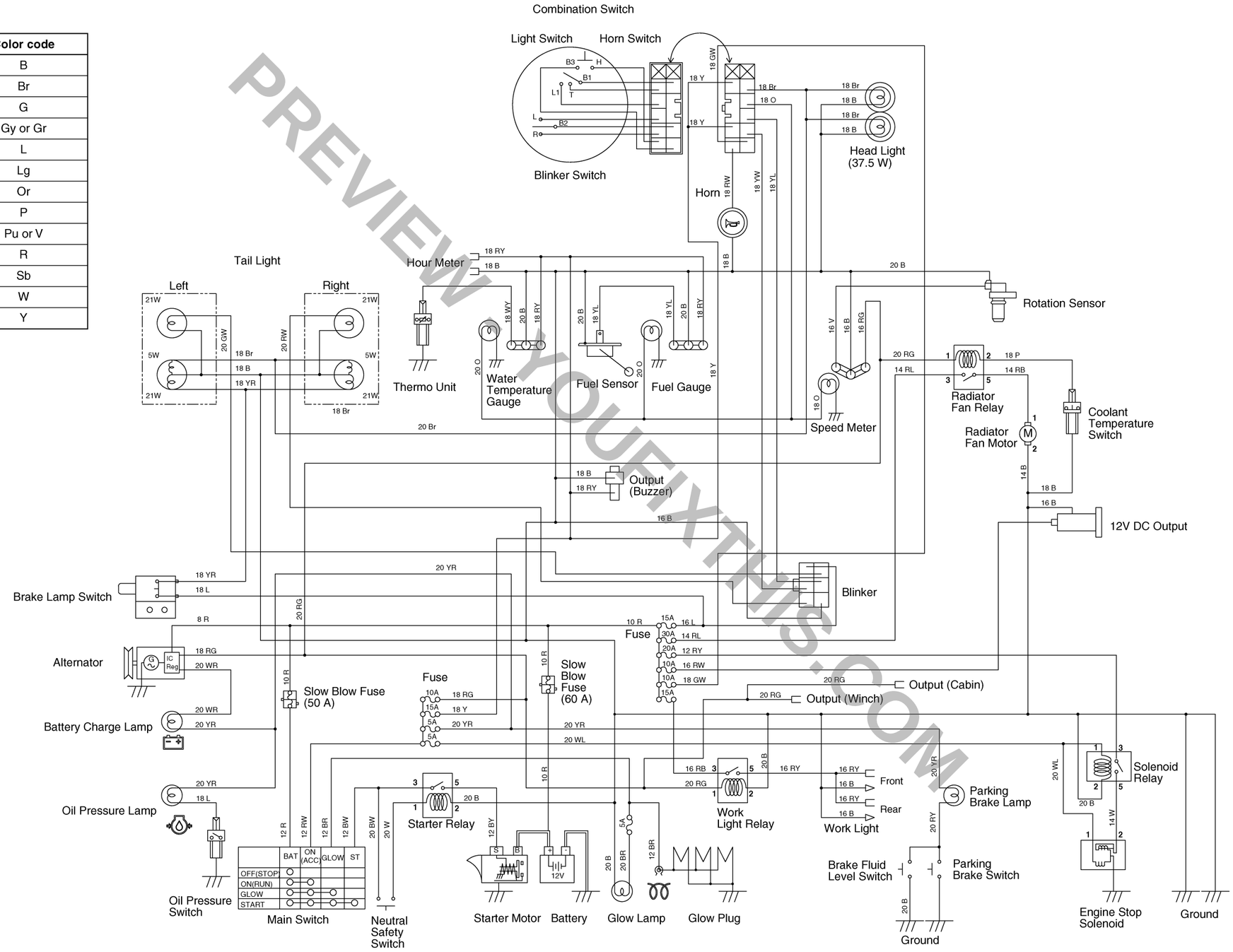
1. WIRING DIAGRAM

Color of wiring	Color code
Black	B
Brown	Br
Green	G
Gray	Gy or Gr
Blue	L
Light Green	Lg
Orange	Or
Pink	P
Purple	Pu or V
Red	R
Sky Blue	Sb
White	W
Yellow	Y

