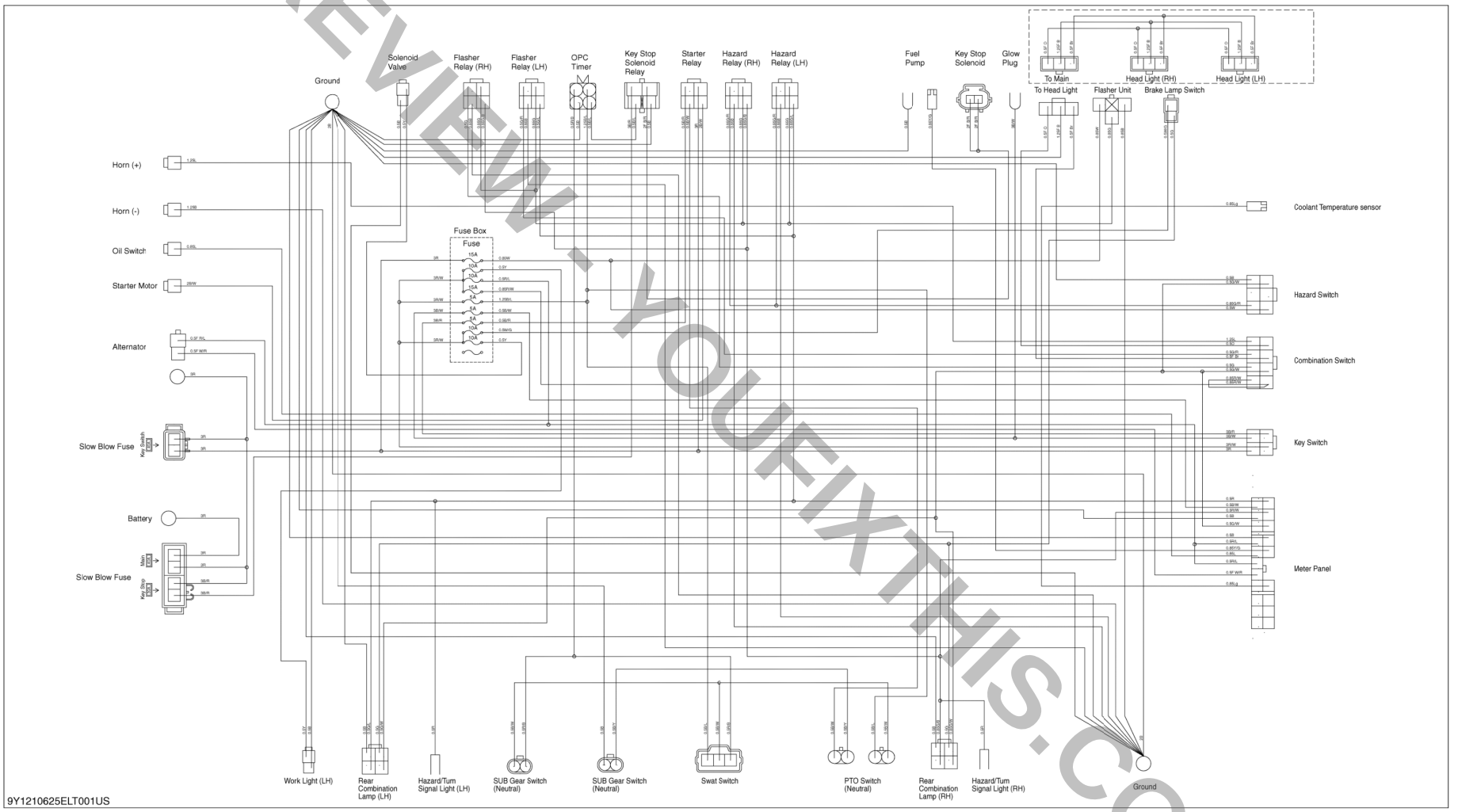
1. WIRING DIAGRAM

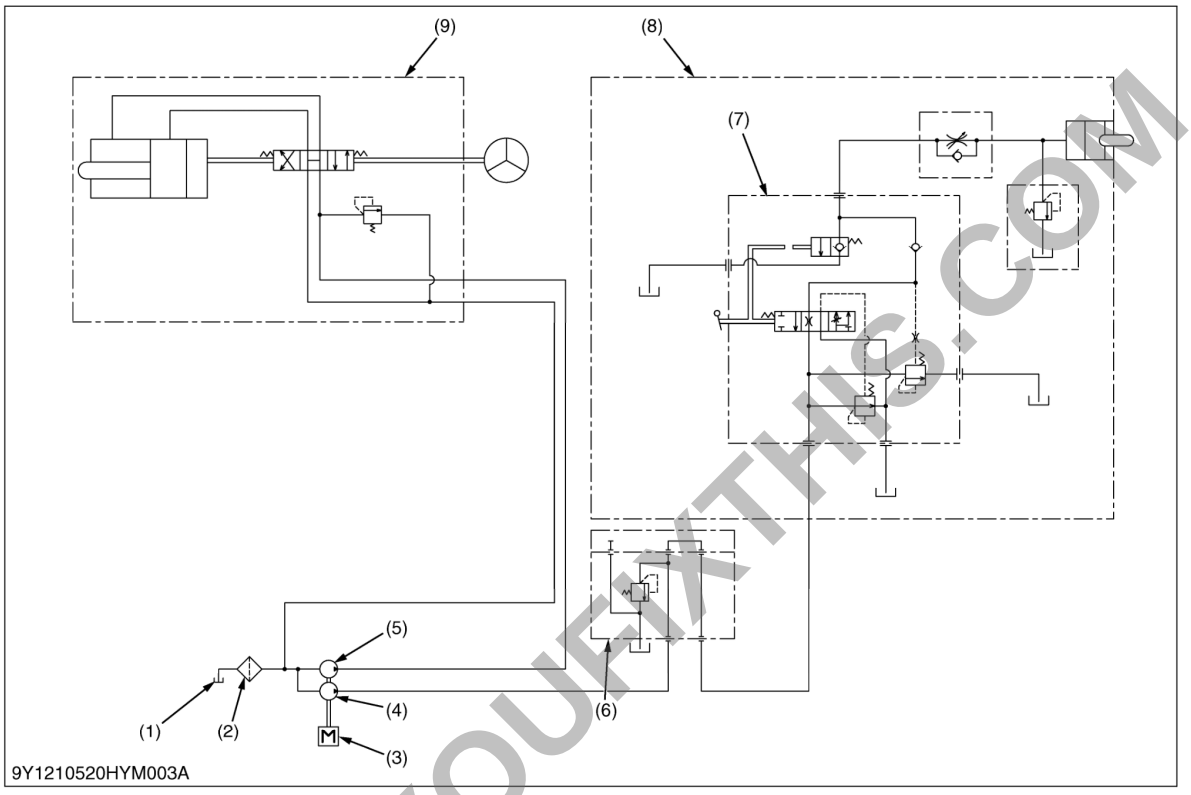
[1] MANUAL TRANSMISSION TYPE



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2. HYDRAULIC CIRCUIT

[1] MANUAL TRANSMISSION TYPE



(1) Oil Tank (Transmission Case)
(2) Hydraulic Oil Filter
(3) Engine
(4) Hydraulic Pump (Three Point Hitch)
(5) Hydraulic Pump (Power Steering)
(6) Front Hydraulic Block
(7) Position Control Valve
(8) Hydraulic Cylinder Block
(9) Power Steering Controller

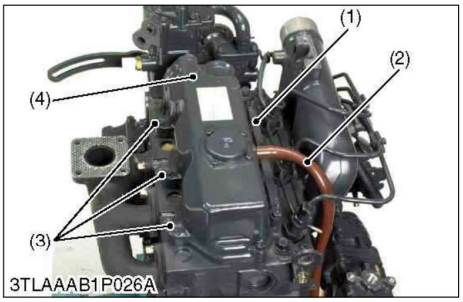
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6. DISASSEMBLING AND ASSEMBLING

[1] CYLINDER HEAD AND VALVES



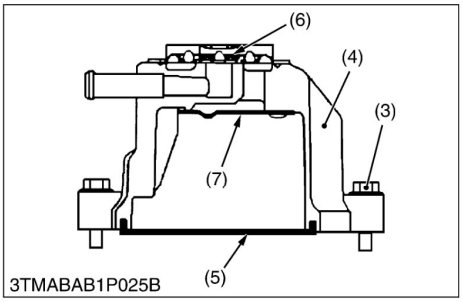
Cylinder Head Cover

1. Remove the lead (1).
2. Remove the breather hose (2).
3. Remove the head cover screws (3).
4. Remove the cylinder head cover (4).

(When reassembling)

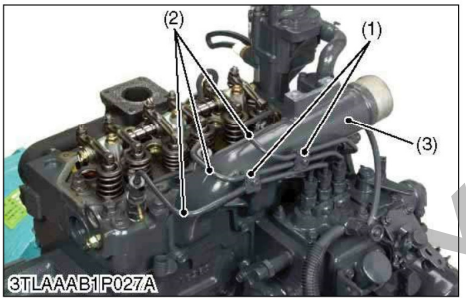
- Check to see if the cylinder head cover gasket is not defective.

