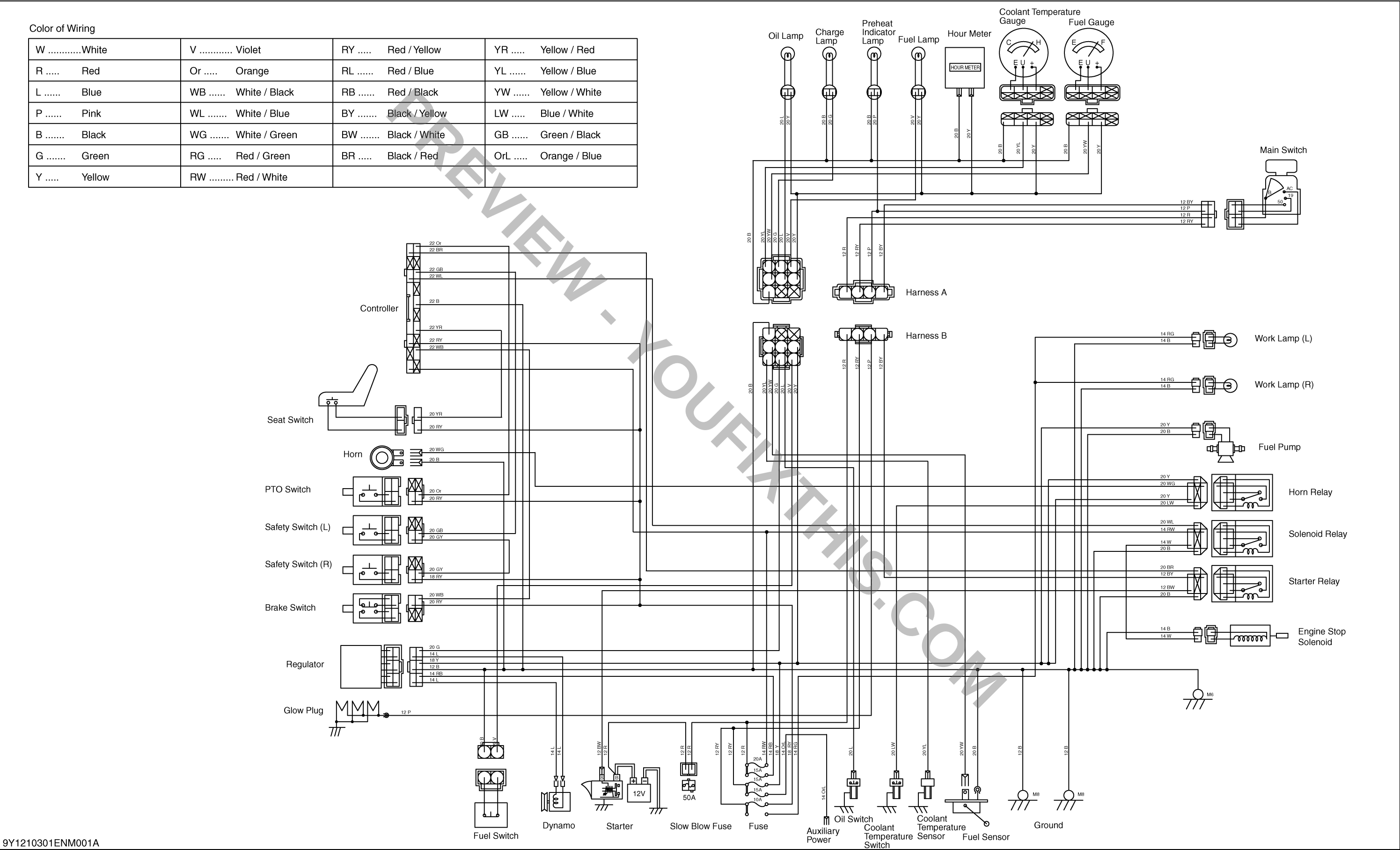
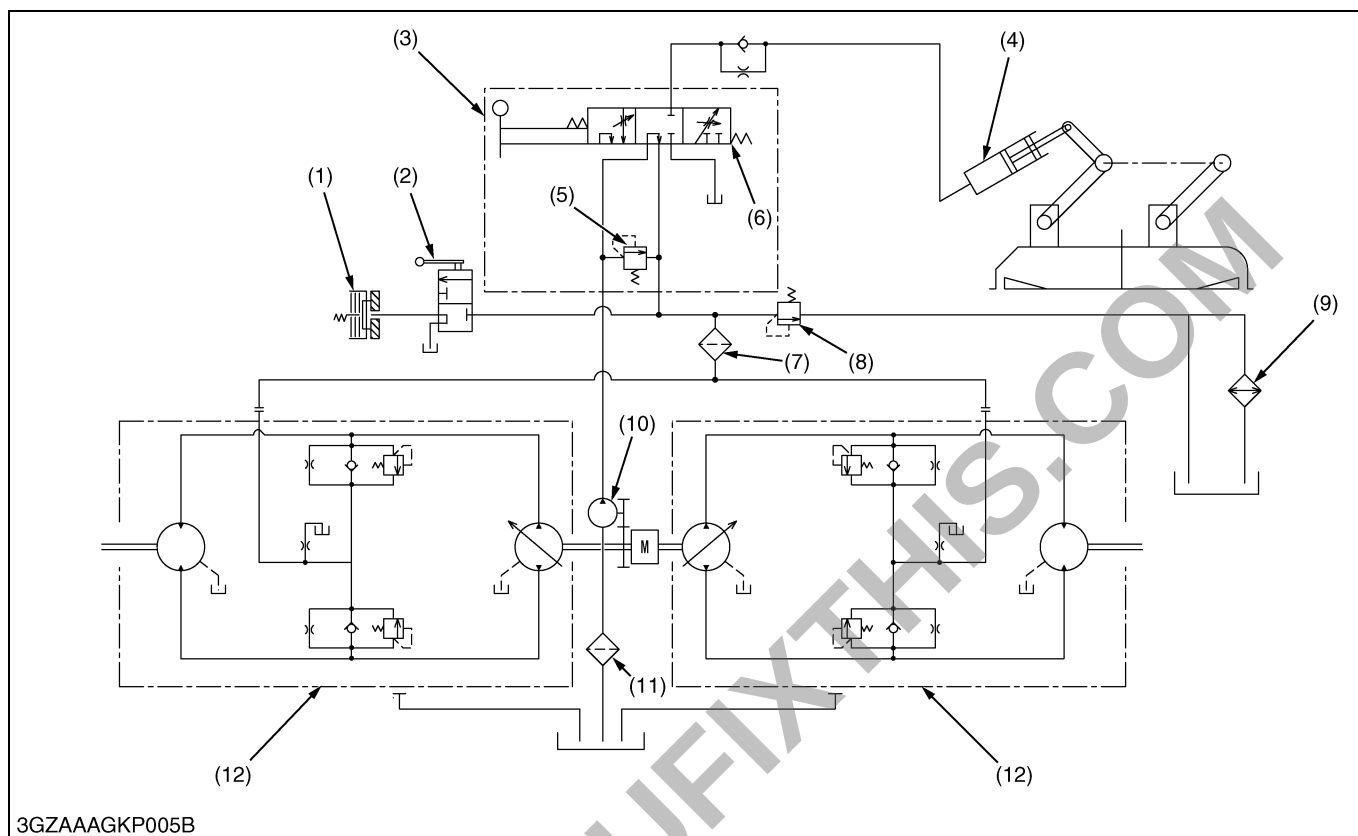


