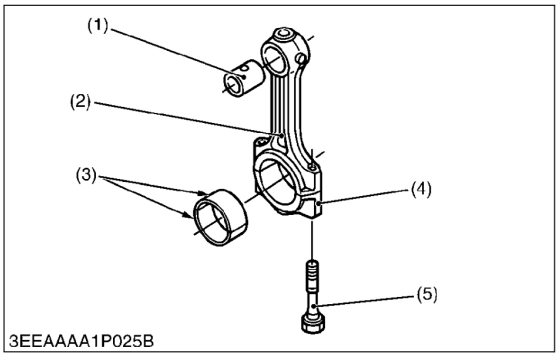
[7] CONNECTING ROD

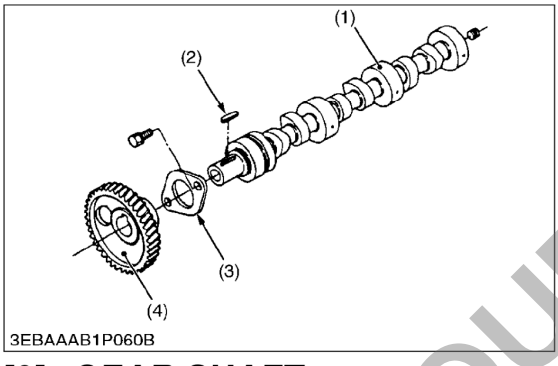


The connecting rod (2) is used to connect the piston with the crankshaft. The big end of the connecting rod has a crankpin bearing (3) (split type) and the small end has a small end bushing (1) (solid type).

(1) Small End Bushing
(2) Connecting Rod
(3) Crankpin Bearing
(4) Connecting Rod Cap
(5) Connecting Rod Screw

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[8] CAMSHAFT



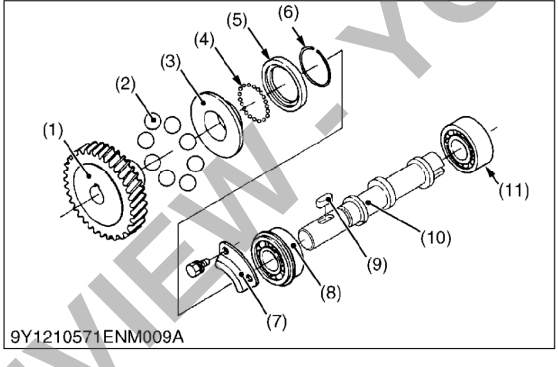
The camshaft (1) is made of special cast iron, and the journal and cam sections are chilled to resist wear.

The cams on the camshaft cause the intake and exhaust valves to open as the camshaft turns. The bearing and journals are force-lubricated.

(1) Camshaft
(2) Feather Key
(3) Camshaft Stopper
(4) Cam Gear

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[9] GEAR SHAFT



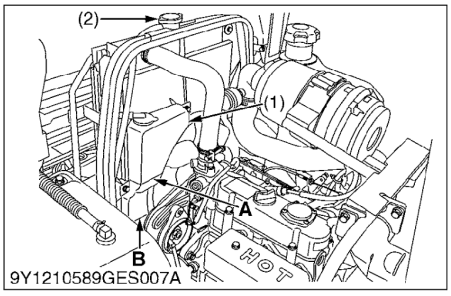
The gear shaft (10) controls the ignition timing of distributor and is equipped with steel ball (2) to control the governor.

(1) Injection Pump Gear
(2) Steel Ball
(3) Governor Sleeve
(4) Steel Ball
(5) Governor Ball Case
(6) Governor Sleeve Snap Ring
(7) Stopper
(8) Ball Bearing
(9) Feather Key
(10) Gear Shaft
(11) Ball Bearing

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Checking Coolant Level

CAUTION

To avoid personal injury:

- **Do not remove the radiator cap when the engine is hot. Then loosen cap slightly to the stop to relieve any excess pressure before removing cap completely.**

Check the coolant level daily both the radiator and the recovery tank before staring engine.

1. Remove the radiator cap and check to see that the coolant level is just below the fill port.
2. Check to see that the coolant level is between the **"FULL"** and **"LOW"** marks of recovery tank.
3. When the coolant level decreases due to evaporation, add water only up to just below the fill port of the radiator and the full level of the recovery tank.
   In case of leakage, add anti-freeze and water in the specified mixing ratio up to the full level.
   (See page G-45.)
4. Check radiator hoses for wear, cracks, bubbles or leaks. If any such are founded, repair immediately. (Refer to "Replacing Radiator Hose". (See page G-41.))