Tightening torque	Cylinder head cover screw	6.87 to 11.2 N·m 0.700 to 1.15 kgf·m 5.07 to 8.31 lbf·ft



(1) Lead
(2) Breather Hose
(3) Head Cover Screw
(4) Cylinder Head Cover
(5) Cylinder Head Cover Gasket
(6) Breather Valve
(7) Plate

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Injection Pipes

1. Loosen the screws on the pipe clamps (1).
2. Detach the injection pipes (2).
3. Remove the inlet manifold (3).

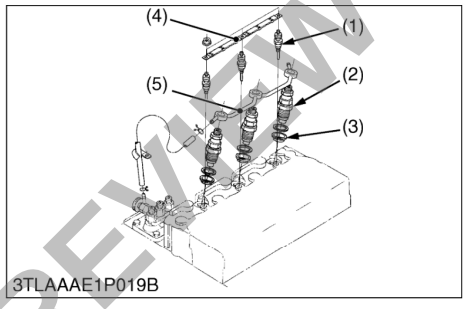
(When reassembling)

- Blow out dust inside the pipes.

Tightening torque	Injection pipe retaining nut	25 to 34 N·m 2.5 to 3.5 kgf·m 18 to 25 lbf·ft

(1) Pipe Clamp
(2) Injection Pipe
(3) Inlet Manifold

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Nozzle Holder Assembly and Glow Plug

1. Remove the overflow pipe assembly (5).
2. Remove the nozzle holder assemblies (2) using a 21 mm (0.83 in.) deep socket wrench.
3. Remove the copper gasket and heat seal (3).
4. Remove the glow plugs (1).

(When reassembling)

- Replace the copper gasket and heat seal with new one.

