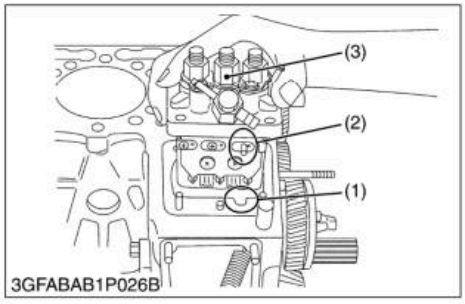
WSM

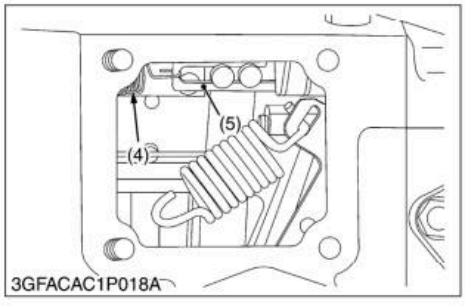
WORKSHOP MANUAL

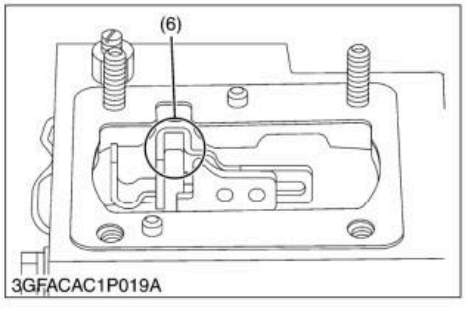
F2880,F3680,RCK72P-F36, RCK72R-F36,RCK60P-F36, RCK60R-F36

Kubota

KiSC issued 02, 2016 A







Injection Pump

1. Disconnect the start spring (4) on the thrust lever side (5).
2. Align the control rack pin (2) with the notch (1) on the crankcase, and remove the injection pump (3).
3. Remove the injection pump shims.
4. The injection pump should not be disassembled.

(When reassembling)

- When installing the injection pump, insert the control rack pin (2) firmly into the groove (6) of the thrust lever of fork lever.

■ **NOTE**

- **Addition or reduction of shim (0.05 mm, 0.0020 in.) delays or advances the injection timing by approx. 0.0087 rad (0.5 °).**
- **In disassembling and replacing, be sure to use the same number or new gasket shims with the same thickness.**

(1) Notch
(2) Control Rack Pin
(3) Injection Pump
(4) Start Spring
(5) Thrust Lever
(6) Groove

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HYDROSTATIC TRANSMISSION SECTION (Continued)

Symptom	Probable Cause		Solution	Reference Page
Transmission Oil Runs Too Hot	Oil level is low		Fill oil to proper level	G-7, 2-S10
	Radiator net clogged		Clean or flush radiator net	–
	Excessive machine load		Reduce machine load	–
	Charge pressure is too low	• Charge relief valve defective	Replace charge relief valve	2-S8, S23
		• Oil filter cartridge clogged	Replace oil filter cartridge	G-18
		• PTO charge relief valve defective	Replace PTO charge relief valve	2-S9, S19
Machine Will not Stop in Neutral Position	Control linkage defective (Speed control pedal to speed change arm)		Repair control linkage	2-S12, S14, S16
	Improper adjustment of neutral arm holder shaft		Adjust	2-S7
System Operate in One Direction Only	Control linkage defective (Speed control pedal to speed change arm)		Repair control linkage	2-S12, S14, S16
	Check and high pressure relief valve defective		Replace check and high pressure relief valve	2-S9, S22

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RANGE GEAR SHIFT SECTION

Symptom	Probable Cause	Solution	Reference Page
Noise from Transmission	Transmission oil insufficient	Refil	G-7, 2-S10
	Gear worn or broken	Replace	2-S20
	Bearing worn	Replace	–
Gear Slip Out of Mesh	Shift fork worn	Replace	2-S20, S32
	Shift fork bent	Replace	2-S20, S32

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PTO SECTION

Symptom	Probable Cause	Solution	Reference Page
Loss of PTO Power	Clutch disc worn	Replace	2-S24, S31
PTO Noisy	PTO bearing worn	Replace	2-S24
PTO Clutch Cannot be Disengaged even if Clutch Lever is Pulled to Disengage	Clutch disc worn	Replace	2-S24, S31
	Improper oil pressure	Check	G-7, 2-S10

