SERVICING

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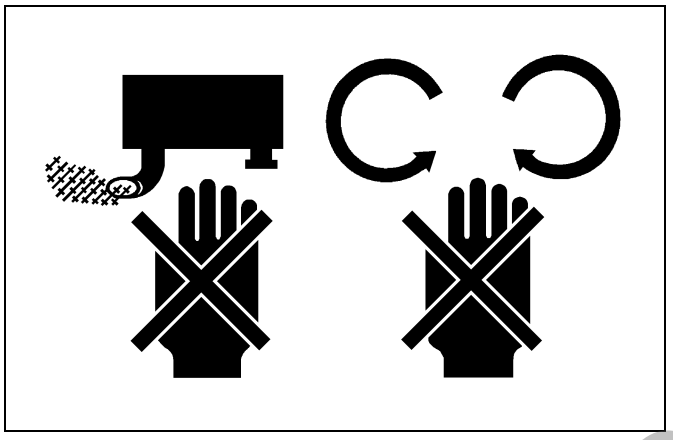
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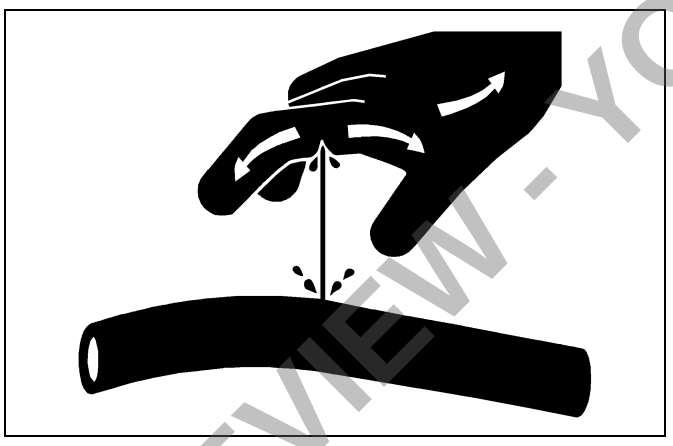
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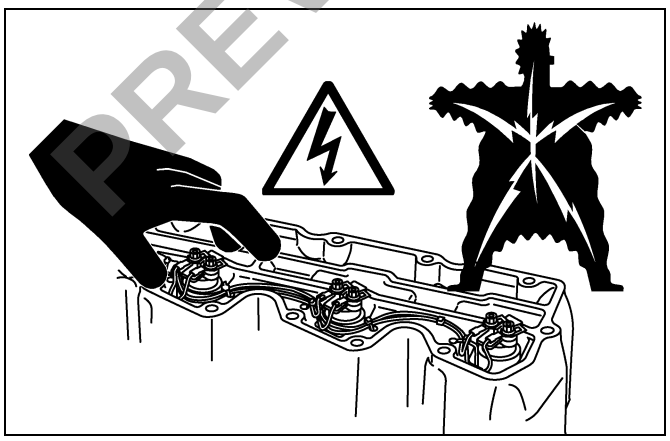


SAFETY STARTING

- Do not start the engine by shorting across starter terminals or bypassing the safety start switch.
- Unauthorized modifications to the engine may impair the function and / or safety and affect engine life.







SAFETY WORKING

- Do not work on the machine while under the influence of alcohol, medication, or other substances or while fatigued.
- Wear close fitting clothing and safety equipment appropriate to the job.
- Use tools appropriate to the work. Makeshift tools, parts, and procedures are not recommended.
- When servicing is performed together by two or more persons, take care to perform all work safely.
- Do not touch the rotating or hot parts while the engine is running.
- Never remove the radiator cap while the engine is running, or immediately after stopping. Otherwise, hot water will spout out from radiator. Only remove radiator cap when cool enough to touch with bare hands. Slowly loosen the cap to first stop to relieve pressure before removing completely.
- Escaping fluid (fuel or hydraulic oil) under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic or fuel lines. Tighten all connections before applying pressure.
- Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.
- Do not open high-pressure fuel system.
  High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect or attempt to repair fuel lines, sensors, or any other components between the high-pressure fuel pump and injectors on engines with high pressure common rail fuel system.
- High voltage exceeding 100 V is generated in the ECU, and is applied to the injector.
  Pay sufficient caution to electric shock when performing work activities.