Tightening torque	Nozzle holder assembly	49 to 68 N·m 5.0 to 7.0 kgf·m 37 to 50 lbf·ft
	Overflow pipe assembly retaining nut	20 to 24 N·m 2.0 to 2.5 kgf·m 15 to 18 lbf·ft
	Glow plug	20 to 24 N·m 2.0 to 2.5 kgf·m 15 to 18 lbf·ft

(1) Glow Plug
(2) Nozzle Holder Assembly
(3) Heat Seal
(4) Lead
(5) Overflow Pipe Assembly

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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 "5. TIGHTENING TORQUES" on page G-11.)

Item	N·m	kgf·m	lbf·ft
Steering wheel mounting nut	30 to 49	3.0 to 5.0	22 to 36
Delivery pipe joint screw (M16)	49 to 68	5.0 to 7.0	37 to 50
Engine mounting screws to clutch housing	48 to 55	4.9 to 5.7	36 to 41
Clutch cover mounting screws and reamer screws	24 to 27	2.4 to 2.8	18 to 20
Delivery pipe joint screw G3/8 (to power steering cylinder)	40 to 48	4.0 to 4.9	29 to 35
Muffler mounting screw	32 to 37	3.2 to 3.8	24 to 27
Front axle frame mounting screw (M12)	103 to 117	10.5 to 12.0	76.0 to 86.7
Joint screw (HST return pipe)	80 to 88	8.1 to 9.0	59 to 65
Retaining nut (HST delivery pipe)	30 to 49	3.0 to 5.0	22 to 36
Step mounting screw and nut (for front side)	200 to 220	20 to 23	150 to 160
Step mounting screw and nut (for rear side)	24 to 27	2.4 to 2.8	18 to 20

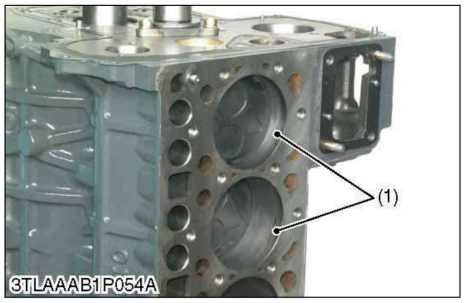
Item	Dimension × Pitch	N·m	kgf·m	lbf·ft
Oil pressure switch	PT1/8	15 to 19	1.5 to 2.0	11 to 14
Cylinder head cover screw	M8 × 1.25	6.87 to 11.2	0.700 to 1.15	5.07 to 8.31
Injection pipe retaining nut	M12 × 1.5	25 to 34	2.5 to 3.5	18 to 25
Nozzle holder assembly	M20 × 1.5	49 to 68	5.0 to 7.0	37 to 50
Overflow pipe assembly retaining nut	–	20 to 24	2.0 to 2.5	15 to 18
Glow plug	M10 × 1.25	20 to 24	2.0 to 2.5	15 to 18
*Rocker arm bracket nut	M8 × 1.25	24 to 27	2.4 to 2.8	18 to 20
*Cylinder head screw	M11 × 1.25	93.2 to 98.0	9.50 to 10.0	68.8 to 72.3
Hi-idling body	M14 × 1.0	45 to 49	4.5 to 5.0	33 to 36
*Fan drive pulley mounting nut	M30 × 1.5	138 to 156	14.0 to 16.0	102 to 115
Camshaft set bolt	M8 × 1.25	24 to 27	2.4 to 2.8	18 to 20
*Connecting rod screw	M8 × 1.0	45 to 49	4.5 to 5.0	33 to 36
*Flywheel screws	M12 × 1.25	98.1 to 107	10.0 to 11.0	72.4 to 79.5
Bearing case cover mounting screw	M8 × 1.25	24 to 27	2.4 to 2.8	18 to 20
*Main bearing case screws 2	M10 × 1.25	69 to 73	7.0 to 7.5	51 to 54
*Main bearing case screw 1	M9 × 1.25	46 to 50	4.7 to 5.2	34 to 37
Nozzle holder	–	35 to 39	3.5 to 4.0	26 to 28
Overflow pipe nut	–	20 to 24	2.0 to 2.5	15 to 18

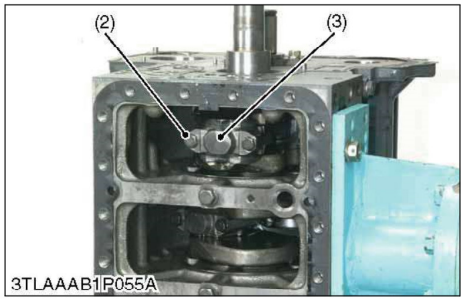
■ **NOTE**

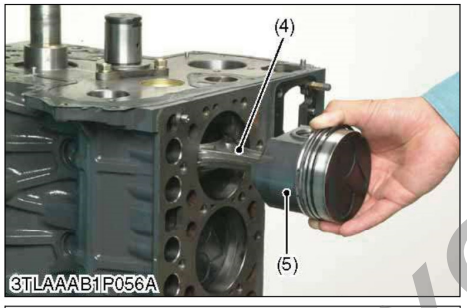
- **For * marked screws, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.**
- **The letter "M" in Size × Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal distance in mm between two threads.**

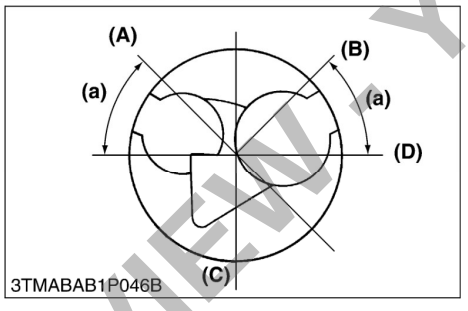
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Pistons

1. Completely clean carbon (1) in the cylinders.
2. Remove the connecting rod cap (3).
3. Turn the flywheel and bring the piston to top dead center.
4. Draw out the piston upward by lightly tapping it from the bottom of the crankcase with the grip of a hammer.
5. Draw out the other piston in the same method as above.