1. WIRING DIAGRAM



9Y1210301ENM001A

1. HYDRAULIC CIRCUIT



- | | | | |
|--------------------------------------|------------------------|-------------------------|-------------------------------|
| (1) PTO Clutch | (4) Hydraulic Cylinder | (7) TM Oil Filter (HST) | (10) Hydraulic Pump |
| (2) PTO Clutch Valve | (5) Relief Valve | (8) Regulator Valve | (11) Hydraulic Oil Filter |
| (3) Hydraulic Control Valve Assembly | (6) Control Valve | (9) Oil Cooler | (12) Hydrostatic Transmission |

The hydraulic system of this machine consists of a hydraulic pump (10), control valve (6), hydraulic cylinder (4) and other components.

This system has the following functions.

Hydraulic pump (10) supplies oil to hydraulic cylinder (4), PTO clutch (1) and HST (12).

Power from the input shaft (pump shaft) is distributed to right and left with the bevel gears and drives each hydrostatic transmission (12).

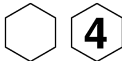
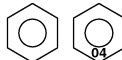
Moreover, oil from the hydraulic pump (10) is sent to the transmission center case through the control valve (6). On the other hand, oil is regulated by the regulator valve (8) to constant pressure and is sent to the hydrostatic transmission (12) and PTO clutch (1).

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5. TIGHTENING TORQUES

[1] GENERAL USE SCREWS, BOLTS AND NUTS

Screws, bolts and nuts whose tightening torques are not specified in this Workshop Manual should be tightened according to the table below.

Indication on top of bolt	 No-grade or 4T						 7T						 9T		
Indication on top of nut	 No-grade or 4T												   6T		
Material of opponent part	Ordinariness			Aluminum			Ordinariness			Aluminum			Ordinariness		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.8	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31	7.9 to 8.8	0.80 to 0.90	5.8 to 6.5	12.3 to 14.2	1.25 to 1.45	9.05 to 10.4
M8	18 to 20	1.8 to 2.1	13 to 15	17 to 19	1.7 to 2.0	13 to 14	24 to 27	2.4 to 2.8	18 to 20	18 to 20	1.8 to 2.1	13 to 15	30 to 34	3.0 to 3.5	22 to 25
M10	40 to 45	4.0 to 4.6	29 to 33	32 to 34	3.2 to 3.5	24 to 25	48 to 55	4.9 to 5.7	36 to 41	40 to 44	4.0 to 4.5	29 to 32	61 to 70	6.2 to 7.2	45 to 52
M12	63 to 72	6.4 to 7.4	47 to 53	—	—	—	78 to 90	7.9 to 9.2	58 to 66	63 to 72	6.4 to 7.4	47 to 53	103 to 117	10.5 to 12.0	76.0 to 86.7
M14	108 to 125	11.0 to 12.8	79.6 to 92.5	—	—	—	124 to 147	12.6 to 15.0	91.2 to 108	—	—	—	167 to 196	17.0 to 20.0	123 to 144
M16	167 to 191	17.0 to 19.5	123 to 141	—	—	—	197 to 225	20.0 to 23.0	145 to 166	—	—	—	260 to 304	26.5 to 31.0	192 to 224
M18	246 to 284	25.0 to 29.0	181 to 209	—	—	—	275 to 318	28.0 to 32.5	203 to 235	—	—	—	344 to 402	35.0 to 41.0	254 to 296
M20	334 to 392	34.0 to 40.0	246 to 289	—	—	—	368 to 431	37.5 to 44.0	272 to 318	—	—	—	491 to 568	50.0 to 58.0	362 to 419