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Replenish fuel	G-11
	Air in the fuel system	Vent air	G-11
	Water in the fuel system	Change fuel and repair or replace fuel system	–
	Fuel hose clogged	Clean or replace	G-11, 27
	Fuel filter clogged	Replace	G-13, 15
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	G-6, 9
	Fuel with low cetane number	Use specified fuel	G-6
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	S-42
	Incorrect injection timing	Adjust	S-25
	Fuel camshaft worn	Replace	S-56
	Injection nozzle clogged	Repair or replace	S-27, 43
	Injection pump malfunctioning	Repair or replace	S-26, 58
	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	S-42 to 47
	Improper valve timing	Correct or replace timing gear	S-66, 67
	Piston ring and cylinder worn	Replace	S-70, 71, 72, 95, 102
	Excessive valve clearance	Adjust	S-21
	Stop solenoid malfunctioning	Replace	S-31
Starter Does Not Run	Battery discharged	Charge	G-18, 19
	Starter malfunctioning	Repair or replace	S-30, 75, 104
	Key switch malfunctioning	Replace	–
	Wiring disconnected	Connect	–

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SPECIFICATIONS

Model	V2607-DI-T-E3B	V3007-DI-T-E3B	V3307-DI-T-E3B
Number of Cylinder	4		
Type	Vertical, water-cooled, 4-cycle DI diesel engine		
Bore × Stroke	87.0 × 110 mm (3.43 × 4.33 in.)	94.0 × 110 mm (3.70 × 4.33 in.)	94.0 × 120 mm (3.70 × 4.72 in.)
Total Displacement	2615 cm^3 (159.6 cu.in.)	3053 cm^3 (186.3 cu.in.)	3331 cm^3 (203.3 cu.in.)
ISO Net Continuous	41.3 kW / 2700 min^{-1} (rpm) (55.4 HP / 2700 min^{-1} (rpm))	39.8 kW / 2600 min^{-1} (rpm) (53.4 HP / 2600 min^{-1} (rpm))	45.6 kW / 2600 min^{-1} (rpm) (61.2 HP / 2600 min^{-1} (rpm))
ISO / SAE Net Intermittent	47.5 kW / 2700 min^{-1} (rpm) (63.7 HP / 2700 min^{-1} (rpm))	46.9 kW / 2600 min^{-1} (rpm) (62.9 HP / 2600 min^{-1} (rpm))	53.7 kW / 2600 min^{-1} (rpm) (72.0 HP / 2600 min^{-1} (rpm))
SAE Gross Intermittent	49.2 kW / 2700 min^{-1} (rpm) (66.0 HP / 2700 min^{-1} (rpm))	48.5 kW / 2600 min^{-1} (rpm) (65.0 HP / 2600 min^{-1} (rpm))	55.4 kW / 2600 min^{-1} (rpm) (74.3 HP / 2600 min^{-1} (rpm))
Maximum Bare Speed	2920 min^{-1} (rpm)	2820 min^{-1} (rpm)	
Minimum Bare Idling Speed	825 to 875 min^{-1} (rpm)	775 to 825 min^{-1} (rpm)	
Combustion Chamber	Reentrant Type, Center Direct Injection Type (E-CDIS)		
Fuel Injection Pump	Bosch PFR4KZ Type Mini Pump		
Governor	All speed mechanical governor		
Direction of Rotation	Counter-clockwise (Viewed from flywheel side)		
Injection Nozzle	Bosch P Type		
Injection Timing	0.0044 rad (0.25 °) after T.D.C.	0.010 rad (0.60 °) after T.D.C.	0.023 rad (1.3 °) after T.D.C.
Firing Order	1-3-4-2		
Injection Pressure	1st stage 18.63 MPa (190.0 kgf/cm^2, 2702 psi), 2nd stage 21.57 MPa (220.0 kgf/cm^2, 3129 psi),	1st stage 18.63 MPa (190.0 kgf/cm^2, 2702 psi), 2nd stage 22.56 MPa (230.0 kgf/cm^2, 3271 psi),	
Compression Ratio	19.0	20.0	
Lubricating System	Forced lubrication by trochoid pump		
Oil Pressure Indicating	Electrical Type Switch		
Lubricating Filter	Full Flow Paper Filter (Cartridge Type)		
Cooling System	Pressurized radiator, forced circulation with water pump		
Starting System	Electric Starting with Starter		
Starting Motor	12 V, 2.5 kW	12 V, 3.0 kW	
Starting Support Device	By Glow Plug in Combustion Chamber		
EGR	External EGR (EGR Cooler + Mechanical water-cooled EGR Valve + Reed Valve)		
Battery	12 V, 92 AH equivalent	12 V, 120 AH equivalent	
Charging Alternator	12 V, 540 W		
Fuel	Recommended fuels vary depending on the contents of the emission control regulations, the ambient temperature, and the fuel specifications. Therefore, please refer to the detailed description on page G-6.		
Lubricating Oil	Class CF lubricating oil as per API classification is recommended. For details on recommended lubricating oils, see page G-6 and page G-9.		
Lubricating Oil Capacity	10.2 L (2.69 U.S.gals)	11.2 L (2.96 U.S.gals)	
Weight (Dry)	235 kg (518 lbs)	263 kg (580 lbs)	275 kg (606 lbs)

