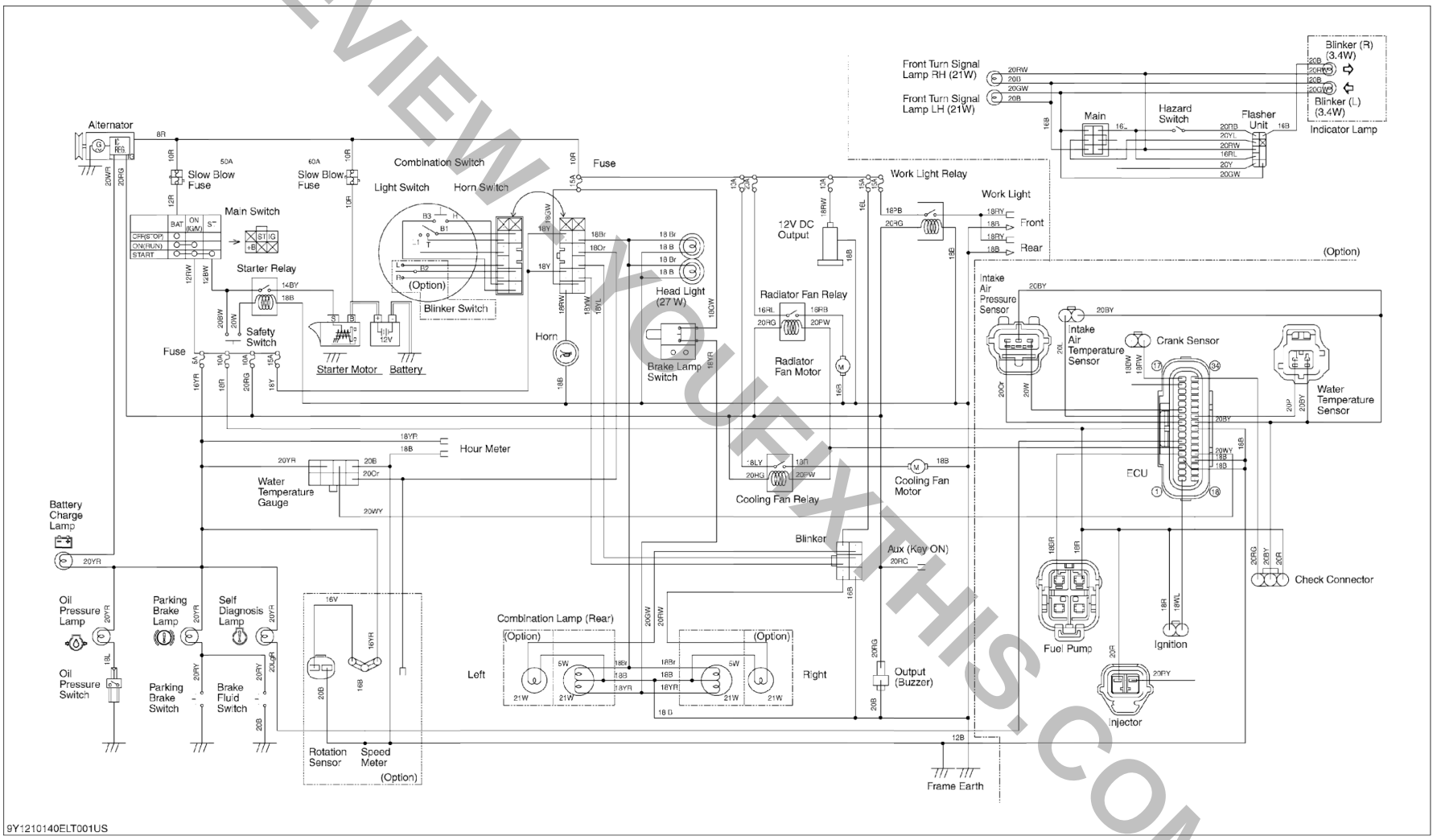
1. WIRING DIAGRAM

[1] OLD TYPE (SERIAL NUMBER BELOW 19813)