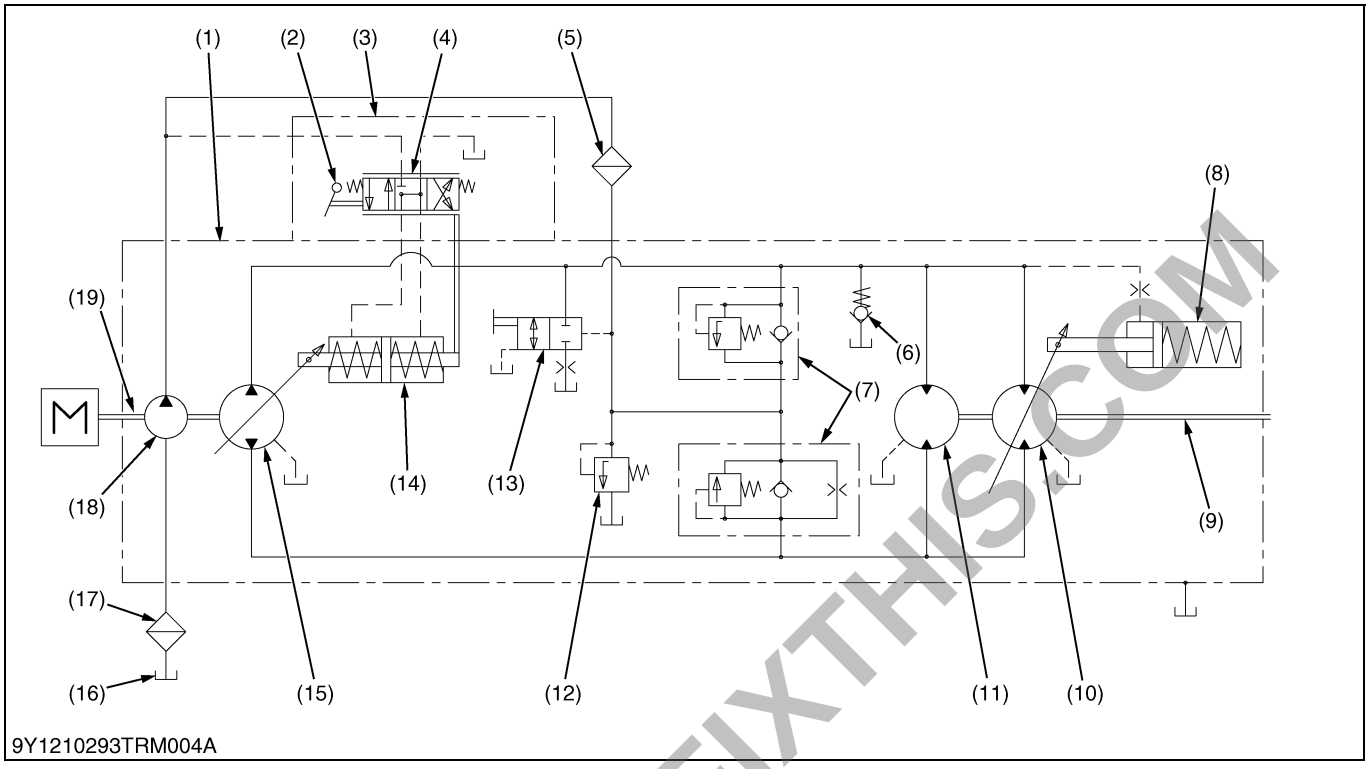


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(2) Oil Flow



(1) HST Assembly
(2) Control Lever (Pedal)
(3) Servo Regulator Assembly
(4) Regulator Valve
(5) Oil Filter Cartridge
(6) Anti-cavitation Valve
(7) Check and High Pressure Relief Valve
(8) Control Piston
(9) Output Shaft (Motor Shaft)
(10) Cylinder Block (Assist Motor)
(11) Cylinder Block (Stationary Motor)
(12) Charge Relief Valve
(13) Unload Valve
(14) Servo Piston
(15) Cylinder Block (HST Pump)
(16) Tank
(17) Oil Filter Cartridge
(18) Charge Pump
(19) Input Shaft (Pump Shaft)

A charge pump (18) is used to feed oil to the hydrostatic transmission (HST). The oil coming from the charge pump (18) flows through the oil filter cartridge (5) into the HST main circuit and regulator valve (4). At this time, the servo regulator valve and HST main circuit (that is closed with the control lever at neutral position) are kept at the charge relief valve (12) set pressure. Step on the pedal, and the regulator valve (4) switches its oil passage to allow the oil into the service port. Being interlocked with the servo piston (14), the swashplate now tilts to activate the variable pump (15). Pressurized oil is then forced into the stationary motor (11), which then rotates to circulate oil between the pump and motor.

The heavier the load on the output shaft (9), the higher the pressure of the oil coming from the pump (15). Now the assist motor (10) is activated to increase the output torque. When the load on the output shaft (9) decreases, the oil pressure in the main circuit also drops and the assist motor (10) returns to its neutral position and just the stationary motor (11) maintains torque to the output shaft (9). Now a closed circuit is formed by the pump (15) and stationary motor (11).

The unload valve (14) is composed of the manual operation spool and the spool that operates in synchronization with the brake.

(Reference)

