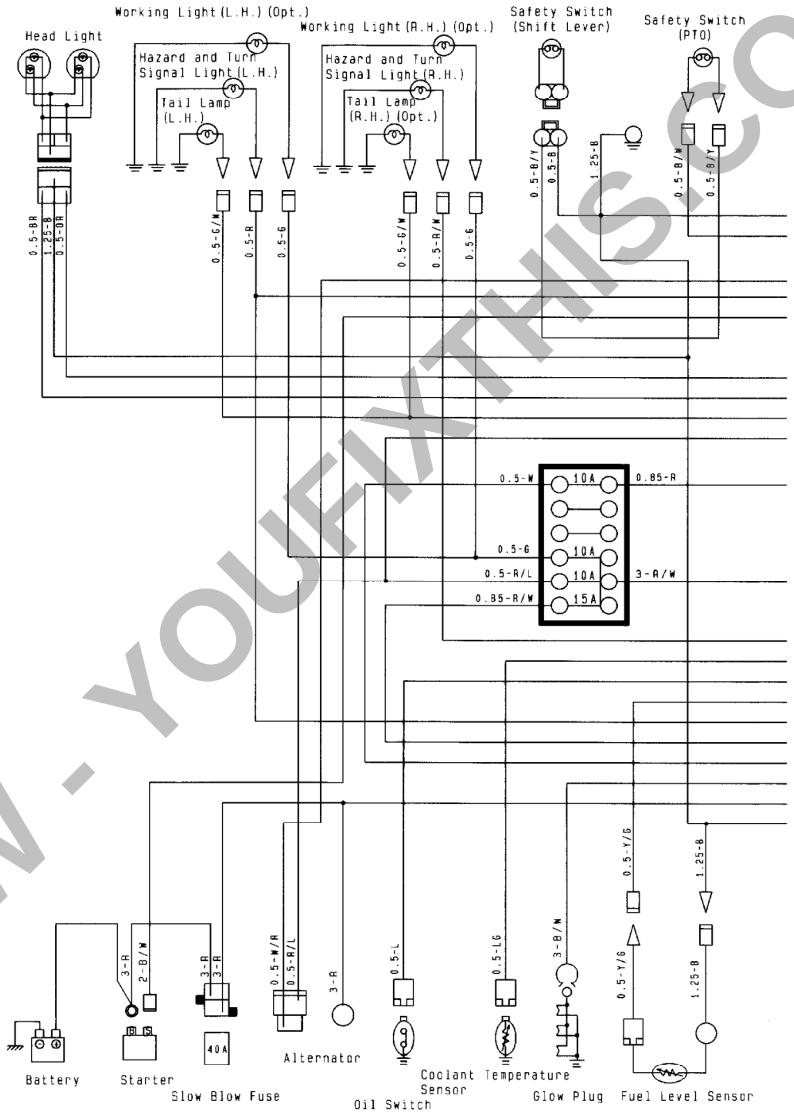
[1] WIRING DIAGRAM

- Color of Wiring

W	White
R	Red
L	Blue
Y	Yellow
B	Black
G	Green
P	Pink
Lg	Light Green
Br	Brown
Or	Orange
Sb	Sky Blue
WG	White / green
WB	White / Black
WR	White / Red
WY	White / Yellow
WL	White / Blue
RW	Red / White
RL	Red / blue
RY	Red / Yellow
RB	Red / Black
RG	Red / Green
BW	Black / White
BL	Black / Blue
BR	Black / Red
LY	Blue / Yellow
LW	Blue / White
LG	Blue / Green
LR	Blue / Red
LB	Blue / Black
LOr	Blue / Orange
YG	Yellow / Green
YR	Yellow / Red
YB	Yellow / Black
GR	Green / Red
GW	Green / White
LgY	Light Green / Yellow
LgB	Light Green / Black

