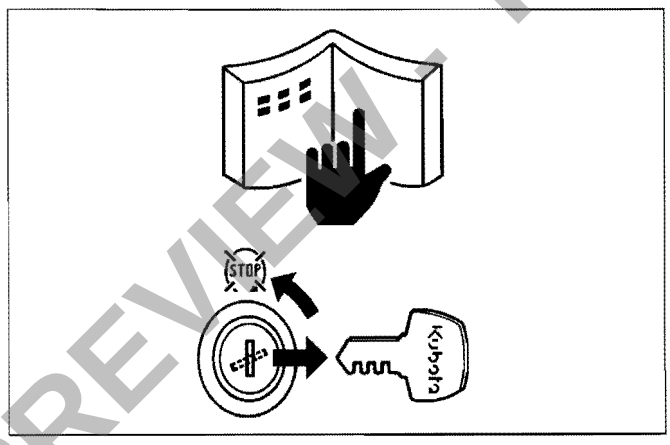
⚠ SAFETY FIRST

This symbol, the industry's "Safety Alert Symbol", is used throughout this manual and decals on the machine itself to warn of the possibility of personal injury. Read these instructions carefully.

It is essential that you read the instructions and safety regulations before you attempt to repair or use this unit.

⚠ **DANGER**	**: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.**
⚠ **WARNING**	**: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**
⚠ **CAUTION**	**: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.**
■ **IMPORTANT**	**: Indicates that equipment or property damage could result if instructions are not followed.**
■ **NOTE**	**: Gives helpful information.**



BEFORE SERVICING AND REPAIRING

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

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SPECIFICATIONS

Model			T1570A	T1670A	T1770A	T1870A
Engine	Model		GH430V		GH570V	GH630V
	Type		Forced air-cooled, Vertical shaft OHV, 4-stroke gasoline engine			
	Number of cylinders		1		2 (V-Twin)	
	Bore and stroke		90 mm × 67 mm (3.55 in. × 2.64 in.)		73 mm × 67 mm (2.87 in. × 2.64 in.)	77 mm × 67 mm (3.03 in. × 2.64 in.)
	Total displacement		426 cm^3 (26.0 cu.in.)		561 cm^3 (34.2 cu.in.)	624 cm^3 (38.1 cu.in.)
	Maximum horsepower		11.2 kW / 3600 min^{-1} (15 HP / 3600 rpm)		12.7 kW / 3600 min^{-1} (17 HP / 3600 rpm)	14.2 kW / 3600 min^{-1} (19 HP / 3600 rpm)
	Maximum torque		33.22 N·m / 2400 min^{-1} (3.39 kgf·m / 2400 rpm, 24.6 ft-lbs / 2400 rpm)		42.9 N·m/2000 min^{-1} (4.4 kgf·m/2000 rpm, 31.7 ft-lbs/2000 rpm)	44.2 N·m/2600 min^{-1} (4.5 kgf·m/2600 rpm, 32.6 ft-lbs/2600 rpm)
	Maximum bare speed		3350 ± 50 min^{-1} (rpm)			
	Minimum bare idling speed		1550 ± 100 min^{-1} (rpm)			
	Direction of rotation		Counterclockwise facing the PTO shaft			
	Compression ratio		8.5 : 1		8.2 : 1	8.5 : 1
	Ignition system		Flywheel magnet transistor type			
	Spark plug		Champion Premium Gold 2071		Champion RC12YC or platinum 3071	
	Carburetor		Float type with fixed main jet			
	Air cleaner		Semi-cyclone type with dual element		Dual stage element, dry type	
	Governor		Mechanical flyweight type			
	Lubricating system		Forced lubrication by oil pump			
	Cooling system		Forced air cooling			
	Starting system		Electric starter (12 V, 0.6 kW)			
	Charging system		Charging coil (12 V, 15 A)		Charging coil (12 V, 13 A)	
	Battery		U1L-9 (12 V, 300 CCA)			
	Throttle system		Manual			
	Engine stop system		Key stop			
Capacities	Fuel tank		11.0 L (2.9 U.S.gals., 2.4 Imp.gals.)	15.0 L (3.9 U.S.gals., 1.7 Imp.gals.)		
	Engine crankcase		1.9 L (2.0 U.S.qts., 1.7 Imp.qts.)			
	Hydrostatic transmission case		2.3 L (2.4 U.S.qts., 2.0 Imp.qts.)	3.6 L (3.8 U.S.qts., 3.2 Imp.qts.)		
Dimensions	Overall length		1720 mm (67.7 in.)	1747 mm (68.8 in.)		
	Overall width (with mower)		1320 mm (52.0 in.)	1320 mm (52.0 in.) 40 in. 1444 mm (56.9 in.) 44 in.	1444 mm (56.9 in.)	1544 mm (60.8 in.)
	Overall height		1065 mm (41.9 in.)	1115 mm (43.9 in.)		
	Wheel base		1195 mm (47.0 in.)	1209 mm (47.6 in.)		
	Tread	Front	710 mm (28.0 in.)	723 mm (28.5 in.)		
		Rear	660 mm (26.0 in.)	655 mm (25.8 in.)		
Weight (with mower)			250 kg (551 lbs) 40 inch	270 kg (595 lbs) 40 in. 280 kg (617 lbs) 44 in.	285 kg (628 lbs) 48 in.	

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6. 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	⬡ 4 No-grade or 4T						⬡ 7 7T						⬡ 9 9T		
Material of bolt	SS400, S20C						S43C, S48C						SCr435, SCM435		
Material of opponent part	Ordinariness			Aluminum			Ordinariness			Aluminum			Ordinariness		
Unit / Diameter	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M6 (6 mm, 0.24 in.)	7.85 to 9.31	0.80 to 0.95	5.79 to 6.87	7.85 to 8.82	0.80 to 0.90	5.79 to 6.50	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31	7.85 to 8.82	0.80 to 0.90	5.79 to 6.50	12.3 to 14.2	1.25 to 1.45	9.05 to 10.4
M8 (8 mm, 0.31 in.)	17.7 to 20.5	1.8 to 2.1	13.1 to 15.1	16.7 to 19.6	1.7 to 2.0	12.3 to 14.4	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	17.7 to 20.5	1.8 to 2.1	13.1 to 15.1	29.5 to 34.3	3.0 to 3.5	21.7 to 25.3
M10 (10 mm, 0.39 in.)	39.3 to 45.1	4.0 to 4.6	29.0 to 33.2	31.4 to 34.3	3.2 to 3.5	23.2 to 25.3	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	39.3 to 44.1	4.0 to 4.5	29.0 to 32.5	60.9 to 70.6	6.2 to 7.2	44.9 to 52.0
M12 (12 mm, 0.47 in.)	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	–	–	–	77.5 to 90.2	7.9 to 9.2	57.2 to 66.5	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	103 to 117	10.5 to 12.0	76.0 to 86.7
M14 (14 mm, 0.55 in.)	108 to 125	11.0 to 12.8	79.6 to 92.5	–	–	–	124 to 147	12.6 to 15.0	91.2 to 108	–	–	–	167 to 196	17.0 to 20.0	123 to 144
M16 (16 mm, 0.63 in.)	167 to 191	17.0 to 19.5	123 to 141	–	–	–	197 to 225	20.0 to 23.0	145 to 166	–	–	–	260 to 304	26.5 to 31.0	192 to 224
M18 (18 mm, 0.71 in.)	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 (20 mm, 0.79 in.)	334 to 392	34.0 to 40.0	246 to 289	–	–	–	368 to 431	37.5 to 44.0	272 to 318	–	–	–	491 to 568	50.0 to 58.0	362 to 419