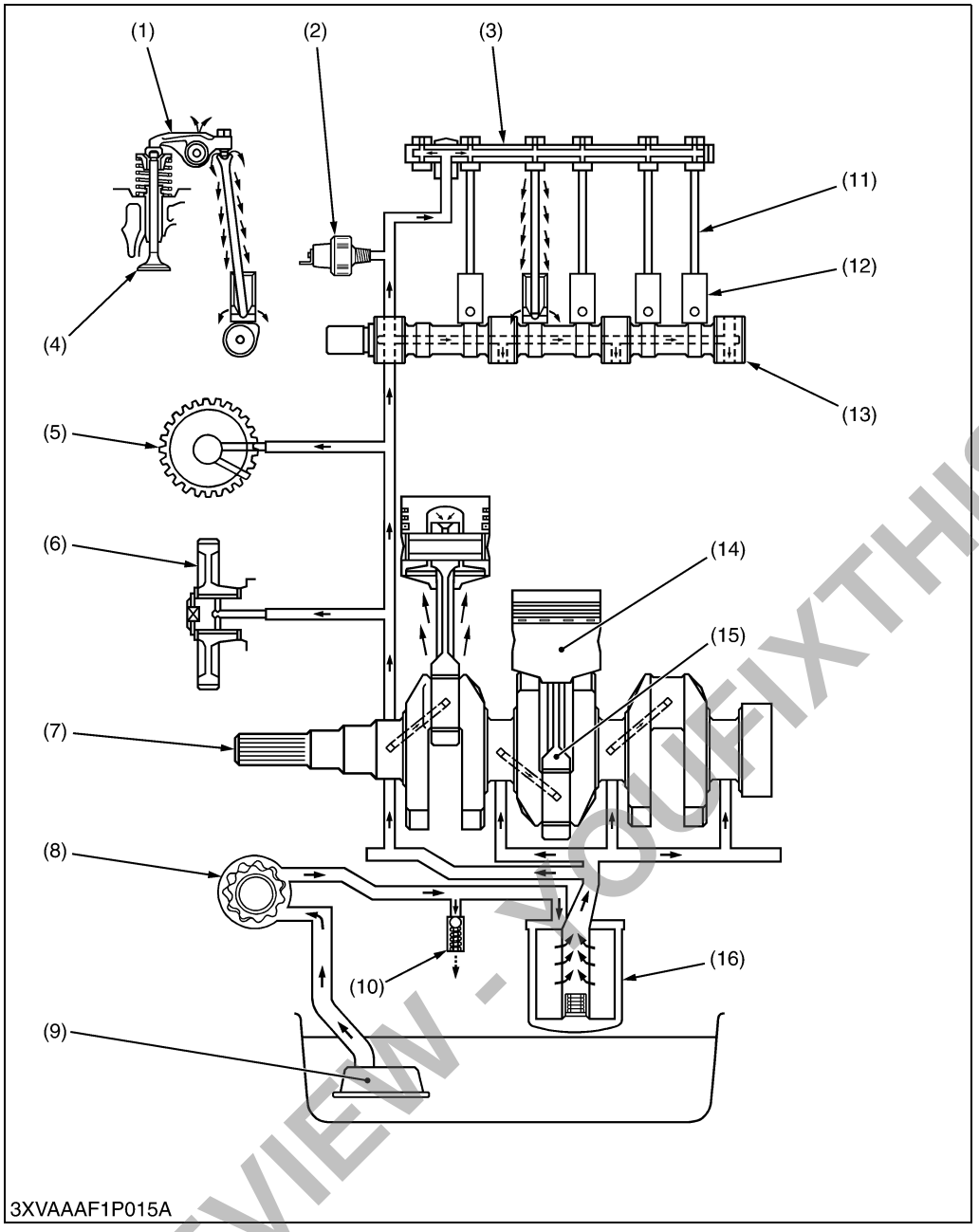
- Valve Setting Pressure [Oil temperature : 45 to 55 °C (113 to 131 °F)]
  - Engine Speed : 1350 min^{-1} (rpm)
    Charge Relief Valve : 0.52 to 0.71 MPa (5.3 to 7.3 kgf/cm^2, 75 to 100 psi)
  - Engine Speed : 3000 min^{-1} (rpm)
    Check and High Pressure Relief Valve
    (Forward) 22.6 to 26.5 MPa (231 to 270 kgf/cm^2, 3280 to 3840 psi)
    (Reverse) 18.9 to 21.5 MPa (193 to 219 kgf/cm^2, 2750 to 3110 psi)

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2. LUBRICANTING 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) Push Rod
(12) Tappet
(13) Camshaft
(14) Piston
(15) Connecting Rod
(16) Oil Filter Cartridge

This engine's lubricating system consists of oil strainer (9), oil pump (8), relief valve (10), oil filter cartridge (16) 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 filter cartridge, where it is further filtered. Then the oil is forced to crankshaft (7), connecting rods (15), idle gear (6), governor shaft (5), camshaft (13) and rocker arm shaft (3) to lubricate each part.

Some part of oil, splashed by the crankshaft or leaking and dropping from gaps of each part, lubricates these parts: piston (14), cylinders, small ends or connecting rods, tappets (12), push rods (11), inlet and exhaust valves (4) and timing gears.

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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 G-10.)

Item	N·m	kgf·m	lbf·ft
Rear wheel mounting screw	75 to 90	7.6 to 9.2	55.3 to 66.4
Leaf spring mounting bolt and nut	48.0 to 55.9	4.90 to 5.70	35.4 to 41.2
Lock nut	24.0 to 28.0	2.45 to 2.85	17.7 to 20.6
Mission frame mounting bolt and nut	77.4 to 90.2	7.90 to 9.19	57.1 to 66.5
Transmission case bottom set screw	39.2 to 44.1	4.00 to 4.49	29.0 to 32.5
Transmission case side set screw	62.7 to 72.5	6.40 to 7.39	46.3 to 53.4
Engine set screw	48.0 to 55.9	4.90 to 5.70	35.4 to 41.2
Engine mounting screw	17.7 to 20.5	1.80 to 2.10	13.1 to 15.1
Cylinder head cover cap nut	7 to 8	0.7 to 0.9	5 to 6
Injection pipe retaining nut	25 to 34	2.5 to 3.5	18 to 25
Nozzle holder assembly	49 to 68	5.0 to 7.0	36 to 50
Nozzle holder	35 to 39	3.5 to 4.0	26 to 28
Overflow pipe assembly retaining nut	20 to 24	2.0 to 2.5	15 to 18
Glow plug	7.9 to 14	0.80 to 1.5	5.8 to 10
*Rocker arm bracket nut	22 to 26	2.2 to 2.7	16 to 19
*Cylinder head screw	64 to 68	6.5 to 7.0	47 to 50
*Fan drive pulley screw	236 to 245	24.0 to 25.0	174 to 180
*Connecting rod screw	42 to 46	4.2 to 4.7	31 to 33
*Flywheel screw	54 to 58	5.5 to 6.0	40 to 43
Bearing case cover screw	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
*Main bearing case screw 2	49 to 53	5.0 to 5.5	37 to 39
*Main bearing case screw 1	30 to 34	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.**
- **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 or the threads. The pitch is the nominal distance in mm between two threads.**