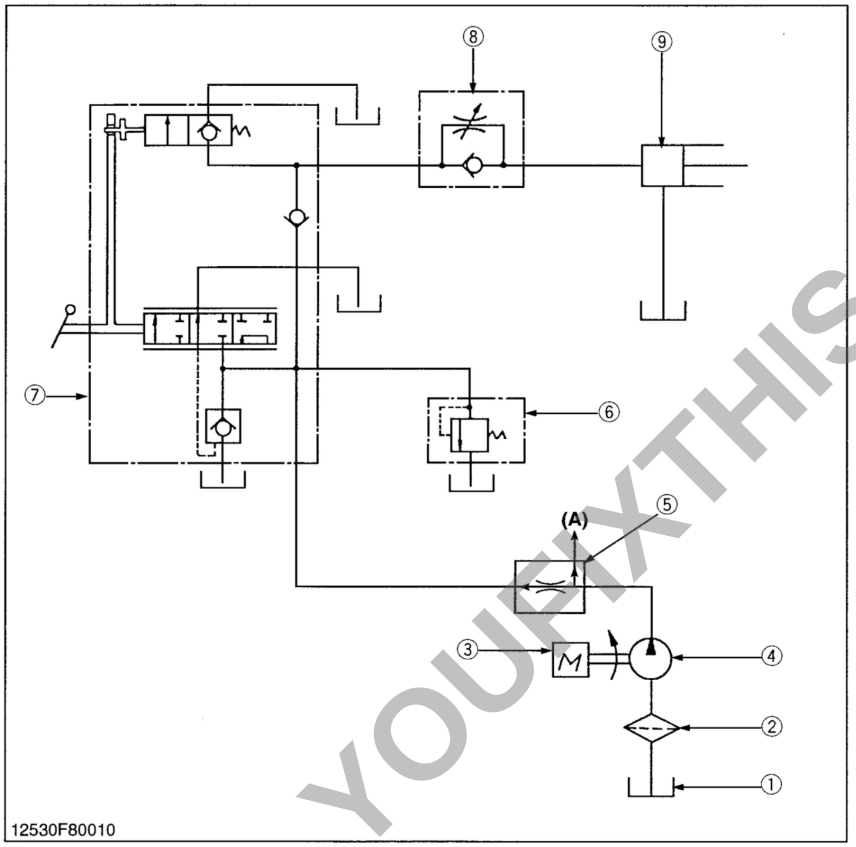


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[1] HYDRAULIC CIRCUIT



(1) Oil Tank (Transmission Case)
(2) Oil Strainer
(3) Engine
(4) Hydraulic Pump
(5) Flow Priority Valve [POWER STEERING TYPE]
(6) Relief Valve
(7) Position Control Valve
(8) Lowering Speed Adjusting Valve
(9) Hydraulic Cylinder

(A) To Power Steering System

■ Hydraulic Oil Flow

1. When the engine (3) is started, the hydraulic pump (4) is rotated to draw oil from the transmission case (1) through the suction pipe. Supplied oil is filtered by the oil strainer (2).
2. Filtered oil is forced out by the hydraulic pump to the position control valve (7) through the delivery pipe.
3. The position control valve (7) switches the oil flow, and oil is channelled to the hydraulic cylinder (9) for the three-point hydraulic system or returned to the oil tank (transmission case).

- The hydraulic system has a relief valve (6) which restricts the maximum pressure in the circuit.

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[1] FEATURES



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(1) E-TVCS (Three Vortex Combustion System) Diesel Engine
(2) Dual Stage Clutch (L3000)
A dual stage clutch is a combination of two single plate clutches. One clutch controls power transmitted to the traveling, and the other to the PTO.
(3) Large-capacity Fuel Tank
(31 L, 8.2 U.S.gals., 6.8 Imp.gals.)
(4) Meter Panel of Easy Checker
(5) Integral Power Steering (Power Steering Type)
(6) Rear Differential Gear (L3000)
4-pinions type adopted as standard.
(7) 3-Point Hitch
Standard equipped with the stabilizer for improved working efficiency.
(8) Maximum Speed
17.8 km/h (11.1 mph) (L2600 with 11.2 – 24 tire)
19.3 km/h (12.0 mph) (L3000 with 11.2 – 24 tire)
for greater mobility.

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

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

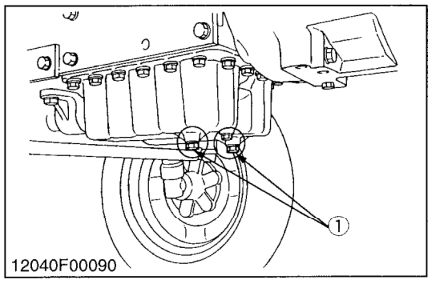
Indication on top of bolt	⬡ 4 No-grade or 4T						⬡ 7 7T						⬡ 9 9T		
Material of bolt	SS400, S20C						S43C, S48C						SCr435, SCM435		
Material of internal thread	Cast iron or steel			Aluminum			Cast iron or steel			Aluminum			Cast iron or steel		
Diameter	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M6 (6 mm, 0.24 in.)	7.84 to 9.31	0.80 to 0.95	5.79 to 6.87	7.84 to 8.83	0.80 to 0.90	5.79 to 6.51	9.80 to 11.2	1.00 to 1.15	7.24 to 8.32	7.84 to 8.83	0.80 to 0.90	5.79 to 6.51	12.3 to 14.2	1.25 to 1.45	9.05 to 10.5
M8 (8 mm, 0.31 in.)	17.7 to 20.5	1.8 to 2.1	13.0 to 15.2	16.7 to 19.6	1.7 to 2.0	12.3 to 14.5	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	17.7 to 20.6	1.8 to 2.1	13.0 to 15.2	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
M10 (10 mm, 0.39 in.)	39.2 to 45.0	4.0 to 4.6	29.0 to 33.2	31.4 to 34.3	3.2 to 3.5	23.1 to 25.3	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	39.2 to 44.1	4.0 to 4.5	28.9 to 32.5	60.8 to 70.5	6.2 to 7.2	44.9 to 52.1
M12 (12 mm, 0.47 in.)	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5				77.5 to 90.1	7.9 to 9.2	57.2 to 66.5	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 86.8
M14 (14 mm, 0.55 in.)	108 to 125	11.0 to 12.8	79.6 to 92.5				124 to 147	12.6 to 15.0	91.2 to 108				167 to 196	17.0 to 20.0	123 to 144
M16 (16 mm, 0.63 in.)	167 to 191	17.0 to 19.5	123 to 141				196 to 225	20.0 to 23.0	145 to 166				260 to 303	26.5 to 31.0	192 to 224
M18 (18 mm, 0.71 in.)	245 to 284	25.0 to 29.0	181 to 210				275 to 318	28.0 to 32.5	203 to 235				343 to 401	35.0 to 41.0	254 to 297
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				490 to 568	50.0 to 58.0	362 to 420

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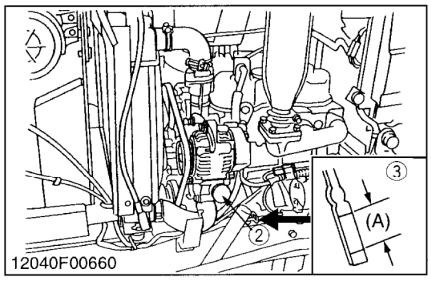
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(2) Check Points of Initial 50 Hours



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Changing Engine Oil

CAUTION

- **Before changing oil, be sure to stop the engine.**

1. Start and warm up the engine for approx. 5 minutes.
2. Place an oil pan underneath the engine.
3. To drain the used oil, remove the drain plug (1) at the bottom of the engine and drain the oil completely.
4. Screw in the drain plug (1).
5. Fill new oil up to upper line on the dipstick (3).

