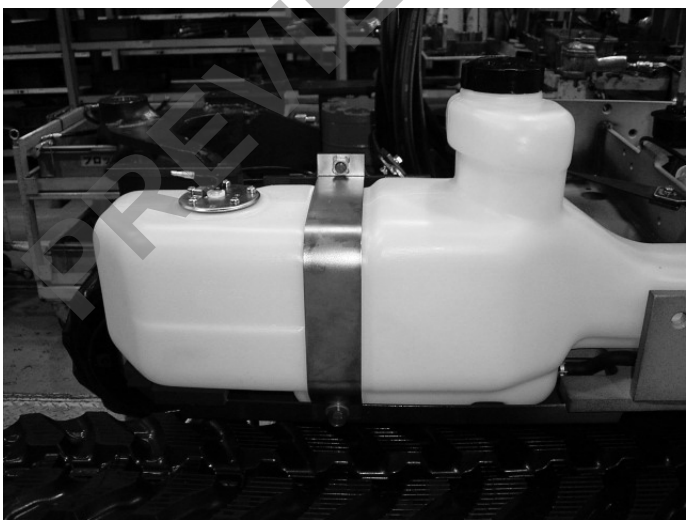
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## (2)Tank fuel




Assembly procedure

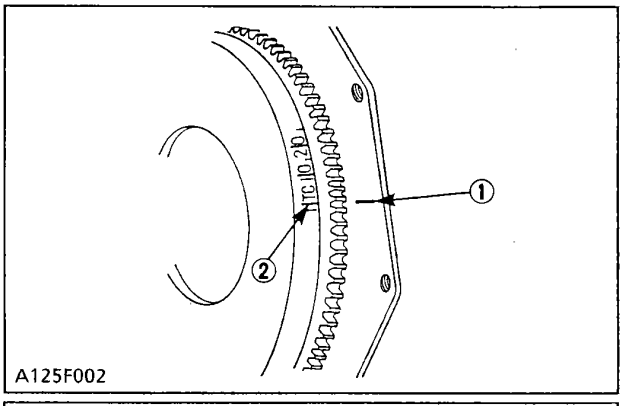
1) Assembling the band (fuel tank)
   When tightening the band, press the fuel tank to the right side, temporarily tighten it and tighten it securely using care not to twist the band.
   Band (fuel tank) tightening torque:
   48~56 N·m (4.9~5.7 kgf·m)
2) Sensor (fuel) tightening torque:
   3~4 N·m (0.3~0.4 kgf·m)
3) Parts list
   ① Cushion
   ② Band, Fuel tank
   ③ Sensor, Fuel
   ④ Cushion
   ⑤ Cushion
   ⑥ Cushion



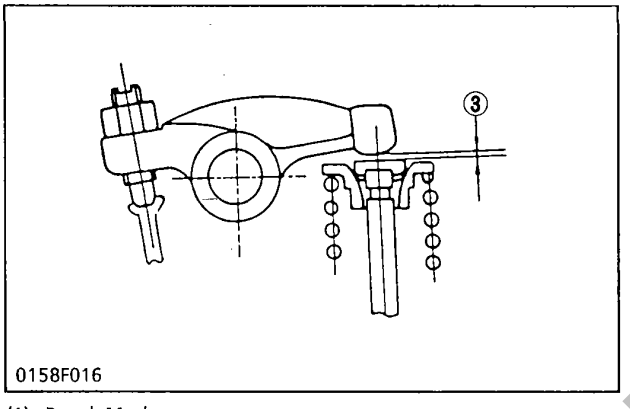


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A125F002



0158F016

(1) Punch Mark
(2) TC Mark Line
(3) Valve Clearance

## Checking Valve Clearance

■ **IMPORTANT**
- **Valve clearance must be checked and adjusted when engine is cold.**

1. Remove the head cover.
2. Align the **"1TC"** mark on the flywheel and punch mark (1) on the plate so that the No. 1 piston comes to the compression or overlap top ded dead center.
3. Check the following valve clearance marked with "o" using a feeler gauge.
4. If the clearance is not within the factory specifications, adjust with the adjusting screw.

| | | |
|---|---|---|
| Valve clearance | Factory spec. | 0.145 to 0.185 mm<br>0.0057 to 0.0073 in. |