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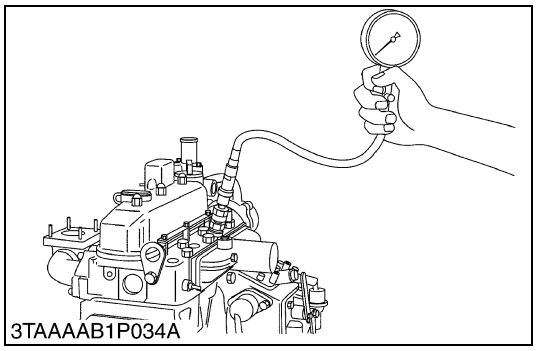
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4. CHECKING, DISASSEMBLING AND SERVICING

[1] CHECKING AND ADJUSTING

(1) Engine Body



Compression Pressure

1. Run the engine until it is warmed up.
2. Stop the engine.
3. Remove the air cleaner, the muffler and all glow plugs (or nozzles).
4. Set a compression tester with the adaptor to the glow plug hole (or nozzle hole).
   Nozzle hole : Adaptor **H** (07909-31231)
   Glow plug hole : Adaptor **L** (07909-31301)
5. After making sure that the stop lever is set at the stop position (non-injection), run the engine with the starter and measure the compression pressure.
6. Repeat steps 4 and 5 for each cylinder.
7. If the measurement is below the allowable limit, apply a small amount of oil to the cylinder wall through the glow plug hole (or nozzle hole) and measure the compression pressure again.
8. If the compression pressure is still less than the allowable limit, check the top clearance, valve clearance and cylinder head.
9. If the compression pressure increases after applying oil, check the cylinder wall and piston rings.

■ **NOTE**

- **Check the compression pressure with the specified valve clearance.**
- **Always use a fully charged battery for performing this test.**
- **Variances in cylinder compression values should be under 10 %.**

Compression pressure	Factory spec.	3.14 to 3.53 MPa 32.0 to 36.0 kgf/cm^2 456 to 512 psi
	Allowable limit	2.26 MPa 23.0 kgf/cm^2 327 psi

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Replenish fuel	G-8
	Air in the fuel system	Bleed	G-40
	Water in the fuel system	Change fuel and repair or replace fuel system	–
	Fuel pipe clogged	Clean	G-31
	Fuel filter clogged	Change	G-31
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	G-8
	Fuel with low cetane number	Use specified fuel	G-8
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S28
	Incorrect injection timing	Adjust	1-S15
	Fuel camshaft worn	Replace	1-S34
	Injection nozzle clogged	Repair or replace	1-S28
	Injection pump malfunctioning	Replace	1-S33
	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-S28, 1-S30
	Improper valve timing	Correct or replace timing gear	1-S34
	Piston ring and cylinder worn	Repair or replace	1-S36
	Excessive valve clearance	Adjust	1-S11
(Starter Does Not Run)	Battery discharged	Charge	G-28
	Starter malfunctioning	Repair or replace	8-S26
	Main switch malfunctioning	Replace	8-S9
	Main shift lever switch defective	Replace	8-S13
	Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Change	G-31
	Air cleaner clogged	Clean or replace	G-32
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S28
	Injection pump malfunctioning	Replace	1-S33
	Incorrect nozzle injection pressure	Adjust	1-S28
	Injection nozzle stuck or clogged	Repair or replace	1-S28
	Governor malfunctioning	Repair	–
Either White or Blue Exhaust Gas Is Observed	Excessive engine oil	Reduce to specified level	G-8
	Piston ring and cylinder worn or stuck	Repair or replace	1-S36
	Incorrect injection timing	Adjust	1-S15
	Deficient compression	Adjust top clearance	1-S39

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3. SPECIFICATIONS

Model			Worksite/Orange	Worksite/Camo
Engine	Make		KUBOTA D1105-E3-UV	
	Type		3 cylinders, 4-cycle, diesel, OHV	
	Displacement		1.123 L (68.53 cu.in.)	
	Horsepower		18.5 kW (24.8 HP)	
	Rated revolution		3000 min^{-1} (rpm)	
	Low idling revolution		1300 to 1400 min^{-1} (rpm)	
Fuel capacity			30 L (7.9 U.S.gals, 6.6 Imp.gals)	
Transmission			Continuously variable hydro transmission (VHT)	
Wheels, drive section			4, Rear 2WD or 4WD	
Differential lock			Standard; foot operated with mechanical holder	
Gear selection			Hi-Med-Lo range forward, neutral, reverse	
Brakes	Front / Rear		Wet disk brake	
	Parking brake		Rear wheel, hand lever	
Steering			Hydrostatic power	
Suspension	Front		Independent, MacPherson strut-type	
	Rear		Semi-independent, DeDion axle with leaf springs and shock absorber	
Dimensions	Length		3480 mm (137.0 in.)	
	Width		1550 mm (61.0 in.)	
	Height, overall		2000 mm (78.7 in.)	
	Front tread centers		1150 mm (45.3 in.) HDWS, ATV / 1180 mm (46.5 in.) Turf	
	Rear tread centers		1180 mm (46.5 in.) HDWS, ATV / 1210 mm (47.6 in.) Turf	
	Wheelbase		2415 mm (95.1 in.)	
	Ground clearance	Front axle	190 mm (7.5 in.)	
		Rear axle	190 mm (7.5 in.)	
	Turning diameter		10 m (32.8 ft)	
Max. rolling weight (Towing capacity)			590 kg (1300 lbs)	
Payload capacity			730 kg (1609 lbs)	
Weight			1075 kg (2370 lbs)	
Cargo bed	Width		1320 mm (52 in.)	
	Length (1 row / 2 row)		1360 mm (53.5 in.) / 860 mm (33.9 in.)	
	Depth		290 mm (11.4 in.)	
	Volume (1 row / 2 row)		0.52 m^3 (18.4 cu.ft) / 0.33 m^3 (11.7 cu.ft)	
	Bed height (unloaded)		850 mm (33.5 in.)	
	Cargo bed capacity (1 row / 2 row)		500 kg (1102 lbs) / 300 kg (661 lbs)	
Sound level, operator ear			85 dB (A)	
Tires	Front		25 x 10-12 HDWS, 6 PLY 25 x 10-12 ATV, 6 PLY 25 x 12-12 Turf, 4 PLY	25 x 10-12 HDWS, 6 PLY 25 x 10-12 ATV, 6 PLY
	Rear		25 x 10-12 HDWS, 6 PLY 25 x 11-12 ATV, 6 PLY 25 x 12-12 Turf, 4 PLY	25 x 10-12 HDWS, 6 PLY 25 x 11-12 ATV, 6 PLY
Front deluxe guard			Std.	Std.
Body color			Orange	Camo
Bed lift			Std.	Std.
Speedometer			Std.	Std.