(When reassembling)

- Before inserting piston into the cylinder, apply enough engine oil to the piston.
- When inserting the piston into the cylinder, face the mark on the connecting rod to the injection pump.

■ **IMPORTANT**

- **Do not change the combination of cylinder and piston. Make sure of the position of each piston by marking. For example, mark "1" on the No. 1 piston.**
- **Place the piston rings with their gaps at 0.79 rad (45 °) from the piston pin's direction as shown in the figure.**
- **Carefully insert the pistons using a piston ring compressor.**
- **When inserting the piston in place, be careful not to get the molybdenum disulfide coating torn off its skirt. This coating is useful in minimizing the clearance with the cylinder liner. Just after the piston pin has been press-fitted, in particular, the piston is still hot and the coating is easy to peel off. Wait until the piston cools down.**

Tightening torque	Connecting rod screw	45 to 49 N·m 4.5 to 5.0 kgf·m 33 to 36 lbf·ft

(1) Carbon
(2) Connecting Rod Screw
(3) Connecting Rod Cap
(4) Connecting Rod
(5) Molybdenum Disulfide Coating in Piston Skirt

(A) Top Ring Gap
(B) Second Ring Gap
(C) Oil Ring Gap
(D) Piston Pin Hole

(a) 0.79 rad (45 °)

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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-35
	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, G-17
	Fuel with low cetane number	Use specified fuel	G-9
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S42
	Incorrect injection timing	Adjust	1-S16
	Fuel camshaft worn	Replace	1-S49
	Injection nozzle clogged	Clean	1-S56
	Injection pump malfunctioning	Replace	1-S46
	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-S11, 1-S42
	Improper valve timing	Correct or replace timing gear	1-S16
	Piston ring and cylinder worn	Replace	1-S51, 1-S52
	Excessive valve clearance	Adjust	1-S12
Starter Does Not Run	Battery discharged	Charge	G-24
	Starter malfunctioning	Repair or replace	G-21, G-22, 9-S35
	Main switch malfunctioning	Repair or replace	9-S8
	Safety switches malfunctioning	Adjust or replace	9-S9
	Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Replace	G-26
	Air cleaner clogged	Clean or replace	G-26
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S42
	Injection pump malfunctioning	Repair or replace	1-S46
	Incorrect nozzle injection pressure	Adjust	1-S18, 1-S56
	Injection nozzle stuck or clogged	Repair or replace	1-S18, 1-S56
	Governor malfunctioning	Repair	1-S47

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2. SERVICING SPECIFICATIONS

ENGINE BODY

Item		Factory Specification	Allowable Limit
Cylinder Head Surface	Flatness	–	0.0500 mm / 500 mm 0.00197 in. / 19.6 in.
Compression Pressure (When Cranking with Starting Motor)		3.24 to 3.72 MPa (33.0 to 38.0 kgf/cm^2, 470 to 540 psi) / 290 min^{-1} (rpm)	2.55 MPa (26.0 kgf/cm^2, 370 psi) / 290 min^{-1} (rpm)
Difference among Cylinders		–	10 % or less
Top Clearance		0.575 to 0.675 mm 0.0227 to 0.0265 in.	–
Valve Clearance (When Cold)		0.18 to 0.22 mm 0.0071 to 0.0086 in.	–
Valve Seat	Width (Intake)	2.12 mm 0.0835 in.	–
	Width (Exhaust)	2.12 mm 0.0835 in.	–
	Angle (Intake)	1.0 rad 60 °	–
	Angle (Exhaust)	0.79 rad 45 °	–
Valve Face	Angle (Intake)	1.0 rad 60 °	–
	Angle (Exhaust)	0.79 rad 45 °	–
Valve Stem to Valve Guide	Clearance	0.040 to 0.070 mm 0.00157 to 0.00276 in.	0.1 mm 0.004 in.
• Valve Stem	O.D.	7.960 to 7.975 mm 0.3134 to 0.3139 in.	–
• Valve Guide	I.D.	8.015 to 8.030 mm 0.3156 to 0.3161 in.	–
Valve Recessing	Protrusion	0.050 mm 0.0020 in.	–
	Recessing	0.15 mm 0.0059 in.	0.4 mm 0.016 in.

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4. LUBRICANTS, FUEL AND COOLANT

No.	Place		Capacity		Lubricants, fuel and coolant
			L3200	L3800	
1	Fuel		38.0 L 10.0 U.S.gals 8.4 Imp.gals		• No. 2-D diesel fuel • No. 1-D diesel fuel if temperature is below –10 °C (14 °F)
2	Coolant		6.0 L 6.3 U.S.qts 5.3 Imp.qts		Fresh clean water with anti-freeze
	Recovery tank		0.6 L 0.63 U.S.qts 0.53 Imp.qts		
3	Engine crankcase (with filter)		5.7 L 6.0 U.S.qts 5.0 Imp.qts	7.1 L 7.5 U.S.qts 6.2 Imp.qts	Engine oil: Refer to next page. • Above 25 °C (77 °F) SAE30, 10W-30 or 15W-40 • 0 to 25 °C (32 to 77 °F) SAE20, 10W-30 or 15W-40 • Below 0 °C (32 °F) SAE10W, 10W-30 or 15W-40
4	Transmission case	Manual Transmission	27.5 L 7.3 U.S.gals 6.1 Imp.gals		KUBOTA UDT or SUPER UDT fluid*
	Transmission case	HST	23.5 L 6.2 U.S.gals 5.2 Imp.gals		
5	Front axle case		4.5 L 4.8 U.S.qts 4.0 Imp.qts		KUBOTA UDT or SUPER UDT fluid* or SAE 80-90 gear oil