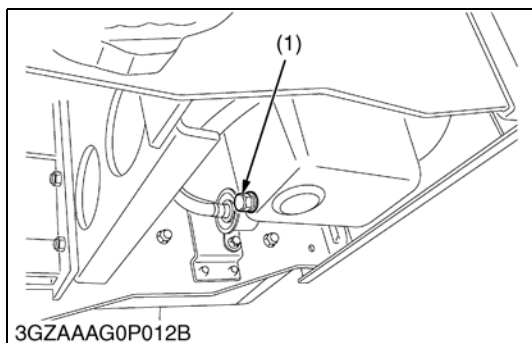
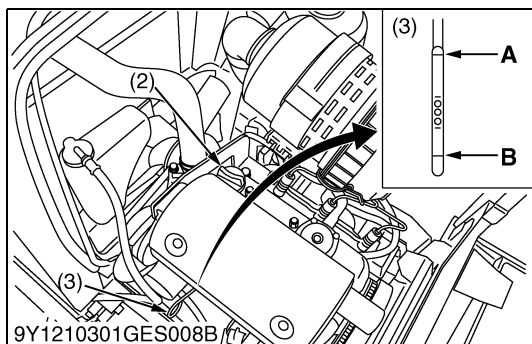
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[2] STUD BOLTS

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

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[2] CHECK POINTS OF INITIAL 50 HOURS



Changing Engine Oil



CAUTION

To avoid personal injury:

- **Be sure to stop the engine before changing oil.**
- 1. Start and warm up the engine for approx. 5 minutes.
- 2. Place an oil pan underneath the engine.
- 3. To change the used oil, remove the drain plug (1) at the bottom of the engine and drain the oil completely.
- 4. Screw in the drain plug (1).
- 5. Fill with the new oil up to upper line on the dipstick (3).

■ IMPORTANT

- **When using oil of different manufacture or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different type of oil.**
- **Use the proper SAE engine oil according to ambient temperatures.**

Refer to "LUBRICANTS, FUEL AND COOLANT".

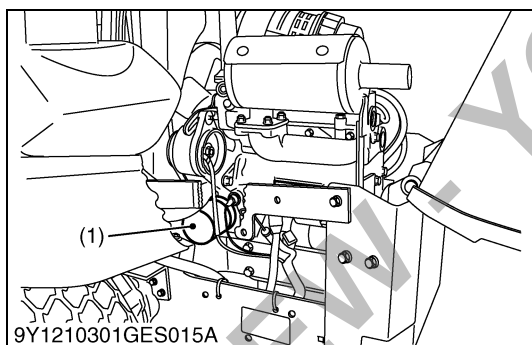
(See page G-9.)

Engine oil capacity	3.9 L
	4.1 U.S.qts
	3.4 Imp.qts

- (1) Drain Plug
(2) Oil Inlet Plug
(3) Dipstick

A: Upper Level
B: Lower Level

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Replacing Engine Oil Filter Cartridge



CAUTION

To avoid personal injury:

- **Be sure to stop the engine before changing the oil filter cartridge.**
- **Allow engine to cool down sufficiently, oil can be hot and may cause burns.**
- 1. Remove the engine oil filter cartridge (1) with the filter wrench.
- 2. Apply a slight coat of oil onto the rubber gasket of new cartridge.
- 3. To install the new cartridge, screw it in by hand. Over tightening may cause deformation of rubber gasket.
- 4. After the cartridge has been replaced, the engine oil level normally lowers a little. Add engine oil to proper level. Check for oil leaks around filter gasket.