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[2] METRIC SCREWS, BOLTS AND NUTS

Grade / Unit / Nominal Diameter	Property class 8.8 ⬡ 8.8			Property class 10.9 ⬡ 10.9		
	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M 8	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
M 10	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	60.8 to 70.5	6.2 to 7.2	44.9 to 52.1
M 12	77.5 to 90.1	7.9 to 9.2	57.2 to 66.5	103.0 to 117.0	10.5 to 12.0	76.0 to 86.8
M 14	124.0 to 147.0	12.6 to 15.0	91.2 to 108.0	167.0 to 196.0	17.0 to 20.0	123.0 to 144.0
M 16	196.0 to 225.0	20.0 to 23.0	145.0 to 166.0	260.0 to 303.0	26.5 to 31.0	192.0 to 224.0

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7. MAINTENANCE CHECK LIST

No.	Items		Period	Indication on hour meter													Since then	Reference page		
				25	50	100	150	200	250	300	350	400	450	500	550	600				
1	Air cleaner	Precleaner element	Clean														every 25 Hrs	G-19	*1	
		Air cleaner element	Replace														every 100 Hrs	G-27		
2	Belt tension		Adjust	★													every 50 Hrs	G-20	*2	
3	Brake		Check	★													every 50 Hrs	G-21	*2	
4	Greasing		–	★													every 50 Hrs	G-21		
5	Tire		Check														every 50 Hrs	G-16		
6	Engine oil		Change		★												every 100 Hrs	G-22		
7	Engine shroud		Clean														every 100 Hrs	G-23		
8	Battery condition		Check														every 100 Hrs	G-25		
9	Spark plug condition and gap		Check														every 100 Hrs	G-24		
10	Fuel line		Check														every 100 Hrs	G-25		@
			Replace														every 2 years	G-30		
11	Fuel filter		Check														every 100 Hrs	G-25		@
			Replace														every 300 Hrs	G-29	*2	
12	Cable		Check Adjust														every 100 Hrs	G-25		
13	Engine oil filter		Replace		★												every 200 Hrs	G-28 G-29		
14	Solenoid shift starter		Clean														every 500 Hrs or annually	9-S9 to S12, P-7-13 to 7-22	*2	
15	Fuse		Replace														Service as required	–		
16	Light bulb		Replace																	
17	Mower blade		Check Replace																	

■ **IMPORTANT**

★ : The maintenance indicated by ★ must be done initially.

*1 Air cleaner should be cleaned more often in dusty conditions than in normal conditions.

*2 Consult your local KUBOTA Dealer for this service.

• The items listed above (@ marked) are registered as emission related critical parts by KUBOTA in the U.S.EPA nonroad emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the engine according to the above instruction. Please see the Warranty Statement in detail.

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Excessive Vibration	• Loosen engine mounting nuts	Retighten mounting nuts.	1-S11
Engine Will Not Crank	• Engine jammed	Check engine to find trouble and repair.	–
	• Battery discharged	Check battery specific gravity, and charge or replace battery.	G-25
	• Starter malfunctioning	Repair or replace starter.	9-S9 to 9-S12
	• Slow blow fuse blown	Replace slow blow fuse.	–
	• Main switch defective	Repair or replace main switch.	9-S8
	• PTO switch defective	Replace PTO switch.	9-S18
	• Brake switch defective	Replace brake switch.	–
	• Reverse switch defective	Replace reverse switch or adjust reverse switch gap.	9-S19
	• Seat switch defective	Replace seat switch.	9-S18
	• Wiring harness disconnected	Connect wiring harness.	–
Engine Cranks Slowly but Does Not Start	• Battery charge low	Check battery specific gravity, and charge or replace battery.	G-25
	• Battery cables loose, corroded or worn	Repair or replace cables.	1-S9
	• Increased resistance of moving parts	Repair or replace moving parts.	–
	• Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil.	G-9

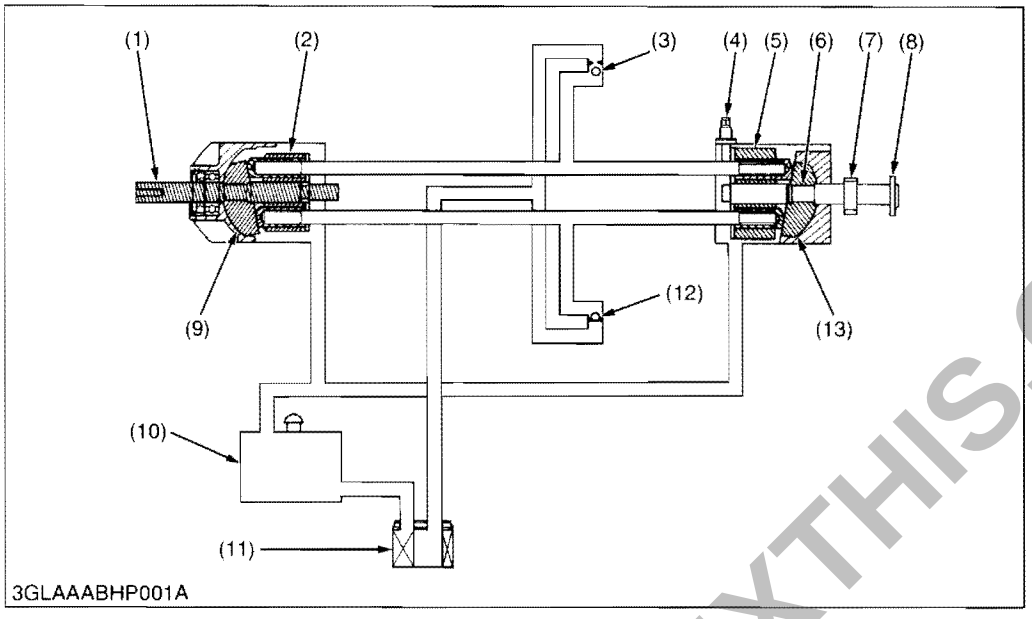
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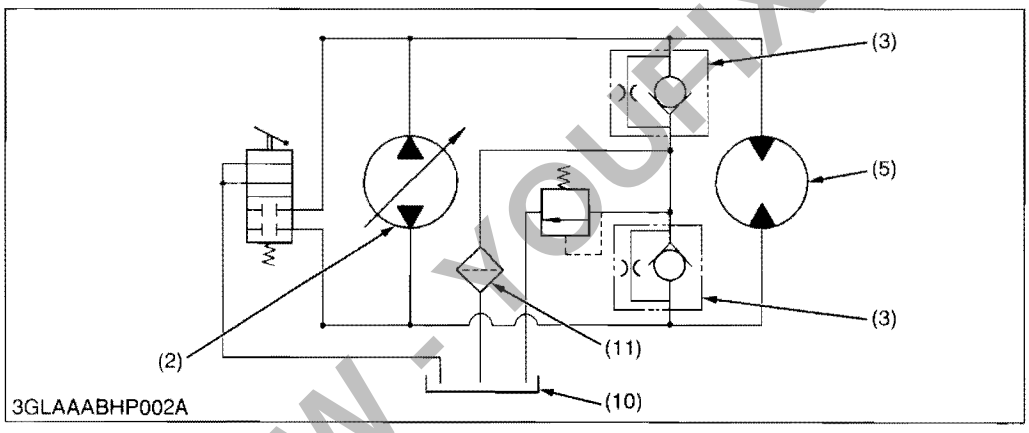
1. STRUCTURE

