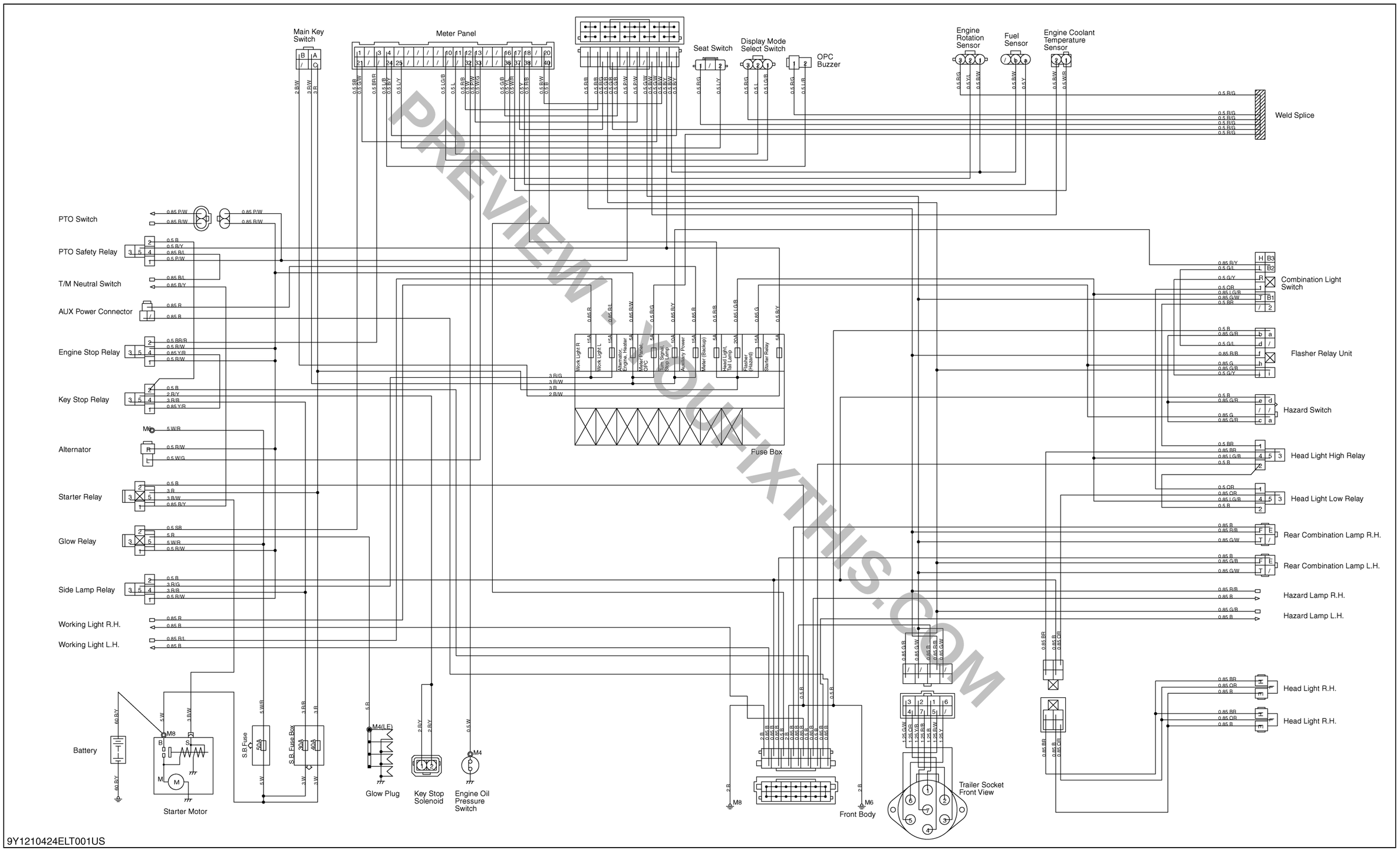
1. WIRING DIAGRAM

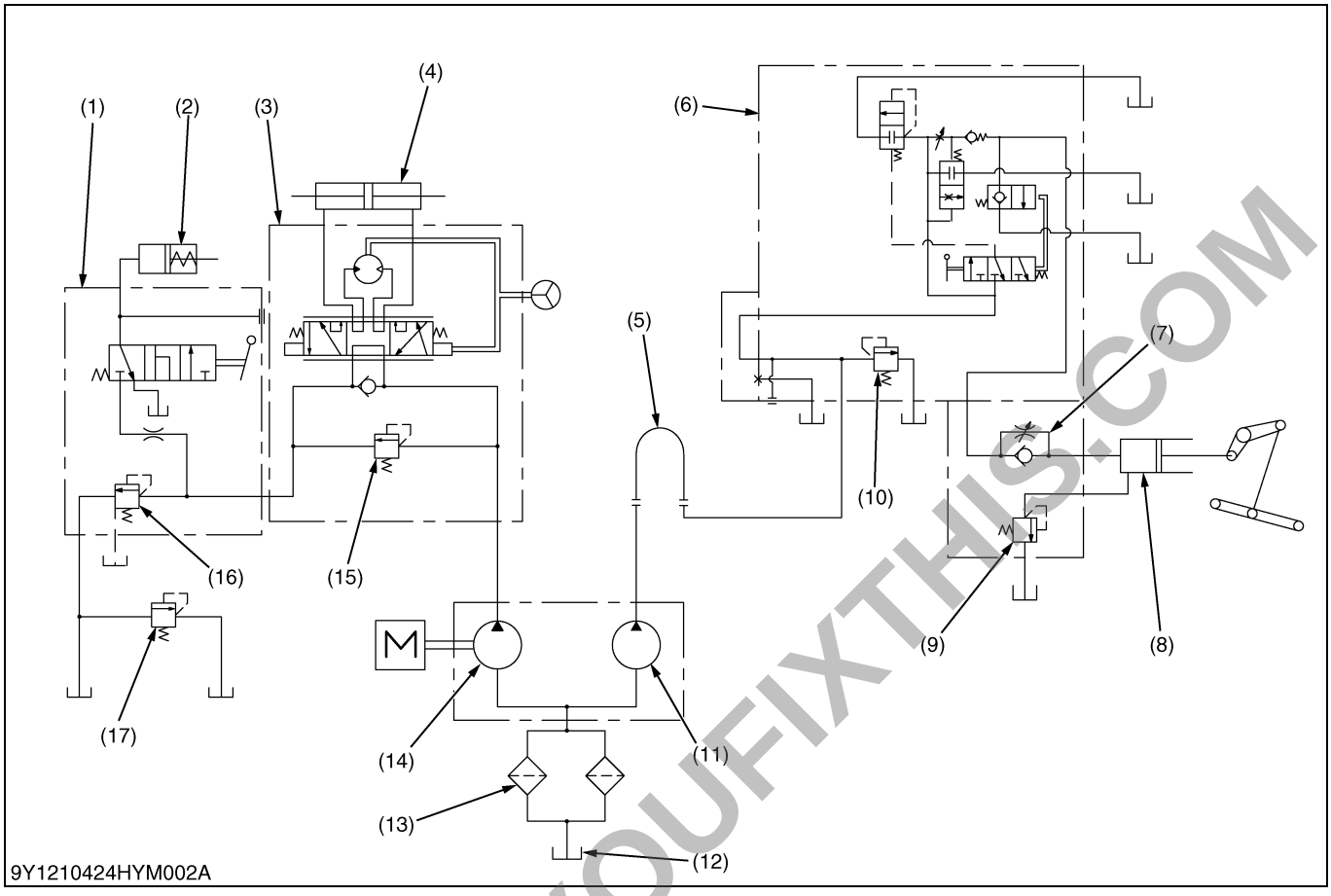


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2. HYDRAULIC CIRCUIT



(1) PTO Clutch Valve
(2) PTO Clutch Pack
(3) Power Steering Controller
(4) Steering Cylinder
(5) Hydraulic Outlet
(6) Control Valve
(7) Lowering Speed Adjusting Valve
(8) Hydraulic Cylinder (for 3-Point Linkage)
(9) Cylinder Safety Valve
(10) Relief Valve (for 3-Point Linkage)
(11) Hydraulic Pump (for 3-Point Linkage)
(12) Oil Tank (Transmission Case)
(13) Hydraulic Oil Filter Cartridge
(14) Hydraulic Pump (for Power Steering and PTO Clutch)
(15) Relief Valve (Steering Controller)
(16) Relief Valve (PTO Valve)
(17) Relief Valve (Lubricating Line)

The hydraulic system of this tractor is composed of the main components as shown in the figure.

- To raise and lower the implement connected to the three-point hitch. For this motion, the position control valve and the linkage installed on the hydraulic cylinder body.
- Take out hydraulic power from the hydraulic cylinder body to operate an implement's hydraulic actuator.

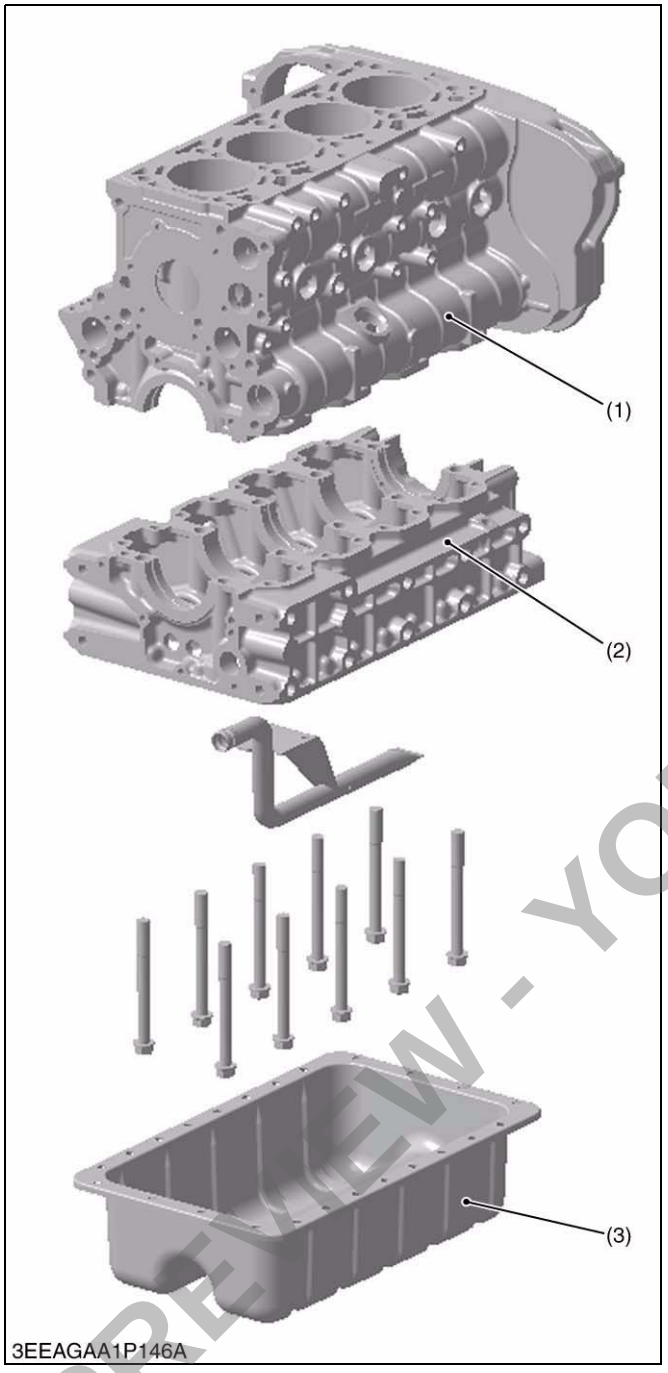
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2. ENGINE BODY

[1] CYLINDER BLOCK



The V3307 DI engine employs ladder frame structure type crankcases - the crankcase 1 (1) with combustion part and the crankcase 2 (2) which supports the crankcase 1 (1).

The following benefits are in the ladder frame structure.

1. Minimizing parts.
2. Noise reduction.
3. Reduction of loss and dispersion on friction thanks to accuracy of axial concentricity.

The cylinder is a linerless type which enables good cooling operation, less strain and good abrasion resistance.

(1) Crankcase 1
(2) Crankcase 2
(3) Oil Pan