■ IMPORTANT

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

- (1) Engine Oil Filter Cartridge

9Y1210301GEG0052US0

1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	No fuel	Fill fuel	G-9
	Air in the fuel system	Bleed	G-41
	Water in the fuel system	Change fuel and repair or replace fuel system	G-18
	Fuel pipe clogged	Clean or replace	G-29
	Fuel filter clogged	Replace	G-29
	Excessively high viscosity of fuel or engine oil at low temperature	Use specified fuel or engine oil	G-9
	Fuel with low cetane number	Use specified fuel	G-10
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S23
	Incorrect injection timing	Adjust	1-S15, 1-S27, 1-S28
	Fuel camshaft worn	Replace	1-S29
	Injection nozzle clogged	Clean or replace	1-S24
	Injection pump malfunctioning	Replace	1-S28
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or replace	1-S30 to 1-S35
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	1-S24 to 1-S25
	Improper valve timing	Correct or replace timing gear	1-S29
	Piston ring and cylinder worn	Replace	1-S32, 1-S46, 1-S50
	Excessive valve clearance	Adjust	1-S11
	Stop solenoid malfunctioning	Replace	1-S23
Starter Does Not Run	Battery discharged	Charge	G-27
	Starter malfunctioning	Repair or replace	1-S23, 5-S9, 5-S18
	Key switch malfunctioning	Replace	5-S19
	Wiring disconnected	Connect	–
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Replace	G-29
	Air cleaner clogged	Clean or replace	G-27, G-35
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	1-S23, 1-S27
	Injection pump malfunctioning	Replace	1-S28
	Incorrect nozzle opening pressure	Adjust	1-S17
	Injection nozzle stuck or clogged	Replace	1-S24
	Governor malfunctioning	Repair	1-S27

3. SPECIFICATIONS

Model			ZD326-60-EU	ZD326-60R-EU
Engine	Model		D1005-E3-ZD-2	
	Max. engine power (Gross)		19.4 kW (26 HP)* ¹	
	Type		Liquid-cooled	
	Number of cylinders		3	
	Bore and stroke		76.0 x 73.6 mm (2.99 x 2.90 in.)	
	Total displacement		1001 cm ³ (61.1 cu.in.)	
	Rated revolution		3200 min ⁻¹ (rpm)	
	Low idling revolution		1250 to 1350 min ⁻¹ (rpm)	
	Fuel		Diesel fuel No. 1 [below -10°C (14°F)] Diesel fuel No. 2 [above -10°C (14°F)]	
	Starter		Electric starter with battery, glow plug, 12 V, 1.1kW	
	Lubrication		Forced lubrication by gear pump	
	Cooling		Liquid with pressurized radiator	
	Battery		51 R (12 V, RC: 70 min, CCA: 475 A)	
	Capacities	Fuel tank		49 L (13 U.S.gals, 11 Imp.gals)
Engine crankcase (with filter)		3.9 L (4.1 U.S.qts, 3.4 Imp.qts)		
Engine coolant		3.5 L (3.7 U.S.qts, 3.1 Imp.qts)		
Recovery tank		0.25 L (0.26 U.S.qts, 0.22 Imp.qts)		
Transmission including rear axle gear case		12.1 L (12.8 U.S.qts, 10.6 Imp.qts)* ²		
Dimensions	Overall length		2220 mm (87.4 in.)	
	Overall width without mower deck		1460 mm (57.5 in.)	
	Overall height	With ROPS upright	1915 mm (75.4 in.)	
		With ROPS folded	1555 mm (61.2 in.)	
	Wheel base		1410 mm (55.5 in.)	
	Minimum ground clearance		130 mm (5.12 in.) w/RCK60P, w/RCK60R	
	Tread	Front	975 mm (38.4 in.)	
		Rear	1150 mm (45.3 in.)	
Weight (w/o fuel, w/ mower deck)			808 kg (1782 lbs) with RCK60P, RCK60R	
Traveling system	Tires	Front	15 x 6.0 - 6 (4PR) Rib	
		Rear	26 x 12.0 - 12 (4PR) Turf	
	Traveling speeds	Forward	0 to 9.3 mph (0 to 15.0 km/h)* ³	
		Reverse	0 to 5.2 mph (0 to 8.3 km/h)* ³	
	Steering		2 - Hand levers	
	Transmission		2 - HST w / Gear	
	Parking brake		Wet multi disk / Foot applied, released	
Min. turning radius			0 mm (0 in.)	
PTO	Revolution		1 speed (2530 min ⁻¹ (rpm) at 3200 engine min ⁻¹ (rpm))	
	Drive system		Shaft drive, KUBOTA 10 tooth involute spline	
	Clutch type		Wet multi disks	
	PTO brake		Wet single disk	

(Specifications and design are subject to change without notice)