IMPORTANT

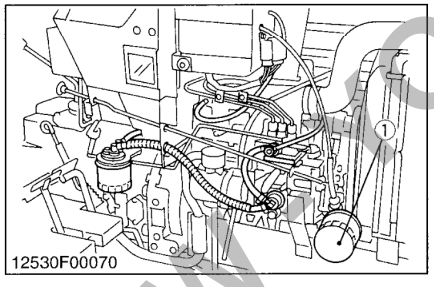
- **When using an oil of different manufacture or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different types of oil.**
- **Use the proper SAE Engine Oil according to ambient temperatures.**
- **Refer to "LUBRICANTS, FUEL AND COOLANT". (See page G-9.)**

Engine oil capacity	5.5 L 5.8 U.S.qts. 4.8 Imp.qts.

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

(A) Oil level is acceptable within this range.

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Replacing Engine Oil Filter Cartridge

CAUTION

- **Be sure to stop the engine before changing oil filter cartridge (1).**
- **Allow engine to cool down sufficiently, oil can be hot and can burn.**

1. Remove the engine oil filter cartridge (1).
2. Put a film of clean engine oil on rubber seal of 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 decreases 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, replenish the engine oil up to the prescribed level.

IMPORTANT

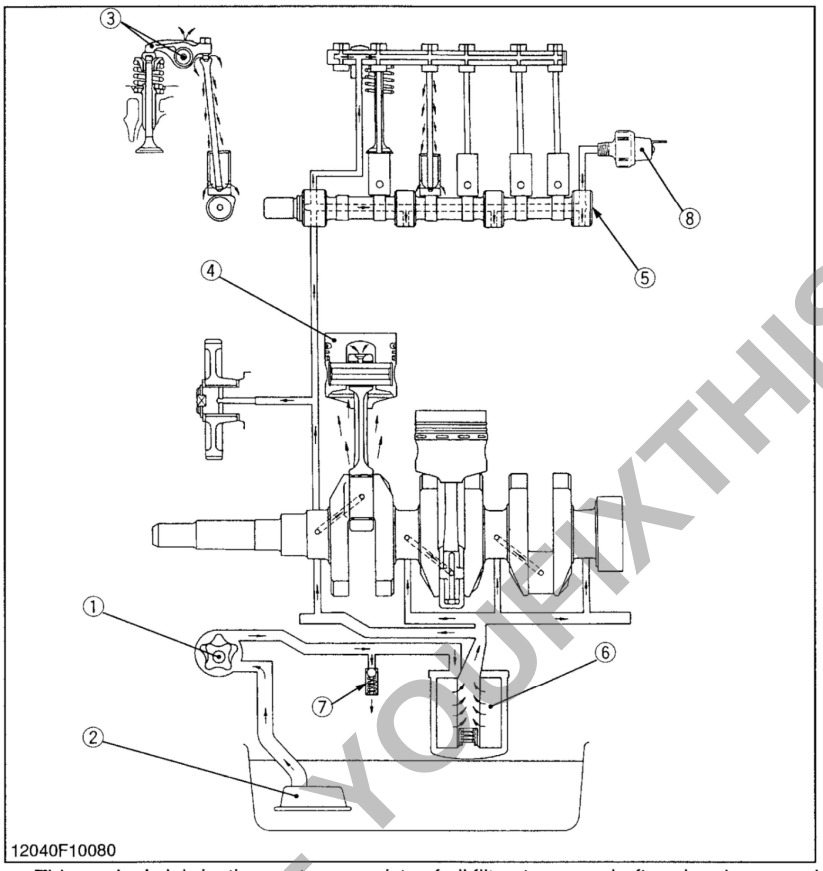
- **To prevent serious damage to the engine, replacement element must be highly efficient. Use only a KUBOTA genuine filter.**

(1) Engine Oil Filter Cartridge

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[3] LUBRICATING SYSTEM



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(1) Oil Pump
(2) Oil Filter 1
(3) Rocker Arm and Rocker Arm Shaft
(4) Piston
(5) Camshaft
(6) Oil Filter Cartridge
(7) Relief Valve
(8) Oil Pressure Switch

This engine's lubricating system consists of oil filter 1, oil pump, relief valve, oil filter cartridge and oil pressure switch. The oil pump sucks lubricating oil from the oil pan through the oil filter 1 and the oil flows down to the filter cartridge, where it is further filtered. Then the oil is forced to crankshaft, connecting rods, idle gear, camshaft and rocker arm shaft to lubricate each part.