■ **NOTE**
- **The company reserves the right to change the specifications without notice.**
- **The values in "Ground clearance" and "Weight" are those of the machine equipped with the tires in the table above.**

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4. LUBRICANTS, FUEL AND COOLANT

No.	Place	Capacity	Lubricants
1	Fuel tank	30 L 7.9 U.S.gals 6.6 Imp.gals	• No. 2-D diesel fuel • No. 1-D diesel fuel if temperature is below –10 °C (14 °F)
2	Coolant (with reserve tank)	5.2 L 5.5 U.S.qts 4.6 Imp.qts	Fresh clean water with anti-freeze
3	Engine crankcase	(Filter exchanged) 4.1 L 4.3 U.S.qts 3.6 Imp.qts (Filter non-exchanged) 3.8 L 4.0 U.S.qts 3.3 Imp.qts	**Engine oil** API Service Classification CD, CE or CF • Above 0 °C (32 °F) SAE10W, SAE10W-30 or 15W-40 • 0 to 25 °C (32 to 77 °F) SAE20, SAE10W-30 or 15W-40 • Below 25 °C (77 °F) SAE10W or SAE10W-30
4	Transmission case	11 L 2.9 U.S.gals 2.4 Imp.gals	KUBOTA UDT or SUPER UDT fluid*
5	Front axle case	0.6 L 0.6 U.S.qts 0.5 Imp.qts	KUBOTA UDT or SUPER UDT fluid*
6	Knuckle case	Ref. 0.15 L Ref. 0.16 U.S.qts Ref. 0.13 Imp.qts	KUBOTA UDT or SUPER UDT fluid
7	Brake fluid (reservoir and lines)	0.87 L 0.92 U.S.qts 0.77 Imp.qts	KUBOTA DOT3 GENUINE BRAKE FLUID
8	Hydraulic tank oil	14.5 L 15.3 U.S.qts 12.8 Imp.qts	KUBOTA UDT or SUPER UDT fluid*

Greasing	No. of greasing point	Capacity	Type of grease
Parking brake linkage	4	Moderate amount	Multipurpose EP2 grease (NLGI Grade No. 2)
Battery terminal	2		
Cargo lift cylinder pivot	2		
Cargo bed pivot	2		
VHT link	2	Until grease overflows	
Range gear shift lever pivot	2	Moderate amount	
4WD lever pivot	2		
Rear drive shaft	2		
VHT pressure release pivot	2		
Throttle cable	1		Silicone grease

■ **NOTE**
- *** KUBOTA original transmission hydraulic fluid.**

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6. MAINTENANCE CHECK LIST

CAUTION

To avoid personal injury and vehicle damage

- **Be sure you have sufficient knowledge, experience, the proper replacement parts and tools before you attempt any vehicle maintenance task.**

■ **IMPORTANT**

- **The jobs indicated by ★ must be done after the first 50 hours of operation.**
  ***1 Air cleaner should be cleaned more often in dusty conditions than in normal conditions.**
  ***2 Every year or every 6 times of cleaning.**
  ***3 Replace only if necessary.**
  ***4 When the battery is used for less than 100 hours per year, check the battery condition by reading the indicator annually.**
- **The items listed below (@ marked) are registered as emission related critical parts by KUBOTA in the U.S.EPA non road emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the engine according to the below instruction. Please see Warranty Statement in detail.**

No.	Item		Indication of Hour Meter													After 700 hrs	Reference page	Important	
			50	100	150	200	250	300	350	400	450	500	550	600	650	700				
1	Engine oil	Change	★			☆				☆				☆			every 200 hrs	G-20		
2	Engine oil filter	Replace	★			☆				☆				☆			every 200 hrs	G-20		
3	Transmission fluid	Change								☆							every 400 hrs	G-35		
4	Transmission oil filter (HST) (Yellow color)	Replace	★			☆				☆				☆			every 200 hrs	G-32		
5	Transmission oil filter (Suction) (Orange color)	Replace	★			☆				☆				☆			every 200 hrs	G-32		
6	Engine start system	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hrs	G-24		
7	Greasing	Apply	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 hrs	G-25		
8	Muffler (Spark arrester)	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-27		
9	Wheel bolt torque	Check	★	☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-21		
10	Battery condition	Check		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-28	*4	
11	Alternator belt	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-29		
12	VHT neutral spring	Check		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-29		
13	VHT pressure release	Check		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-30		
14	Toe-in	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-30		
15	Fuel filter element	Check		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-31		@
		Replace										☆					every 500 hrs	G-36		
16	Fuel line	Check		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-31		@
		Replace															every 2 years	G-37	*3	
17	Air cleaner element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 hrs	G-32	*1	@
		Replace															every 1 year	G-37	*2	

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WSM

WORKSHOP MANUAL
UTILITY VEHICLE

RTV1140CPX

Kubota

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INFORMATION

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[11] CHECK POINT OF EVERY 3000 HOURS

Checking Injection Pump

- See page 1-S15.