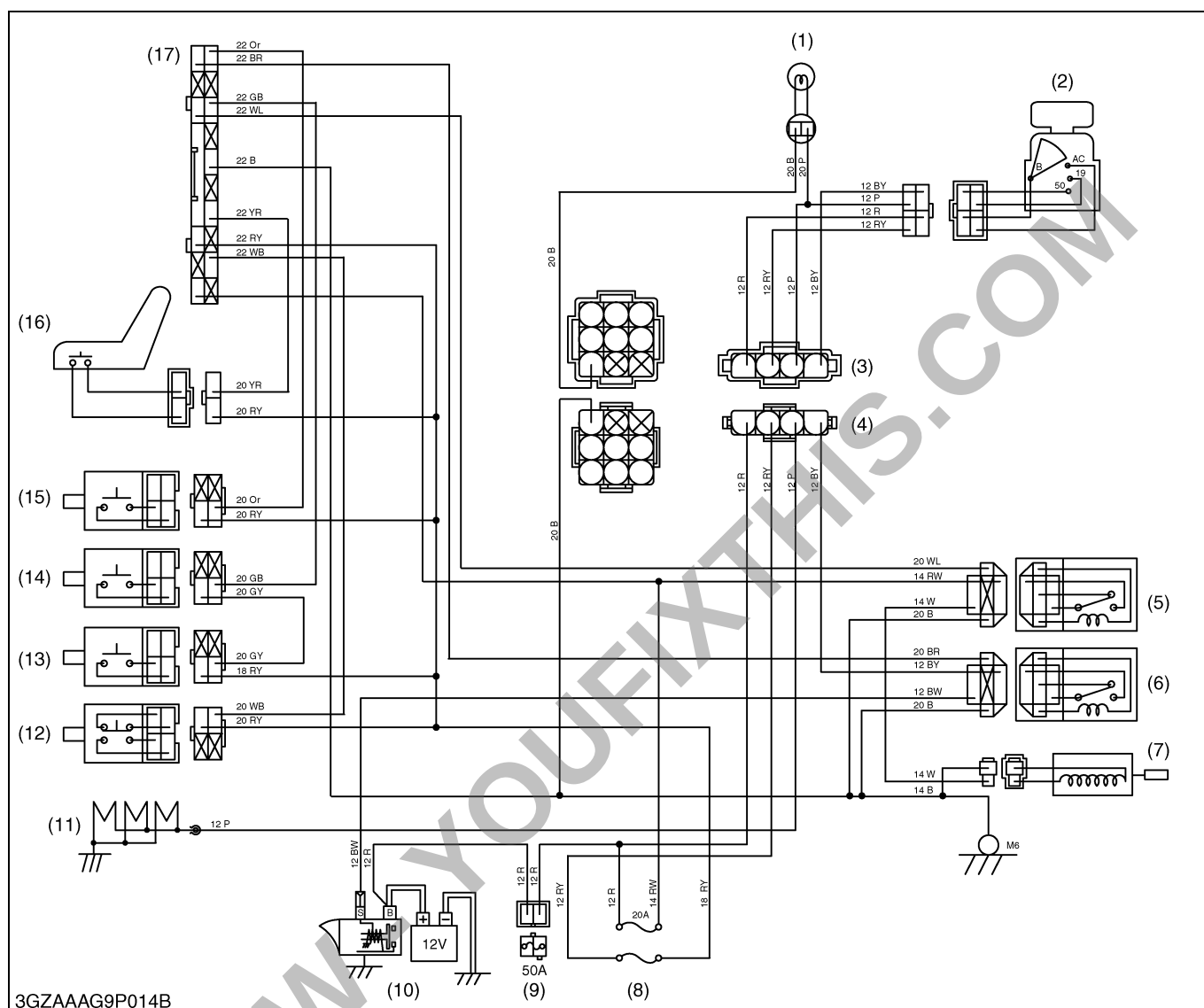
■ NOTE

- *1: Manufacturer's estimate
- *2: Oil amount when the oil level is at the upper level.
- *3: At 3200 engine min⁻¹ (rpm)

6. MAINTENANCE CHECK LIST

No.	Item		Service Interval													After since	Refer- ence page	
			50	100	150	200	250	300	350	400	450	500	550	600				
1	Engine oil	Change	★			☆				☆				☆	every 200 Hr	G-21		
2	Engine oil filter	Replace	★			☆				☆				☆	every 200 Hr	G-21		
3	Transmission oil filter [HST]	Replace	★			☆				☆				☆	every 200 Hr	G-22		
4	Front axle pivot	Adjust		★		☆				☆				☆	every 200 Hr	G-22		
5	Safety device	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-23		
6	King pin, Center pin etc.	Greasing	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-25		
	Throttle cable	Oil	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-26		
7	Mower gear box oil	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-26		
		Change			☆			☆		☆				☆	every 150 Hr	G-26		
8	Air cleaner	Primary element	Clean		☆		☆		☆		☆		☆		every 100 Hr	G-27	*1	
		Replace													every 1 years	G-27		
		Secondary element	Replace													every 1 years	G-35	
9	Battery condition	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-27		
10	Fuel line	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-29		
		Replace													every 2 years	G-29	*2	
11	Fuel filter element	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-29		
		Replace								☆					every 400 Hr	G-29	*2	
12	Fan belt	Adjust		☆		☆		☆		☆		☆		☆	every 100 Hr	G-29		
13	Parking brake	Adjust		☆		☆		☆		☆		☆		☆	every 100 Hr	G-30	*2	
14	Radiator hose and clamp	Check				☆				☆				☆	every 200 Hr	G-31		
		Replace													every 2 years	G-31	*2	
15	Hydraulic hose	Check				☆				☆				☆	every 200 Hr	G-32		
		Replace													every 2 years	G-32	*2	
16	Motion control lever pivot	Adjust				☆				☆				☆	every 200 Hr	G-32		
17	Intake air line	Check				☆				☆				☆	every 200 Hr	G-32		
		Replace													every 2 years	G-32	*4	
18	Transmission fluid and rear axle gear case (RH & LH) fluid	Change								☆					every 400 Hr	G-34		
19	Hydraulic oil filter	Replace								☆					every 400 Hr	G-33		
20	Fuel injection nozzle injection pressure	Check													every 1500Hr	1-S17	*3	
21	Injection pump	Check													every 3000Hr	1-S16	*3	