* The specification described above is of the standard engine of each model.
* Conversion Formula : HP = 0.746 kW, PS = 0.7355 kW

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3. MAINTENANCE CHECK LIST

To maintain long-lasting and safe engine performance, make it a rule to carry out regular inspections by following the table below.

Item	Service Interval									
	Initial 50 hrs	Every 50 hrs	Every 250 hrs	Every 500 hrs	Every 1000 hrs	Every 1 or 2 months	Every 1500 hrs	Every 3000 hrs	Every 1 year	Every 2 years
Changing engine oil	☆			☆					☆	
Replacing oil filter cartridge	☆			☆						
*Checking fuel hoses and clamp bands		☆								
*Cleaning air cleaner element (Replace the element after 6 times cleanings)			☆							
Cleaning fuel filter (Element type)			☆							
Checking battery electrolyte level			☆							
Checking radiator hoses and clamp bands			☆							
*Checking intake air line			☆							
Checking fan belt tension and damage	☆		☆							
*Replacing fuel filter cartridge				☆						
Replacing fan belt				☆						
Cleaning radiator interior				☆						
Checking valve clearance					☆					
Recharging battery						☆				
*Checking injection nozzle condition (spraying, pressure and valve seat tightness)							☆			
*Checking turbocharger								☆		
*Checking fuel injection pump								☆		
*Checking injection timing (spill timing)								☆		
*Replacing air cleaner element									☆	
Changing radiator coolant (L.L.C.)										☆
Replacing radiator hoses and clamp bands										☆
*Replacing fuel hoses and clamp bands										☆
*Replacing intake air line										☆
Replacing battery										☆

- When the battery is used for less than 100 hours in a year, check its electrolyte yearly. (for refillable battery's only)
- 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.