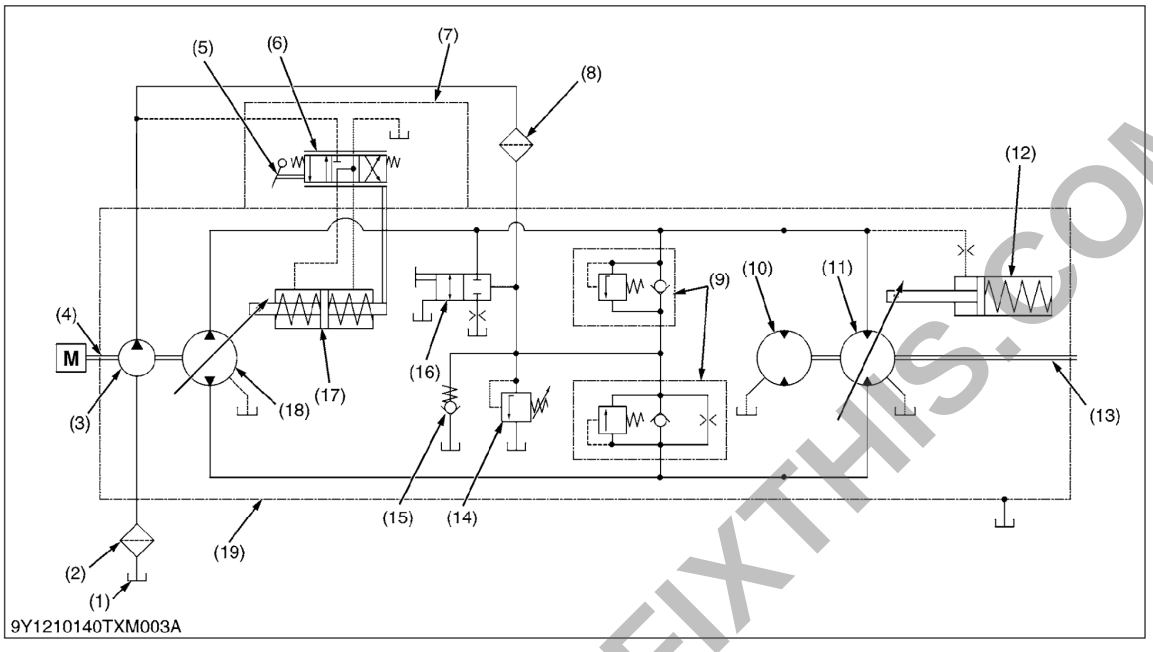


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(2) Oil Flow



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

M: Engine

A charge pump (3) is used to feed oil to the hydrostatic transmission (HST). The oil coming from the charge pump (3) flows through the oil filter cartridge (2) into the HST main circuit and regulator valve (6). 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's (14) set pressure. Step on the pedal, and the regulator valve (6) switches its oil passage to allow the oil flow into the service port. Being interlocked with the servo piston (17), the swashplate now tilts to activate the variable HST pump (18). The pressure of oil then force into the stationary motor (10), which in turn is started to keep the oil circulated between the pump and motor.

The heavier the load on the output shaft (13), the higher the pressure of the oil coming from the HST pump (18). Now the assist motor (11) gets activated to increase the output torque. When the load on the output shaft (13) has dropped and the oil pressure of main circuit also dropped, the assist motor (11) is returned to the original position and the stationary motor (10) alone keeps running the output shaft (13). Now a closed circuit is formed by the HST pump (18) and stationary motor (10).

(Reference)

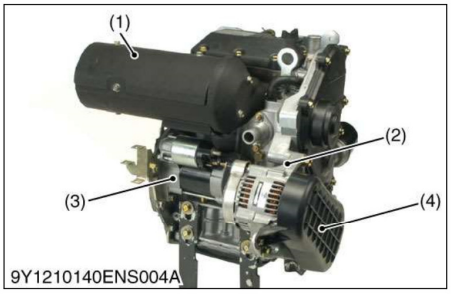
- Valve Setting Pressure:
  [Oil temperature: 45 to 55 °C (113 to 131 °F)]
- Engine speed:
  3000 min^{-1} (rpm)
- Charge Relief Valve:
  0.52 to 0.82 MPa (5.3 to 8.3 kgf/cm^2, 76 to 110 psi)
- Check and High Pressure Relief Valve:
  (Forward) 17.5 to 20.5 MPa (179 to 209 kgf/cm^2, 2540 to 2970 psi)
  (Reverse) 11.5 to 14.5 MPa (118 to 147 kgf/cm^2, 1670 to 2100 psi)