2. STARTING SYSTEM



- | | | | |
|----------------------------|--------------------------|-------------------------|-------------------------|
| (1) Preheat Indicator Lamp | (6) Starter Relay | (10) Starter | (14) Safety Switch (LH) |
| (2) Main Switch | (7) Engine Stop Solenoid | (11) Glow Plug | (15) PTO Switch |
| (3) Harness A | (8) Fuse | (12) Brake Switch | (16) Seat Switch |
| (4) Harness B | (9) Slow Blow Fuse | (13) Safety Switch (RH) | (17) Controller |
| (5) Solenoid Relay | | | |

When the main switch (2) is turned to the **PREHEAT** position, the terminal **B** is connected to the terminals **19** and **AC**. The glow plugs (11) become red-hot, and the preheat indicator lamp (1) also lights on while preheating.

When the main switch is then turned to the **START** position with the safety switches on, the terminal **B** is connected to the terminals **50** and **AC**. Consequently, battery current flows to the starter motor and start the engine.

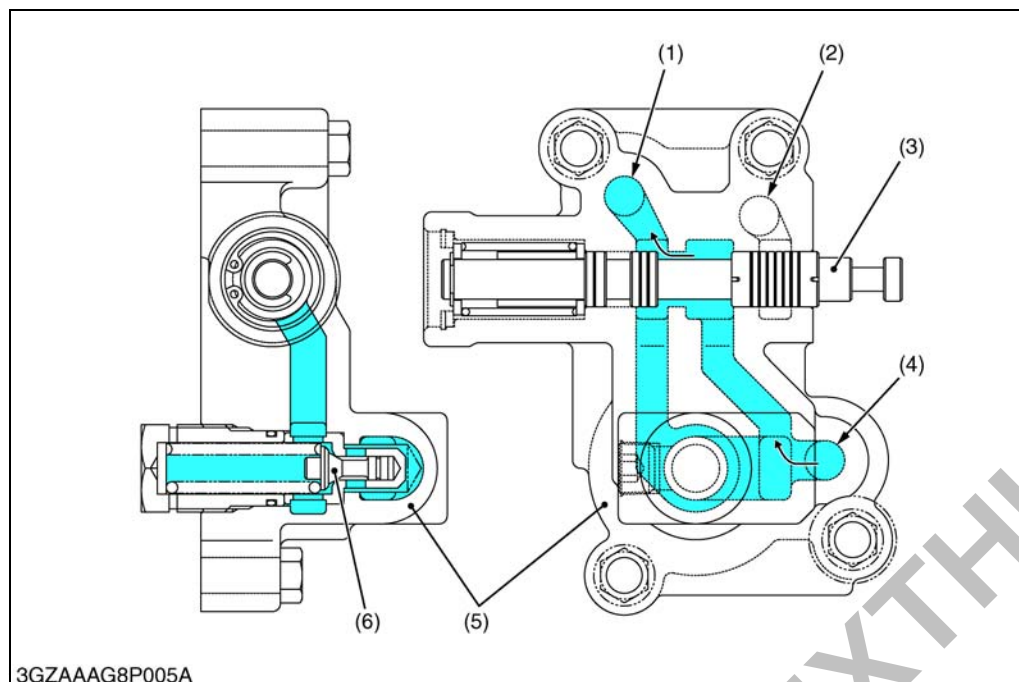
The main switch automatically returns to the **ON** position, the terminal **B** is connected only to the terminal **AC**, thereby causing the starting circuit to be opened, stopping the starter motor.

When the main switch turned from the **ON** position to the **OFF** position, the engine stop solenoid (7) moves the fuel injection pump control rack to the **"No Fuel Injection"** position and stop the engine.

