

WSM

WORKSHOP MANUAL
TRACTOR

**M7040SUHD
(SUPPLEMENT)**

Kubota

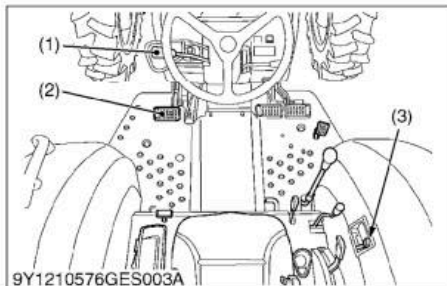
7. CHECK AND MAINTENANCE

CAUTION

- Be sure to check and service the tractor on a flat place with engine shut off, the parking brake on and chock the wheels.

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[1] CHECK POINTS OF EVERY 50 HOURS



Checking Engine Start System

CAUTION

- Do not allow anyone near the tractor while testing.
- If the tractor does not pass the test, do not operate the tractor.

■ Preparation before testing

1. Place all control levers in the "NEUTRAL" position.
2. Set the parking brake and stop the engine.

■ Test 1: Switch for the shuttle shift lever.

1. Sit on operator's seat.
2. Shift the shuttle shift lever (1) to the forward or reverse position.
3. Depress the clutch pedal (2) fully.
4. Disengage the PTO clutch control lever (3).
5. Turn the key to "START" position.
6. The engine must not crank.
7. If it cranks, inspect the safety switch.

■ Test 2: Switch for the PTO clutch control lever.

WARNING

- Disconnect the implement drive universal joint from the PTO shaft, if the implement has mounted.

1. Sit on operator's seat.
2. Engage the PTO clutch control lever (3).
3. Depress the clutch pedal (2) fully.
4. Shift the shuttle shift lever (1) to the neutral position.
5. Turn the key to "START" position.
6. The engine must not crank.
7. If it cranks, inspect the safety switch.

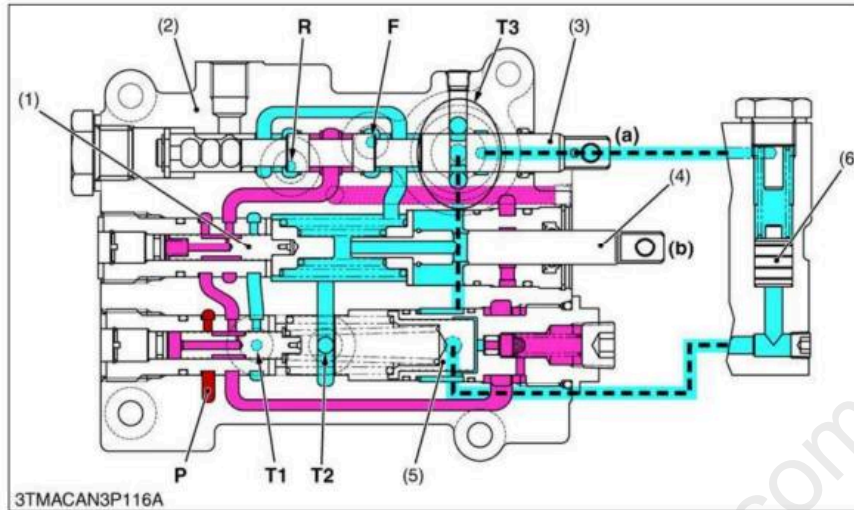
(1) Shuttle Shift Lever
(2) Clutch Pedal

(3) PTO Clutch Control Lever

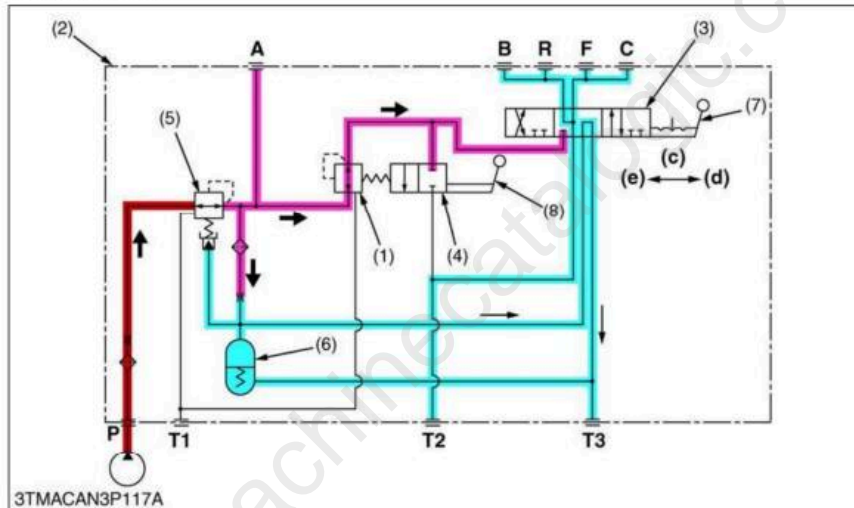
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(2) Operation