Greasing				
No.	Place	No. of greasing point	Capacity	Type of grease
6	Front axle support	2	Until grease overflows	Multipurpose type grease NLGI-2 or NLGI-1 (GC-LB)
	Clutch pedal	1		
	Brake pedal	1		
	Pedal shaft	1		
	Battery terminal	2		
	Lift rod	1		
	Tie-rod end	2		

*KUBOTA original transmission hydraulic fluid.

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6. MAINTENANCE CHECK LIST

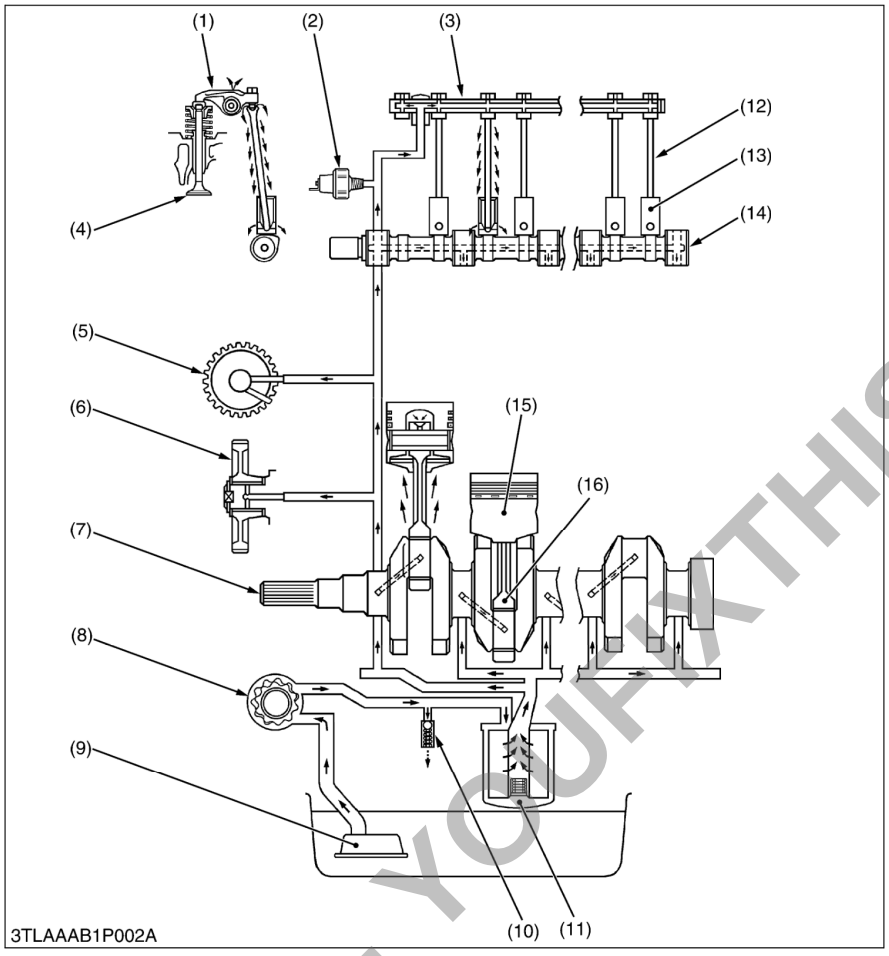
No.	Item		Service Interval													After since	Reference page		
			50	100	150	200	250	300	350	400	450	500	550	600	650	700				
1	Greasing	–	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-20		
2	Engine start system	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-21		
3	Wheel bolt torque	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-22		
4	Battery condition	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-23, G-24	*3	
5	Fan belt	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-25		
6	Clutch	Adjust	★	☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-16, G-25		
7	Brake	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-25		
8	Air cleaner element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-26	*1	@
		Replace															every 1 year	G-31	*2	
9	Fuel filter element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-26		@
		Replace								☆							every 400 Hr	G-26		
10	Fuel line	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-27		@
		Replace															every 2 years	G-27		
11	Engine oil	Change	★			☆				☆				☆			every 200 Hr	G-17, G-27		
12	Engine oil filter	Replace	★			☆				☆				☆			every 200 Hr	G-17, G-27		
13	Transmission oil filter (HST)	Replace	★			☆				☆				☆			every 200 Hr	G-18, G-27		
14	Toe-in	Adjust				☆				☆				☆			every 200 Hr	G-27		
15	Radiator hose and clamp	Check				☆				☆				☆			every 200 Hr	G-28		
		Replace															every 2 years	G-28		
16	Power steering oil line	Check				☆				☆				☆			every 200 Hr	G-28		
		Replace															every 2 years	G-28		
17	Intake air line	Check				☆				☆				☆			every 200 Hr	G-28		@
		Replace															every 2 years	G-28		
18	Oil cooler line (HST)	Check				☆				☆				☆			every 200 Hr	G-28		
		Replace															every 2 years	G-28		
19	Hydraulic oil filter	Replace	★							☆							every 400 Hr	G-19, G-29		
20	Transmission fluid	Change								☆							every 400 Hr	G-29, G-30		
21	Front axle case oil	Change								☆							every 400 Hr	G-31		
22	Front axle pivot	Adjust												☆			every 600 Hr	G-31		
23	Engine valve clearance	Adjust															every 800 Hr	1-S12		

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3. LUBRICATING SYSTEM



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

A lubricating system consists of an oil strainer (9), oil pump (8), relief valve (10), oil filter cartridge (11) and oil pressure switch (2).

