WSM

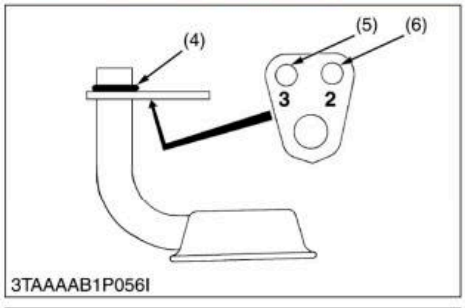
WORKSHOP MANUAL

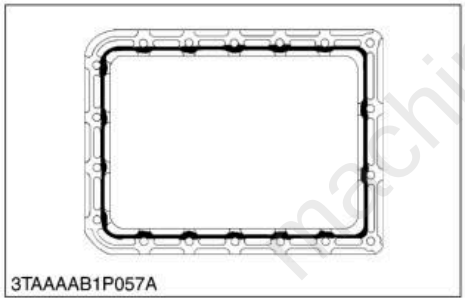
GZD15

Kubota

KiSC issued 12, 2014 A

1 ENGINE





Oil Pan and Oil Strainer

1. Remove the oil pan mounting screws (2).
2. Remove the oil pan (1) by lightly tapping the rim of the pan with a wooden hammer.
3. Remove the oil strainer (3).

(When reassembling)

- After cleaning the oil strainer, check to see that the filter mesh in clean, and install it.
- Visually check the O-ring (4), apply engine oil, and install it.
- Securely fit the O-ring to the oil strainer.
- To avoid uneven tightening, tighten oil pan mounting screws in diagonal order form the center.
- Using the hole (6) numbered "2", install the oil strainer by mounting screw

■ **IMPORTANT**

- **Scrape off the old adhesive completely. Wipe the sealing surface clean using waste cloth soaked with gasoline. Now apply new adhesive 3.0 to 5.0 mm (0.12 to 0.19 in.) thick all over the contact surface. Apply the adhesive also on the center of the flange as well as on the inner wall of each bolt hole.**
- **Cut the nozzle of the "liquid gasket" (Three Bond 1207D or equivalent) container at its second notch. Apply "liquid gasket" about 3.0 to 5.0 mm (0.12 to 0.19 in.) thick.**
  Within 20 minutes after the application of fluid sealant, reassemble the components. Wait then for about 30 minutes, and pour oil in the crankcase.

(1) Oil Pan
(2) Oil Pan Mounting Screw
(3) Oil Strainer
(4) O-ring
(5) Hole Numbered **"3"**
(6) Hole Numbered **"2"**

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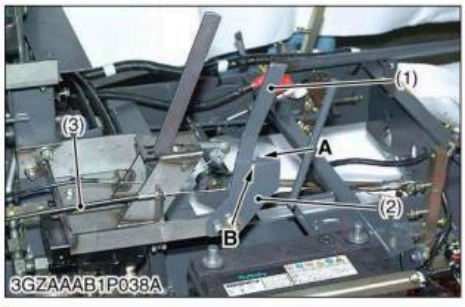
[5] FUEL SYSTEM

(1) Checking and Adjusting

(A) Engine Revolution



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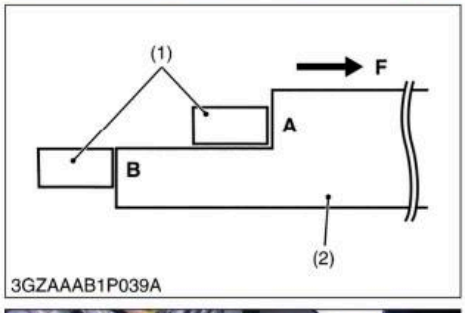

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Adjusting Engine Revolution

1. Keep the throttle lever (1) to "**A**" position of the stay.
2. Adjust the accelerating wire so that engine speeds control lever (5) contacts to the engine speeds limit bolt (6) at 3400 rpm engine revolution.
3. Tighten the lock nut (4) of the accelerating wire (3).