[1] HYDROSTATIC TRANSAXLE



(1) Input Shaft
(2) Cylinder Block Assembly (Pump)
(3) Check Valve
(4) Bypass Actuator
(5) Cylinder Block Assembly (Motor)
(6) Motor Shaft
(7) 16T Pinion Gear
(8) Brake Disk
(9) Variable Swashplate
(10) Transaxle Housing
(11) Oil Filter
(12) Check Valve
(13) Fixed Swashplate

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The cylinder transaxle is a self-contained unit designed for the transfer and control of power.

It provides an infinitely variable speed range between zero and maximum in both forward and reverse modes of operation.

The hydrostatic transaxle uses a variable pump (2) with a maximum displacement of 10 cc (0.011 U.S. qts., 0.009 Imp.qts.) per revolution, and a motor (5) with a fixed displacement of 21 cc (0.022 U.S.qts., 0.018 Imp.qts.) per revolution. The variable displacement pump features a cradle swashplate (variable swashplate) (9) with a direct-proportional displacement control. Reversing the direction of tilt of the swashplate reverses the direction of the pump to the motor and thus reverses the direction of the motor output rotation. The fixed desplacement motor uses a fixed swashplate (13). The pump and motor are of the axial piston design, and both utilize sperical nosed pistons which are held against a thrust race by internal compression springs.

The hydrostatic transaxle has a self-contained fluid supply and an integral filter. The fluid is forced through the oil filter (11).

Charge check valves (3), (12) in the center section are used to control the makeup flow of fluid to the low pressure side of the loop.

The hydrostatic transaxle is filled and tested at the factory and should not require fluid or filter changes unless the fluid becomes contaminated.

A cam style, block lifting bypass is utilized in the hydrostatic transaxle to permit moving the vehicle for short distance at a maximum of 3.22 km/h (2 mps, 2.00 mile/h) without starting the engine.

The hydrostatic transaxle includes an integral differential.

A "cam" style arm is utilized to actuate an in line floating multidisk parking brake.

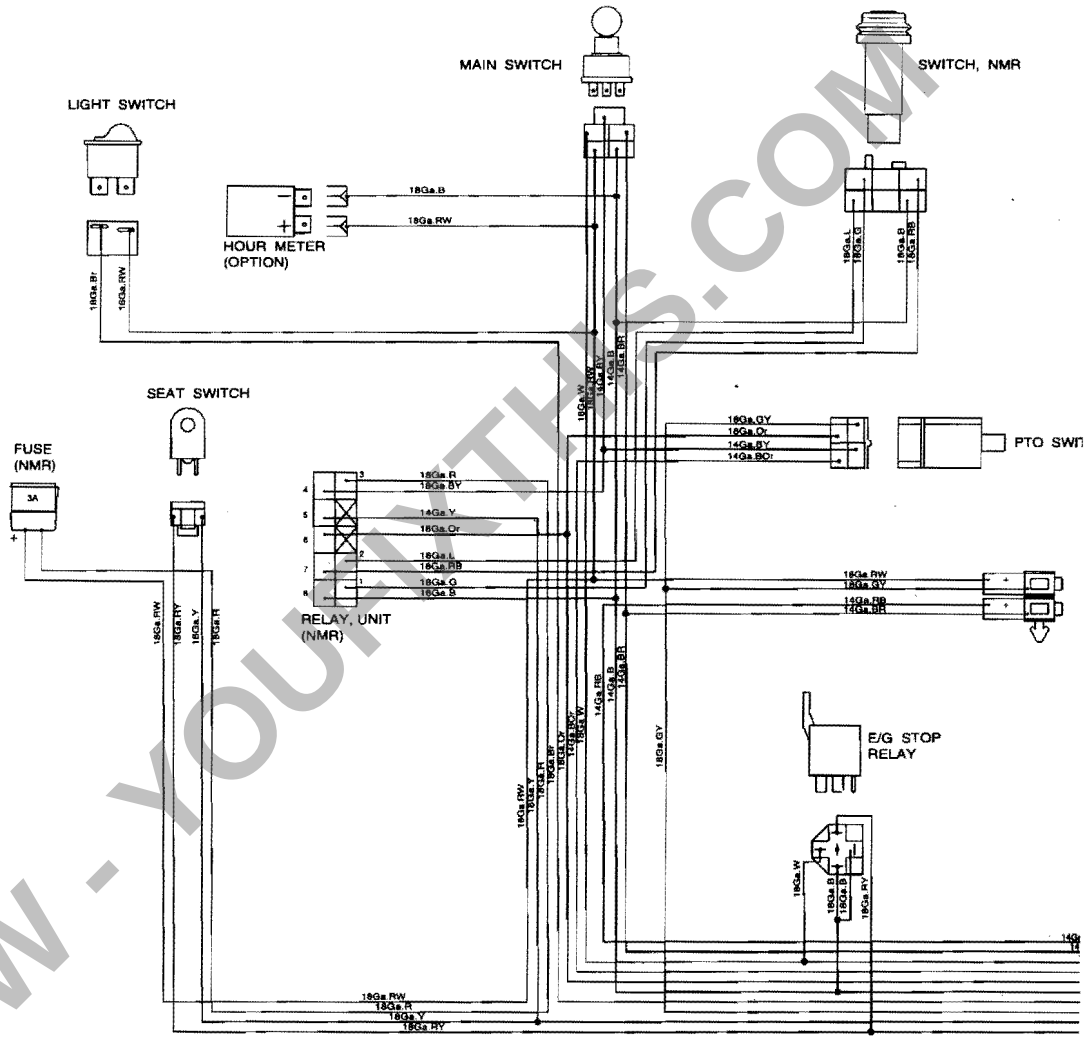
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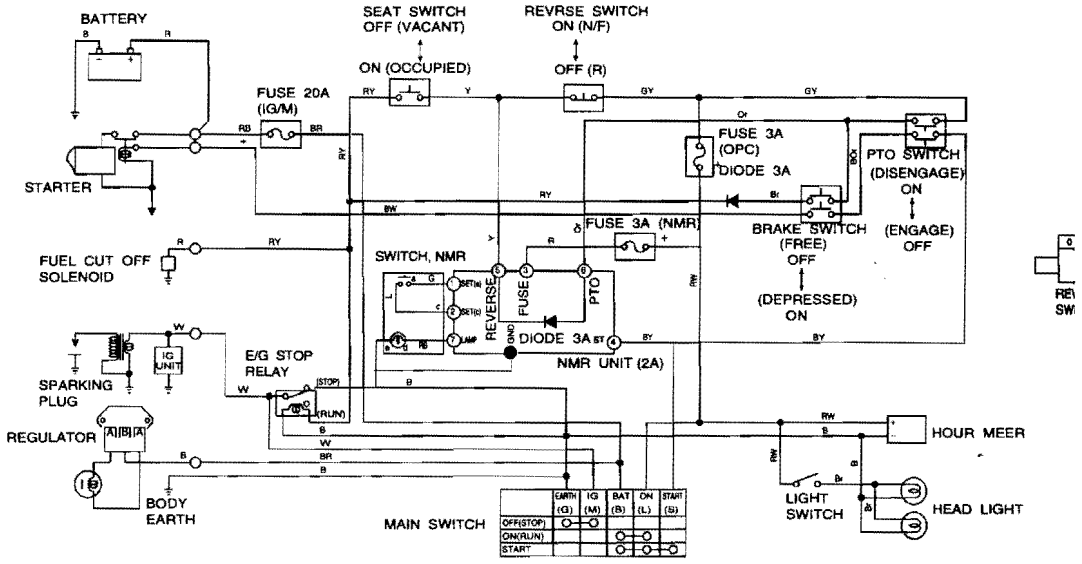
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1. WIRING DIAGRAM