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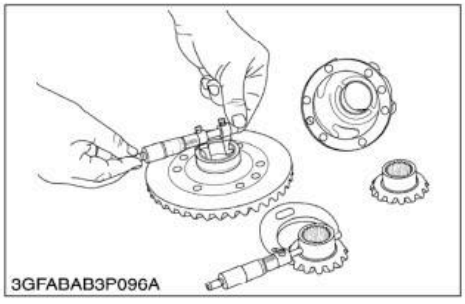
(4) Differential Gear Case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Clearance between Differential Case (Spiral Bevel Gear) and Differential Side Gear

1. Measure the differential side gear boss O.D. with an outside micrometer.
2. Measure the differential case I.D. and the spiral bevel gear I.D. with an inside micrometer, and calculate the clearance.
3. If the clearance exceeds the allowable limit, replace faulty parts.

Clearance between differential case (spiral bevel gear) and differential side gear	Factory spec.	0.025 to 0.066 mm 0.0010 to 0.0025 in.
	Allowable limit	0.30 mm 0.0118 in.

Differential case I.D.	Factory spec.	32.000 to 32.025 mm 1.2599 to 1.2608 in.
Spiral bevel gear I.D.	Factory spec.	32.000 to 32.025 mm 1.2599 to 1.2608 in.
Differential side gear O.D.	Factory spec.	31.959 to 31.975 mm 1.2582 to 1.2589 in.

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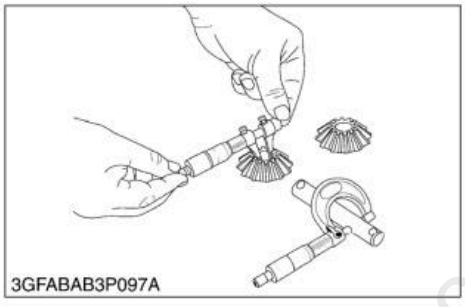
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Clearance between Differential Pinion Shaft and Differential Pinion

1. Measure the differential pinion shaft O.D. with an outside micrometer.
2. Measure the differential pinion I.D. with an inside micrometer, and calculate the clearance.
3. If the clearance exceeds the allowable limit, replace faulty parts.

Clearance between differential pinion shaft and differential pinion	Factory spec.	0.016 to 0.045 mm 0.0007 to 0.0018 in.
	Allowable limit	0.30 mm 0.0118 in.

Differential pinion I.D.	Factory spec.	16.000 to 16.018 mm 0.6300 to 0.6306 in.
Differential pinion shaft O.D.	Factory spec.	15.973 to 15.984 mm 0.6289 to 0.6292 in.

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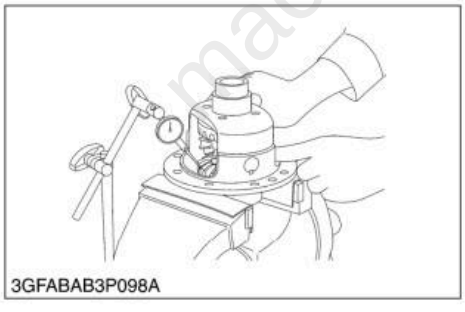
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Backlash between Differential Pinion and Differential Side Gear

1. Secure the differential case with a vise.
2. Set the dial indicator (lever type) with its finger on the tooth of the differential side gear.
3. Press differential pinion and side gear against the differential case.
4. Hold the differential pinion and move the differential side gear to measure the backlash.
5. If the backlash exceeds the allowable limit, adjust with differential side gear shims.

Backlash between differential pinion and differential side gear	Factory spec.	0.1 to 0.3 mm 0.004 to 0.011 in.
	Allowable limit	0.4 mm 0.016 in.

(Reference)

- Thickness of shims :
  0.8 mm (0.0315 in.), 1.0 mm (0.0394 in.), 1.2 mm (0.0472 in.)

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MECHANISM

CONTENTS

Full Version Available

Kubota F2880 Front Mower Workshop Manual

This is a short preview. The complete manual contains all chapters, wiring diagrams, torque specifications and full service procedures.