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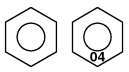
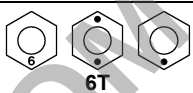
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5. TIGHTENING TORQUES

[1] 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	 No-grade or 4T			 7T			 9T		
Indication on top of nut	 No-grade or 4T						 6T		
Material of opponent part	Ordinariness			Aluminum			Ordinariness			Aluminum			Ordinariness		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.8	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	12.3 to 14.2	1.25 to 1.45	9.05 to 10.4
M8	18 to 20	1.8 to 2.1	13 to 15	17 to 19	1.7 to 2.0	13 to 14	24 to 27	2.4 to 2.8	18 to 20	18 to 20	1.8 to 2.1	13 to 15	30 to 34	3.0 to 3.5	22 to 25
M10	40 to 45	4.0 to 4.6	29 to 33	32 to 34	3.2 to 3.5	24 to 25	48 to 55	4.9 to 5.7	36 to 41	40 to 44	4.0 to 4.5	29 to 32	61 to 70	6.2 to 7.2	45 to 52
M12	63 to 72	6.4 to 7.4	47 to 53	–	–	–	78 to 90	7.9 to 9.2	58 to 66	63 to 72	6.4 to 7.4	47 to 53	103 to 117	10.5 to 12.0	76.0 to 86.7
M14	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	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	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	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] STUD BOLTS

Material of opponent part	Ordinariness			Aluminum		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
M8	12 to 15	1.2 to 1.6	8.7 to 11	8.9 to 11	0.90 to 1.2	6.5 to 8.6
M10	25 to 31	2.5 to 3.2	18 to 23	20 to 25	2.0 to 2.6	15 to 18
M12	30 to 49	3.0 to 5.0	22 to 36	31	3.2	23
M14	62 to 73	6.3 to 7.5	46 to 54	–	–	–
M16	98.1 to 112	10.0 to 11.5	72.4 to 83.1	–	–	–
M18	172 to 201	17.5 to 20.5	127 to 148	–	–	–

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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 attempt to repair or use this unit.**