[1] WIRING DIAGRAM (WITH KRA SYSTEM)

T1570A · T1670A





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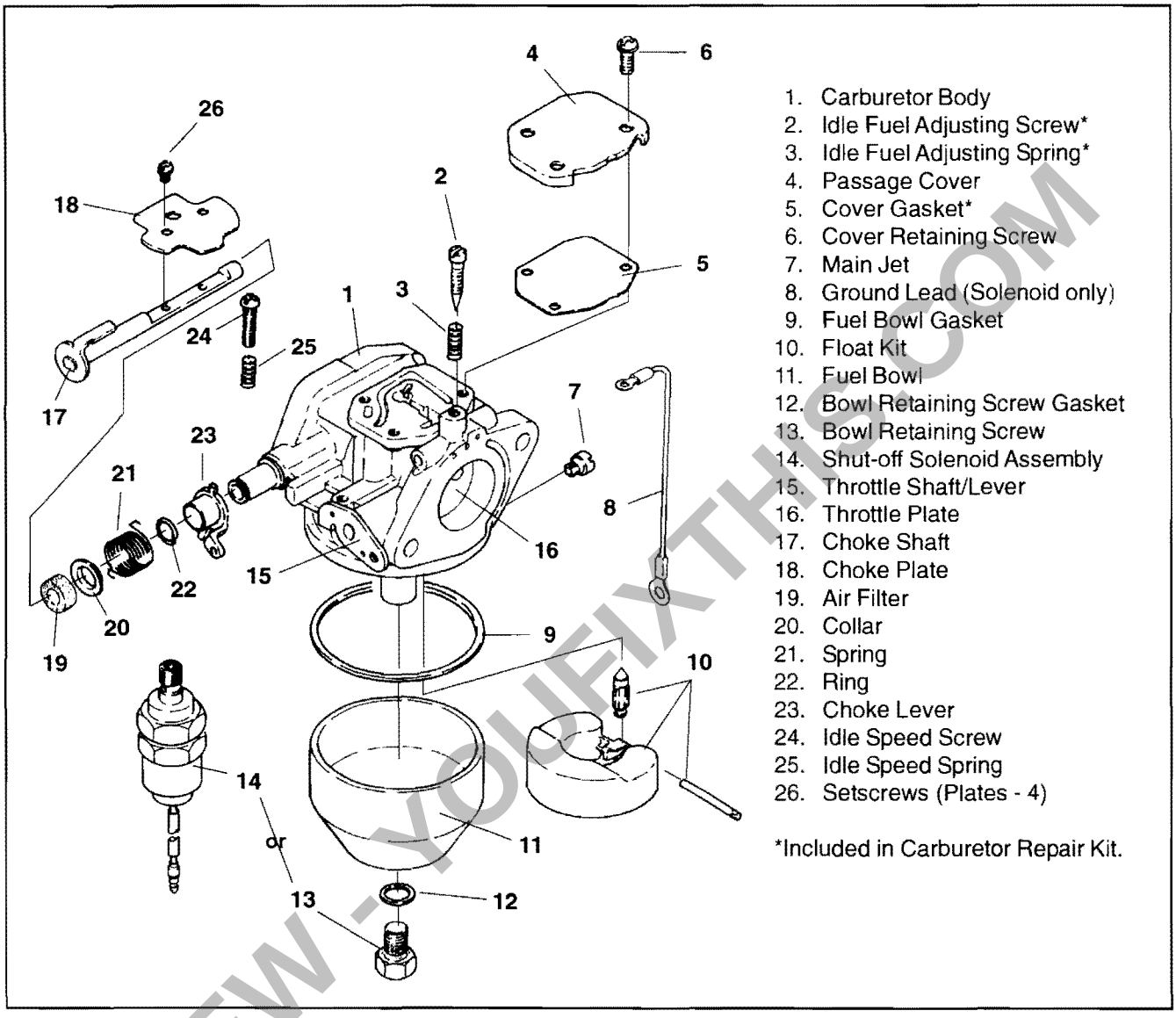


Figure 5-7. Typical Carburetor - Exploded View.

Inspection/Repair

To clean vent ports, seats etc., use a good commercially available carburetor solvent, such as Gumout ™ and clean, dry compressed air to blow out internal channels and ports. Use a suitable shop rag to prevent debris from hitting someone.

Carefully inspect all components and replace those that are worn or damaged.