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[3] DISASSEMBLING AND ASSEMBLING

(1) External Components



Muffler, Starter, Alternator and Others

1. Remove the muffler (1).
2. Remove the alternator drive belt cover (4) and alternator (2).
3. Remove the starter (3).

(When reassembling)

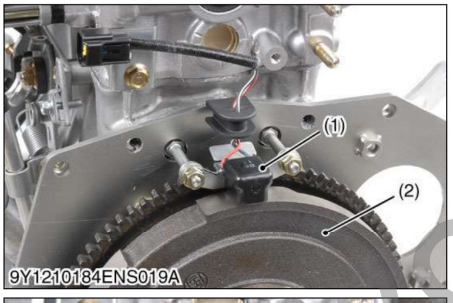
- Adjust the deflection of alternator drive belt.

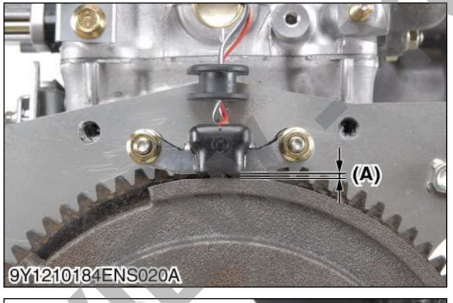
Deflection	Factory specification	FM type belt	Approx. 10 mm 0.39 in.
		A type belt	Approx. 7.5 mm 0.30 in.

Tightening torque	Muffler	24.6 to 29.4 N·m 2.50 to 3.00 kgf·m 18.1 to 21.6 lbf·ft

(1) Muffler
(2) Alternator
(3) Starter
(4) Belt Cover

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Crank Sensor (Pulsar Coil)

1. Disconnect the harnesses.
2. Remove the crank sensor (1).

(When reassembling)

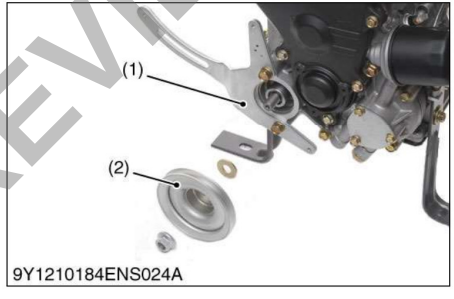
- Adjust the air gap **(A)** between the crank sensor (1) and the flywheel (2).

Air gap (**A**)	Factory specification	0.50 to 1.1 mm 0.020 to 0.043 in.

Tightening torque	Crank sensor	6.87 to 11.7 N·m 0.700 to 1.20 kgf·m 5.07 to 8.67 lbf·ft

(1) Crank Sensor
(2) Flywheel
(A) Air Gap

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Alternator Drive Pulley and Stay

1. Remove the alternator drive pulley (2).
2. Remove the alternator stay (1).

Tightening torque	Alternator drive pulley mounting nut	58.9 to 73.5 N·m 6.00 to 7.50 kgf·m 43.4 to 54.2 lbf·ft

(1) Alternator Stay
(2) Alternator Drive Pulley

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5. TIGHTENING TORQUES

[1] GENERAL USE SCREWS, BOLTS AND NUTS

Tighten screws, bolts and nuts whose tightening torques are not specified in this Workshop Manual according to the table below.

Indication on top of bolt	 4 No-grade or 4T						7 7T						 9 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. TROUBLESHOOTING

[1] ELECTRONIC CONTROL FUEL INJECTION

Symptom	Number of Blinking (Diagnostic lamp)	Probable Cause	Solution	Reference Page
Engine Does Not Start	1	Disconnection	Check the harness or injector	6-S22
	4		Check the harness or fuel pump	6-S25
	8		Check the harness or crank sensor	6-S26
	Abnormal blinking	Short circuit or disconnection	Check the harness or fuse, injector, fuel pump and crank sensor	6-S22, 6-S25, 6-S26, G-50
Engine is Out of Condition in Light Load	5	Short circuit or disconnection	Check the harness or air pressure sensor	6-S23
Engine is Out of Condition in Low or High Temperature	6	Short circuit or disconnection	Check the harness or water temperature sensor	6-S22
	7		Check the harness or air temperature sensor	6-S24

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4. CHECKING DISASSEMBLING AND SERVICING

[1] CHECKING AND ADJUSTING

(1) Engine Body



Compression Pressure

1. After warming up the engine, stop the engine and remove the all spark plugs.
2. Set a compression tester (1) to the spark plug hole.
3. Let the starter run 5 to 7 seconds. Read the number value in the position where the compression tester needle stops. Repeat measurement twice or more.