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

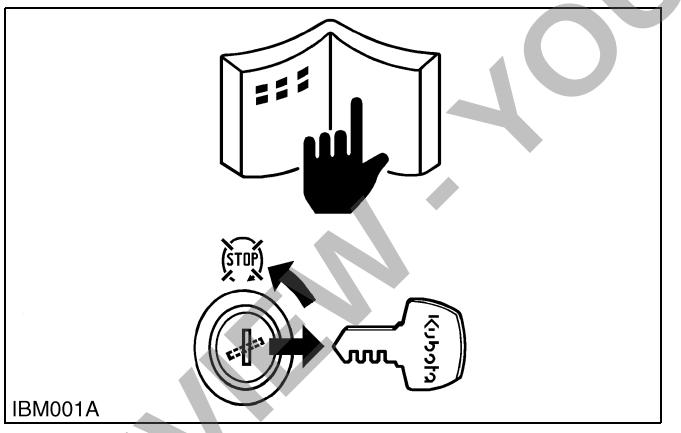
⚠ WARNING
- **Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

⚠ CAUTION
- **Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.**

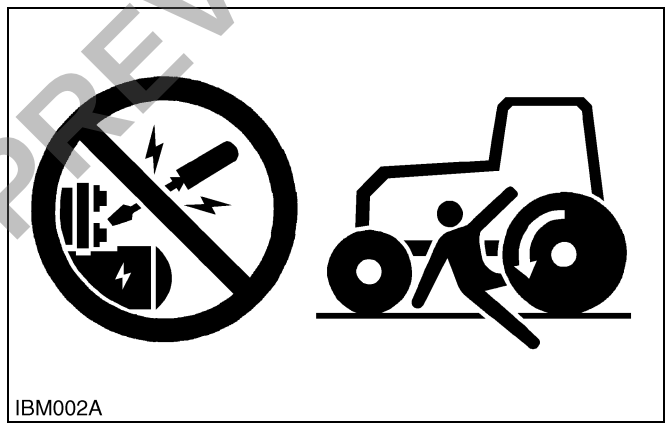
■ IMPORTANT
- **Indicates that equipment or property damage could result if instructions are not followed.**

■ NOTE
- **Gives helpful information.**

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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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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Replenish fuel	G-10
	Air in the fuel system	Bleed	G-34
	Water in the fuel system	Change fuel and repair or replace fuel system	G-10, G-29
	Fuel hose clogged	Clean	G-24
	Fuel filter clogged	Replace	G-29
	Excessively high viscosity of fuel or engine oil at low temperature	Use the specified fuel or engine oil	G-10
	Fuel with low cetane number	Use the specified fuel	G-10
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S27
	Incorrect injection timing	Adjust	1-S17
	Fuel camshaft worn	Replace	1-S37
	Injection nozzle clogged	Replace	1-S28
	Injection pump malfunctioning	Repair or replace	1-S39
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or replace	1-S46
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	1-S12, 1-S27
	Improper valve timing	Correct or replace timing gear	1-S45
	Piston and cylinder worn	Replace	1-S46
	Excessive valve clearance	Adjust	1-S13
	Stop solenoid malfunctioning	Replace	9-S14
Starter Does Not Run	Battery discharged	Charge	G-26
	Starter malfunctioning	Repair or replace	9-S13
	Main switch malfunctioning	Repair or replace	9-S11
	PTO switch defective	Replace	9-S23
	Neutral switches improperly adjusted or defective	Repair or replace	9-S23
	Starter relay defective	Replace	9-S28
	Wiring disconnected	Connect	–
Engine Revolution is Not Smooth	Fuel filter clogged or dirty	Replace	G-29
	Air cleaner clogged	Clean or change	G-23
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S27
	Injection pump malfunctioning	Repair or replace	1-S39
	Incorrect nozzle injection pressure	Adjust	1-S19
	Injection nozzle stuck or clogged	Replace	1-S28
	Governor malfunctioning	Repair	1-S32

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3. SPECIFICATIONS

Model			M7040SU	
			2WD	4WD
Engine	Model		V3307-DI-E2	
	Type		Vertical, water-cooled, 4-cycle diesel engine	
	Number of cylinders		4	
	Total displacement		3331 cm^3 (203 cu.in.)	
	Bore and stroke		94 × 120 mm (3.7 × 4.7 in.)	
	Net power		50.7 kW (68 HP)*	
	PTO power (factory observed)		46.2 kW (62 HP)* / 2700 min^{-1} (rpm)	
	Maximum torque		232 N·m (171.1 lbf·ft) / 1300 to 1500 min^{-1} (rpm)	
	Battery		12 V, RC : 160 min., CCA 900 A	
	Fuel tank capacity		70.0 L (18.5 U.S. gals, 15.4 Imp. gals)	
	Engine crankcase capacity		11.0 L (11.6 U.S.qts, 9.68 Imp.qts)	
	Engine coolant capacity		8.0 L (8.5 U.S.qts, 7.0 Imp.qts)	
Dimensions	Overall length		3565 mm (140.4 in.)	3500 mm (137.8 in.)
	Overall width (Minimum tread)		1860 mm (73.23 in.)	
	Overall height		2470 mm (97.24 in.)	
	Wheel base		2085 mm (82.09 in.)	2050 mm (80.71 in.)
	Tread	Front	1420 to 1820 mm (55.9 to 71.7 in.)	1420, 1520 mm (55.9, 59.8 in.)
		Rear	1420 to 1720 mm (55.9 to 67.7 in.)	
	Minimum ground clearance		415 mm (16.3 in.) (Fuel tank stay)	
Weight			2030 kg (4475 lbs)	2090 kg (4608 lbs)
Travelling system	Standard tire size	Front	7.5-16	9.5-24
		Rear	16.9-30	
	Clutch		Dry, Single plate	
	Steering		Hydrostatic power steering	
	Brake	Travelling	Wet type, multiple discs (mechanical)	
	Differential		Bevel gears with differential lock (Rear)	
Hydraulic system	Hydraulic control system		Position control	
	Pump-up capacity		43.9 L (11.6 U.S.gals, 9.66 Imp.gals)/min.	
	Three point hitch		Category I & II	
	Maximum lifting force		1900 kg (4189 lbs) at lower link end 1500 kg (3307 lbs) at 610 mm (24 in.) behind lifting point	
	System pressure		19.1 MPa (195 kgf/cm^2, 2773 psi)	
PTO	Independent clutch		Wet type, multiple discs	
	Live PTO	Direction of turning	Clockwise, viewed from tractor rear	
		PTO speed	6 spline : 540 min^{-1} (rpm) at 2295 engine min^{-1} (rpm)	

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

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6. MAINTENANCE

No.	Item			Service Interval														Since then	Important		Reference page
				50	100	150	200	250	300	350	400	450	500	550	600	650	700				
1	Engine start system		Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr			G-20
2	Wheel bolt torque		Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr			G-21
3	Battery condition		Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	*4		G-25
4	Greasing		–		☆		☆		☆		☆		☆		☆		☆	every 100 Hr			G-22
5	Fan belt		Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr			G-23
6	Alternator belt		Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr			G-24
7	Brake pedal		Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr			G-24
8	Clutch pedal		Adjust	★	☆		☆		☆		☆		☆		☆		☆	every 100 Hr			G-19
9	Air cleaner element	Primary element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	*1	@	G-23
			Replace															every 1 year	*2		G-31
		Secondary element	Replace															every 1 year			G-31
10	Fuel line		Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr		@	G-24
			Replace															every 2 years	*3		G-33
11	Toe-in		Adjust				☆				☆				☆			every 200 Hr			G-28
12	Fuel tank water		Drain				☆				☆				☆			every 200 Hr			G-28
13	Power steering oil line		Check				☆				☆				☆			every 200 Hr			G-27
			Replace															every 2 years			G-33
14	Radiator hose and clamp		Check				☆				☆				☆			every 200 Hr			G-27
			Replace															every 2 years			G-33
15	Intake air line		Check				☆				☆				☆			every 200 Hr		@	G-27
			Replace															every 2 years			G-33
16	Hydraulic oil filter		Replace	★					☆						☆			every 300 Hr			G-18
17	Engine oil		Change	★							☆							every 400 Hr			G-17
18	Engine oil filter		Replace	★							☆							every 400 Hr			G-17
19	Greasing (2WD front wheel hub)		–								☆							every 400 Hr			G-29
20	Water separator		Clean								☆							every 400 Hr		@	G-29
21	Fuel filter		Replace								☆							every 400 Hr		@	G-29
22	Transmission fluid		Change	★											☆			every 600 Hr			G-19
23	Front differential case oil		Change												☆			every 600 Hr			G-30
24	Front axle gear case oil		Change												☆			every 600 Hr			G-30