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[12] CHECK POINT OF EVERY 1 YEAR

Replacing Air Cleaner Primary Element and Secondary Element

1. Replace the both primary and secondary elements. See page G-32.

9Y1210293GEG0066US0

[13] CHECK POINTS OF EVERY 2 YEARS

Replacing Fuel Hose

- See page G-31.

9Y1210293GEG0067US0

Replacing Radiator Hose (Water Pipes)

- See page G-34.

9Y1210293GEG0068US0

Replacing Intake Air Line

- See page G-34.

9Y1210293GEG0069US0

Replacing Inner Parts of Brake Master Cylinder

- See page 4-S16.

9Y1210293GEG0070US0

Changing Brake Fluid

- See page G-18.

9Y1210293GEG0071US0

Replacing Remote Hydraulic Hose

- See page G-33.

9Y1210293GEG0072US0

Replacing Rear Brake Cylinder Seal

- See page 4-S18.

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Replacing Front Brake Seal

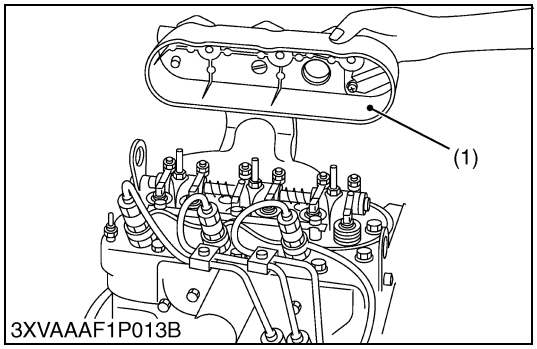
- See page 4-S11.

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(2) Cylinder Head and Valve



Cylinder Head Cover

1. Disconnect the breather hose.
2. Remove the head cover nut.
3. Remove the cylinder head cover (1).

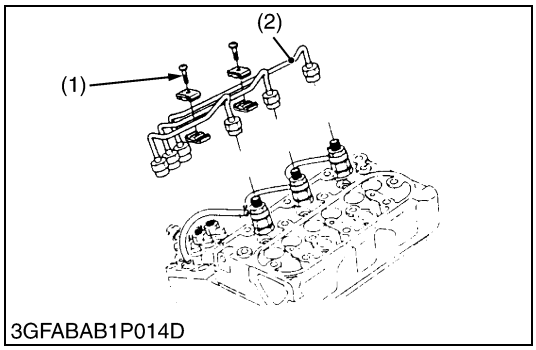
(When reassembling)

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

Tightening torque	Cylinder head cover nut	7 to 8 N·m 0.7 to 0.9 kgf·m 5 to 6 lbf·ft

(1) Cylinder Head Cover

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Injection Pipes

1. Loosen the screws to the pipe clamp (1).
2. Detach the injection pipes (2).

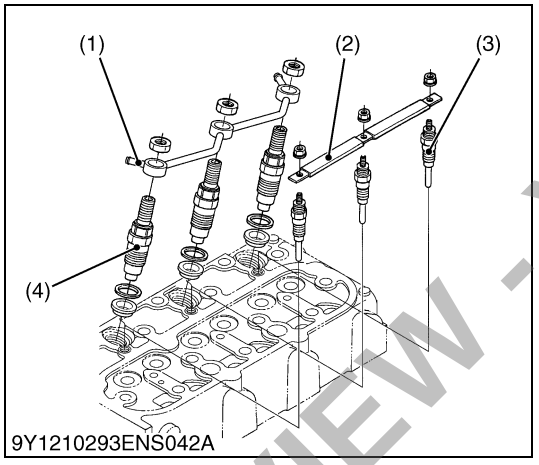
(When reassembling)

- By using compressed air, clean out the injector pipes (2). Then, reassemble the pipes in the reverse order.

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

9Y1210293ENS0042US0



Nozzle Holder Assembly and Glow Plug

1. Remove the overflow pipe (1).
2. Remove the nozzle holder assemblies (4).
3. Remove the copper gasket (5) and heat seal (6).
4. Remove the lead (2) from the glow plugs (3).
5. Remove the glow plugs (3).

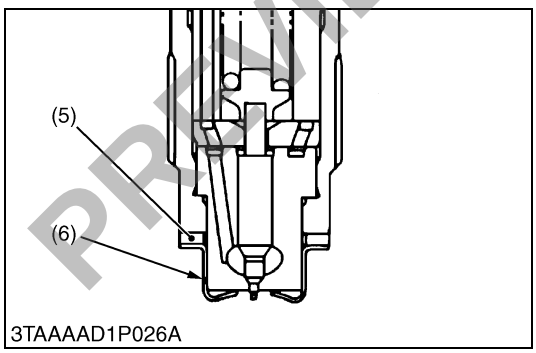
(When reassembling)

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

Tightening torque	Overflow pipe retaining nut	20 to 24 N·m 2.0 to 2.5 kgf·m 15 to 18 lbf·ft
	Nozzle holder assembly	49 to 68 N·m 5.0 to 7.0 kgf·m 37 to 50 lbf·ft
	Glow plug	7.9 to 14 N·m 0.80 to 1.5 kgf·m 5.8 to 10 lbf·ft