■ **NOTE**

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

Compression pressure	Factory specification	1.27 MPa 13.0 kgf/cm^2 185 psi
	Allowable limit	0.883 MPa 9.00 kgf/cm^2 128 psi

(1) Compression Tester

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Valve Clearance

■ **NOTE**

- **Valve clearance is to be checked and adjusted with the engine cold.**
- **After adjusting the valve clearance, secure the adjusting screw with lock nut.**

1. Raise the cargo bed.
2. Remove the head cover (1).
3. Set the each piston in the compression top dead center.
4. Measure the clearance between the valve stem tip and the rocker arm with a feeler gauge.
5. If the measured clearance exceeds the factory specifications, adjust the clearance with the adjusting screw.

Valve clearance	Factory specification	0.13 to 0.17 mm 0.0052 to 0.0066 in.

(1) Head Cover

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SERVICING

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3. SPECIFICATIONS

Model			RTV500	
Engine	Maker		GZ460	
	Type		2 cylinders, 4-cycle, Gasoline, OHC	
	Displacement		0.456 L (27.8 cu.in.)	
	Horsepower		11.8 kW (15.8 HP) / 3600 min^{-1} (rpm)	
	CO_2 emission *1 (NRSC *2)		910.7 g/kWh	
Fuel capacity			20 L (5.3 U.S.gals, 4.4 Imp.gals)	
Transmission			Continuously variable hydro transmission (VHT)	
Wheels, drive system			4 wheels, rear 2WD or 4WD	
Differential lock			Standard; hand operated with mechanical holder	
Gear selection			Hi-Lo range, forward, neutral, reverse	
Brake	Front / Rear		Dry disc brake	
	Parking brake		Rear wheel, hand lever	
Steering			Rack and pinion	
Suspension	Front		Independent, Mac Pherson strut-type	
	Rear		Semi-independent, multi-link	
Dimensions	Length		2690 mm (105.9 in.)	
	Width		1390 mm (54.7 in.)	
	Overall height		1829 mm (72 in.)	
	Front tread center		1016 mm (40 in.)	
	Rear tread center		1041 mm (41 in.)	
	Wheel base		1800 mm (70.9 in.)	
	Ground clearance	Front axle	205 mm (8.1 in.)	
		Rear axle	175 mm (6.9 in.)	
	Turning Diameter		7 m (22.9 ft)	
Max. rolling weight (Towing capacity)	Front		250 kg (551 lbs)	
	Rear		500 kg (1102 lbs)	
Payload capacity			430 kg (949 lbs)	
Weight	ATV tire		615 kg (1358 lbs)	
	HDWS tire		620 kg (1369 lbs)	
Cargo bed	Width		1032 mm (40.6 in.)	
	Length		856 mm (33.7 in.)	
	Depth		290 mm (11.4 in.)	
	Volume		0.25 m^3 (9 cu.ft.)	
	Bed height (unloaded)		810 mm (31.9 in.)	
	Cargo bed load		200 kg (441 lbs)	
Sound level (operator ear)			83 dB (A)	
Tires	Front		24 × 9 – 12 HDWS, 6PLY	24 × 9 – 12 ATV, 6PLY
	Rear		24 × 11 – 12 HDWS, 6PLY	24 × 11 – 12 ATV, 6PLY
Front deluxe guard			Opt.	
Body color			Orange / Camo	
Speedometer			Opt.	
Rear net			Opt.	