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

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TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	• No fuel	Replenish fuel	–
	• Air in the fuel system	Bleed	G-29
	• Water in the fuel system	Change fuel and repair or replace fuel system	–
	• Fuel pipe clogged	Clean	–
	• Fuel filter clogged	Change	G-26
	• 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-S19
	• Incorrect injection timing	Adjust	1-S51
	• Fuel camshaft worn	Replace	1-S36
	• Injection nozzle clogged	Clean	1-S54
	• Injection pump malfunctioning	Repair or replace	1-S53, S54
	• 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-S16
	• Improper valve timing	Correct or replace timing gear	1-S25
	• Piston ring and cylinder worn	Replace	1-S40, S45
	• Excessive valve clearance	Adjust	1-S18
(Starter Does Not Run)	• Battery discharged	Charge	9-S5
	• Starter malfunctioning	Repair or replace	9-S10 to S14
	• Main switch malfunctioning	Repair or replace	9-S5 to S7
	• Safety switch improperly adjusted or defective	Repair or replace	G-19
	• Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	• Fuel filter clogged or dirty	Change	G-26
	• Air cleaner clogged	Clean or replace	G-22
	• Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S19
	• Injection pump malfunctioning	Repair or replace	1-S23, S51
	• Incorrect nozzle injection pressure	Adjust	1-S53
	• Injection nozzle stuck or clogged	Repair or replace	1-S20, S54
	• Governor malfunctioning	Repair	1-S23
Either White or Blue Exhaust Gas Is Observed	• Excessive engine oil	Reduce to specified level	1-S11
	• Piston ring and cylinder worn or stuck	Repair or replace	1-S40, S45
	• Incorrect injection timing	Adjust	1-S51
	• Deficient compression	Adjust top clearance	1-S16

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SPECIFICATIONS

Model			L2600	
			2WD	4WD
PTO power			16.8 kW (22.5 HP)*	
Engine	Maker		KUBOTA	
	Model		D1403-EA	D1403-EA-2
	Type		Vertical, water-cooled, 4-cycle diesel	
	Number of cylinders		3	
	Bore and stroke		80 × 92.4 mm (3.1 × 3.6 in.)	
	Total displacement		1.393 L (85.0 cu.in.)	
	Engine gross power		20.1 kW (27.0 HP)*	
	Rated revolution		46.7 s^{-1} (rps) [2800 min^{-1} (rpm)]	
	Maximum torque		77.5 N·m (57.5 ft-lbs)	
	Battery		550-Cold cranking Amps at –18 °C (–0.4 °F)	
	Fuel		Diesel fuel No.2-D	
Capacities	Fuel tank		31 L (8.2 U.S.gals., 6.8 Imp.gals.)	
	Engine crankcase (with filter)		5.5 L (5.8 U.S.qts., 4.8 Imp.qts.)	
	Engine coolant		6 L (6.3 U.S.qts., 5.3 Imp.qts.)	
	Transmission case		28 L (7.4 U.S.gals., 6.2 Imp.gals.)	
Dimensions	Overall length (without 3P)		2663 mm (104.8 in.)	2647 mm (104.2 in.)
	Overall width (Minimum tread)		1292 mm (50.9 in.)	
	Overall height (with ROPS)		2110 mm (83.1 in.)	
	Overall height (Top of steering wheel)		1380 mm (54.3 in.)	
	Wheel base		1555 mm (61.2 in.)	1565 mm (61.6 in.)
	Minimum ground clearance		345 mm (13.6 in.)	310 mm (12.2 in.)
	Tread	Front	1025 mm (40.35 in.)	1010 mm (39.8 in.)
		Rear	1020 mm (40.2 in.)	
Weight (with ROPS)			960 kg (2116 lbs.)	1070 kg (2359 lbs.)
Clutch			Dry type Single stage	
Travelling system	Tires	Front	5.00-15	7-16
		Rear	11.2-24	
	Steering		Recirculating ball type manual steering	Integral type power steering
	Transmission		Gear shift, 8 forward and 2 reverse	
	Brake		Wet disk type	
	Minimum turning radius (with brake)		2.4 m (7.9 feet)	
Hydraulic unit	Hydraulic control system		Position control	
	Pump capacity		17.3 L (4.6 U.S.gals., 3.8 Imp.gals.)/min.	27.2 L (7.2 U.S.gals, 6.0 Imp.gals.)/min.
	Three point hitch		Category I	
	Maximum lifting force	At lift points	900 kg (1985 lbs.)	
		24 in. behind lift points	651 kg (1435 lbs.)	
	System pressure		15.2 MPa (2205 psi)	
PTO	Rear PTO		SAE 1-3/8, 6-splines (with overrunning clutch)	
	Revolution		1 speed (9.0 s^{-1} (r/s) at 40.5 engine s^{-1} (r/s)) (540 min^{-1} (rpm) at 2430 engine min^{-1} (rpm))	

NOTE : * Manufacturer's estimate

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⚠ SAFETY FIRST

This symbol, the industry's "Safety Alert Symbol", is used throughout this manual and decals 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.**

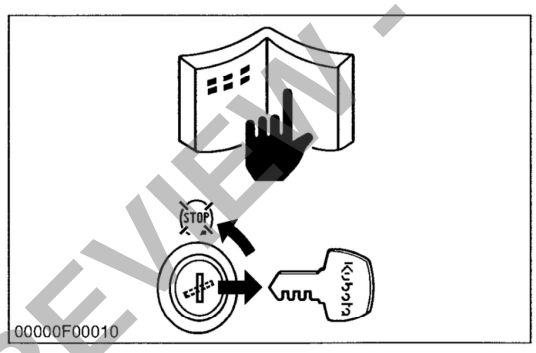
⚠ **WARNING : Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

⚠ **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

(1) Read all instructions and safety instructions in this manual and on your machine safety decals.
(2) Clean the work area and machine.
(3) Park the machine on a firm and level ground, and set the parking brake.
(4) Lower the implement to the ground.
(5) Stop the engine, and remove the key.
(6) Disconnect the battery negative cable.
(7) Hang a **"DO NOT OPERATE"** tag in operator station.