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[1] OPERATION

Neutral

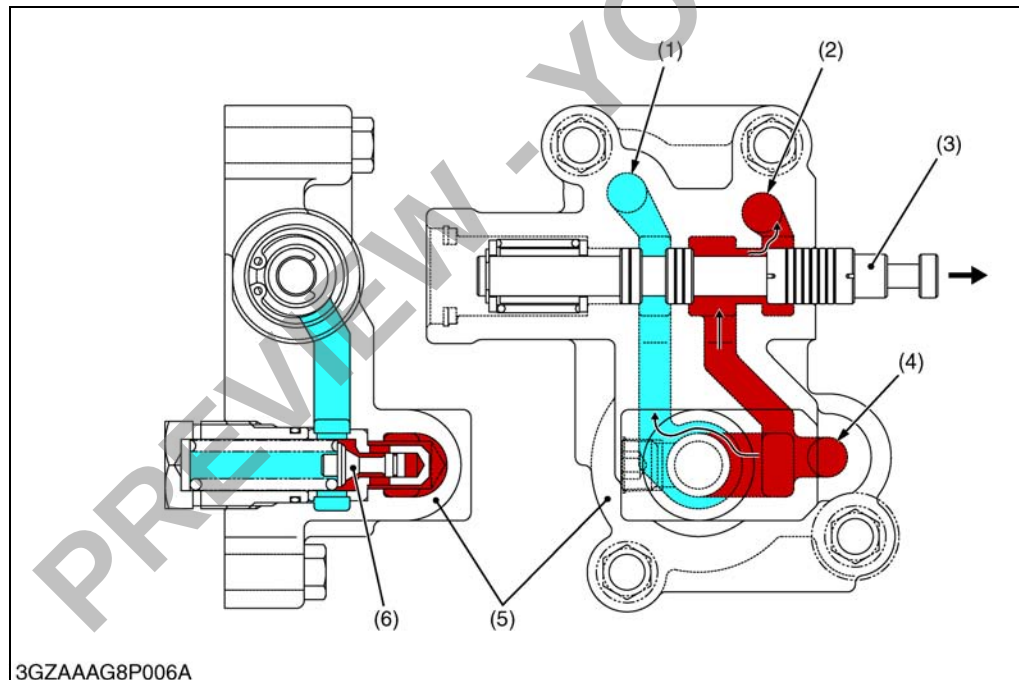


- (1) To PTO Clutch and Hydrostatic Transmission
- (2) **C** (Cylinder) Port
- (3) Spool
- (4) **P** (Pump) Port
- (5) Valve Body
- (6) Relief Valve

The oil sent from the pump passes through a gap between the spool (3) and the valve body (5), through the regulator valve, and then flows to the PTO valve and HST charge circuit. The oil sent to the mower-lifting cylinder is interrupted by the spool (3).

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Lift and Overloaded



- (1) To PTO Clutch and Hydrostatic Transmission
- (2) **C** (Cylinder) Port
- (3) Spool
- (4) **P** (Pump) Port
- (5) Valve Body
- (6) Relief Valve

The oil from the pump flows through a hydraulic circuit, which is switched over by the spool (3), and is sent to the mower-lifting cylinder (2). When the mower is lifted, the relief valve (6) also operates. As a result, the oil passing through the relief valve (6) is always sent to the PTO valve and HST charge circuit.

(Reference)

- Relief valve setting pressure
5.5 to 7.0 MPa (56 to 71 kgf/cm², 800 to 1000 psi)
- Engine speed
1800 min⁻¹ (rpm)

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(EU)
KiSC issued 07, 2011 A

[3] METRIC SCREWS, BOLTS AND NUTS

Grade	8.8 Property class 8.8			10.9 Property class 10.9		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
M8	24 to 27	2.4 to 2.8	18 to 20	30 to 34	3.0 to 3.5	22 to 25
M10	48 to 55	4.9 to 5.7	36 to 41	61 to 70	6.2 to 7.2	45 to 52
M12	78 to 90	7.9 to 9.2	58 to 66	103 to 117	10.5 to 12.0	76.0 to 86.7
M14	124 to 147	12.6 to 15.0	91.2 to 108	167 to 196	17.0 to 20.0	123 to 144
M16	197 to 225	20.0 to 23.0	145 to 166	260 to 304	26.5 to 31.0	192 to 224

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[4] AMERICAN STANDARD SCREWS, BOLTS AND NUTS WITH UNC OR UNF THREADS

Grade	SAE GR.5			SAE GR.8		
Unit	N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
1/4	11.7 to 15.7	1.19 to 1.61	8.61 to 11.6	16.3 to 19.7	1.66 to 2.01	12.0 to 14.6
5/16	23.1 to 27.7	2.35 to 2.83	17.0 to 20.5	33 to 39	3.4 to 4.0	24 to 29
3/8	48 to 56	4.9 to 5.8	35.0 to 42.0	61 to 73	6.3 to 7.4	45 to 54
1/2	110 to 130	11 to 13	80 to 96	150 to 178	15.2 to 18.2	110 to 132
9/16	150 to 178	15.2 to 18.2	110 to 132	217 to 260	22.2 to 26.5	160 to 192
5/8	204 to 244	20.8 to 24.8	150 to 180	299 to 357	30.5 to 36.4	220 to 264

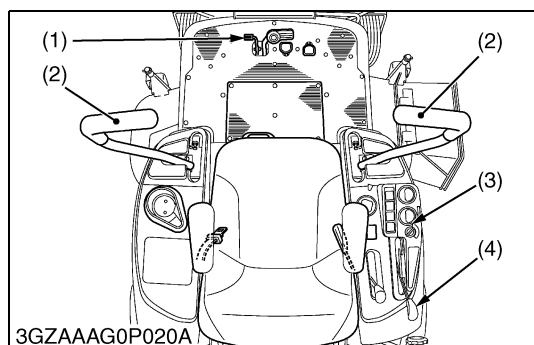
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[5] PLUGS