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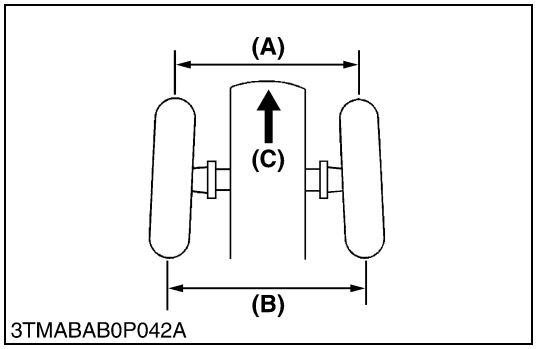
INFORMATION

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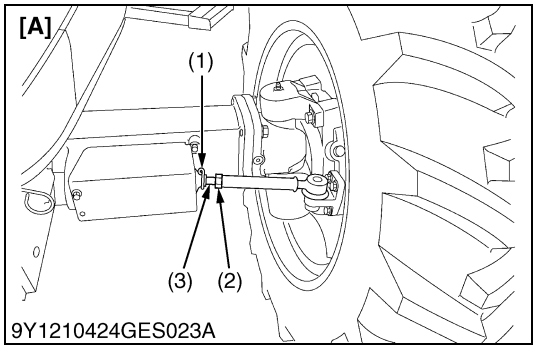
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5. DIMENSIONS I-10

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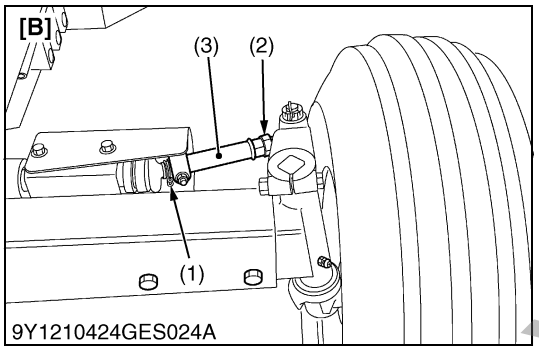
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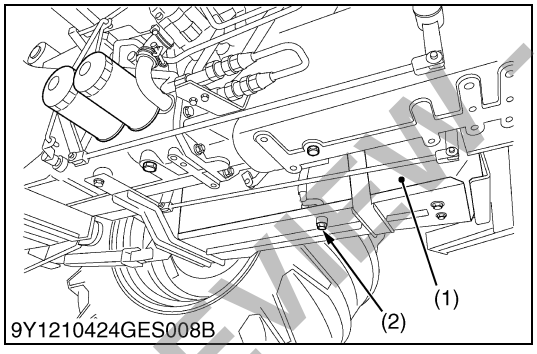
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Adjusting Toe-in

1. Park tractor on a flat place.
2. Turn steering wheel so front wheels are in the straight ahead position.
3. Lower the implement, lock the park brake and stop the engine.
4. Measure distance between tire beads at front of tire, at hub height.
5. Measure distance between tire beads at rear of tire, at hub height.
6. Front distance should be shorter than rear distance. If not, adjust tie-rod length.

Toe-in (**B**–**A**)	Factory specification	4WD	2 to 8 mm 0.08 to 0.3 in.
		2WD	1 to 5 mm 0.04 to 0.2 in.

■ **Toe-in Adjustment**

1. Detach the snap ring (1).
2. Loosen the tie-rod nut (2).
3. Turn the rod end to adjust until the proper toe-in measurement is obtained.
4. Retighten the tie-rod nut (2).
5. Attach the snap ring (1) of the tie-rod joint (3).

Tightening torque	Tie-rod nut	167 to 196 N·m 17 to 20 kgf·m 123.2 to 144.6 lbf·ft

(1) Snap Ring
(2) Tie-rod Nut
(3) Tie-rod Joint
(A) Wheel-to-wheel distance at front
(B) Wheel-to-wheel distance at rear
(C) "FRONT"
[A] 4WD Model
[B] 2WD Model

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Draining Fuel Tank Water

1. Loosen the drain plug (2) at the bottom of the fuel tank (1) to let sediments, impurities and water out of the tank (1). Finally tighten up the plug (2).

■ **IMPORTANT**

- **If the fuel contains poor qualities with much water in it, drain the fuel tank at shorter intervals.**
- **Drain the fuel tank before operating the tractor after a long period of storage.**

(1) Fuel Tank (2) Drain Plug

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[6] CHECK POINT OF EVERY 300 HOURS

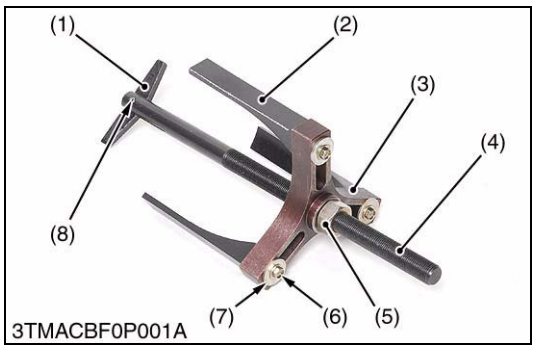
Replacing Hydraulic Oil Filter

- Refer to "Replacing Hydraulic Oil Filter" in "Check Point of Initial 50 Hours".

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Hydraulic Clutch Spring Compressor

Application

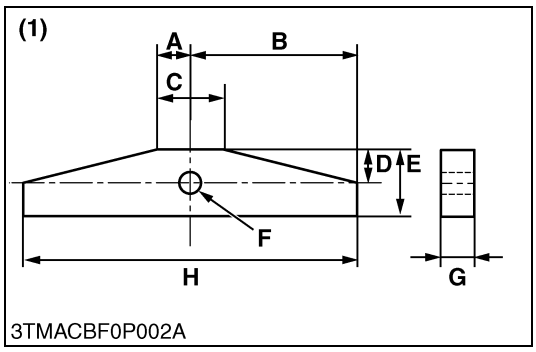
- Use exclusively for pushing the spring, to remove the circlip for hydraulic clutch.