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CAUTION

- **When changing or inspecting, be sure to level and stop the engine.**

■ NOTE

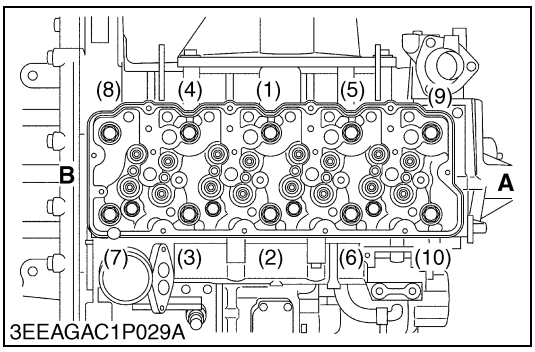
Changing interval of engine oil :

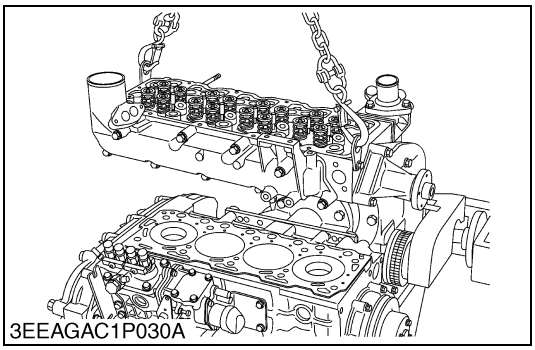
Models	Interval
V2607-DI-T-E3B V3007-DI-T-E3B V3307-DI-T-E3B	500 Hrs or 1 year whichever comes first
Initial	50 Hrs

API service classification : above CF grade
Ambient temperature : below 35 °C (95 °F)

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Cylinder Head

1. Remove the cylinder head screw in the order of (10) to (1), and remove the cylinder head.
2. Remove the cylinder head gasket.

(When reassembling)

- Replace the head gasket with a new one.
- When mounting the gasket, set it to the knock pin hole. Take care not to mount it reversely.
- The cylinder head should be free of scratches and dust.
- Take care for handling the gasket not to damage it.
- Install the cylinder head.
- Tighten the cylinder head screw gradually in the order of (1) to (10) after applying engine oil.
- Be sure to adjust the valve clearance. See the “Valve Clearance”.
- It is not necessary to retighten the cylinder head screw after running the engine for 30 minutes.

■ **IMPORTANT**

- **When replacing a piston, piston pin bush, connecting rod or crankpin bearing, select the cylinder head gasket thickness to meet with the top clearance refer to the “Selecting Cylinder Head Gasket”.**

Tightening torque	Cylinder head mounting screw	V2607-DI-T-E3B	147 to 156 N·m 15.0 to 16.0 kgf·m 109 to 115 lbf·ft
		V3007-DI-T-E3B V3307-DI-T-E3B	187 to 196 N·m 19.0 to 20.0 kgf·m 138 to 144 lbf·ft

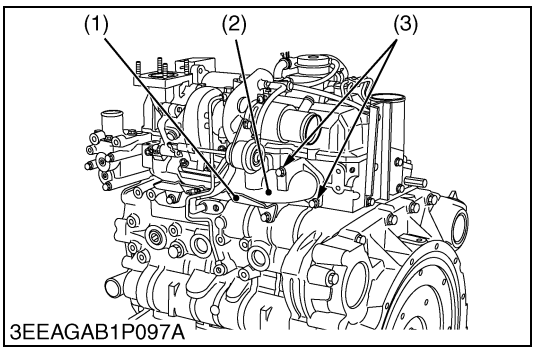
(10) to (1) : To Loosen
(1) to (10) : To Tighten

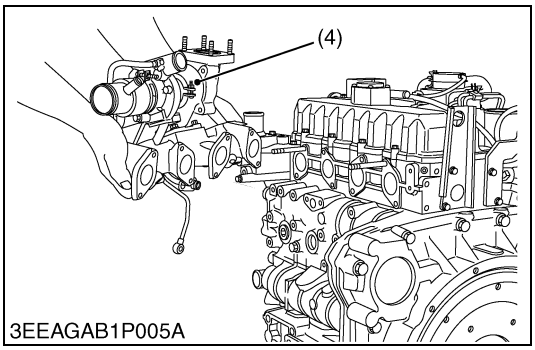
A : Front Cover Side
B : Flywheel Housing Side