- Inspect the carburetor body for cracks, holes and other wear or damage.
- Inspect the float for cracks, holes, and missing or damaged float tabs. Check the float hinge and shaft for wear or damage.
- Inspect the fuel inlet needle and seat for wear or damage.
- Inspect the tip of the low idle fuel adjusting needle (if equipped), for wear or grooves.
- The choke plate is spring loaded. Check to make sure it moves freely.

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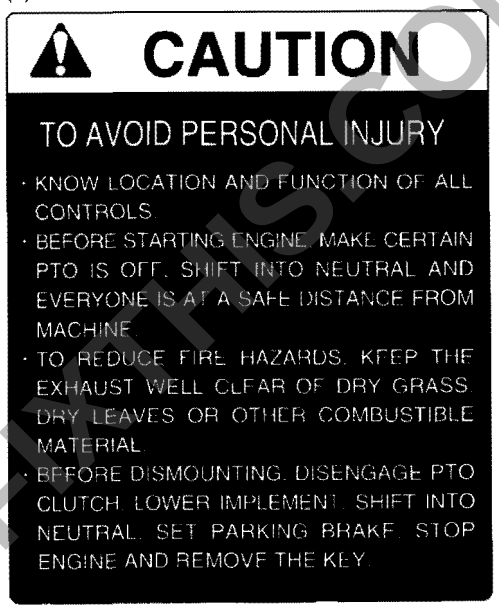
SAFETY DECALS

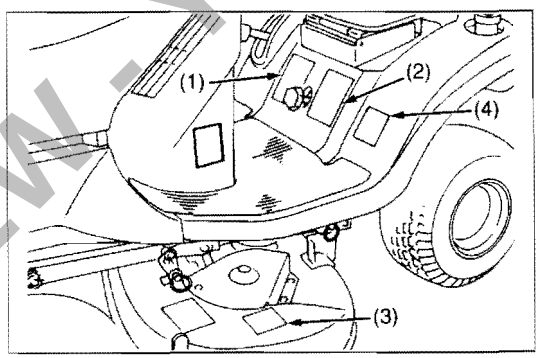
The following safety decals are installed on the machine.
If a decal becomes damaged, illegible or is not on the machine, replace it. The decal part number is listed in the parts list.

(1) Part No. K1211-6581-1



(2) Part No. K1211-6582-1





(3) Part No. K5112-7312-2



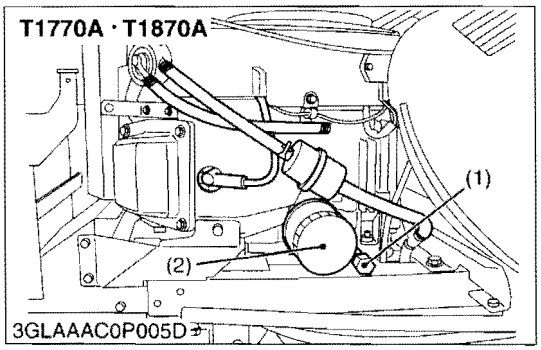
(4) Part No. K1122-6584-2

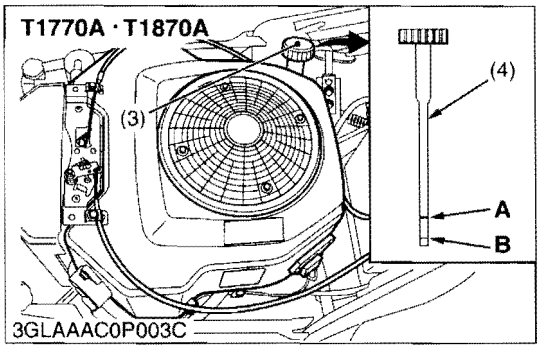


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Changing Engine Oil Filter Cartridge [T1770A · T1870A]

WARNING

To avoid personal injury:

- **Engine oil is a toxic substance. Dispose of used oil properly. Contact your local authorities for approved disposal methods or possible recycling.**

CAUTION

To avoid personal injury:

- **Be sure to stop the engine and remove the key before changing the oil and the oil filter cartridge.**
- **Allow engine to cool down sufficiently; oil can be hot and may cause burns.**

The oil filter cartridge must be changed every 200 service hours.

1. Rotate the engine oil filter cartridge (2) counterclockwise to remove it.
2. Coat a film of clean engine oil on seal of new filter.
3. Install new filter rotating it clockwise until seal contacts mounting surface. Then rotate filter 3/4 turn more by hand.
4. Supply engine oil as specified.
5. Run the engine for about 3 minutes, stop engine, and check oil leakage around the engine oil filter cartridge (2).
6. Add oil to compensate oil level down due to oil filter capacity.

■ **IMPORTANT**

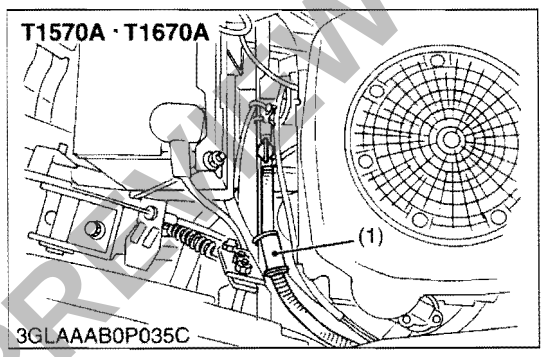
- **To prevent serious damage to the engine, replacement element of the recommended type must be used. Use only a genuine KUBOTA filter or its equivalent.**

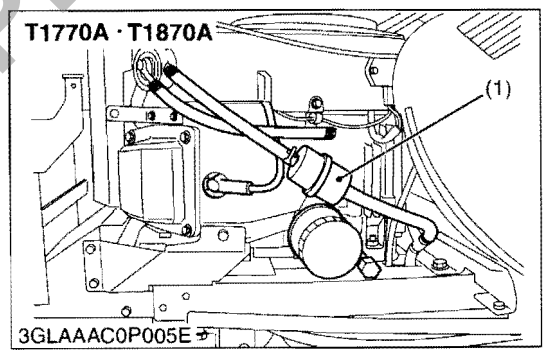
(1) Drain Plug
(2) Engine Oil Filter Cartridge
(3) Engine Oil Port
(4) Oil Dipstick

A: Upper Level
B: Lower Level

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[6] CHECK POINTS OF EVERY 300 HOURS





Changing Fuel Filter

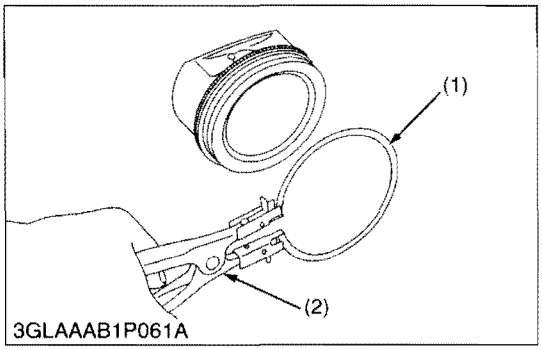
1. Change fuel filter every 300 hours. This should be done by your KUBOTA Dealer.