The oil pump sucks lubricating oil from the oil pan through the oil strainer and the oil flows down to the oil filter cartridge where it is further filtered. Then the oil is forced to crankshaft (7), connecting rods (16), idle gear (6), governor shaft (5), camshaft (14) and rocker arm shaft (3) to lubricate each part through the oil gallery.

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WSM

WORKSHOP MANUAL
TRACTOR

L3200,L3800

Kubota

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GENERAL

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1. SAFETY FIRST

⚠ 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 try to repair or use this unit.**

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

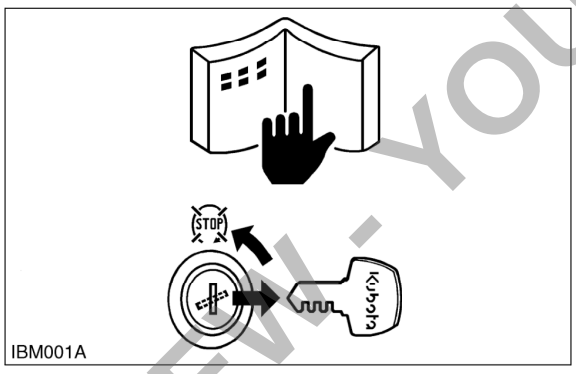
⚠ WARNING
- **Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

⚠ CAUTION
- **Indicates a potentially hazardous situation which, if not avoided, could 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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IBM001A


IBM002A

BEFORE YOU START SERVICE

- 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 stable and level ground, and set the parking brake.
- Lower the implement to the ground.
- Stop the engine, then remove the key.
- Disconnect the battery negative cable.
- Hang a **"DO NOT OPERATE"** tag in the operator station.

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START SAFELY

- Do not do the procedures below when you start the engine.
  - short across starter terminals
  - bypass the safety start switch
- Do not alter or remove any part of machine safety system.
- Before you start the engine, make sure that all shift levers are in neutral positions or in disengaged positions.
- Do not start the engine when you stay on the ground. Start the engine only from operator's seat.

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3. SPECIFICATIONS

Model			L3200		L3800	
			Manual Transmission	HST	Manual Transmission	HST
			4WD			
PTO power*			19.9 kW (26.7 HP)	18.8 kW (25.2 HP)	23.5 kW (31.5 HP)	22.4 kW (30.0 HP)
Engine	Maker		KUBOTA			
	Model		D1503-M-E3		D1803-M-E3	
	Type		Indirect injection, Vertical, Water-cooled 4 cycle diesel			
	Number of cylinders		3			
	Bore and stroke		83 × 92.4 mm (3.3 × 3.6 in.)		87 × 102.4 mm (3.4 × 4.0 in.)	
	Total displacement		1.499 L (91.5 cu.in.)		1.826 L (111.4 cu.in.)	
	Engine gross power*		23.8 kW (31.9 HP)		27.9 kW (37.4 HP)	
	Engine net power*		22.7 kW (30.4 HP)		26.8 kW (35.9 HP)	
	Rated revolution		46.7 rps (2800 min^{-1} (rpm))		45.0 rps (2700 min^{-1} (rpm))	
	Low idling revolution		15.0 to 16.7 rps (900 to 1000 min^{-1} (rpm))			
	Maximum torque		94.9 N·m (9.68 kgf·m, 70.0 lbf·ft)		115.6 N·m (11.79 kgf·m, 85.3 lbf·ft)	
	Battery		12 V RC: 123 min., CCA: 490 A			
Capacities	Fuel tank		38.0 L (10.0 U.S.gals, 8.4 Imp.gals)			
	Engine crankcase (with filter)		5.7 L (6.0 U.S.qts, 5.0 Imp.qts)		7.1 L (7.5 U.S.qts, 6.2 Imp.qts)	
	Engine coolant		6.0 L (6.3 U.S.qts, 5.3 Imp.qts)			
	Transmission case		27.5 L (7.3 U.S.gals, 6.1 Imp.gals)	23.5 L (6.2 U.S.gals, 5.2 Imp.gals)	27.5 L (7.3 U.S.gals, 6.1 Imp.gals)	23.5 L (6.2 U.S.gals, 5.2 Imp.gals)
Dimensions	Overall length (without 3P)		2800 mm (110.2 in.)			
	Overall width (min. tread)		1400 mm (55.1 in.)			
	Overall height (with ROPS)		2330 mm (91.7 in.)			
	Overall height (Top of steering wheel)		1475 mm (58.1 in.)			
	Wheel base		1610 mm (63.3 in.)			
	Min. ground clearance		340 mm (13.4 in.)			
	Tread	Front	1095 mm (43.1 in.)			
		Rear	1115 mm (43.8 in.), 1195 mm (47.1 in.), 1290 mm (50.8 in.)			
Weight (with ROPS)			1180 kg (2601 lbs)	1190 kg (2623 lbs)	1205 kg (2657 lbs)	1210 kg (2668 lbs)
Traveling system	Tires	AG front	7-16 / 7.2-16 R1			
		AG rear	11.2-24 R1			
	Turf (option)	Front	25 × 8.50-14			
		Rear	13.6-16			
	Indust. (option)	Front	27 × 8.50-15			
		Rear	15-19.5 R4			
	Clutch		Dry type single stage		Dry type dual stage	Dry type single stage
	Steering		Integral type power steering			
	Transmission		Gear shaft, 8 forward and 4 reverse	Hydrostatic transmission, 3 range speed	Gear shaft, 8 forward and 4 reverse	Hydrostatic transmission, 3 range speed
	Brake		Wet disk type			
	Min. turning radius (with brake)		2.5 m (8.2 feet)			
Hydraulic unit	Hydraulic control system		Position control			
	Pump capacity (main)		24.7 L/min. (6.53 U.S.gals/min., 5.43 Imp.gals/min.)		23.9 L/min. (6.31 U.S.gals/min., 5.26 Imp.gals/min.)	
	Pump capacity (PS)		15.0 L/min. (3.96 U.S.gals/min., 3.30 Imp.gals/min.)		14.5 L/min. (3.83 U.S.gals/min., 3.19 Imp.gals/min.)	
	Three point hitch		Category 1			
	Max. lift force	At lift points	906 kg (1998 lbs)			
		24 in. behind lift points	651 kg (1435 lbs)			
	System pressure		15.7 MPa (160 kgf/cm^2, 2277 psi)			