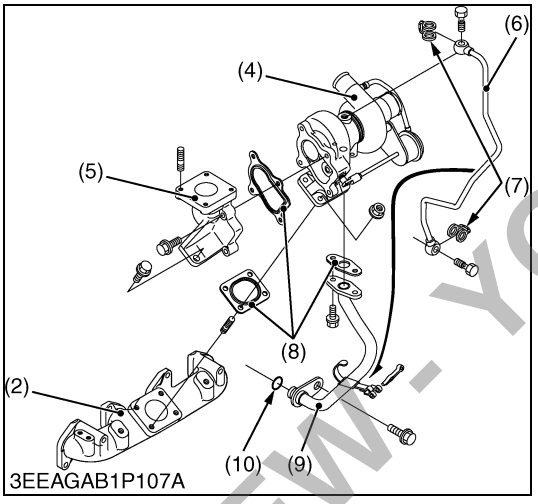
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Turbocharger Assembly and Exhaust Manifold

1. Remove the cover (1) and exhaust manifold mounting screws (3).
2. Take off the turbocharger assembly (4) with exhaust manifold (2).
3. Remove the oil pipe 1 (6) and oil pipe 2 (9). (If necessary)
4. Remove the exhaust port (5) and exhaust manifold (2). (If necessary)

(When reassembling)

- Replace the gasket (8) with new one.

■ **NOTE**

- **Be careful not to damage the O-ring (10).**

Tightening torque	Oil pipe 1 mounting screw	16 to 19 N·m 1.6 to 2.0 kgf·m 12 to 14 lbf·ft

(1) Cover
(2) Exhaust Manifold
(3) Exhaust Manifold Mounting Screw
(4) Turbocharger Assembly
(5) Exhaust Port
(6) Oil Pipe 1
(7) Oil Pipe Gasket
(8) Gasket
(9) Oil Pipe 2
(10) O-ring

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[2] TIGHTENING TORQUES FOR SPECIAL USE SCREWS, BOLTS AND NUTS

■ **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 x Pitch means that the screw, bolt or nut dimension stands for metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal distance in mm between two threads.**

Item	Size x Pitch	N·m	kgf·m	lbf·ft
Glow lead mounting nut	M4 x 0.7	0.98 to 1.7	0.10 to 0.18	0.73 to 1.3
Glow plug	M8 x 1.0	7.7 to 9.3	0.78 to 0.95	5.7 to 6.8
Cylinder head cover screw	M6 x 1.0	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
Injection pipe retaining nut	M12 x 1.5	23 to 36	2.3 to 3.7	17 to 26
Oil switch taper screw	R 1/8	15 to 19	1.5 to 2.0	11 to 14
Injection pump unit mounting nut	M8 x 1.25	18 to 20	1.8 to 2.1	13 to 15
Drain plug	M22 x 1.5	45 to 53	4.5 to 5.5	33 to 39
Oil pipe 1 mounting screw	M10 x 1.25	16 to 19	1.6 to 2.0	12 to 14
Thermo valve	R 3/8	30 to 39	3.0 to 4.0	22 to 28
Nozzle holder clamp screw	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Overflow pipe assembly retaining screw	M6 x 1.0	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
*Lubricating oil pipe mounting screw	M10 x 1.25	16 to 19	1.6 to 2.0	12 to 14
Governor housing mounting screw	M6 x 1.0	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
Lock nut	M5 x 0.8	2.9 to 4.0	0.29 to 0.41	2.1 to 2.9
Injection pump assembly mounting screw	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Injection pump assembly mounting nut	M8 x 1.25	18 to 20	1.8 to 2.1	13 to 15
Governor weight mounting nut	M12 x 1.25	63 to 72	6.4 to 7.4	47 to 53
Fuel camshaft stopper mounting screw	M6 x 1.0	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
Fuel camshaft bearing stopper mounting screw	M6 x 1.0	3.9 to 4.2	0.39 to 0.43	2.9 to 3.1
*Crankshaft screw	M16 x 1.5	255 to 274	26.0 to 28.0	188 to 202
Relief valve retaining screw	M22 x 1.5	69 to 78	7.0 to 8.0	51 to 57
*Flywheel screw	M12 x 1.25	98.1 to 107	10.0 to 11.0	72.4 to 79.5
Camshaft set screw	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Balancer shaft set screw	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Starter's terminal **B** mounting nut	M8 x 1.25	9.8 to 11	1.0 to 1.2	7.3 to 8.6
Alternator pulley nut	M24	58.4 to 78.9	5.95 to 8.05	43.1 to 58.2
Oil pump cover screw	M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.8