(1) Fuel Filter

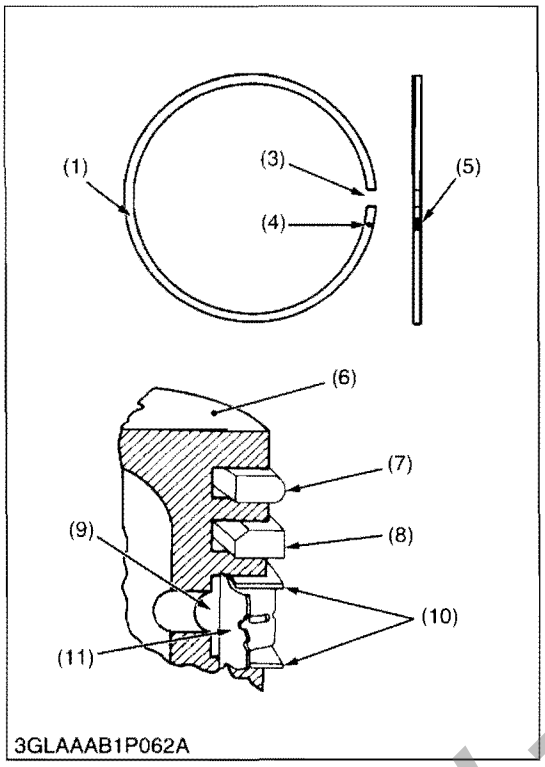
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Piston Ring

1. Remove the top and center compression rings using a ring expander.
2. Remove the oil control ring rails, then remove the rails spacer.

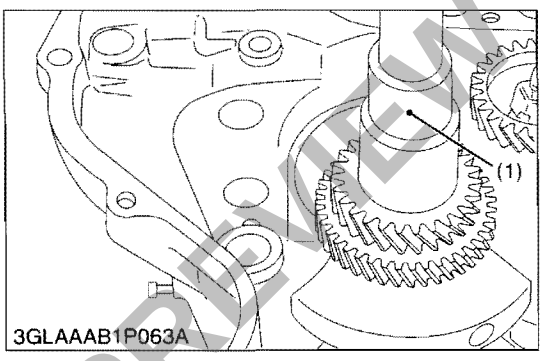
(When installing)

■ **NOTE**

- **Piston rings must be installed correctly. Piston ring installation instructions are usually included with new ring sets. Follow instructions carefully. Use a piston ring expander to install piston rings. Install the bottom (oil control) ring first and the top compression ring last.**
- Oil Ring (9) (Oil Control Ring) (Bottom Groove): Install the expander and then the rails. Make sure the ends of expander are not overlapped.
- Compression Ring 2 (8) (Compression Ring) (Center Groove): Install the compression ring 2 (8) (center ring) using a piston ring installation tool. Make suer the "pip" mark (4) is up and the PINK dykem stripe (5) is to the left of end gap (3).
- Compression Ring 1 (7) (Compression Ring) (Top Groove): Install the compression ring 1 (top compression ring) using a piston ring installation tool. Make sure the "pip" mark (4) is up and the BLUE dykem stripe (5) is to the left of end gap (3).

(1) Piston Ring
(2) Piston Ring Expander
(3) End Gap
(4) "Pip" Mark
(5) Dykem Stripe
(6) Piston
(7) Compression Ring 1 (Top Compression Ring)
(8) Compression Ring 2 (Center Compression Ring)
(9) Oil Ring (Oil Control Ring, Three-piece)
(10) Rails
(11) Expander

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Crankshaft, Flywheel End Oil Seal

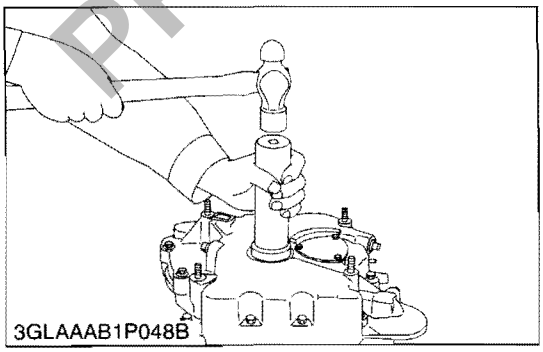
1. Remove the woodruff key from the flywheel taper end of crankshaft (1).
2. Remove the crankshaft from the crankcase.
3. Remove the oil seal from crankcase.

(When installing)

1. Lubricate the flywheel end bearing surfaces of the crankshaft and crankcase with engine oil.
2. Insert the crankshaft through the flywheel end bearing.

(1) Crankshaft

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SERVICING

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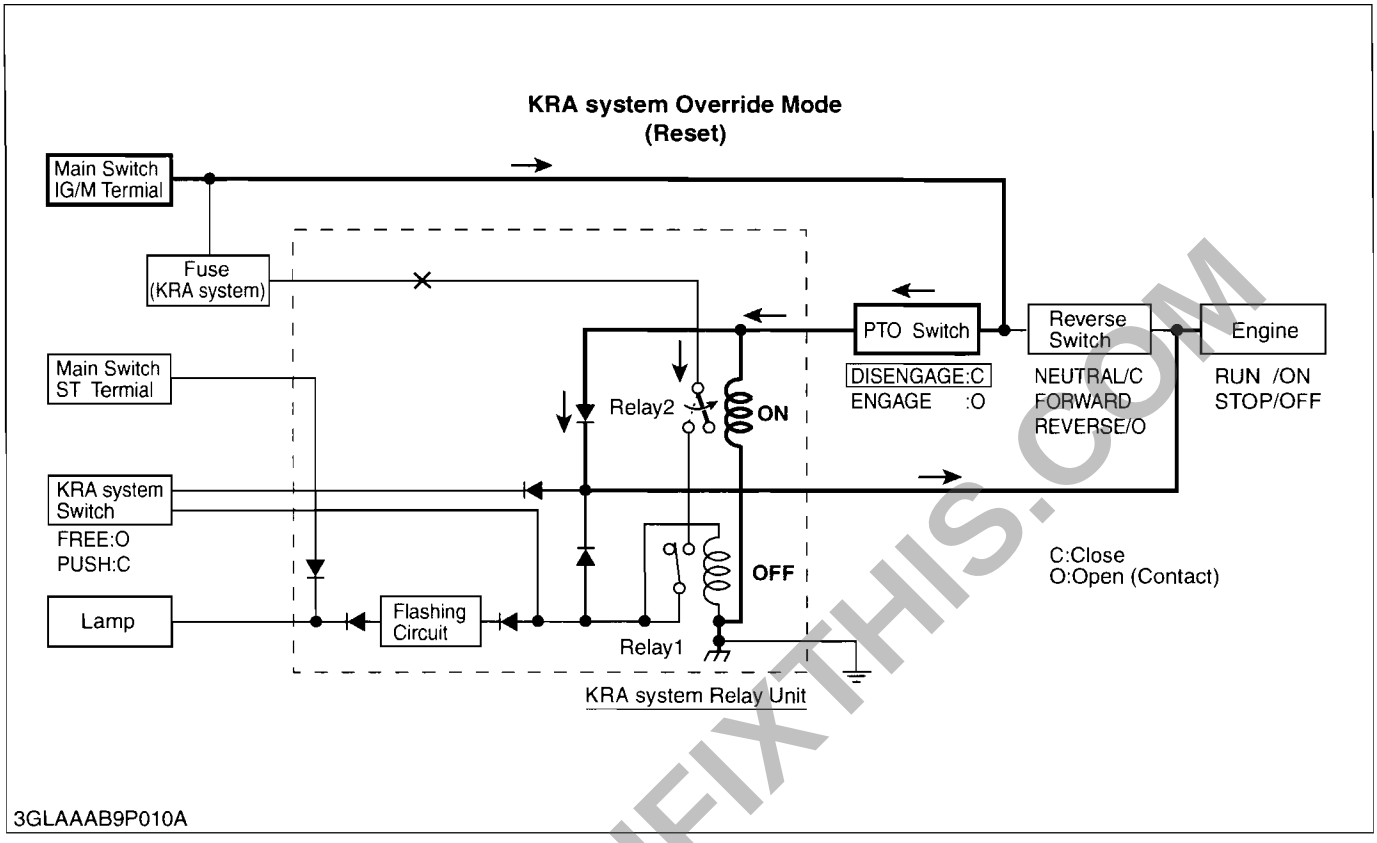
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The above electrical circuit is a circuit at the position of "**Override mode**" resetting.