Shuttle Lever at Neutral Position



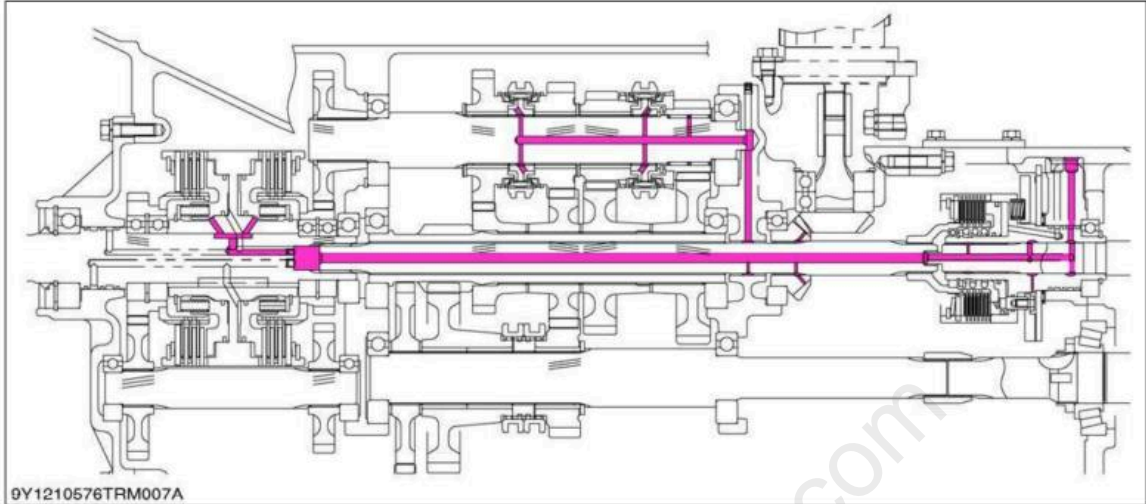
- (1) Proportionally Reducing Valve
 - (2) Shuttle Valve
 - (3) Shuttle Shift Spool (Forward, Reverse)
 - (4) Inching Valve
 - (5) Modulating Valve
 - (6) Accumulate Valve
 - (7) Shuttle Lever
 - (8) Clutch Pedal
- A: Check Port (Modulation)**
B: Check Port (Reverse)
C: Check Port (Forward)
P: P Port (Pump)
T1 to T3: To Transmission Case
(a) Connect to Shuttle Lever
(b) Connect to Clutch Pedal
(c) Neutral
(d) Forward
(e) Reverse



When the shuttle lever at "Neutral" position, as the oil passage between P port to F or R port is closed by shuttle shift spool (3), pressure-fed oil from P port flows to the T3 port. Thus the shuttle clutch is not engaged.

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3. LUBRICATION FOR TRANSMISSION

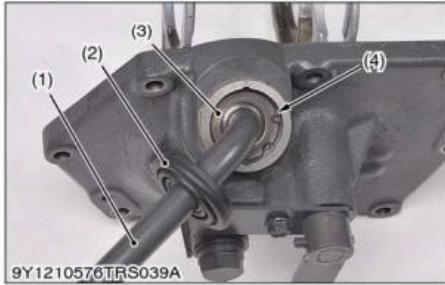


Hydraulic shuttle section, main shift change synchromesh gears, hydraulic pump drive / driven gear, PTO hydraulic pack and PTO brake are forcedly lubricated.

The lubrication oil from the PTO valve to PTO clutch holder and lubricate the each section through PTO propeller shaft and 1st shaft.

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(2) Disassembling Main Gear Shift Fork and Lever

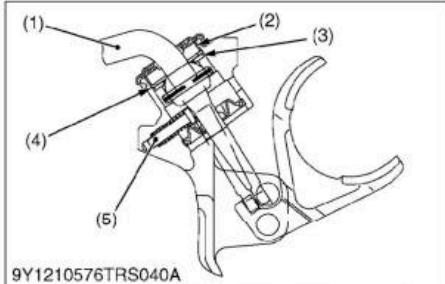


Main Gear Shift Lever

1. Remove the boot (2) and circlip (4).
2. Remove the main gear shift lever (1).

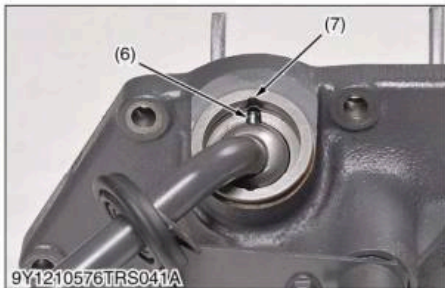
(When reassembling)

- Apply grease to the poppet (5), spherical area of main gear shift lever (1) and sealing surface of boots.
- Fix the main gear shift lever (1) and groove of poppet (5).
- Align the roll pin (6) of main gear shift lever (1) and groove (7) of shift cover as shown photo.
- Be sure to assemble the chamfer on the collar (3) to downward.



- | | |
|---------------------------|--------------|
| (1) Main Gear Shift Lever | (5) Poppet |
| (2) Boot | (6) Roll Pin |
| (3) Collar | (7) Groove |
| (4) Circlip | |

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Full Version Available

Kubota M7040SUHD Tractor Workshop Manual (Supplement)

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

[VIEW THE FULL MANUAL](#)