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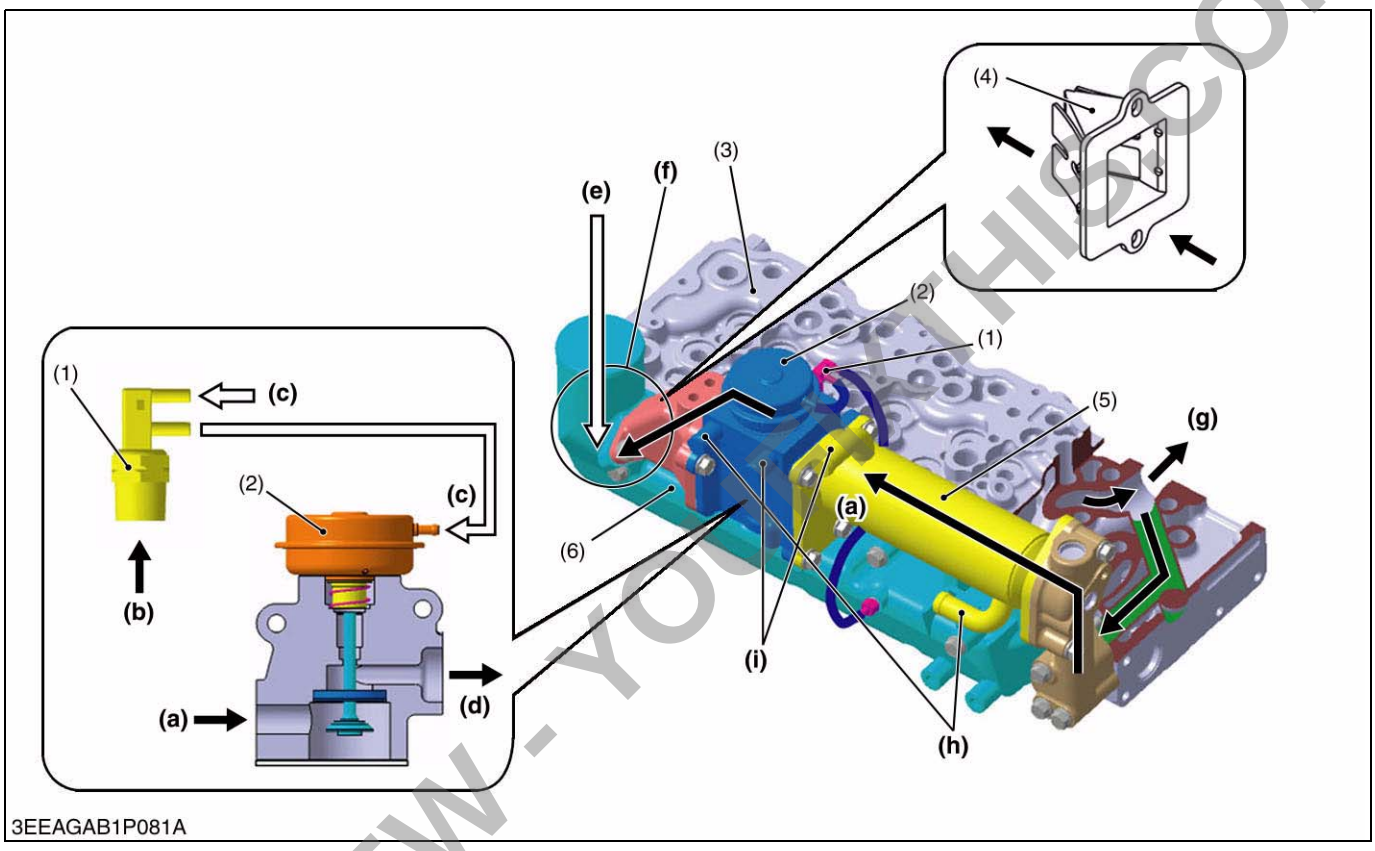
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7. EXHAUST GAS RECIRCULATION (EGR) SYSTEM