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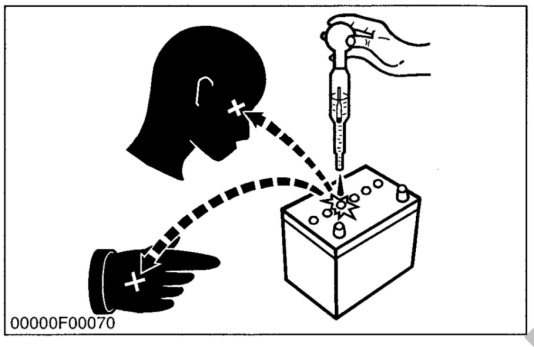
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VENTILATE WORK AREA

(1) If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in a closed area. The exhaust gas contains poisonous carbon monoxide.

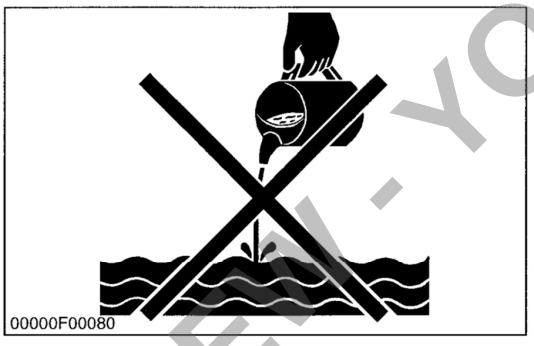
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PREVENT ACID BURNS

(1) Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, clothing and cause blindness if splashed into eyes. Keep electrolyte away from eyes, hands and clothing. If you spill electrolyte on yourself, flush with water, and get medical attention immediately.

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DISPOSE OF FLUIDS PROPERLY

(1) Do not pour fluids into the ground, down a drain, or into a stream, pond, or lake. Observe relevant environmental protection regulations when disposing of oil, fuel, coolant, electrolyte and other harmful waste.

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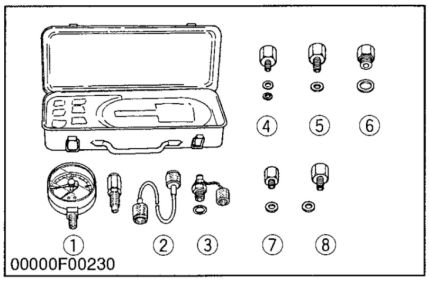


PREPARE FOR EMERGENCIES

(1) Keep a first aid kit and fire extinguisher handy at all times.
(2) Keep emergency numbers for doctors, ambulance service, hospital and fire department near your telephone.

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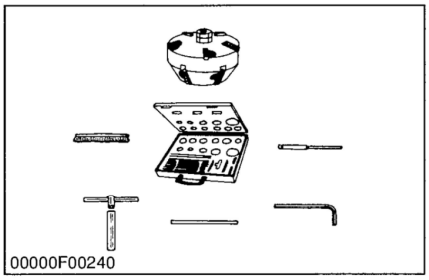
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Oil Pressure Tester

Code No : 07916-32032
Application : Use to measure lubricating oil pressure.

(1) Gauge
(2) Cable
(3) Threaded Joint
(4) Adaptor **1**
(5) Adaptor **2**
(6) Adaptor **3**
(7) Adaptor **4**
(8) Adaptor **5**

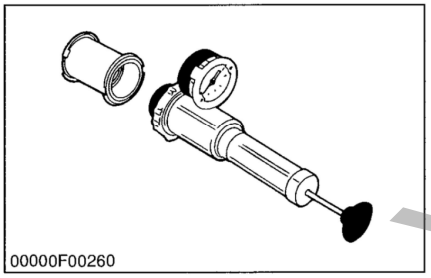
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Valve Seat Cutter

Code No : 07909-33102
Application : Use to reseat valves.
Angle : 0.785 rad. (45˚)
0.262 rad. (15˚)
Diameter : 28.6 mm (1.126 in.)
31.6 mm (1.244 in.)
35.0 mm (1.378 in.)
38.0 mm (1.496 in.)
41.3 mm (1.626 in.)
50.8 mm (2.000 in.)

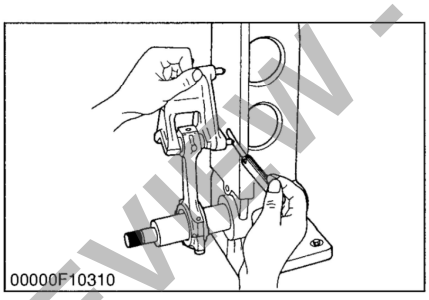
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Radiator Tester

Code No : 07909-31551
Application : Use to check of radiator cap pressure, and leaks from cooling system.

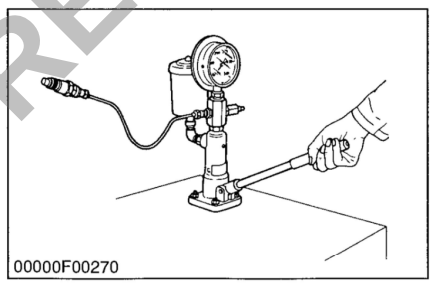
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Connecting Rod Alignment Tool

Code No : 07909-31661
Application : Use to check the connecting rod alignment.
Applicable : Connecting rod big end I.D.
range 30 to 75 mm (1.18 to 2.95 in.) dia.
Connecting rod length
65 to 300 mm (2.56 to 11.81 in.)