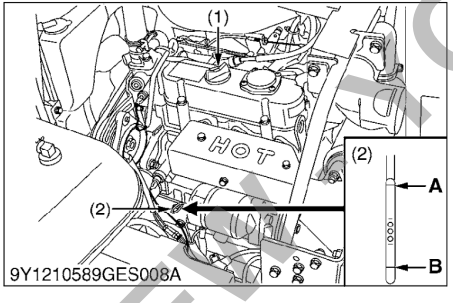
■ **IMPORTANT**

- **If the radiator cap has to be removed, obey the caution above and correctly retighten the cap.**
- **Use clean, distilled water and anti-freeze to fill the recovery tank.**

(1) Recovery Tank
(2) Radiator Cap

A: FULL
B: LOW

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Checking Engine Oil Level

CAUTION

To avoid personal injury:

- **Always stop the engine and remove the key before checking oil.**

1. Check engine oil before starting and 5 minutes or more after the engine has stopped.
2. Clean the dipstick area.
3. To check the oil level, remove the dipstick, clean it, replace it, and draw it out again. Check to see that the oil level is between the two lines.
4. Add new oil to the prescribed level at the oil port if necessary.
5. When using a different brand or viscosity oil from the previous one, remove all of the old oil and oil filter. Do not mix two different types of oil.
6. Use the proper Engine Oil SAE according to the ambient temperatures. (Refer to "4. LUBRICANTS, FUEL AND COOLANT" on page G-10.)

(1) Engine Oil Port
(2) Oil Level Dipstick

A: UPPER Level
B: LOWER Level

9Y1210589GEG0020US0

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Engine is difficult to start or will not start	Fuel valve in the **"STOP"** position.	Open fuel valve. **"OPEN"** position.	–
	No fuel.	Fill fuel.	G-20
	Improper or stale fuel. (Fuel quality is poor.)	Change fuel and the fuel filter.	G-10
	Water or dirt in the fuel system.	Change fuel.	G-20
	Fuel hose or fuel filter clogged or damaged.	Clean or replace fuel lines.	G-35, 2-S20
	Air cleaner is clogged.	Clean or replace the air cleaner.	G-32, G-45
	Spark plug damaged.	Adjust the spark plug gap or replace the spark plug.	G-40
		Check the spark plug wire connection.	1-S19
	Fuse is blown.	Replace the fuse.	G-49
	Engine oil viscosity is wrong.	Use oils of different viscosities, depending on ambient temperature.	G-10
	Battery becomes weak and the engine does not turn over quick enough.	Clean battery cables and terminals.	–
		Charge the battery.	G-33, G-34
	Over choking or choke is adjusted incorrectly.	Clean the spark plug.	G-40, 1-S29
		Adjust.	1-S24
Insufficient engine power.	Insufficient or dirty fuel.	Check the fuel system.	G-10
	Fuel filter is clogged.	Replace the fuel filter.	G-35
	Air cleaner is clogged.	Clean or replace the air cleaner.	G-32, G-45
	Spark plug damaged.	Adjust the spark plug gap or replace it.	G-40
Engine stops suddenly.	Insufficient fuel.	Refuel.	G-20
		Check the fuel valve position.	–
		Check the carburetor fuel valve position.	1-M16

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3. SPECIFICATIONS

Model			ZG332P	ZG332LP
Engine	Model		WG972-G-E3-ZG-1	
	Maximum engine power (Gross)		24.2 kW (32.5 HP)*1	
	Type		Liquid-cooled gasoline engine	
	Number of cylinders		3	
	Bore and stroke		74.5 × 73.6 mm (2.93 × 2.90 in.)	
	Total displacement		962 cm^3 (37.8 cu.in.)	
	Fuel		Automobile unleaded or regular gasoline	
	Starter		Electric starter with battery	
	Lubrication		Forced lubrication by gear pump	
	Cooling		Liquid with pressurized radiator	
	Battery		51R (12 V, RC: 70 min, CCA: 450A)	
Capacities	Fuel tank		49 L (12.9 U.S.gals, 11 Imp.gals)	
	Engine crankcase (with filter)		3.5 L (3.7 U.S.qts, 3.1 Imp.qts)	
	Engine coolant		2.7 L (2.9 U.S.qts, 2.4 Imp.qts)	
	Recovery tank		0.25 L (0.26 U.S.qts, 0.22 Imp.qts)	
	Transmission case including Rear axle gear case		12.1 L (12.8 U.S.qts, 10.6 Imp.qts)*2	
Dimensions	Overall length		2329 mm (91.7 in.)	2414 mm (95.0 in.)
	Overall width w/o mower deck		1460 mm (57.5 in.)	
	Overall height	With ROPS upright	1915 mm (75.4 in.)	
		With ROPS folded	1645 mm (64.8 in.)	
	Wheel base		1410 mm (55.5 in.)	1495 mm (58.8 in.)
	Minimum ground clearance		130 mm (5.12 in.) with 60", with 72"	
	Tread	Front	975 mm (38.4 in.)	1070 mm (42.1 in.)
		Rear	1150 mm (45.3 in.)	
Weight (with Mower Deck)			749 kg (1651 lbs) with 60"	800 kg (1763 lbs) with 72"
Travelling system	Tires	Front	15 × 6.0-6 (Semi-pneumatic Non Flat Tire) Rib	
		Rear	26 × 12.0-12 (4PR) Turf	
	Travelling speeds	Forward	0 to 10.6 mph (0 to 17 km/h)*3	
		Reverse	0 to 5.3 mph (0 to 8.5 km/h)*3	
	Steering		2-Hand levers	
	Transmission		2-Hydrostatic transmission with gear	
	Parking brake		Wet multi disc / foot applied, released	
	Min. turning radius		0 mm (0 in.)	
PTO	Revolution		1 speed (2715 rpm at 3620 engine rpm)	
	Drive system		Shaft drive, KUBOTA 10 tooth in involute spline	
	Clutch type		Wet multi discs	
	PTO brake		Wet single disc	