Engine revolution at "**A**" position of throttle lever stay	Factory spec.	3400 rpm

(1) Throttle Lever
(2) Stay
(3) Accelerating Wire
(4) Lock Nut
(5) Engine Speeds Control Lever
(6) Engine Speeds Limit Bolt

A : Engine Revolution Adjustment Position
B : Throttle Lever Usual Operation Position
F : Front Side

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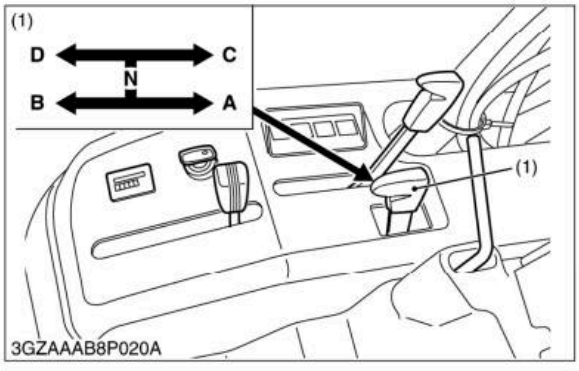
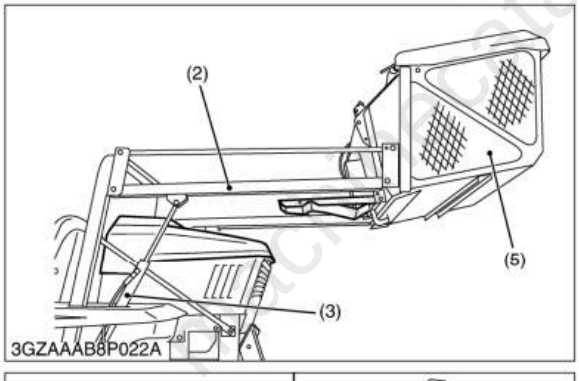
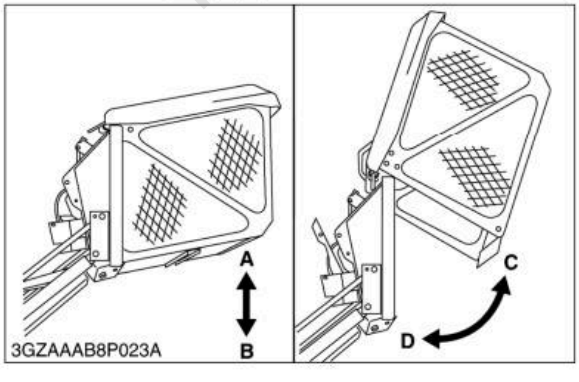
[2] GRASS COLLECTOR CONTROL MECHANISM







■ Grass Collector Lifting and Lowing Mechanism

Grass collector lift arm (2) is connected with two lift cylinders (3).

When the grass collector control lever (1) is set to the **"UP"** (A) position, hydraulic oil is delivered to the lift cylinders (3).

The lift cylinders (3) are extended and lift the lift arms (2). And grass collector is lifted up.

When the grass collector control lever (1) is set to the **"DOWN" (B)** position, hydraulic oil is delivered to the lift cylinders (3). The lift cylinders (3) are shortened and lowers the lift arms. And grass collector (5) is lowered down.

■ Grass Collector Dumping and Closing Mechanism

After lifting up the grass collector, the restriction wire connected to the lift arm (right side) opens the guide located at the grass collector control lever (1).

After that, this control lever (1) is set to the **"DUMP" (C)** position, hydraulic oil is delivered to the dump cylinder (4).

The dump cylinder is shortened.

The grass collector is opened.

When the control lever (1) is set to the **"CLOSED" (D)** position, the dump cylinder (4) is extended. And the grass collector is closed.

(1) Grass Collector Control Lever	**A : UP**
(2) Lift Arm	**B : DOWN**
(3) Lift Cylinder	**C : DUMP**
(4) Dump Cylinder	**D : CLOSE**
(5) Grass Collector	**N : NEUTRAL**

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Full Version Available

Kubota GZD15 Zero Turn Mower Workshop Manual

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