Condition:

Disengage the PTO lever.
Current from main switch flows to KRA system through PTO switch.
Speed control pedal position is free. Operator can always select the speed control pedal to "**FORWARD**" and "**NEUTRAL**". PTO lever should be disengaged.

- Since the coil of the relay 2 is magnetized in the KRA system relay unit, the contact switch is attracted to the coil side by the magnetized coil.
- On the other hand, current from the fuse does not flow to the relay 1 because the contact point of the relay 2 is released to "**OFF**" position.
- Current from main switch flows to the stop time relay through KRA system relay unit as showed in the above figure.

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Carburetor and Intake Manifold

Intake Manifold Mounting Fastener Torque	
Torque in Two Stages	initially to 7.4 N·m (66 in. lb.) finally to 9.9 N·m (88 in. lb.)
Carburetor Mounting Nut Torque	6.2-7.3 N·m (55-65 in. lb.)

Connecting Rod

Cap Fastener Torque (torque in increments)	
6 mm straight shank	11.3 N·m (100 in. lb.)
Connecting Rod-to-Crankpin Running Clearance	
New	0.030/0.055 mm (0.0012/0.0022 in.)
Max. Wear Limit	0.070 mm (0.0028 in.)
Connecting Rod-to-Crankpin Side Clearance	0.26/0.63 mm (0.0102/0.0248 in.)
Connecting Rod-to-Piston Pin Running Clearance	0.015/0.028 mm (0.0006/0.0011 in.)
Piston Pin End I.D.	
New	17.015/17.023 mm (0.6699/0.6702 in.)
Max. Wear Limit	17.036 mm (0.6707 in.)

Crankcase

Governor Cross Shaft Bore I.D.	
8 mm Shaft	
New	8.025/8.075 mm (0.3159/0.3179 in.)
Max. Wear Limit	8.088 mm (0.3184 in.)
Breather Cover Fastener Torque	7.3 N·m (65 in. lb.)

Crankcase cont.

Oil Drain Plug Torque	13.6 N·m (10 ft. lb.)

Oil Pan

Oil Pan Fastener Torque	24.4 N·m (216 in. lb.)

Crankshaft

End Play (Free)	0.070/0.590 mm (0.0028/0.0230 in.)
Crankshaft Bore (In Crankcase)	
New	40.965/41.003 mm (1.6128/1.6143 in.)
Max. Wear Limit	41.016 mm (1.6148 in.)
Crankshaft to Sleeve Bearing (Crankcase)	
Running Clearance - New	0.03/0.09 mm (0.0012/0.0035 in.)
Crankshaft Bore (In Oil Pan) - New	40.987/40.974 mm (1.6136/1.6131 in.)
Crankshaft Bore (In Oil Pan)-to-Crankshaft	
Running Clearance - New	0.039/0.074 mm (0.0015/0.0029 in.)

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Checking Oil Level

The importance of checking and maintaining the proper oil level in the crankcase cannot be overemphasized. Check oil **BEFORE EACH USE** as follows:

1. Make sure the engine is stopped, level, and cool so the oil has had time to drain into the sump.

2. Clean the area around the oil fill cap/dipstick before removing it. This will help to keep dirt, grass clippings, etc., out of the engine.

3. Unthread and remove the oil fill cap/dipstick; wipe oil off. Reinsert the dipstick into the tube and rest the oil fill cap on the tube. Do not thread the cap onto the tube. See Figure 6-2.

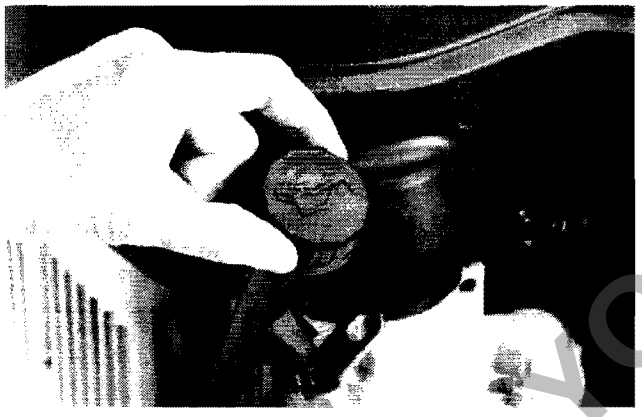


Figure 6-2. Oil Fill Cap/Dipstick.

4. Remove dipstick and check oil level. The level should be between the FULL and ADD marks. If low, add oil of the proper type up to the full mark. Reinstall oil fill cap/dipstick and thread tight.

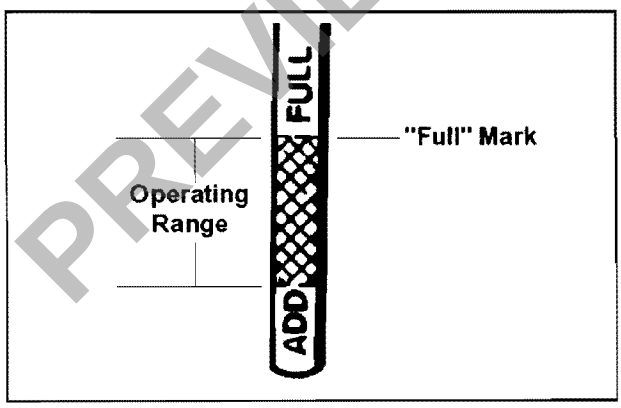


Figure 6-3. Oil Level Marks on Dipstick.