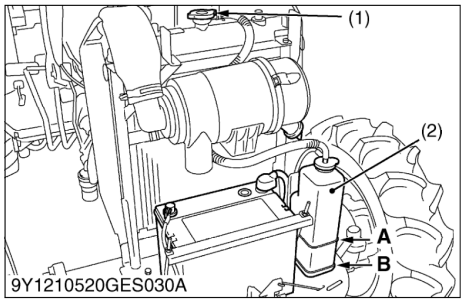
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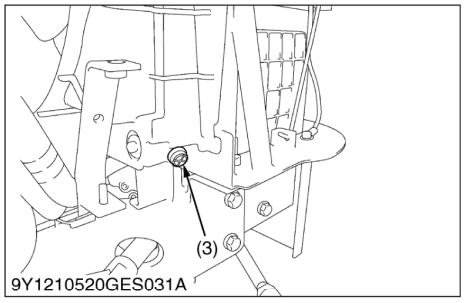
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I INFORMATION

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Draining Coolant

CAUTION

- **Do not remove the radiator cap when the engine is hot. Then loosen cap slightly to the stop to relieve any excess pressure before removing cap completely.**

1. Stop the engine and let cool down.
2. To drain the coolant, open the bonnet and the radiator drain plug (3) and remove the radiator cap (1). The radiator cap (1) must be removed to completely drain the coolant.
3. After all coolant is drained, close the drain plug (3).

(When refilling)

- Fill with clean water and anti-freeze until the coolant level is just below the port. Install the radiator cap (1) securely.
- Fill with coolant up to **"FULL"** mark on the recovery tank.
- Start and operate the engine for few minutes.
- Stop the engine and let cool. Check coolant level of recovery tank (2) and add coolant if necessary.

■ IMPORTANT

- **Do not start engine without coolant.**
- **Use clean, fresh water and anti-freeze to fill the radiator and recovery tank.**
- **When the anti-freeze is mixed with water, the anti-freeze mixing ratio must be less than 50 %.**
- **Securely tighten radiator cap. If the cap is loose or improperly fitted, water may leak out and the engine could overheat.**
- **Refer to "4. LUBRICANTS, FUEL AND COOLANT" on page G-9.**

Coolant capacity (with recovery tank)	6.0 L 6.3 U.S.qts 5.3 Imp.qts

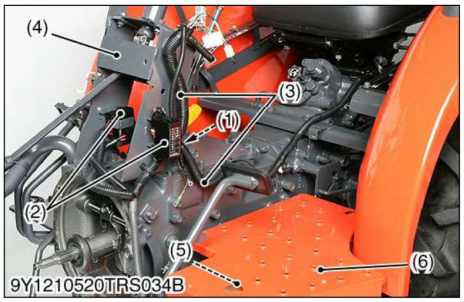
(1) Radiator Cap
(2) Recovery Tank
(3) Drain Plug

A: FULL
B: LOW

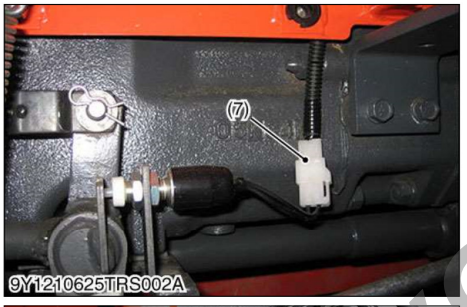
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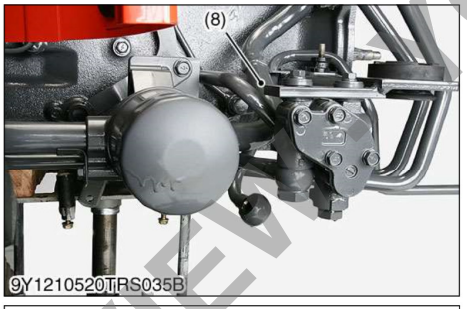
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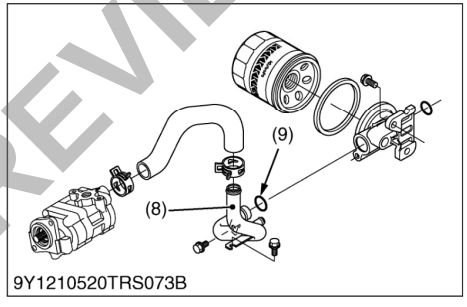
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Electrical Wiring, Step and Steering Support

1. Disconnect the ground cables (1), the **2P** connector (7) and remove the slow blow fuse box (2) and wiring (3) from the steering support (4).
2. Remove the steering support (4).
3. Disconnect the spring (5) and remove the step (L.H.) (6).
4. Remove the suction pipe (8).