■ **NOTE**

- **Specifications and design subject to change without notice.**

***1: Manufacturer's estimate**

***2: Oil amount when the oil level is at the upper level.**

***3: At 3200 min^{-1} (rpm)**

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6. MAINTENANCE CHECK LIST

SERVICE INTERVALS

Do the following service tasks on the machine at the stated running-time intervals.

No.	Item		Indication on hour meter												Interval	Reference page	Important	
			50	100	150	200	250	300	350	400	450	500	550	600				
1	Engine oil	Change	★		☆		☆		☆		☆		☆		every 100 Hr	G-19, G-23		
2	Engine oil filter	Replace	★				☆				☆				every 200 Hr	G-23		
3	HST transmission oil filter	Replace	★			☆				☆				☆	every 200 Hr	G-24		
4	Hydraulic oil filter	Replace								☆					every 400 Hr	G-24		
5	Transmission fluid and Rear axle gear case (RH & LH) fluid	Change								☆					every 400 Hr	G-25		
6	Mower gear box oil	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-31		
		Change			☆			☆			☆			☆	every 150 Hr	G-31		
7	Safety device	Check	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-26		
8	Greasing (except mower)	–	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-28		
9	Oiling	–	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	every 50 Hr	G-30		
10	Air cleaner primary element	Clean		☆		☆		☆		☆		☆		☆	every 100 Hr	G-32	*1	
		Replace													every 1 year	G-32		
	Secondary element	Replace													every 1 year	G-45		
11	Carbon canister air filter	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-32	*2	
		Replace													every 2 years	G-32		
12	Fuel filter element	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-35		
		Replace								☆					every 400 Hr	G-35	*2	
13	Fuel line and vapor line	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-35, 2-S20		
		Replace													every 2 years	G-35, 2-S20	*2	
14	Fan belt	Adjust		☆		☆		☆		☆		☆		☆	every 100 Hr	G-37		
15	Parking brake	Adjust		☆		☆		☆		☆		☆		☆	every 100 Hr	G-38, G-39	*2	
16	Battery condition	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-33, G-34		
17	Throttle cable	Adjust		☆		☆		☆		☆		☆		☆	every 100 Hr	G-39		
18	Spark plug condition and gap	Check		☆		☆		☆		☆		☆		☆	every 100 Hr	G-40		
19	Radiator hose and clamp	Check				☆				☆				☆	every 200 Hr	G-41		
		Replace													every 2 years	G-41	*2	
20	Hydraulic hose	Check				☆				☆				☆	every 200 Hr	G-42		
		Replace													every 2 years	G-42	*2	

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4. CHECKING, DISASSEMBLING AND SERVICING

[1] CHECKING AND ADJUSTING

(1) Engine Body



Compression Pressure

1. Remove one spark plug.
2. Operate the engine until it becomes warm.
3. Stop the engine.
4. Set a compression tester (1) with the adaptor to the spark plug hole.
5. Operate the engine with the starter for 5 to 10 seconds keeping throttle valve fully open and read the maximum compression pressure.
6. Do again steps 4 and 5 for each cylinder.
7. If the measurement is below the allowable limit, apply a small amount of oil to the cylinder wall through the spark plug hole and measure the compression pressure again.
8. If the compression pressure is still less than the allowable limit, check the top clearance, valve clearance and cylinder head.
9. If the compression pressure increases after applying oil, check the cylinder wall and piston rings.