[1] GENERAL

In order to meet with the strict emission regulations, Kubota has adopted the EGR on the V2607-DI-T-E3B, V3007-DI-T-E3B and V3307-DI-T-E3B. The nitrogen oxide (NOx) which is a hazardous component in exhaust gas is generated by oxidation of nitrogen in the air, due to rise of the combustion temperature in cylinders. The EGR is a system in which the exhaust gas with lean oxygen is cooled and returned to cylinders again in order to lower the combustion temperature. As a result, NOx can be decreased.

[2] EXTERNAL MECHANICAL EGR



3EEAGAB1P081A

(1) Thermo Valve
(2) Mechanical EGR Valve
(3) Cylinder Head
(4) Reed Valve
(5) EGR Cooler
(6) Intake Manifold

(a) Cooled EGR Gas
(b) Coolant Temperature
(c) Boost Pressure
(d) To The Intake Manifold
(e) Fresh Air
(f) Cooled EGR Gas Merges with Fresh Air
(g) Exhaust Gas
(h) Coolant Inlet
(i) Coolant Outlet

External mechanical EGR consists of water cooled EGR cooler (5), mechanical EGR valve (2), reed valve (4) and thermo valve (1).

When the coolant temperature **(b)** is getting higher, thermo valve (1) is open and the boost pressure of intake manifold (6) gets to reach the diaphragm of mechanical EGR valve (2).

If the coolant temperature **(b)** is high, but the boost pressure is low, the EGR valve (2) does not open. If coolant temperature **(b)** is high, boost pressure is also high, EGR valve (2) is open and cooled EGR gas **(a)** through the water cooled EGR cooler (5) flows into the intake manifold (6). And the reed valve (4) between EGR valve (2) and intake manifold (6) prevents the fresh air flowing into EGR system.

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ENGINE BODY (Continued)