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

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1. TROUBLESHOOTING

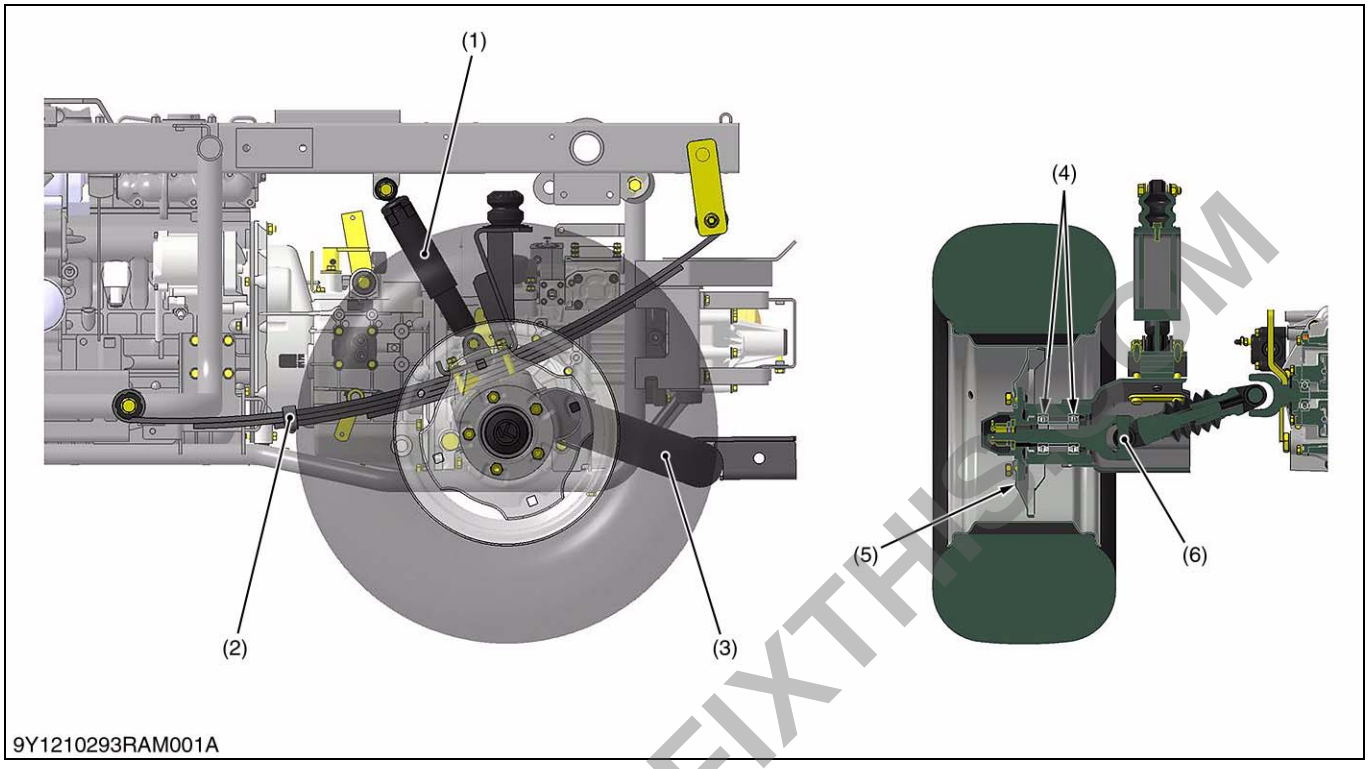
HYDROSTATIC TRANSMISSION

Symptom	Probable Cause	Solution	Reference Page
System Will Not Operate in Either Direction	Oil level is low	Check oil level or fill oil to proper level	G-8
	Control linkage or cable defective	Repair linkage	2-S22
	Charge pressure is too low	Solution order 1. Replace oil filter cartridge	G-21
		2. Check charge pressure	2-S9
		3. Inspect or flush charge relief valve	2-S37
	Check and high pressure relief valve does not move smoothly	Inspect or replace check and high pressure relief valve	2-S37
	Component parts defective	Replace hydrostatic transmission assembly	2-S39
Vibration and Noise	Oil level is too low	Check oil level or fill oil to proper level	G-8
	Control linkage or cable defective	Repair linkage	2-S22
	Charge pressure is too low	Solution order 1. Replace oil filter cartridge	G-21
		2. Check charge pressure	2-S9
		3. Inspect or flush charge relief valve	2-S37
	Check and high pressure relief valve does not move smoothly	Inspect or replace check and high pressure relief valve	2-S37
	Component part is defective	Replace hydrostatic transmission assembly	2-S39
Loss of Power	Oil level is low	Check oil level or fill oil to proper level	G-8
	Control linkage or cable defective	Repair linkage	2-S22
	Charge pressure is too low	1. Replace oil filter cartridge	G-21
		2. Check charge pressure	2-S9
		3. Inspect or flush charge relief valve	2-S37
	Check and high pressure relief valve does not move smoothly	Inspect or replace check and high pressure relief valve	2-S37
	Component parts defective	Replace hydrostatic transmission assembly	2-S39

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1. STRUCTURE



(1) Shock Absorber
(2) Leaf Spring
(3) Rear Axle Bracket
(4) Ball Bearing
(5) Rear Axle
(6) Propeller Shaft

The leaf spring (2) type is adopted for rear suspension.

And the shock absorber (1) is a design to consider riding comfort etc. by using the type which uses the gas together with oil.