■ **NOTE**

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

Compression pressure	Factory specification	1.27 MPa 13.0 kgf/cm^2 185 psi
	Allowable limit	0.88 MPa 9.0 kgf/cm^2 130 psi

(1) Compression Tester

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1. SAFETY FIRST

⚠ SAFETY FIRST

- **This symbol, the industry's "Safety Alert Symbol", is used throughout this manual and on labels 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.**

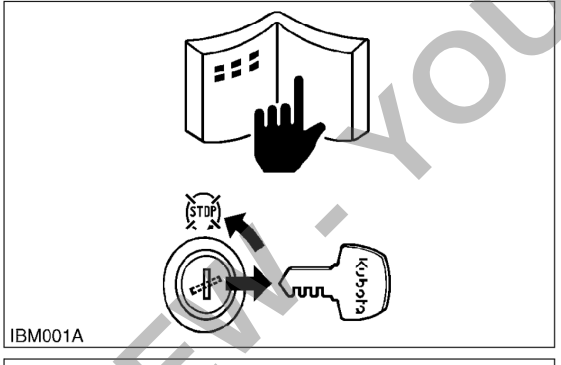
⚠ WARNING
- **Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.**

⚠ 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.**

WSM000001INI0001US1



IBM001A


IBM002A

BEFORE YOU START SERVICE

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

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START SAFELY

- Do not do the procedures below when you start the engine.
  - short across starter terminals
  - bypass the safety start switch
- Do not alter or remove any part of machine safety system.
- Before you start the engine, make sure that all shift levers are in neutral positions or in disengaged positions.
- Do not start the engine when you stay on the ground. Start the engine only from operator's seat.

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INFORMATION

CONTENTS

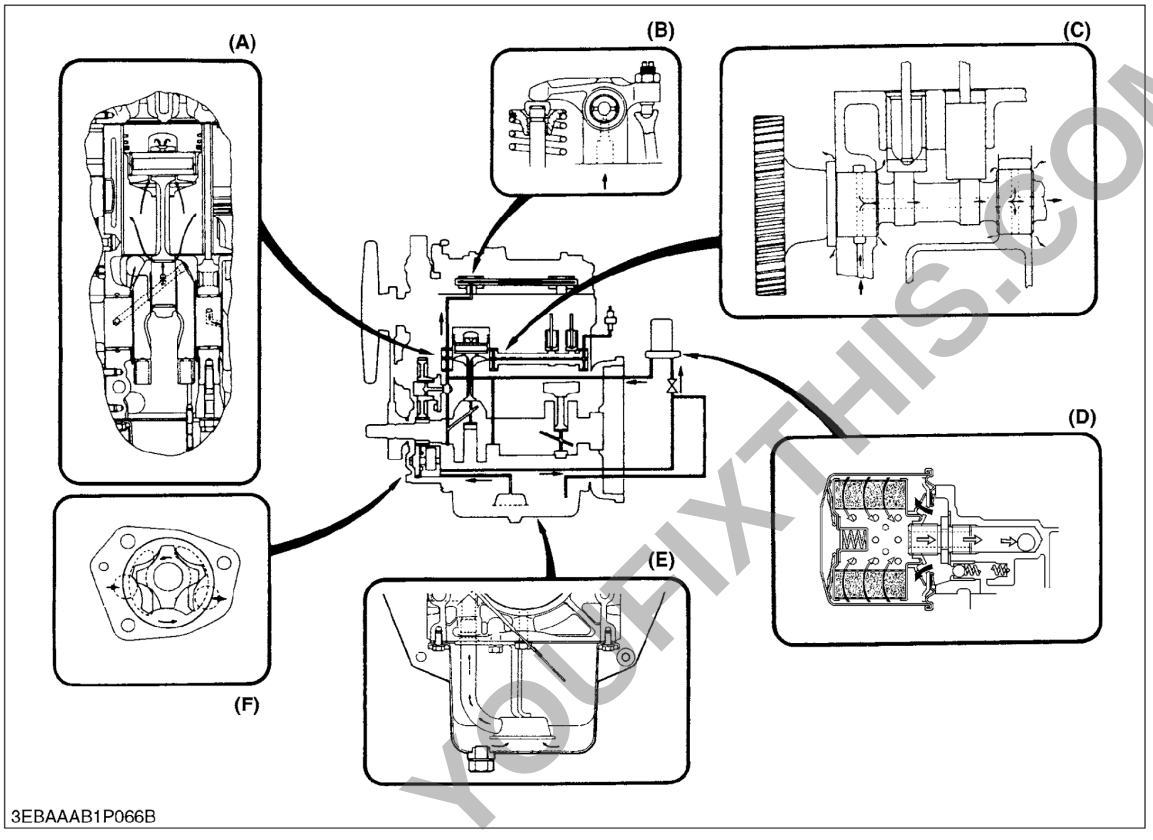
1. SAFETY FIRST I-1
2. SAFETY DECALS I-4
3. SPECIFICATIONS I-8
4. DIMENSION I-10

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3. LUBRICATING SYSTEM

[1] GENERAL



(A) Piston
(B) Rocker Arm and Rocker Arm Shaft
(C) Camshaft
(D) Oil Filter Cartridge and Relief Valve
(E) Oil Strainer
(F) Oil Pump

The lubricating system has an oil strainer, an oil pump, a relief valve, an oil filter cartridge and an oil pressure switch. The oil pump sucks the lubricating oil in the oil pan through the strainer and sends it to the oil filter cartridge, where the oil is further filtered.