Item		Factory Specification	Allowable Limit
Piston Ring to Piston Ring Groove Top Ring	Clearance	0.050 to 0.090 mm 0.0020 to 0.0035 in.	0.15 mm 0.0059 in.
Second Ring	Clearance	0.090 to 0.12 mm 0.0035 to 0.0047 in.	0.20 mm 0.0079 in.
Oil Ring	Clearance	0.020 to 0.060 mm 0.00079 to 0.0023 in.	0.15 mm 0.0059 in.
Crankshaft	Side Clearance	0.15 to 0.35 mm 0.0059 to 0.013 in.	0.50 mm 0.020 in.
Crankshaft	Alignment	–	0.02 mm 0.0008 in.
Crank Pin to Crank Pin Bearing **[V2607-DI-T-E3B]**	Oil Clearance	0.011 to 0.058 mm 0.00044 to 0.0022 in.	0.20 mm 0.0079 in.
Crank Pin	O.D.	46.980 to 46.991 mm 1.8496 to 1.8500 in.	–
[V3007-DI-T-E3B / V3307-DI-T-E3B]	Oil Clearance	0.017 to 0.048 mm 0.00067 to 0.0018 in.	0.20 mm 0.0079 in.
Crank Pin	O.D.	49.980 to 49.991 mm 1.9678 to 1.9681 in.	–
Crankshaft Journal to Crankshaft Bearing **[V2607-DI-T-E3B]**	Oil Clearance	0.030 to 0.051 mm 0.0012 to 0.0020 in.	0.20 mm 0.0079 in.
Crankshaft Journal	O.D.	72.977 to 72.990 mm 2.8732 to 2.8736 in.	–
[V3007-DI-T-E3B / V3307-DI-T-E3B]	Oil Clearance	0.030 to 0.073 mm 0.0012 to 0.0028 in.	0.20 mm 0.0079 in.
Crankshaft Journal	O.D.	79.977 to 79.990 mm 3.1487 to 3.1492 in.	–
Cylinder Bore **[V2607-DI-T-E3B]**	I.D.	87.000 to 87.022 mm 3.4252 to 3.4260 in.	87.15 mm 3.431 in.
[V3007-DI-T-E3B / V3307-DI-T-E3B]	I.D.	94.000 to 94.022 mm 3.7008 to 3.7016 in.	94.15 mm 3.707 in.
Cylinder Bore (Oversize) **[V2607-DI-T-E3B]**	I.D.	87.250 to 87.272 mm 3.4350 to 3.4359 in.	87.40 mm 3.441 in.
[V3007-DI-T-E3B / V3307-DI-T-E3B]	I.D.	94.500 to 94.522 mm 3.7205 to 3.7213 in.	94.65 mm 3.726 in.

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ENGINE BODY (Continued)

Item		Factory Specification	Allowable Limit
Camshaft **[V2607-DI-T-E3B]**	Oil Clearance	0.050 to 0.091 mm 0.0020 to 0.0035 in.	0.15 mm 0.0059 in.
Camshaft Journal 1	O.D.	34.934 to 34.950 mm 1.3754 to 1.3759 in.	–
Cylinder Block Bore 1	I.D.	35.000 to 35.025 mm 1.3780 to 1.3789 in.	–
Camshaft Journal 2	O.D.	41.934 to 41.950 mm 1.6510 to 1.6515 in.	–
Cylinder Block Bore 2	I.D.	42.000 to 42.025 mm 1.6536 to 1.6545 in.	–
[V3007-DI-T-E3B / V3307-DI-T-E3B]	Oil Clearance	0.050 to 0.091 mm 0.0020 to 0.0035 in.	0.15 mm 0.0059 in.
Camshaft Journal 1	O.D.	34.934 to 34.950 mm 1.3754 to 1.3759 in.	–
Cylinder Block Bore 1	I.D.	35.000 to 35.025 mm 1.3780 to 1.3789 in.	–
Camshaft Journal 2	O.D.	43.934 to 43.950 mm 1.7297 to 1.7303 in.	–
Cylinder Block Bore 2	I.D.	44.000 to 44.025 mm 1.7323 to 1.7332 in.	–
Balancer Shaft **[V3007-DI-T-E3B / V3307-DI-T-E3B]**			
Balancer Shaft 1	Side Clearance	0.070 to 0.22 mm 0.0028 to 0.0086 in.	0.30 mm 0.012 in.
Balancer Shaft 2	Side Clearance	0.070 to 0.32 mm 0.0028 to 0.012 in.	0.34 mm 0.013 in.
Balancer Shaft 1, 2 **[V3007-DI-T-E3B / V3307-DI-T-E3B]**	Alignment	–	0.02 mm 0.0008 in.
Balancer Shaft 1 Journal **[V3007-DI-T-E3B / V3307-DI-T-E3B]**	Oil Clearance	0.0600 to 0.146 mm 0.00237 to 0.00574 in.	0.20 mm 0.0079 in.
Balancer Shaft 1 Journal	O.D.	48.934 to 48.950 mm 1.9266 to 1.9271 in.	–
Balancer Shaft 1 Bearing	I.D.	49.010 to 49.080 mm 1.9296 to 1.9322 in.	–

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