Shape	Size	Material of opponent part					
		Ordinariness			Aluminum		
		N·m	kgf·m	lbf·ft	N·m	kgf·m	lbf·ft
Tapered screw 	R1/8	13 to 21	1.3 to 2.2	9.4 to 15	13 to 19	1.3 to 2.0	9.4 to 14
	R1/4	25 to 44	2.5 to 4.5	18 to 32	25 to 34	2.5 to 3.5	18 to 25
	R3/8	49 to 88	5.0 to 9.0	37 to 65	49 to 58	5.0 to 6.0	37 to 43
	R1/2	58.9 to 107	6.00 to 11.0	43.4 to 79.5	59 to 78	6.0 to 8.0	44 to 57
Straight screw 	G1/4	25 to 34	2.5 to 3.5	18 to 25	–	–	–
	G3/8	62 to 82	6.3 to 8.4	46 to 60	–	–	–
	G1/2	49 to 88	5.0 to 9.0	37 to 65	–	–	–

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[4] CHECK POINTS OF EVERY 50 HOURS



Checking Safety Device



CAUTION
To avoid personal injury:

- Do not allow anyone near the machine while testing.
- If the machine does not pass one of the following tests, do not operate the machine.
- Sit on operator's seat for all tests except for Test 1.

■ IMPORTANT

- Check the following tests before operating the machine.

■ Test 1 (OPERATOR NOT ON THE SEAT)

1. Securely set the parking brake.
2. Shift the PTO lever (4) to "DISENGAGE" (OFF) position.
3. Set the motion control levers (2) to the "NEUTRAL LOCK" position.
4. Turn the key switch (3) to "START" position.
5. The engine must not crank.

■ Test 2 (OPERATOR ON THE SEAT)

1. Do not set the parking brake. (Release it from Test 1.)
2. Shift the PTO lever (4) to "DISENGAGE" (OFF) position.
3. Set the motion control levers (2) to the "NEUTRAL LOCK" position.
4. Turn the key switch (3) to "START" position.
5. The engine must not crank.

■ Test 3 (OPERATOR ON THE SEAT)

1. Securely set the parking brake.
2. Shift the PTO lever (4) to "DISENGAGE" (OFF) position.
3. Grasp the motion control levers (2) and move then inward from "NEUTRAL LOCK" position to "NEUTRAL" position and then release the levers.
4. Turn the key switch (3) to "START" position.
5. The engine must not crank.

■ Test 4 (OPERATOR ON THE SEAT)

1. Securely set the parking brake.
2. Shift the PTO lever (4) to "ENGAGE" (ON) position.
3. Grasp the motion control levers (2) to the "NEUTRAL LOCK" position to "NEUTRAL" position.
4. Turn the key switch (3) to "START" position.
5. The engine must not crank.

■ Test 5 (OPERATOR ON THE SEAT)

1. Start the engine.
2. Keeps the parking brake securely set.
3. Shift the PTO lever (4) to "DISENGAGE" (OFF) position.
4. Grasp the motion control levers (2) and move then inward from "NEUTRAL LOCK" position to "NEUTRAL" position and then release the levers.
5. The engine must shut off after a short time delay.

■ IMPORTANT

- For this test only, the engine will shut off in a few seconds.

- (1) Parking Brake Lock Pedal
(2) Motion Control Lever

- (3) Key Switch
(4) PTO Lever

(To be continued)

Symptom	Probable Cause	Solution	Reference Page
Either White or Blue Exhaust Gas Is Observed	Excessive engine oil	Reduce to specified level	G-21, 1-S19
	Piston ring and cylinder worn or stuck	Replace	1-S32, 1-S46, 1-S50
	Incorrect injection timing	Adjust	1-S15, 1-S27, 1-S28
Either Black or Dark Gray Exhaust Gas Is Observed	Overload	Decrease the load	–
	Low grade fuel used	Use specified fuel	G-9
	Fuel filter clogged	Replace	G-29
	Air cleaner clogged	Clean or replace	G-27, G-35
	Deficient nozzle injection	Replace nozzle	1-S24
Deficient Output	Incorrect injection timing	Adjust	1-S15, 1-S27, 1-S28
	Engine's moving parts seem to be seizing	Repair or replace	–
	Injection pump malfunctioning	Replace	1-S28
	Deficient nozzle injection	Replace nozzle	1-S24
	Compression leak	Check the compression pressure and repair	1-S10, 1-S24 to 1-S25
	Gas leak from exhaust system	Repair or replace	–
Excessive Lubricant Oil Consumption	Piston ring's gap facing the same direction	Shift ring gap direction	1-S31
	Oil ring worn or stuck	Replace	1-S32
	Piston ring groove worn	Replace piston	1-S46
	Valve stem and valve guide worn	Replace	1-S37, 1-S38
	Crankshaft bearing and crank pin bearing worn	Replace	1-S47 to 1-S49
	Oil leaking due to defective seals or packing	Replace	–
Fuel Mixed into Lubricant Oil	Injection pump's plunger worn	Replace	1-S28
	Deficient nozzle injection	Replace nozzle	1-S24
	Injection pump broken	Replace	1-S28
Water Mixed into Lubricant Oil	Head gasket defective	Replace	1-S25
	Cylinder block or cylinder head flawed	Replace	1-S36, 1-S37

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