The filtered oil is forced to the crankshaft, the connecting rods, the idle gear, the camshaft and the rocker arm shaft through the oil passage in the cylinder block and the shafts to lubricate the bearings.

Some oil, splashed by the crankshaft or thrown off from the bearings, lubricates other engine parts: the pistons, the cylinder walls, the piston pins, the tappets, the push rods, the timing gears, and the inlet and exhaust valves.

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4. LUBRICANTS, FUEL AND COOLANT

No.	Place		Capacity ZG332P, ZG332LP	Lubricants, fuel and coolant
1	Fuel		49 L 13 U.S.gals 11 Imp.gals	• Automobile unleaded or regular gasoline • Unleaded gasoline 87 octane or higher
2	Coolant	Cooling system	2.7 L 2.8 U.S.qts 2.3 Imp.qts	Fresh clean water (soft water) with anti-freeze
		Recovery tank	0.25 L 0.26 U.S.qts 0.22 Imp.qts	
3	Engine crankcase		3.5 L* 3.7 U.S.qts 3.1 Imp.qts	**Engine oil** API Service Classification SH or higher • Above 25 °C (77 °F) SAE 30 or 10W-30 • 0 to 25 °C (32 to 77 °F) SAE20 or 10W-30 • –18 to 0 °C (0 to 32 °F) SAE10W or 10W-30
4	Transmission case with filter, hose and rear axle gear case (RH and LH)		12.1 L 12.8 U.S.qts 10.6 Imp.qts	KUBOTA UDT or SUPER UDT fluid**
5	Mower gear case		0.4 L 0.4 U.S.qts 0.4 Imp.qts	SAE90 gear oil (API service classification: more than GL-3)

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

■ **IMPORTANT**
- **To prevent serious damage to hydraulic system, use only KUBOTA genuine fluid or its equivalent.**

(To be continued)

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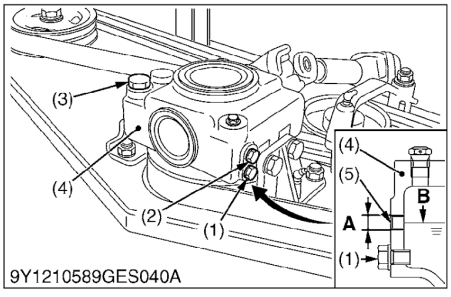
2. SERVICING SPECIFICATIONS

ENGINE BODY

Item		Factory Specification	Allowable Limit
Compression Pressure	–	1.27 MPa 13.0 kgf/cm^2 185 psi	0.88 MPa 9.0 kgf/cm^2 130 psi
	Variance Among Cylinder	–	10 % or less
Valve Clearance (Cold)		0.145 to 0.185 mm 0.00571 to 0.00728 in.	–
Top Clearance		1.35 to 1.65 mm 0.0532 to 0.0649 in.	–
Cylinder Head Surface	Flatness	–	0.05 mm 0.002 in.
Valve Recessing (Intake and Exhaust)		−0.10 to 0.10 mm −0.0039 to 0.0039 in.	0.30 mm 0.012 in.
Valve Stem to Valve Guide	Clearance	0.030 to 0.057 mm 0.0012 to 0.0022 in.	0.10 mm 0.0039 in.
• Valve Stem	O.D.	5.968 to 5.980 mm 0.2350 to 0.2354 in.	–
• Valve Guide	I.D.	6.010 to 6.025 mm 0.2367 to 0.2372 in.	–
Valve Face	Angle	0.79 rad 45 °	–
Valve Seat	Angle	0.79 rad 45 °	–
	Width	2.12 mm 0.0835 in.	–
Valve Timing (Intake Valve)	Open	0.35 rad 20 ° before T.D.C.	–
	Close	0.79 rad 45 ° after B.D.C.	–
Valve Timing (Exhaust Valve)	Open	0.87 rad 50 ° before B.D.C.	–
	Close	0.26 rad 15 ° after T.D.C.	–
Valve Spring	Free Length	31.3 to 31.8 mm 1.24 to 1.25 in.	28.4 mm 1.12 in.
	Tilt	–	1.2 mm 0.047 in.
	Setting Load / Setting Length	65 N / 27.0 mm 6.6 kgf / 27.0 mm 15 lbf / 1.06 in.	55 N / 27.0 mm 5.6 kgf / 27.0 mm 12 lbf / 1.06 in.