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Nozzle Tester

Code No : 07909-31361
Application : Use to check the fuel injection pressure and spray pattern of nozzle.
Measuring : 0 to 50 MPa
range (0 to 500 kgf/cm^2, 0 to 7000 psi)

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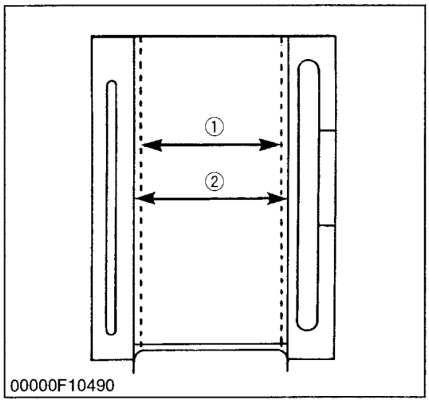
ENGINE BODY (Continued)

Item		Factory Specification	Allowable Limit
Camshaft Journal to Cylinder Block Bore	Oil Clearance	0.050 to 0.091 mm 0.00197 to 0.00358 in.	0.15 mm 0.0059 in.
Camshaft Journal	O.D.	39.934 to 39.950 mm 1.57221 to 1.57284 in.	–
Cylinder Block Bore	I.D.	40.000 to 40.025 mm 1.57480 to 1.57579 in.	–
Timing Gear Crank Gear to Idle Gear	Backlash	0.0415 to 0.1122 mm 0.00163 to 0.00442 in.	0.15 mm 0.0059 in.
Idle Gear to Cam Gear	Backlash	0.0415 to 0.1154 mm 0.00163 to 0.00454 in.	0.15 mm 0.0059 in.
Idle Gear to Injection Pump Gear	Backlash	0.0415 to 0.1154 mm 0.00163 to 0.00454 in.	0.15 mm 0.0059 in.
Crank Gear to Oil Pump Gear	Backlash	0.0415 to 0.1090 mm 0.00163 to 0.00429 in.	0.15 mm 0.0059 in.
Idle Gear Shaft to Idle Gear Bushing	Clearance	0.025 to 0.066 mm 0.00098 to 0.00260 in.	0.10 mm 0.0039 in.
Idle Gear Shaft	O.D.	37.959 to 37.975 mm 1.49445 to 1.49508 in.	–
Idle Gear Bushing	I.D.	38.000 to 38.025 mm 1.49606 to 1.49704 in.	–
Idle Gear	Side Clearance	0.20 to 0.51 mm 0.0079 to 0.0201 in.	0.90 mm 0.0354 in.
Piston Pin Bore	I.D.	25.000 to 25.013 mm 0.98425 to 0.98477 in.	25.05 mm 0.9862 in.
Second Ring to Ring Groove	Clearance	0.093 to 0.120 mm 0.00366 to 0.00472 in.	0.20 mm 0.0079 in.
Oil Ring to Ring Groove	Clearance	0.020 to 0.052 mm 0.00079 to 0.00205 in.	0.15 mm 0.0059 in.
Top Ring and Second Ring	Ring Gap	0.30 to 0.45 mm 0.0118 to 0.0177 in.	1.25 mm 0.0492 in.
Oil Ring	Ring Gap	0.25 to 0.45 mm 0.0098 to 0.0177 in.	1.25 mm 0.0492 in.
Piston Ring	Oversize	+0.5 mm +0.00197 in.	–
Connecting Rod	Alignment	–	0.05 mm 0.0020 in.

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Correcting Cylinder

1. When the cylinder is worn beyond the allowable limit, bore and hone it to the specified dimension.

Oversize cylinder I.D	Factory spec.	D1403	80.500 to 80.522 mm 3.1693 to 3.1702 in.
		D1503	83.500 to 83.522 mm 3.2874 to 3.2883 in.
Maximum wear	Allowable limit		0.15 mm 0.0059 in.
Finishing	Hone to 1.2 to 2.0 mR max. ▽▽▽ (0.000047 to 0.0079 in.R max.)		

2. Replace the piston and piston rings with oversize ones.

Oversize	Engine Model	Part Name	Code Number	Marking
0.5 mm 0.0197 in.	D1403	Piston	16427-21911	0.5 OS
		Piston ring assembly	16427-21091	0.5 OS
	D1503	Piston	16467-21912	0.5 OS
		Piston ring assembly	16467-21091	0.5 OS

■ **NOTE**

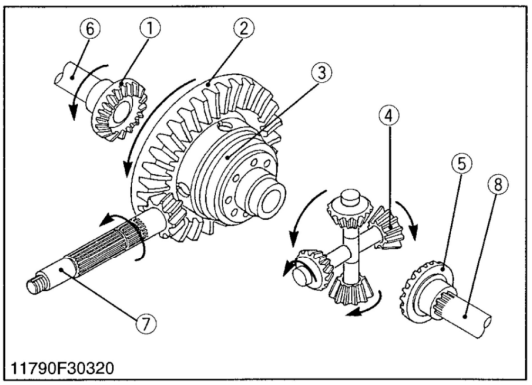
- **When the oversize cylinder is worn beyond the allowable limit, replace the cylinder block with a new one.**

(1) Cylinder I.D. (Before Correction) (2) Oversize Cylinder I.D.