■ **NOTE**
- **The "TC" making on the flywheel is just for No. 1 cylinder. There is no "TC" marking for the other cylinders.**
- **No. 1 piston comes to the T.D.C. position when the "TC" marking is aligned with the punch mark of the rear end plate. Turn the flywheel 0.26 rad. (15°) clockwise and counter-clockwise to see if the piston is at the compression top dead center or the overlap position. Now referring to the table below, readjust the valve clearance. (The piston is at the top dead center when both the In. and EX valves do not move; it is at the overlap position when both the valves move.**
- **Finally turn the flywheel 6.28 rad. (360°) to make sure the "TC" marking and the punch mark are perfectly aligned. Adjust all the other valve clearances as required.**
- **After turning the flywheel counterclockwise twice or three times, recheck the valve clearance.**
- **After adjusting the valve clearance, firmly tighten the lock nut of the adjusting screw.**

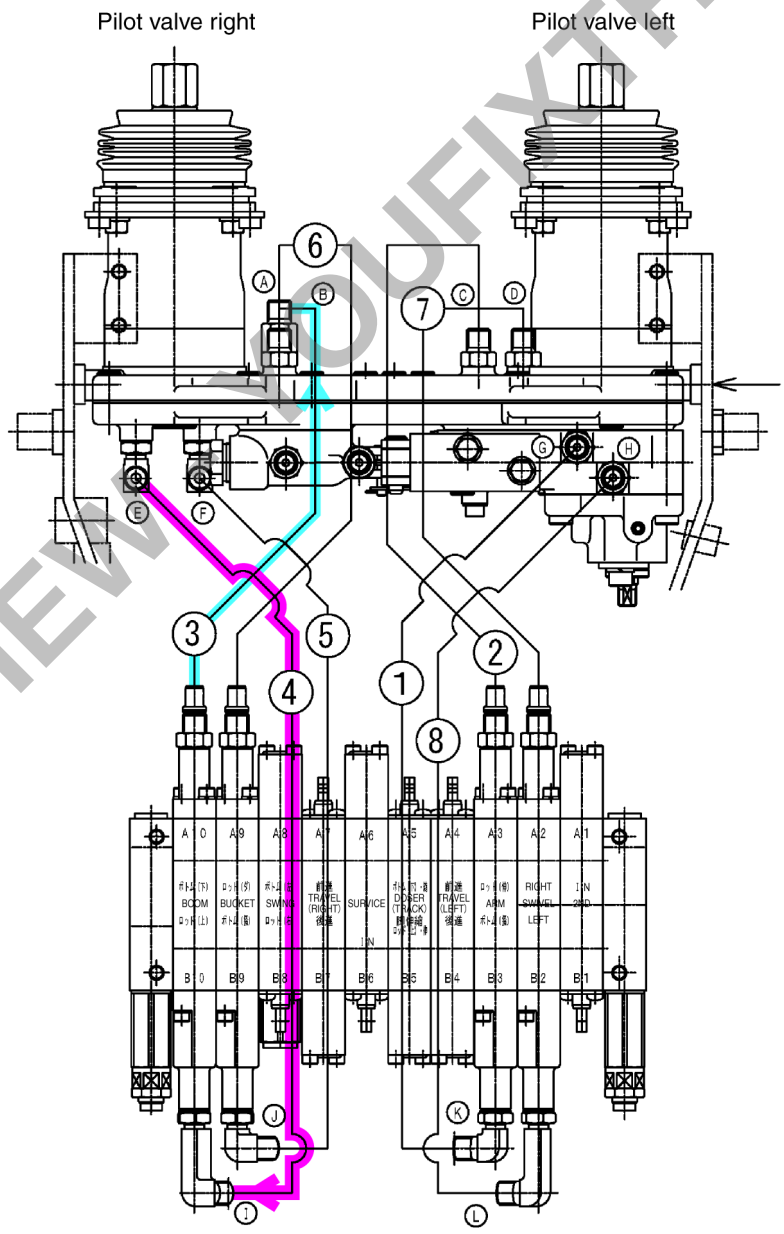
| Engine Model<br>Valve arrengement<br>Adjustable cylinder<br>Location of piston | | Z442-B (E), Z482-B (E) | | D662-B (E), D722-B (E) | |
|---|---|---|---|---|---|
| | | IN. | EX. | IN. | EX. |
| When No. 1 piston is compression top dead center | 1st | o | o | o | o |
| | 2nd | | o | | o |
| | 3rd | | | o | |
| When No. 1 piston is overlap position | 1st | | | | |
| | 2nd | o | | o | |
| | 3rd | | | | o |