*1 Measured according to Regulation (EU)2017/654. The CO_2 measurement is obtained from testing a(n) (parent) engine representative of the engine type (engine family) over a fixed test cycle under laboratory conditions. The CO_2 measurement shall not imply or express any guarantee of the performance of a particular engine.
*2 Non-road steady-state test cycle

■ **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, fuel and coolant
1	Fuel	20 L 5.3 U.S.gals 4.4 Imp.gals	• Automobile unleaded or regular gasoline • Unleaded gasoline 87 octane or higher
2	Coolant (with recovery tank)	1.8 L 1.9 U.S.qts 1.6 Imp.qts	Fresh clean water with anti-freeze
3	Engine crankcase	(Filter exchanged) ** 1.35 L 1.43 U.S.qts 1.19 Imp.qts (Filter non-exchanged) ** 1.2 L 1.27 U.S.qts 1.06 Imp.qts	**Engine oil** API Service Classification SG, SH, SJ or higher • Above −18 °C (0 °F): SAE10W-30 or 15W-40 • Below 0 °C (32 °F): SAE5W-20 or 5W-30
4	Transmission case	8.5 L 2.2 U.S.gals 1.9 Imp.gals	KUBOTA UDT or SUPER UDT-2 fluid*
5	Front axle case	0.21 L 0.22 U.S.qts 0.18 Imp.qts	KUBOTA UDT or SUPER UDT-2 fluid*
6	Brake fluid (reservoir and lines)	0.2 L 0.21 U.S.qts 0.18 Imp.qts	KUBOTA **DOT3** GENUINE BRAKE FLUID

■ **NOTE**
- *** KUBOTA UDT or SUPER UDT-2 fluid - KUBOTA original transmission hydraulic fluid.**
- ****Oil amount when the oil level is at the upper level of the oil level gauge.**

Greasing				
No.	**Place**	**No. of greasing point**	**Capacity**	**Type of grease**
7	VHT link	1	Until grease overflows	Multipurpose grease NLG1-2 or NLG1-1 (GC-LB)
	Battery terminal	2	Moderate amount	Spray Type Grease
	Cargo bed pivot	2		
	Parking brake pivot	2		
	Range gear shift lever pivot	1		
	4WD lever pivot	1		
	Differential lock lever	1		
	Bypass link	1		

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No.	Item		Indication on hour meter														After 700 HR	Reference page	Important
			50	100	150	200	250	300	350	400	450	500	550	600	650	700			
1	Greasing	Apply	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-30	
2	Engine start system	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-31	
3	VHT neutral spring	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-32	
4	Wheel bolt torque	Check	★	☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-25	*1
5	Air cleaner element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-32	*2
		Replace															every 1000 hrs or 1 year	G-42	*3
6	Pre cleaner element	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-33	*2
		Replace															every 1000 hrs or 1 year	G-42	*3
7	Alternator drive belt	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-33	
8	Fuel line	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-35	*4
		Replace															every 2 years	G-48	
9	Carbon canister air filter	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-36	*8
10	Battery condition	Check		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-36	*6
11	Toe-in	Adjust		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-38	
12	Spark arrester	Clean		☆		☆		☆		☆		☆		☆		☆	every 100 Hr	G-38	
13	Parking brake lever	Adjust	★			☆				☆				☆			every 200 Hr	G-39	*1
14	Engine oil filter	Replace	★			☆				☆				☆			every 200 Hr	G-39	*1
15	Engine oil	Change	★			☆				☆				☆			every 200 Hr	G-39	*1 *7
16	Radiator cooling fins	Clean				☆				☆				☆			every 200 Hr	G-39	
17	Transmission oil filter (HST) (Yellow color)	Replace	★			☆				☆				☆			every 200 Hr	G-28	*1
18	Transmission oil filter (Suction) (Orange color)	Replace	★			☆				☆				☆			every 200 Hr	G-28	*1
19	Transmission oil	Change								☆							every 400 Hr	G-41	
20	Spark plug condition and gap	Check				☆				☆				☆			every 200 Hr	G-40	
21	Brake pedal	Check	★			☆				☆				☆			every 200 Hr	G-29	*1
22	Brake hose and pipe	Check															every 1 year	G-47	*4
		Replace															every 4 years	G-48	
23	Brake light switch	Check	★			☆				☆				☆			every 200 Hr	G-29	*1
24	Radiator hose and clamp	Check															every 1 year	G-46	*4
		Replace															every 4 years	G-48	

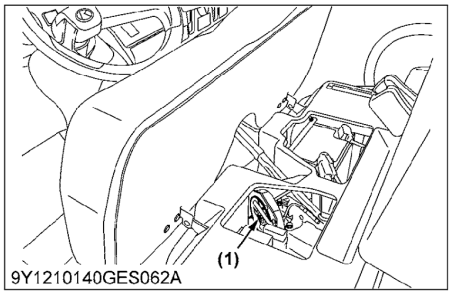
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I INFORMATION

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Checking Engine Cooling Fan

[For those of the engine serial number 8U0086 or later, check the fan operation.]