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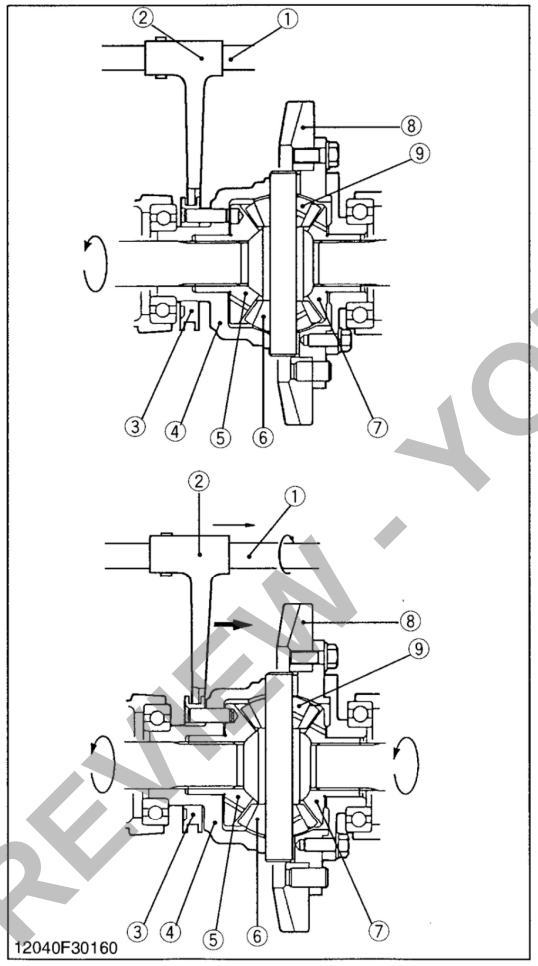
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Turning a Corner

The power from the engine on spiral bevel pinion (7) rotates ring gear (2). When turning a corner, the outer wheel must travel farther than the inner one. While differential pinions (4) rotate with the differential case (3), they spin on differential pinion shaft to transmit more rotation to one differential side gear than to the other. As one differential gear shaft rotates faster, the other rotates slower by the same amount.

(1) Differential Side Gear
(2) Ring Gear
(3) Differential Case
(4) Differential Pinion
(5) Differential Side Gear
(6) Differential Gear Shaft
(7) Spiral Bevel Pinion
(8) Differential Gear Shaft

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Differential Lock

When resistances to the right and left tires are different due to ground conditions or type of work, the wheel with less resistance slips and prevents the tractor from moving ahead. To compensate for this, the differential lock restricts the differential function and causes both rear axles to rotate as a unit.

When the differential lock pedal is stepped on, it causes the differential lock cam shaft (1), differential lock shift fork (2) and differential lock shifter (3) are moved forward the ring gear (8)

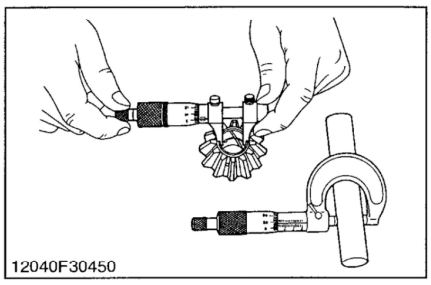
The pins on the differential lock shifter (3) go into the holes in the differential side gear (5) through the holes in the differential case (4) to cause the differential case, differential lock shifter and differential side gear to rotate as a unit. Therefore the differential pinions (6), (9) can not rotate on their axles, and the rotation of the spiral bevel pinion is transmitted to the both rear axles evenly. It means the tractor going straight ahead.

When the drive wheels regain equal traction, the lock will disengage automatically by the force of differential lock pedal return spring, while released differential lock pedal.

(1) Differential Lock Cam Shaft
(2) Differential Lock Shift Fork
(3) Differential Lock Shifter
(4) Differential Case
(5) Differential Side Gear
(6) Differential Pinion
(7) Differential Side Gear
(8) Ring Gear
(9) Differential Pinion

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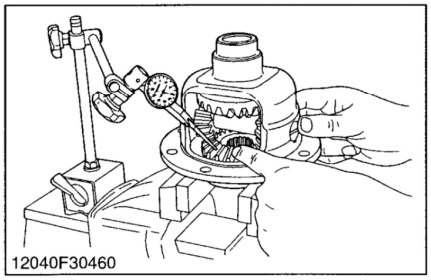

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Clearance between Differential Pinion Shaft and Differential Pinion

1. Measure the differential pinion shaft O.D.
2. Measure the differential pinion I.D. and calculate the clearance.
3. If the clearance exceeds the allowable limit, replace.

Clearance between differential pinion shaft and pinion	Factory spec.	0.08 to 0.122 mm 0.00315 to 0.00480 in.
	Allowable limit	0.30 mm 0.0118 in.
Differential pinion shaft O.D.	Factory spec.	19.959 to 19.980 mm 0.78579 to 0.78661 in.
Differential pinion boss I.D.	Factory spec.	20.060 to 20.081 mm 0.78976 to 0.79059 in.

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Backlash between Differential Pinion and Differential Side Gear

1. Secure the differential case in a vise.
2. Set a dial indicator (lever type) on the tooth of the differential side gear.
3. Hold the differential pinion and move the differential side gear to measure the backlash.
4. If the measurement exceeds the allowable limit, adjust with the differential side gear washer.

Backlash between differential pinion and differential side gear	Factory spec.	0.15 to 0.30 mm 0.0059 to 0.0118 in.
	Allowable limit	0.4 mm 0.016 in.