■ **NOTE**

- **These special tools are not provided, so make it referring to the figure.**

(1) Tool 4 (Plate)
(2) Tool 3 (Clow)
(3) Tool 1 (Body)
(4) Tool 2 (Center Bar)
(5) Nut (M x P1.5)
(6) Screw (M5 x P1.0 - L10 mm)
(7) Washer (M5)
(8) Spring Pin (5.0 mm Dia. - L16 mm)

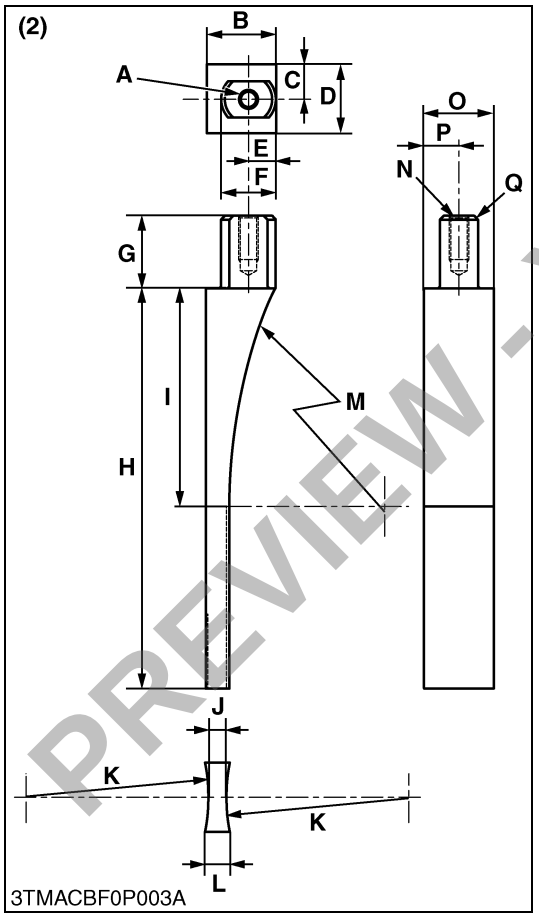
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(1) Tool 4 (Plate)

A	8 mm (0.3 in.)
B	40 mm (1.6 in.)
C	16 mm (0.63 in.)
D	8 mm (0.3 in.)
E	16 mm (0.63 in.)
F	5.2 mm dia. (0.20 in. dia.)
G	5.70 to 5.90 mm (0.225 to 0.232 in.)
H	80 mm (3.1 in.)



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(2) Tool 3 (Clow) : 3 pcs.

A	M5 x P1.0 x 12 mm depth (0.47 in. depth)
B	19 mm (0.75 in.)
C	5 mm (0.2 in.)
D	9.73 to 10.0 mm (0.383 to 0.393 in.)
E	7.5 mm (0.30 in.)
F	15 mm dia. (0.59 in. dia.)
G	20.05 to 20.10 mm (0.7894 to 0.7913 in.)
H	110 mm (4.33 in.)
I	60 mm (2.4 in.)
J	5 mm (0.2 in.)
K	50 mm (2.0 in.)
L	6.8 mm (0.27 in.)
M	Radius 150 to 160 mm (5.91 to 6.29 in.)
N	4.2 mm dia. x 15 mm depth (0.17 in. dia. x 0.59 in. depth)
O	19 mm (0.75 in.)
P	9.5 mm (0.37 in.)
Q	Chamfer 1.0 mm (0.039 in.)

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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 : Refer to "5. TIGHTENING TORQUES" at "G.GENERAL" section.)

Item	N·m	kgf·m	lbf·ft
Delivery hose retaining nut (Power steering)	23 to 29	2.3 to 2.8	17 to 19
Starter's **B** terminal mounting nut	9.8 to 11.8	1.0 to 1.2	7.2 to 8.7
Front frame mounting screw (M14, 9T, UBS)	166.7 to 196.1	17.0 to 20.0	123.0 to 144.7
Power steering pipe retaining nut	49.0 to 68.6	5.0 to 7.0	36.2 to 50.6
Engine and clutch housing mounting screw and nut (M14, 9T)	167 to 196	17.0 to 20.0	123 to 144
Glow lead mounting nut	1.0 to 1.8	0.10 to 0.18	0.74 to 1.33
Glow plug	7.65 to 9.32	0.78 to 0.95	5.64 to 6.87
Cylinder head cover screw	6.9 to 11.3	0.7 to 1.15	5.1 to 8.32
Injection pipe retaining nut	22.6 to 36.3	2.3 to 3.7	16.7 to 26.8
Oil switch taper screw	14.7 to 19.6	1.5 to 2.0	10.8 to 14.5
Injection pump unit mounting nut	17.7 to 20.6	1.8 to 2.1	13.0 to 15.2
Nozzle holder clamp screw	23.5 to 27.5	2.4 to 2.8	17.3 to 20.3
Overflow pipe assembly retaining screw	9.8 to 11.3	1.0 to 1.15	7.23 to 8.32
Rocker arm bracket screw	49.0 to 55.9	5.0 to 5.7	36.2 to 41.2
*Cylinder head mounting screw	186.3 to 196.1	19.0 to 20.0	137.4 to 144.6
*Lubricating oil pipe mounting screw	14.7 to 19.6	1.5 to 2.0	10.8 to 14.5
Governor housing mounting screw	9.8 to 11.3	1.00 to 1.15	7.23 to 8.32
Lock nut	2.8 to 4.0	0.29 to 0.41	2.1 to 3.0
Injection pump assembly mounting screw	23.5 to 27.5	2.4 to 2.8	17.3 to 20.3
Injection pump assembly mounting nut	17.7 to 20.6	1.8 to 2.1	13.0 to 15.2
Injection pump gear mounting nut (left-handed screw)	137.3 to 156.9	14.0 to 16.0	101.3 to 115.7
Governor weight mounting nut	62.8 to 72.6	6.4 to 7.4	46.3 to 53.5
Fuel camshaft stopper mounting screw	9.8 to 11.3	1.00 to 1.15	7.23 to 8.32
Fuel camshaft bearing stopper mounting screw	3.8 to 4.2	0.39 to 0.43	2.8 to 3.1
*Crankshaft screw	255.0 to 274.6	26.0 to 28.0	188.1 to 202.5
Oil cooler joint screw	39.2 to 44.1	4.0 to 4.5	28.9 to 32.5
Front cover mounting screw (10T)	30 to 35	3.0 to 3.5	22 to 25
Relief valve retaining screw	68.6 to 78.4	7.0 to 8.0	50.6 to 57.9
*Flywheel screw	98.1 to 107.9	10.0 to 11.0	72.3 to 79.6
Flywheel housing mounting screw	103.0 to 117.7	10.5 to 12.0	76.0 to 86.8
Camshaft set screw	23.5 to 27.5	2.4 to 2.8	17.3 to 20.3
Idle gear mounting screw (10T)	30 to 35	3.0 to 3.5	22 to 25

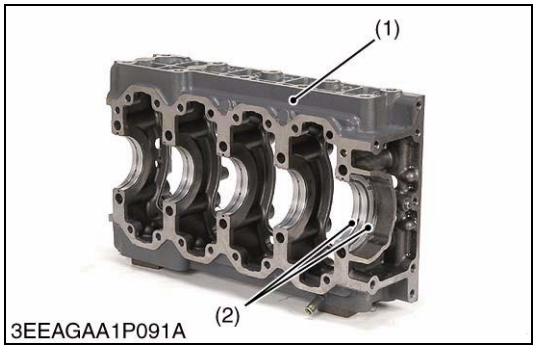
■ **NOTE**

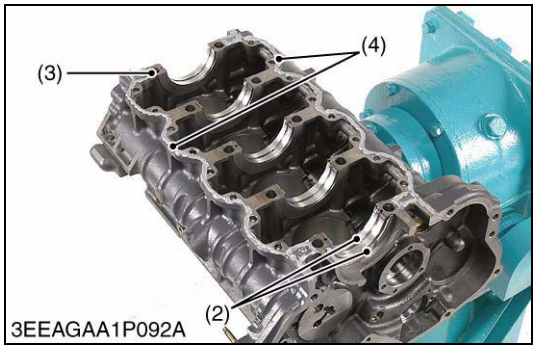
- **For "*" marked screws, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.**