CAUTION

To avoid personal injury:

- **Do not stick your finger in the fan operating section when performing visual check.**
- **Wear protective equipment when performing visual check.**
- **Never start engine while standing on the ground. Start engine only from the operator's seat.**

1. Park the vehicle on a flat surface and apply the parking brake.
2. Start up the engine.
3. After starting up the engine, get off the operator's seat and hold up the seat to visually check that the fan is operating.
4. The fan should come on 5 sec. after starting engine and operate for 10 sec.
5. If the fan will not operate, do not operate the vehicle but consult with your dealer.

[Exceptions in Operation]

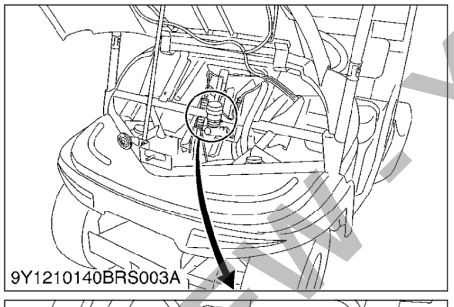
- If the engine coolant temperature is higher than 87 °C (≥87 °C) at startup, the fan will turn on immediately and run until the engine coolant temperature is less than 80 °C (<80 °C).
- When the water temperature sensor is in trouble, the fan start operating.

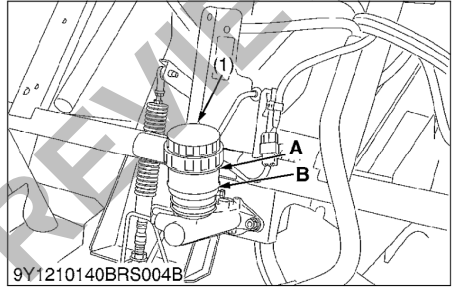
■ **IMPORTANT**

- **If the engine startup is failed, return the key to the "OFF" position (ENGINE STOP POSITION).**

(1) Engine Cooling Fan

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Checking Brake Fluid Level

CAUTION

To avoid personal injury:

- **Never operate the vehicle, if the brake fluid is below the "MIN" mark.**
- **For your safety we strongly recommend KUBOTA DOT3 GENUINE BRAKE FLUID from a sealed container. Using other type of oil ruins synthetic resin or rubber installed in brake system components, and may cause brake failure.**
- **Avoid contamination of the brake fluid. Thoroughly clean area around the filler cap before removing. Do no open the brake fluid reservoir cap unless absolutely necessary.**
- **Use extreme care when filling the reservoir. If brake fluid is spilled on power steering hose, wash off with water immediately. Brake fluid quickly ruins synthetic resin or rubber hoses.**

1. Park the vehicle on level ground and open hood.
2. Check to see that the brake fluid level is between the **"MAX"** and **"MIN"** marks.
3. If it is below the **"MIN"** mark, add brake fluid to the **"MAX"** mark.

(1) Oil Tank Cap **A: MAX** **B: MIN**

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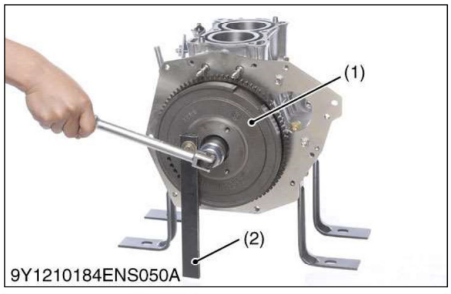
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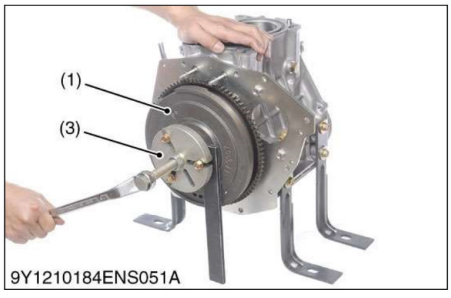
1 ENGINE