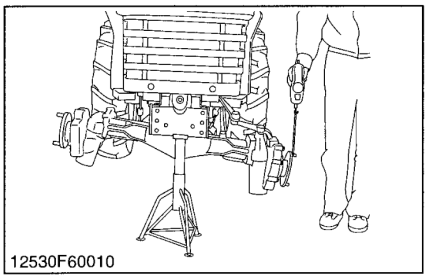
(Reference)

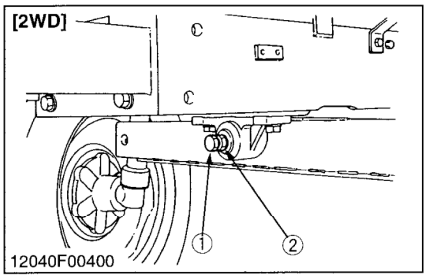
- Thickness of differential side gear washers :
  [L2600]
  1.5 mm (0.059 in.) (Part No.: 31331-26470)
  1.6 mm (0.063 in.) (Part No.: 31331-26480)
  1.7 mm (0.067 in.) (Part No.: 31331-26490)
  [L3000]
  1.5 mm (0.059 in.) (Part No.: 31351-26470)
  1.6 mm (0.063 in.) (Part No.: 31351-26480)
  1.7 mm (0.067 in.) (Part No.: 31351-26490)
  1.8 mm (0.071 in.) (Part No.: 3A011-32760)
  2.0 mm (0.079 in.) (Part No.: 3A011-32780)

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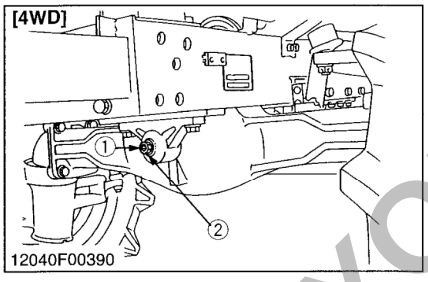
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Front Axle Rocking Force

1. Jack up the front side of tractor and remove the front wheels.
2. Set a spring balance to the wheel hub.
3. Measure the front axle rocking force.
4. If the measurement is not within the factory specifications, adjust with the adjusting screw (1).
5. Tighten the lock nut (2) firmly.

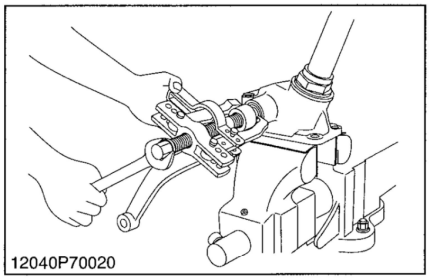
Front axle rocking force	Factory spec.	49.0 to 117.6 N 5.0 to 12.0 kgf 11.0 to 26.5 lbs

(1) Adjusting Screw (2) Lock Nut

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Pitman Arm

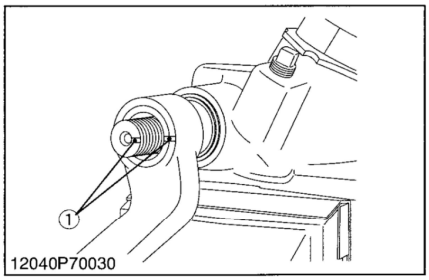
1. Remove the pitman arm from the sector shaft with a pitman arm puller.

(When reassembling)

- Install the pitman arm to the sector shaft, making sure that the marks (1) are aligned.

Tightening torque	Pitman arm mounting nut	118 to 157 N·m 12.0 to 16.0 kgf·m 87.0 to 116 ft-lbs

(1) Alignment Marks



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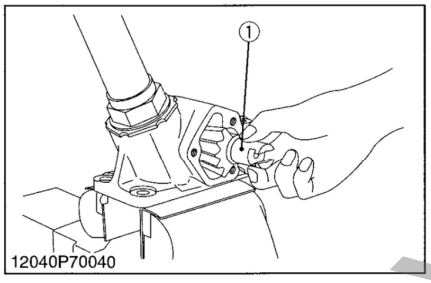
Side Cover and Sector Gear Shaft

1. Remove the side cover mounting screws.
2. Remove the lock nut and cap nut at the center of the side cover.
3. Turn the adjusting screw to remove the side cover.
4. Tap out the sector gear shaft (1) toward the side cover.

(When reassembling)

- Apply liquid gasket (Three Bond 1215 or equivalent) to the mounting surface of side cover gasket.

(1) Sector Gear Shaft



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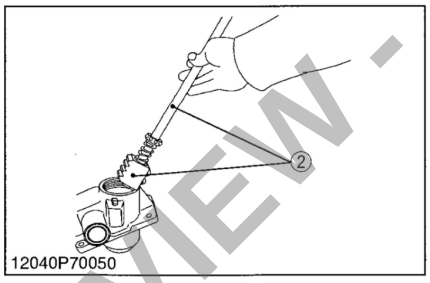
Steering Column, Steering Shaft and Ball Nut Assembly

1. Remove the nut and steering column.
2. Remove the steering shaft and ball nut assembly (2).

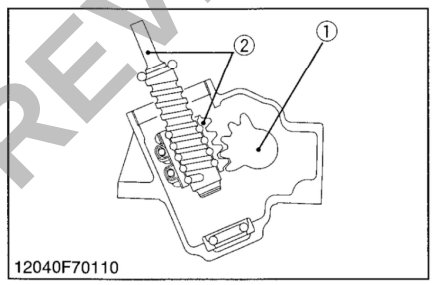
(When reassembling)

- Steering gear box assembly.
  - Install the sector shaft (1), and turn it clockwise fully.
  - Install the ball nut assembly and mesh it with the sector gear, making sure that the thrust bearing does not leave the outer race.
- Adjust the steering shaft initial turning torque. (See page 7-S11.)

(1) Sector Gear Shaft
(2) Steering Shaft and Ball Nut Assembly



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