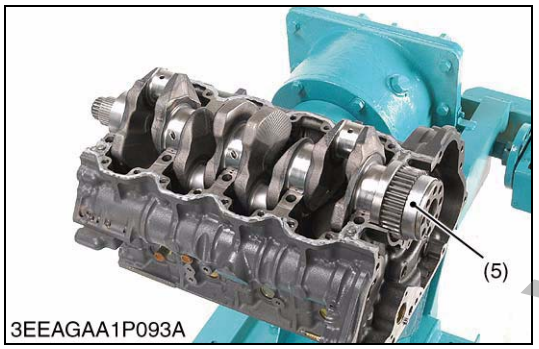
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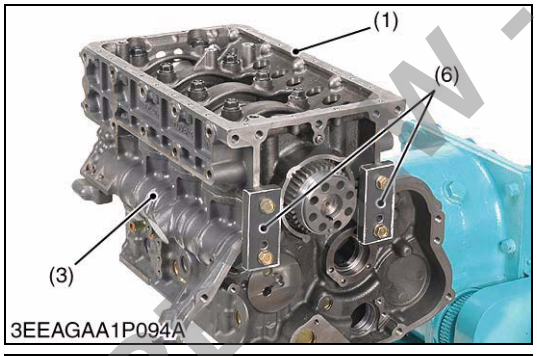
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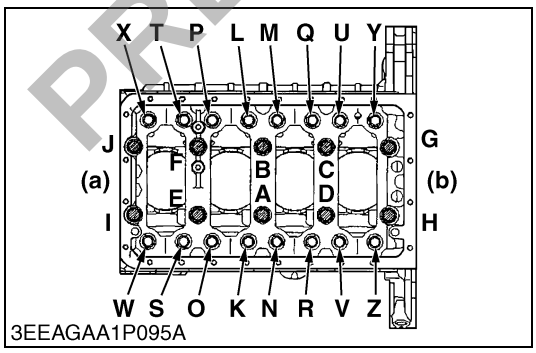
(Continued)











(When reassembling)

- Make sure the crankcase 1 (3) and 2 (1) are clean.
- Reassemble the thrust bearing (2), with the oil groove facing outside, into both flywheel housing edge journal side of the crankcase 1 (3) and 2 (1).
- Apply oil to the thrust bearing and set the crankshaft (5).
- Apply liquid gasket (4) (Three Bond 1217D) to the crankcase 1 as shown in the figure.
- Confirm that the liquid gasket coating surface is free of water, dust and oil in order to maintain sealing effect.
- Carefully apply the adhesive evenly.
- Match the crankcase 1 (3) and 2 (1), referring to the flywheel housing's contoured face.
- Tighten the crankcase 2 mounting screws (**A** to **J**) and the crankcase 2 flange screws (**K** to **Z**) loosely after applying engine oil.
- Tighten up the jig (6) to the specified torque same as the flywheel housing screw. (Refer to "8. SPECIAL TOOLS" at "G. GENERAL" section.) This helps to minimize the level difference between the crankcase 1 and the crankcase 2 (at the flywheel side). Possible gap must be 0.05 mm (0.0020 in.) or smaller.
- Tighten the crankcase 2 mounting screw and the crankcase 2 flange screw in the order of **A** to **Z**.

■ **NOTE**

- **When mounting the adhesive-applied parts, take care to fit them to the mating parts.**
- **Assemble the adhesive-applied parts within ten minutes.**

Tightening torque	Crankcase 2 mounting screw (**A** to **J**)	137.3 to 147.1 N·m 14.0 to 15.0 kgf·m 101.3 to 108.5 lbf·ft
	Crankcase 2 flange screw (**K** to **Z**)	49.0 to 55.9 N·m 5.0 to 5.7 kgf·m 36.1 to 41.2 lbf·ft
	Flywheel housing mounting screw	103.0 to 117.7 N·m 10.5 to 12.0 kgf·m 76.0 to 86.8 lbf·ft

(1) Crankcase 2
(2) Thrust Bearing
(3) Crankcase 1
(4) Liquid Gasket
(5) Crankshaft
(6) Jig

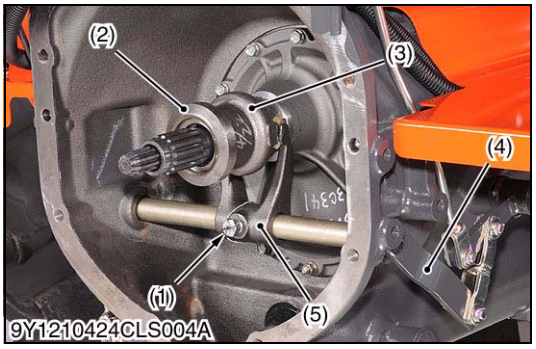
(a) Front Cover Side
(b) Flywheel Housing Side
A to J : Crankcase 2 Mounting Screw
K to Z : Crankcase 2 Flange Screw

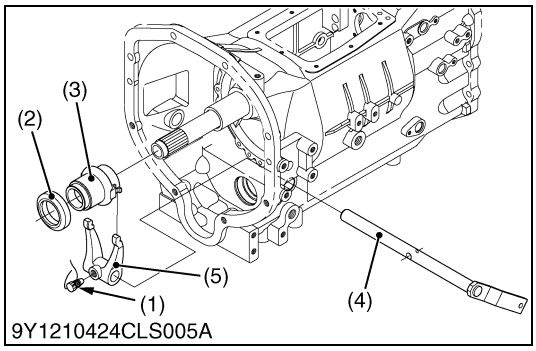
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(3) Release Holder and Clutch Lever





Release Holder and Clutch Lever

1. Draw out the clutch release holder (3) and the release bearing (2) as a unit.
2. Remove the release fork setting screws (1).
3. Draw out the clutch lever (4) to remove the release fork (5).

(When reassembling)

- Make sure the direction of the release fork (5) is correct.
- Inject grease to the release holder (3).
- Apply grease to the bushing and clutch lever.
- After tightening the release fork setting screw to the specified torque, insert a wire through the hole on the setting screw head and bind with release fork together.

Tightening torque	Release fork setting screw	167 to 191 N·m 17.0 to 19.5 kgf·m 123 to 141 lbf·ft

(1) Setting Screw
(2) Release Bearing
(3) Release Holder
(4) Clutch Lever
(5) Release Fork

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[2] PTO CLUTCH

(1) Removing PTO Clutch Valve



Rear Wheel

1. Place the disassembling stand under the transmission case and install the front axle rocking resister (refer to the "8. SPECIAL TOOLS" at "G. GENERAL" section).
2. Remove the rear wheel R.H. (1).