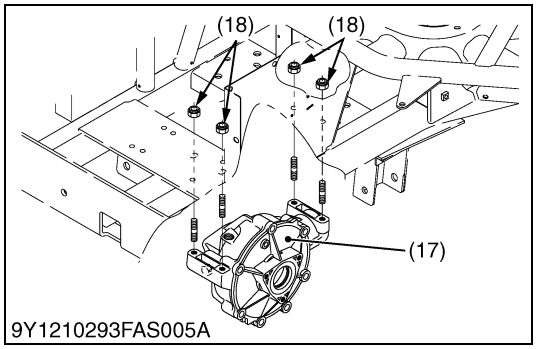
After the final reduction, power is transmitted to a rear axle (5) through the propeller shaft (6).

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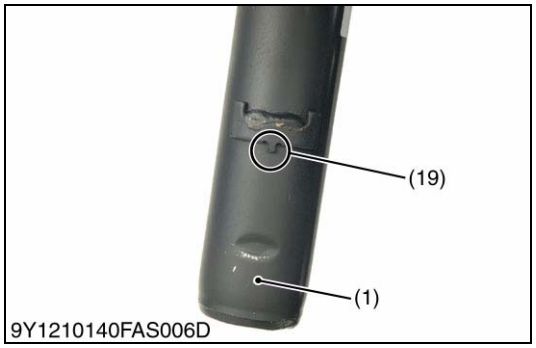
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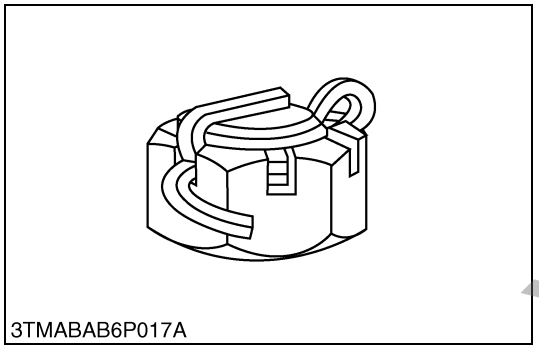
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(When reassembling)

- When installing the strut (1) to knuckle case assembly (12), set the wedge to decide the position of strut to the slit of the knuckle case assembly.
- When inserting the cotter pin, if the slots in the nut do not align with the cotter pin hole in the tie-rod end or knuckle case mounting bolt, tighten the nut clockwise up to next alignment. It should be within 30 degree.
- Loosen once and tighten again, when the slit goes past the nearest hole.
- After tightening the these slotted nut to the specified tightening torque, install a cotter pin as shown in the figure.
- Apply anti-fretting grease (NISSEKI PYRONOC UNIVERSAL N6C or its equivalents) to spline of propeller shaft (14) and pinion shaft.

■ **NOTE**

- **Tighten the lower arm mounting bolt and nut (3) with the specified tightening torque after setting up the wheel and unloading the machine on ground.**

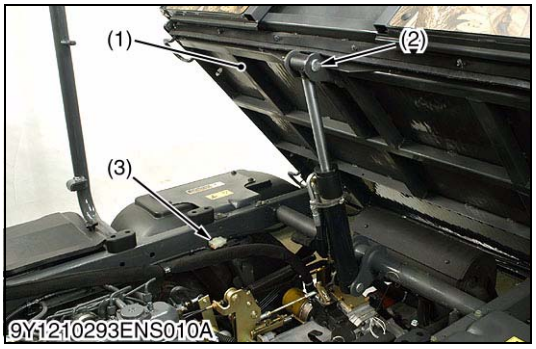
Tightening torque	Tie-rod end slotted nut	40 N·m 4.1 kgf·m 30 lbf·ft
	Ball joint mounting screw and nut	48.0 to 55.9 N·m 4.90 to 5.70 kgf·m 35.4 to 41.2 lbf·ft
	Knuckle case mounting bolt and slotted nut	48.0 to 55.9 N·m 4.90 to 5.70 kgf·m 35.4 to 41.2 lbf·ft
	Front differential case mounting nut	36.0 to 40.0 N·m 3.07 to 4.07 kgf·m 26.6 to 29.5 lbf·ft

(1) Strut
(12) Knuckle Case Assembly
(14) Propeller Shaft
(17) Front Differential Assembly
(18) Front Differential Case Mounting Nut
(19) Slit

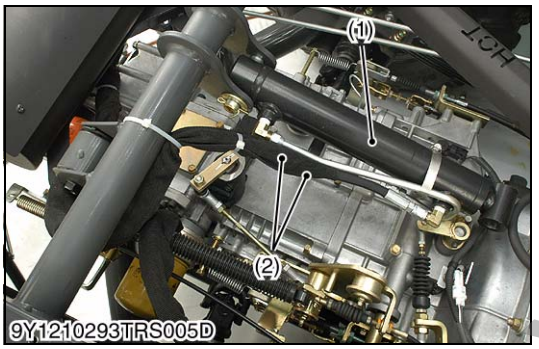
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(3) Hydraulic Control Valve



Cargo Bed

1. Lift up the cargo bed (1) by hand and support it with the safety support so that the hydraulic cylinder should not drop.
2. Remove the cotter pin and clevis pin (2).
3. Disconnect the connector (3) from main harness, then separate the harness for the tail lamps.
4. Loosen the lock nut (4) and remove the hinge bolt (5) and nut.

(1) Cargo Bed
(2) Clevis Pin
(3) Connector
(4) Lock Nut
(5) Hinge Bolt

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Hydraulic Cylinder

1. Disconnect the hydraulic hoses (2).
2. Remove the hydraulic cylinder (1).

Tightening torque	Hydraulic cylinder hose retaining nut	22 to 25 N·m 2.3 to 2.5 kgf·m 17 to 18 lbf·ft

(1) Hydraulic Cylinder
(2) Hydraulic Hose

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Side Cover

1. Remove the side cover (1).

(1) Side Cover

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