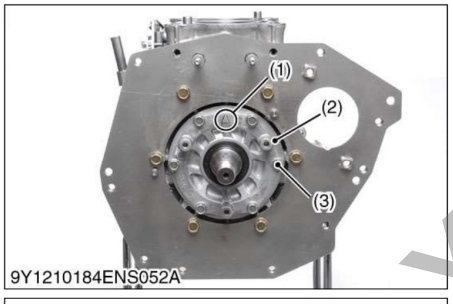
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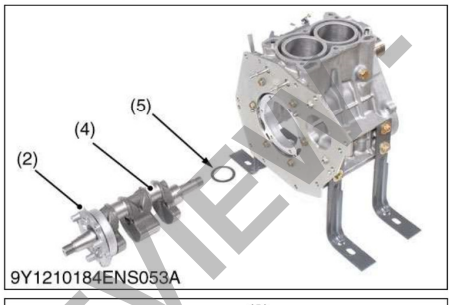
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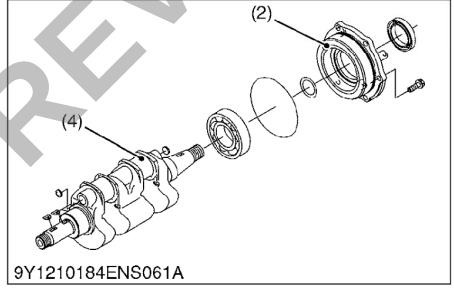
(5) Flywheel and Crankshaft











Flywheel

1. Set the flywheel stopper (2) to the flywheel (1).
2. Loosen the flywheel mounting nut.
3. Set the flywheel puller (3) to the flywheel (1).
4. Remove the flywheel (1).

(When reassembling)

Tightening torque	Flywheel mounting nut	108 to 137 N·m 11.0 to 14.0 kgf·m 79.6 to 101 lbf·ft

(1) Flywheel
(2) Flywheel Stopper
(3) Flywheel Puller

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Crankshaft and Bearing Case

1. Remove the bearing case mounting screw (3).
2. Remove the crankshaft (4) with bearing case (2).
3. Remove the crankshaft shim (5).
4. Remove the bearing case (2) from the crankshaft (4).

(When reassembling)

- Install the bearing case (2) to position the casting mark (1) on it upward.
- Apply engine oil to the oil seal lip and take care that it is not rolled when installing.
- Tighten the bearing case mounting screws with even force on the diagonal line.

Tightening torque	Bearing case mounting screw	13.8 to 19.6 N·m 1.40 to 2.00 kgf·m 10.2 to 14.4 lbf·ft

(1) Casting Mark
(2) Bearing Case
(3) Bearing Case Mounting Screw
(4) Crankshaft
(5) Crankshaft Shim

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SERVICING

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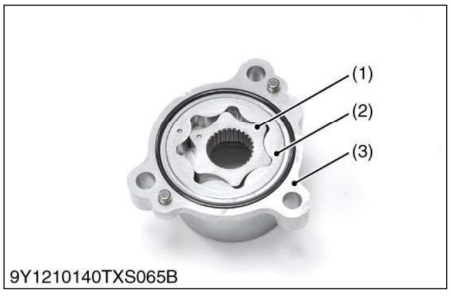
(Continued)

Tightening torque	Hex. socket head screw	2.5 to 3.0 N·m 0.26 to 0.30 kgf·m 1.9 to 2.2 lbf·ft

Relief valve readjusting pressure	Forward	17.5 to 21.1 MPa 179 to 215 kgf/cm^2 2540 to 3060 psi
	Reverse	11.5 to 14.5 MPa 118 to 147 kgf/cm^2 1670 to 2100 psi

Distance **"A"**	Refer-ence valve	Forward	39.10 to 39.20 mm 1.540 to 1.543 in.
		Reverse	39.90 to 40.00 mm 1.571 to 1.574 in.