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Checking Gear Box Oil Level

If serial numbers of mower are as indicated below
RCK60P-327Z: 40000 and below
RCK72P-332Z: 20000 and below

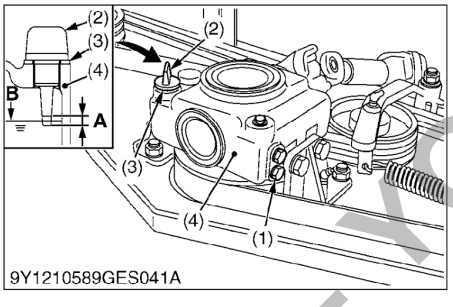
CAUTION
To avoid personal injury:
- **Always stop the engine and remove the key before checking oil.**

1. Park the machine on a flat surface and lower the mower to the ground.
   To check the oil level, loosen the check plug and check to see if the oil level is in the range of the check plug port.
   If the level is too low, add new oil to the prescribed level at the oil inlet.
   (Refer to "4. LUBRICANTS, FUEL AND COOLANT" on page G-10.)
2. After checking, reinstall the check plug and oil inlet plug correctly.

(1) Drain Plug
(2) Check Plug
(3) Oil Inlet Plug
(4) Gear Case
(5) Check Plug Port

A: Oil level is acceptable within this range.
B: Oil level

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Checking Gear Box Oil Level

If serial numbers of mower are as indicated below
RCK60P-327Z: 40001 and above
RCK72P-332Z: 20001 and above

CAUTION
To avoid personal injury:
- **Always stop the engine and remove the key before checking oil.**

1. Park the machine on a flat surface and lower the mower to the ground.
   To check the oil level, loosen the oil inlet plug with gauge, clean it, reinstall it and loosen it again.
   Check to see if the oil level is between the notch and tip.
   If the level is too low, add new oil to the prescribed level at the oil inlet.
   (Refer to "4. LUBRICANTS, FUEL AND COOLANT" on page G-10.)
2. After checking, reinstall the oil inlet plug with gauge correctly.

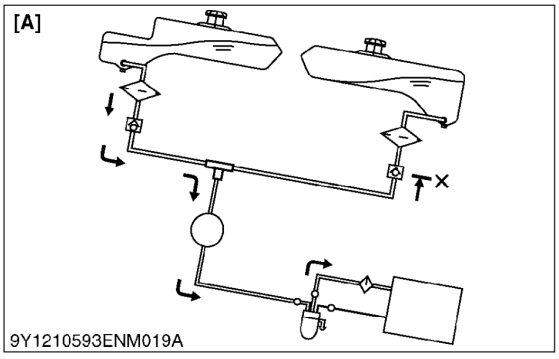
(1) Drain Plug
(2) Oil Inlet Plug With Gauge
(3) Seal Washer
(4) Gear Case

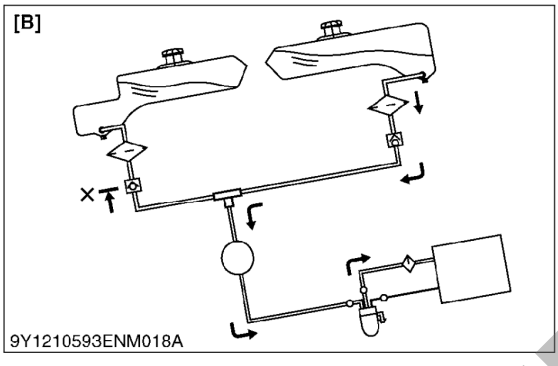
A: Oil level is acceptable within this range.
B: Oil level

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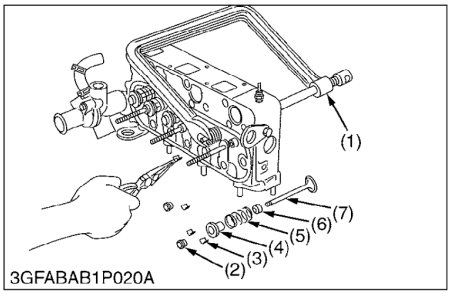
Fuel is fed by the fuel feed pump, and fuel flows first from the fuel tank located at the higher position. But the fuel does not flow to the fuel tank located at the lower position. In this case, the one-way valve installed at lower fuel position blocks the flowing fuel.

[A] When operating machine in a place where left fuel tank position is higher than right one.
[B] When operating machine in a place where right fuel tank position is higher than left one.