(When reassembling)

Tightening torque	Rear wheel mounting nut	260 to 304 N·m 26.5 to 31.0 kgf·m 192 to 224 lbf·ft

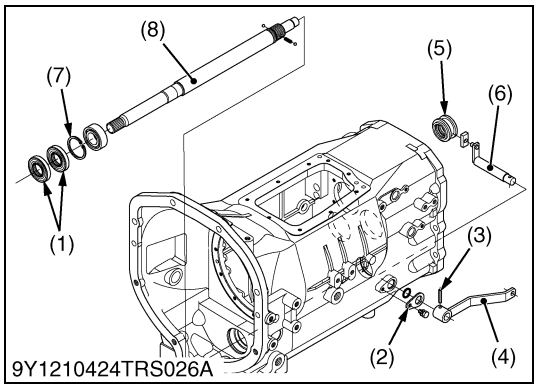
(1) Rear Wheel R.H.

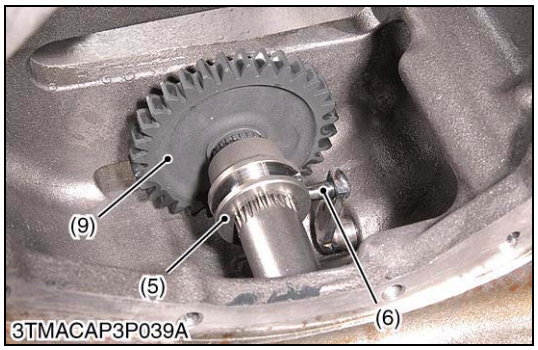
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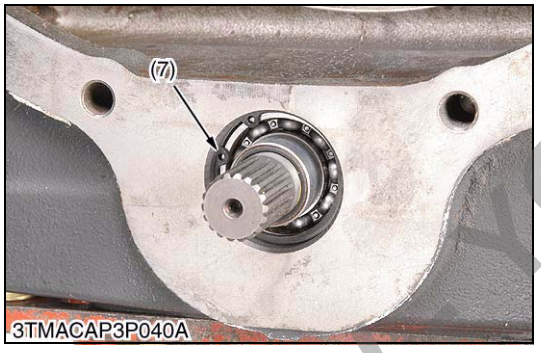
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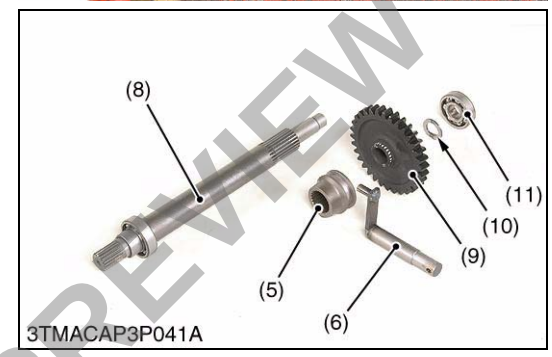
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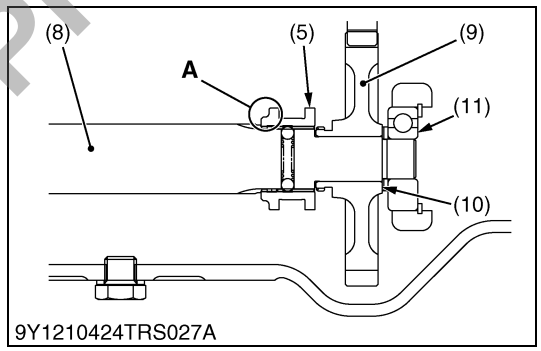
[3] DT SHAFT











DT Gear and Shaft

1. Tap out the roll pin (3) and remove the DT shift lever (4).
2. Remove the DT shift arm (6) retaining plate (2).
3. Pull the DT shift arm (6) to outside.
4. Remove the oil seal (1) and internal circlip (7).
5. Tap out the DT shaft (8) to forward.

(When reassembling)

- Be sure to insert the DT shift arm (6) groove of shifter (5) as shown photo.
- Replace the oil seal (1) with new one.
- The groove of thrust collar (10) toward the 34T gear (9).
- Toward the portion **A** of shifter (5) to the forward.
- Apply molybdenum disulfide (Three Bond 1901 or equivalent) to the spline part of 34T gear (9), DT shaft (8) and thrust collar (10).

(1) Oil Seal
(2) Retaining Plate
(3) Roll Pin
(4) DT Shift Lever
(5) Shifter
(6) Shift Arm
(7) Internal Circlip
(8) DT Shaft
(9) 34T Gear
(10) Thrust Collar
(11) Bearing

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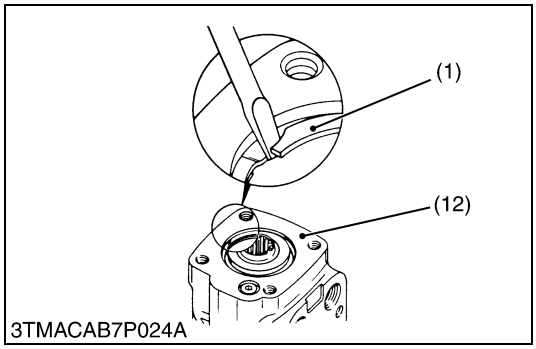
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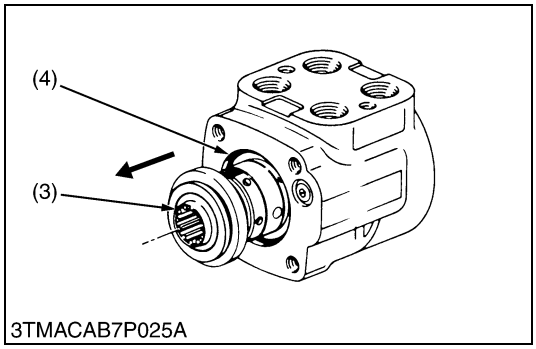
6 FRONT AXLE

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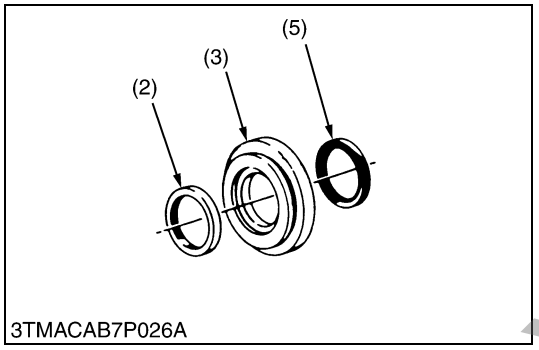
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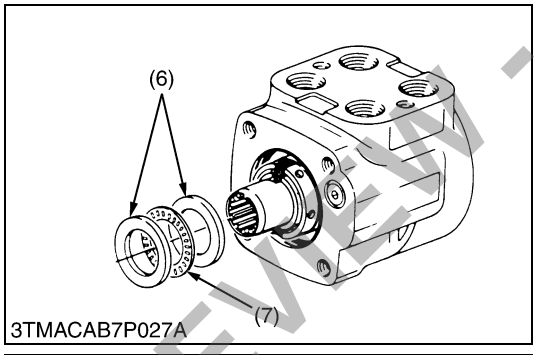
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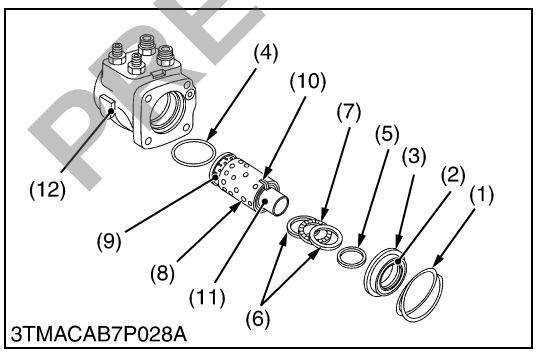
3TMACAB7P025A