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Charge Pump

1. Check the pump cover (3) and the rotor (1), (2) for scratches and wear.
2. If scratched or worn, replace the charge pump assembly.

(1) Inner Rotor
(2) Outer Rotor
(3) Pump Cover

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1. TROUBLESHOOTING

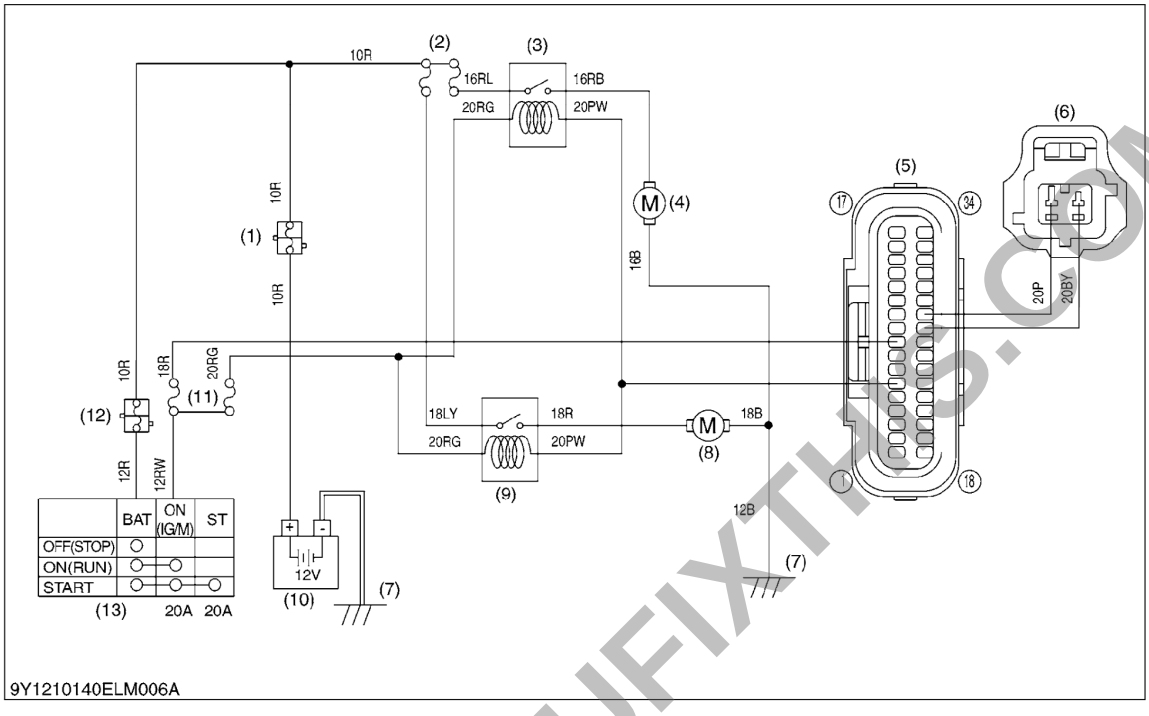
Symptom	Probable Cause	Solution	Reference Page
Front Wheels Wander to Right or Left	Tire pressure uneven	Adjust	G-24
	Improper toe-in adjustment (improper alignment)	Adjust	4-S4
	Tie-rod end loose	Tighten	4-S6
Front Wheels Can Not Be Driven	Drive shaft joint broken	Replace	4-S6
	Front wheel drive gears in transmission broken	Replace	2-S29
	Front differential gear broken	Replace	4-S11
Noise	Gear backlash excessive	Adjust or replace	4-S16
	Oil insufficient	Replenish	G-41
	Bearings damaged or broken	Replace	4-S11
	Gears damaged or broken	Replace	4-S11

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5. COOLING SYSTEM



(1) Slow Blow Fuse (60 A)
(2) Fuse
(3) Radiator Fan Relay
(4) Radiator Fan Motor
(5) ECU
(6) Coolant Temperature Sensor
(7) Ground
(8) Cooling Fan
(9) Cooling Fan Relay
(10) Battery
(11) Fuse
(12) Slow Blow Fuse (50 A)
(13) Main Switch

The cooling system consists of coolant temperature switch, relay, fan motor, etc..

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