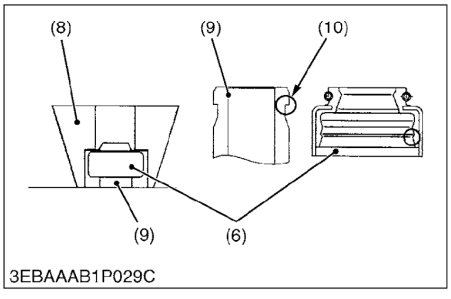
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3GFABAB1P020A



3EBAAAB1P029C

Valves

1. Remove the valve caps (2).
2. Remove the valve spring collet (3), pushing the valve spring retainer (4) with valve spring replacer (1).
3. Remove the valve spring retainer (4), valve spring (5) and valve stem seal (6).
4. Remove the valve (7).

(When reassembling)

- Clean the valve stem and valve guide hole, and apply engine oil sufficiently.
- After installing the valve spring collets, lightly tap the stem to assure proper install with a plastic hammer.
- Install a new stem seal on the valve guide (9) vertically with a jig (8) when insert the valve stem seal (6). (See page G-56: "Valve Stem Seal Replacing Tool".)

■ **IMPORTANT**

- **Be sure valve stem seal (6) seats firmly against groove of valve guide (10).**
- **Use care to prevent damage to lip of stem seal and valve stem when you compress and remove the valve spring collet.**
- **Do not change the combination of valve and valve guide.**

(1) Valve Spring Replacer
(2) Valve Cap
(3) Valve Spring Collet
(4) Valve Spring Retainer
(5) Valve Spring
(6) Valve Stem Seal
(7) Valve
(8) Jig
(9) Valve Guide
(10) Groove of Valve Guide

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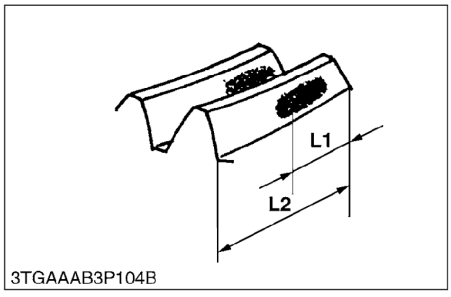
2. SERVICING SPECIFICATIONS

Item		Factory Specification	Allowable Limit
Maximum Speed	Wheel rotation forward	More than 143 min^{-1} (rpm)	–
	Wheel rotation reverse	More than 70 min^{-1} (rpm)	–
Motion Control Lever Alignment	Gap	0 to 2 mm 0 to 0.08 in.	–
	Space	10 to 20 mm 0.4 to 0.8 in.	–
Check and High Pressure Relief Valve	Relief valve setting pressure [at engine speed 1920 min^{-1} (rpm)]	20.0 to 22.0 MPa 204 to 224 kgf/cm^2 2900 to 3190 psi	–
PTO Clutch	Operating pressure [at engine speed 1920 min^{-1} (rpm)]	0.65 to 0.75 MPa 6.7 to 7.6 kgf/cm^2 95 to 100 psi	–
Regulator Valve (Relief Valve)	Setting pressure [at engine speed Maximum]	0.75 to 0.95 MPa 7.7 to 9.6 kgf/cm^2 110 to 130 psi	–
Brake Spring Length	Brake lock position	115 to 117 mm 4.53 to 4.61 in.	–
Brake Spring Play	Reference	0.5 to 1.0 mm 0.02 to 0.04 in.	–
15T Bevel Gear to 19T Bevel Gear	Backlash	0.25 to 0.30 mm 0.0099 to 0.011 in.	–

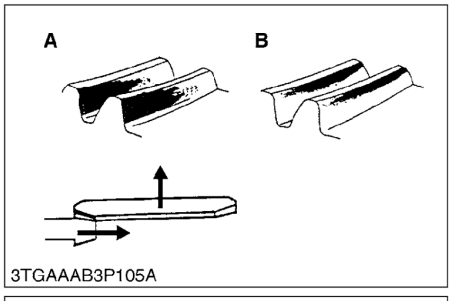
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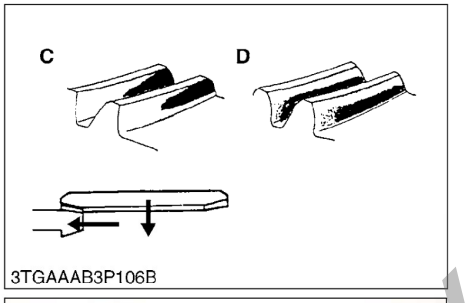
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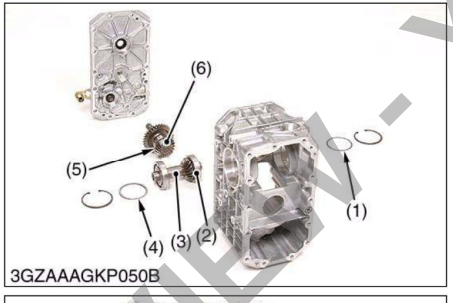
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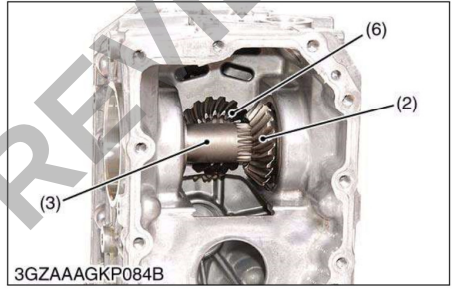
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3TGAAAB3P106B