NOTE: To prevent extensive engine wear or damage, always maintain the proper oil level in the crankcase. Never operate the engine with the oil level below the low mark or above the full mark on the dipstick.

Changing Oil and Oil Filter

Changing Oil

Change oil after every **100 hours** of operation (more frequently under severe conditions). Refill with service class SG, SH, SJ or higher oil as specified in the "Viscosity Grades" table.

Change the oil while the engine is still warm. The oil will flow more freely and carry away more impurities. Make sure the engine is level when filling or checking oil.

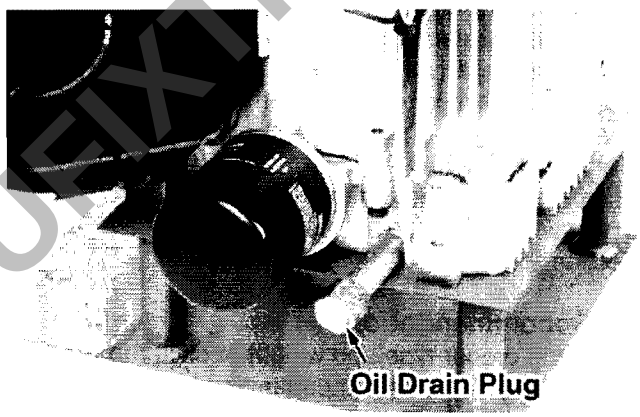


Figure 6-4. Oil Drain Plug.

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Remove Backing Plates and Stator

1. Remove the four screws securing the backing plates and stator lead cover (if so equipped). See Figure 8-42. Remove the backing plates and cover.

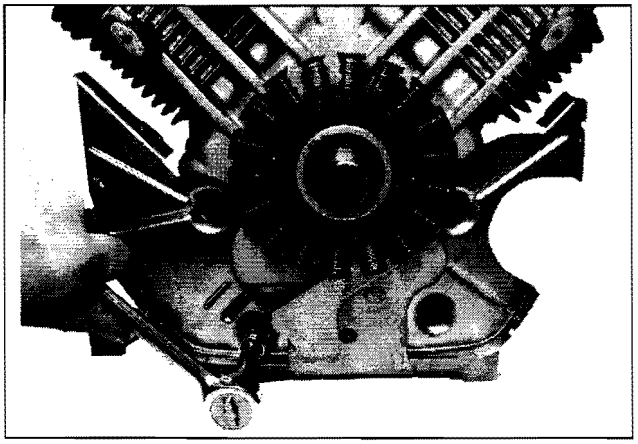


Figure 8-42. Removing Backing Plates and Stator Lead Cover.

2. Remove the two hex. flange screws and the stator. See Figure 8-43. Note the position/routing of the stator lead.

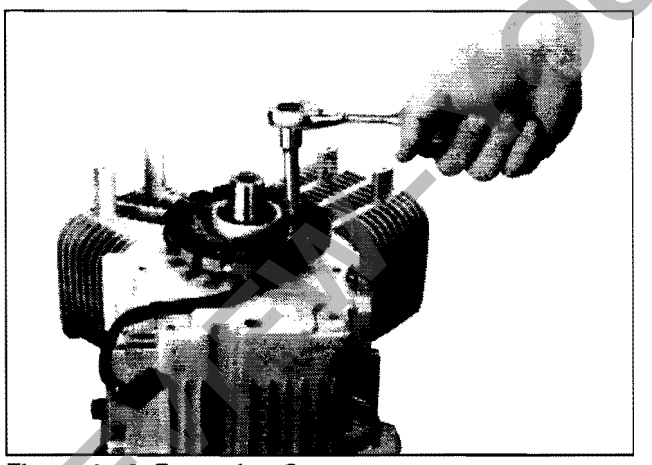


Figure 8-43. Removing Stator.

Remove Oil Pan Assembly

1. Remove the ten hex. flange screws securing the oil pan to the crankcase. See Figure 8-44.

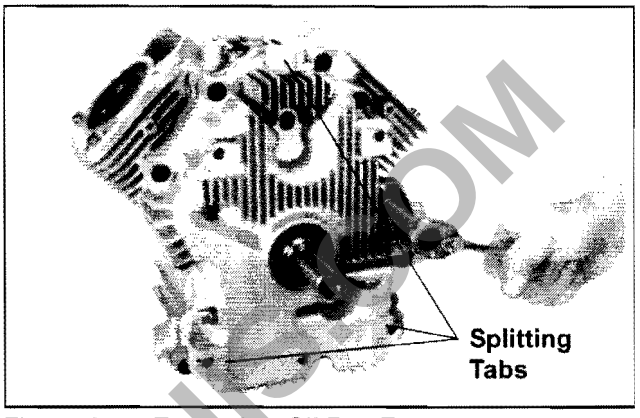


Figure 8-44. Removing Oil Pan Fasteners.

2. Locate the splitting tabs cast into the perimeter of the oil pan. Insert the drive end of a 1/2" breaker bar between the splitting tab and the crankcase and turn it to break the RTV seal. See Figure 8-44. Do not pry on the sealing surfaces as this can cause leaks.

Governor Assembly (Internal)

The governor gear assembly is located inside the oil pan. If service is required, refer to the service procedures under "Governor Assembly" in Section 9.

Oil Pump Assembly

The oil pump is mounted inside the oil pan. If service is required, refer to the service procedures under "Oil Pump Assembly" in Section 9.

Remove Camshaft

1. Remove the camshaft and shim. See Figure 8-45.

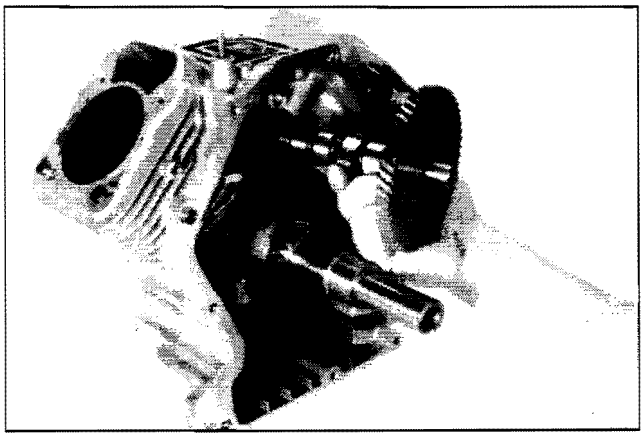


Figure 8-45. Removing Camshaft.

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