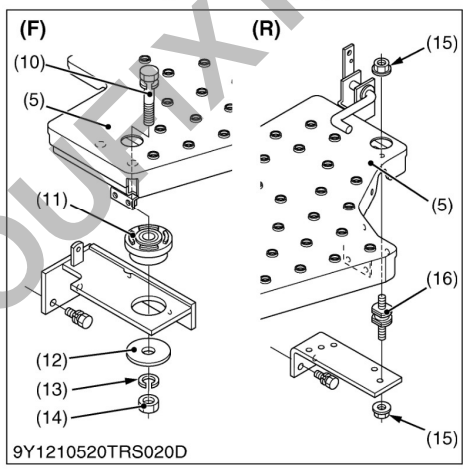
(When reassembling)

- Be sure to set the washers and rubber plates of the step (L.H.) (6) mounting screw at an original positions as shown in figure.

Tightening torque	Step mounting screw and nut (for front side)	200 to 220 N·m 20 to 23 kgf·m 150 to 160 lbf·ft
	Step mounting screw and nut (for rear side)	24 to 27 N·m 2.4 to 2.8 kgf·m 18 to 20 lbf·ft
	Steering support mounting screw	78 to 90 N·m 7.9 to 9.2 kgf·m 58 to 66 lbf·ft

■ **NOTE**

- **Take care not to damage the O-ring.**
- **If the O-ring are damaged, change them.**



(1) Ground Cable
(2) Slow Blow Fuse Box
(3) Wiring
(4) Steering Support
(5) Spring (for Clutch Pedal)
(6) Step (L.H.)
(7) **2P** Connector (Brake Light Switch)
(8) Suction Pipe
(9) O-ring (Suction Pipe)
(10) Screw
(11) Rubber Plate
(12) Washer
(13) Spring Washer
(14) Nut
(15) Nut
(16) Cushion

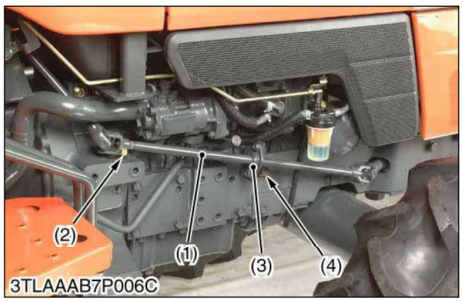
(F) Front Side
(R) Rear Side

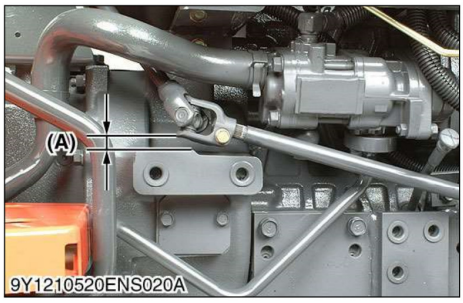
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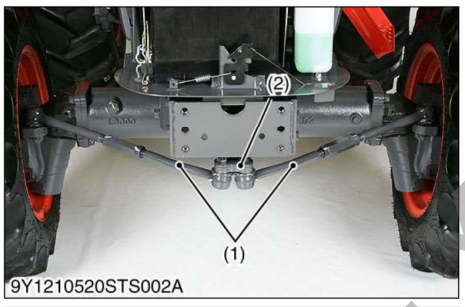
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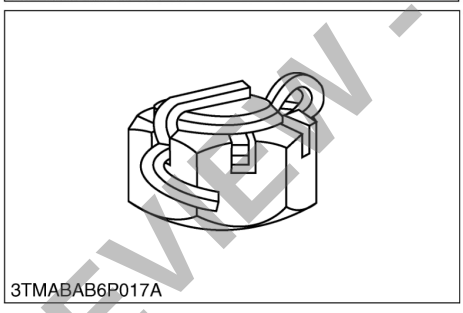
5. DISASSEMBLING AND ASSEMBLING

[1] SEPARATING STEERING GEAR BOX









Joint Shaft

1. Remove the support (3) mounting screw.
2. Remove the screw (2).
3. Remove the joint shaft (1).

(When reassembling)

- Lift the universal joint so that there should be a clearance **(A)** of more than 5 mm (0.2 in.) between the universal joint and flywheel housing. Then fit the support (3) is position.

(1) Joint Shaft
(2) Screw
(3) Support
(4) Screw
(A) Clearance

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Bumper and Tie-rods

1. Place the disassembling stand under the transmission case.
2. Remove the bumper.
3. Remove the tie-rods with the tie-rod end lifter.
   In this case, take special case not to damage the tie-rod end nut (slotted nut). (It is preferable to replace it with an unrequired nut.).
4. Reinstall the bumper.

Tightening torque	Tie-rod end nut	35 to 44 N·m 3.5 to 4.5 kgf·m 26 to 32 lbf·ft

■ **IMPORTANT**

- **After tightening the tie-rod end nut to the specified torque, install a cotter pin as shown in the figure left.**

(1) Tie-rod
(2) Pitman Arm

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