3GZAAAGKP050B



3GZAAAGKP084B

Correcting of Tooth Contact

1. Proper contact
   - No adjustment.
2. Correcting of the heel contact and shallow contact
   - Make sure that there is a shim (5).
   - The 15T bevel gear (6) can be moved to backward by doing to add the shim (5) when not is. (The shim is made the state as it is when there is a shim (5).)
   - And place the 19T bevel gear (2) side shim to the shim (1) to move the 19T bevel gear outside.
   - Do again above until the proper tooth contact and backlash are achieved.
3. Correcting of the toe contact and deep contact
   - Make sure that there is a shim (5).
   - The 15T bevel gear (6) can be moved to backward by removing the shim (5) if there is a shim. (The shim (5) is not put when there is no shim.)
   - And place the shim (1) side to the 19T bevel gear (2) side shim to move the 19T bevel gear inside.
   - Do again above until the proper tooth contact and backlash are achieved.

(1) Shim
(2) 19T Bevel Gear
(3) Joint Shaft
(4) Shim
(5) Shim
(6) 15T Bevel Gear

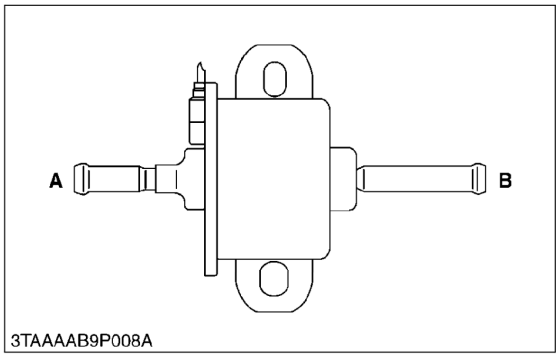
L1: Tooth Contact
L2: Tooth Bottom
A: Heel Contact
B: Shallow Contact
C: Toe Contact
D: Deep Contact

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[4] FUEL PUMP



An elector magnetic fuel pump uses a transistor that causes the pump to start pumping fuel when the main switch is turned to the **"ON"** position.

Therefore, fuel is supplied to the fuel injection pump regardless of engine speed. This pump is driven by the battery. It can therefore operate even with the engine stop.

This fuel pump has a limit drive function.

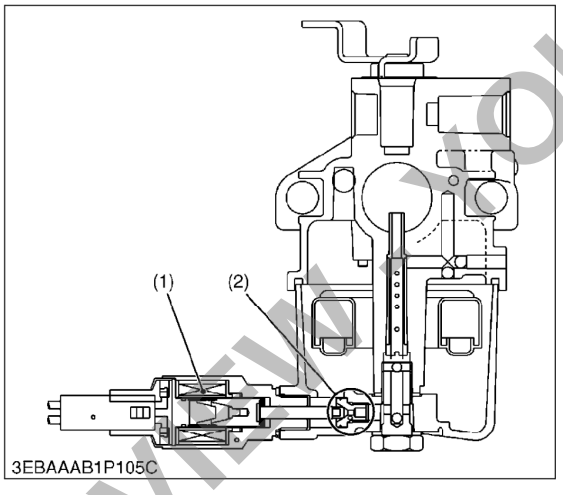
■ **NOTE**

- **When the key is in the "OFF" position: The fuel pump does not operate.**
- **When you turn the key clockwise one notch, before the engine starts: The fuel pump operates about 15 seconds.**
- **Keep the key in this position, before the engine starts: The fuel pump will stop operation after 15 seconds.**
  And to reset the timer, keep the key in the "OFF" position for about 60 seconds.
- **When the engine is in operation: The fuel pump operates normally.**

A: Inlet **B: Outlet**

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[5] GASOLINE SOLENOID VALVE



When the key switch is turned on, a current flows to the solenoid, which in turn opens the solenoid valve.

When the key switch is turned off, the solenoid valve closes, blocking the gasoline main jet (2).

(1) Gasoline Solenoid Valve (2) Gasoline Main Jet

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