3TMACAB7P026A



3TMACAB7P027A



3TMACAB7P028A

Grand Seal, Needle Bearing, Sleeve and Spool

1. Remove the retaining ring (1) with a screw driver.
2. Hold the control valve unit vertically and spool and sleeve align the cross pin parallels to flat side of housing (flow priority valve mounting side), the cross pin is visible through open end of spool.
3. At this time, take care so as not to allow the cross pin to be caught in the groove of the housing. If the cross pin is caught, adjust its position with a fingertip.
4. Push the spool and sleeve to the allow direction and remove the seal grand bushing (3) with dust seal (2) and quad ring seal (5).
5. Remove the O-ring (4) from the housing (12).
6. Remove the dust seal from the seal grand bushing (3).
7. Remove the O-ring (4).

(When reassembling)

- Replace O-ring with new one.
  Apply transmission oil to the dust seal, quad ring seal and O-ring.

8. Remove the quad ring seal (5) from the sleeve (9).
9. Remove the bearing races and needle bearing from valve assembly.

(When reassembling)

- Apply transmission oil to the bearing races and needle bearing.

10. Draw out the sleeve (9) and spool (11) assembly from the gerotor side, with the port surface of the housing downward. At this time, take care so as not to allow the dowel pin to be caught in the groove of the housing (12). If the dowel pin is caught, adjust its position with a fingertip and draw out the sleeve and spool assembly slowly.

■ **IMPORTANT**

- **As the clearance between the housing and sleeve is very narrow, do not forcibly draw out the sleeve.**

(When reassembling)

- When fitting the sleeve (9) and spool (11) assembly into the housing (12), apply clean transmission oil to the assembly and then insert it while turning it slowly, taking care so that the parts are not inclined. Also, pay attention to the dowel pin so that it is not caught in the housing groove. If the pin is caught, adjust its position with a fingertip.

(1) Retaining Ring
(2) Dust Seal
(3) Seal Grand Bushing
(4) O-ring
(5) Quad Ring Seal
(6) Bearing Race
(7) Needle Bearing
(8) Pin
(9) Sleeve
(10) Centering Spring
(11) Spool
(12) Housing

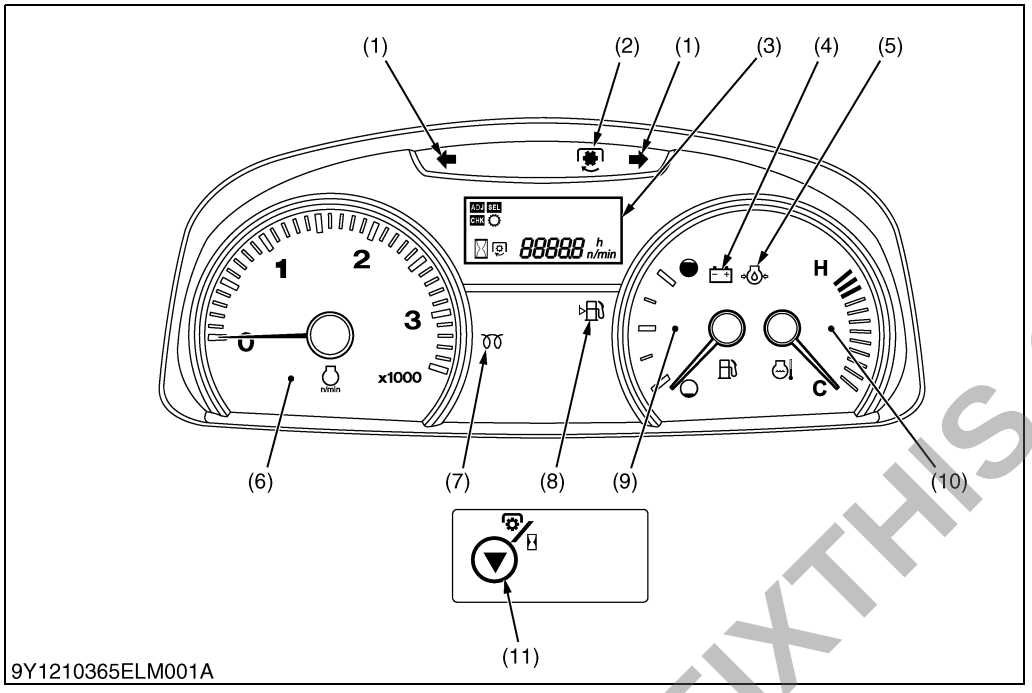
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3. INSTRUMENT PANEL

[1] INDICATION ITEMS OF METER PANEL

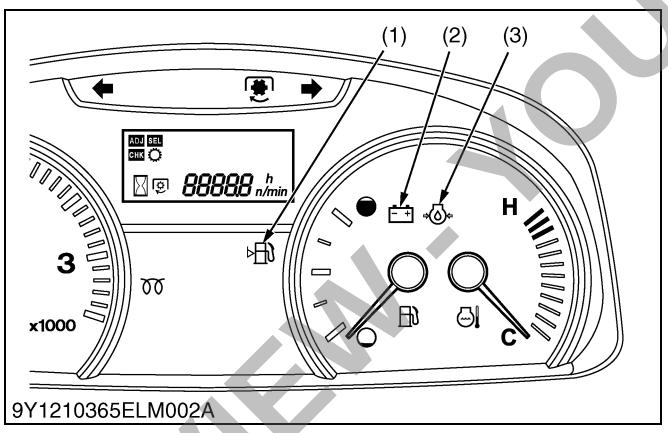


9Y1210365ELM001A

(1) Hazard/Turn Signal Indicator
(2) PTO Clutch Indicator
(3) Liquid Crystal Display
(4) Electrical Charge Indicator
(5) Engine Oil Pressure Indicator
(6) Tachometer
(7) Heater Indicator
(8) Fuel Level Indicator
(9) Fuel Gauge
(10) Coolant Temperature Gauge
(11) PTO/Hour Meter Select Switch

9Y1210365ELM0005US0

[2] EASY CHECKER™



9Y1210365ELM002A

If the warning lamps in the Easy Checker™ come on during operation, immediately stop the engine, and find the cause as shown below.

Never operate the tractor while Easy Checker™ lamp is on.

■ **Engine Oil Pressure**

If the oil pressure in the engine goes below the prescribed level, the warning lamp in the Easy Checker™ will come on.

If this should happen during operation, and it does not go off when the engine is accelerated to more than 1000 min^{-1} (rpm), check level of engine oil.

■ **Fuel Level**

If the fuel in the tank goes below the prescribed level, the warning lamp in the Easy Checker™ will come on.

If this should happen during operation, refuel as soon as possible.

Prescribed level	20 L 5.3 U.S.gals 4.4 Imp.gals

■ **Electrical Charge**

If the alternator is not charging battery, the Easy Checker will come on.

If this should happen during operation, check the electrical charging system.

(1) Fuel Level Indicator
(2) Electrical Charge Indicator
(3) Engine Oil Pressure Indicator

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