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## c. Flow of oil in boom lifting operation

1. Oil from the pilot pump passes through the relief valve and the manifold is guided up to the P port of the right pilot valve.
   (Refer to the flow of oil at the times when the control lever lock is locked and when it is unlocked as explained in 1 and 2.)
2. When the boom lifting operation is performed, hydraulic oil passes through the P port of the right pilot valve, A2 port, and the A6 port of the manifold (1) and flows from the E port of the manifold (2) to the pilot port of the B10 section side of the control valve.
3. When the pressure at the B10 section side increases, the main spool starts to move and oil at the B10 section side is pressed out and passes through the B port of the manifold (1), A8 port, and the A4 port of the right pilot valve and T port, and then returns to the tank from the T3 port of the manifold (1) through the return passage (2) of the manifold (2), T2 port, the T1 port of the relief valve and the T port.
4. When oil at the A10 section side is depleted, the main spool is completely changed over to boom lifting side to lift the boom.
5. The flow of oil at the time when the boom is lowered is reverse to that of boom lifting operation.

View from front side of machine.




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Photo 7-25

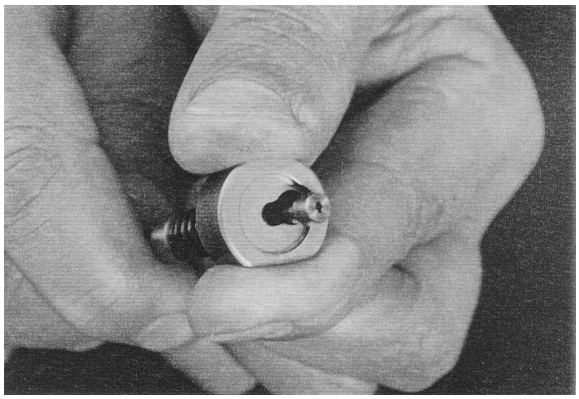


Photo 7-26

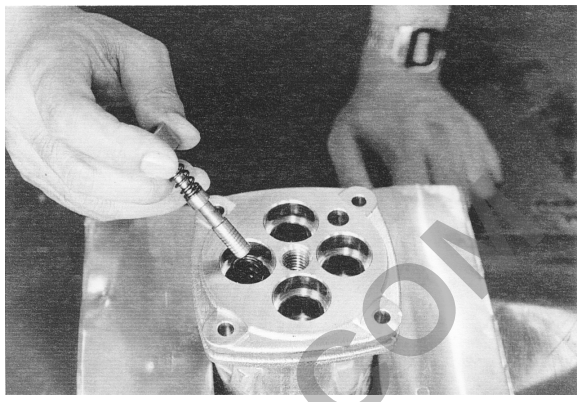


Photo 7-27



Photo 7-28

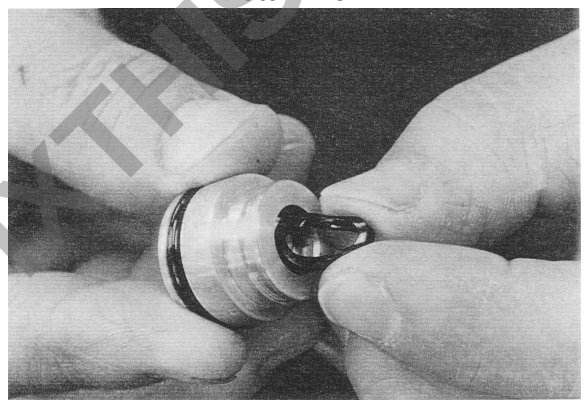
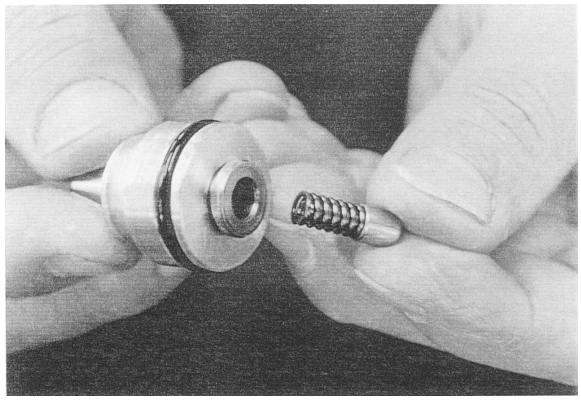


Photo 7-29



Photo 7-30



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