WSM

WORKSHOP MANUAL

UTILITY VEHICLE

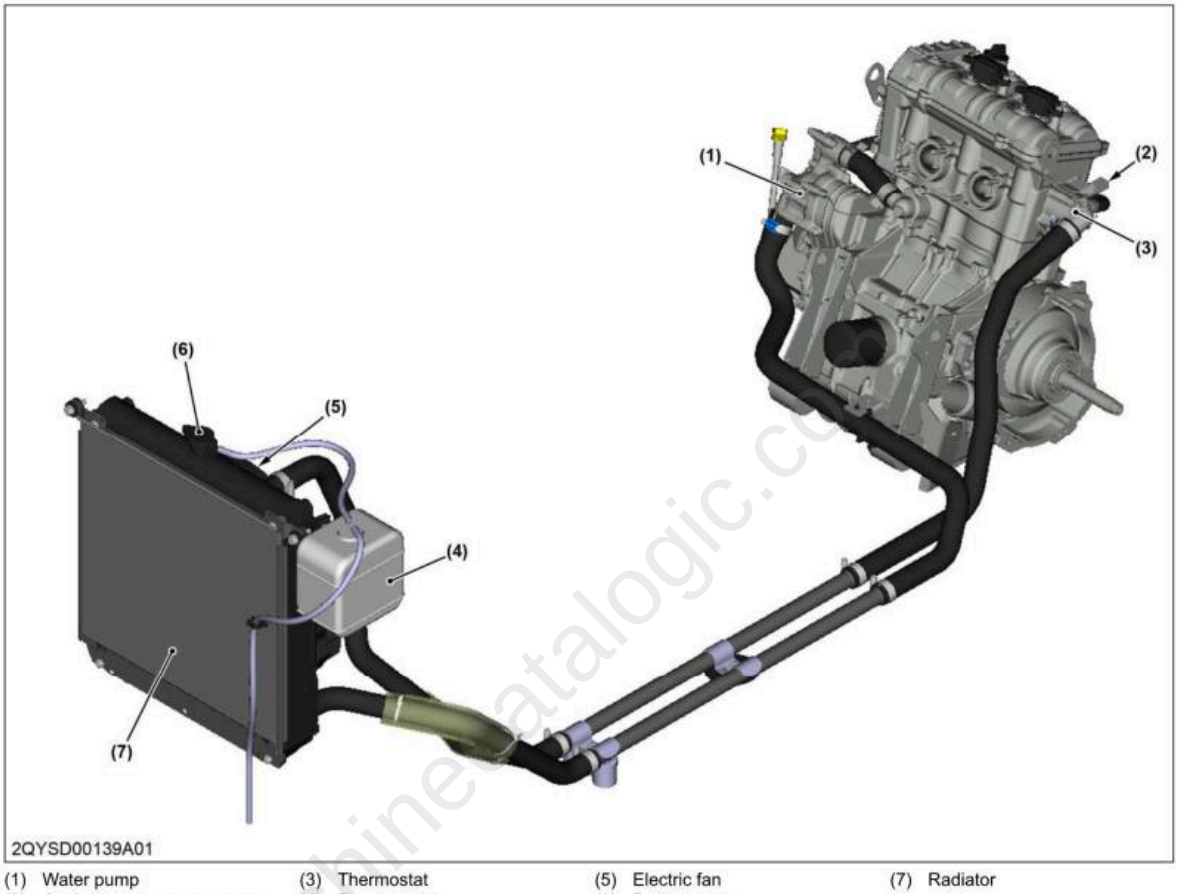
RTV-XG850

Kubota

KiSC issued 08, 2021 A

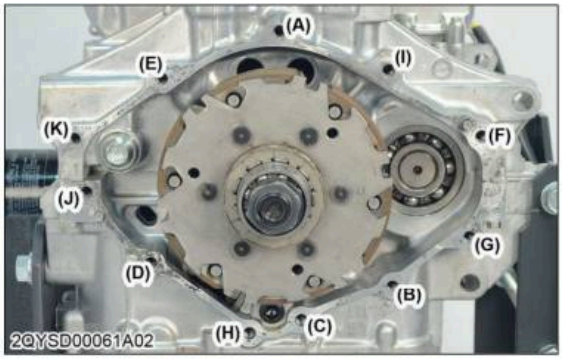
3. Cooling system

3.1 Outline of cooling system



(1) Water pump
(2) Coolant temperature sensor
(3) Thermostat
(4) Reserve tank
(5) Electric fan
(6) Radiator cap
(7) Radiator

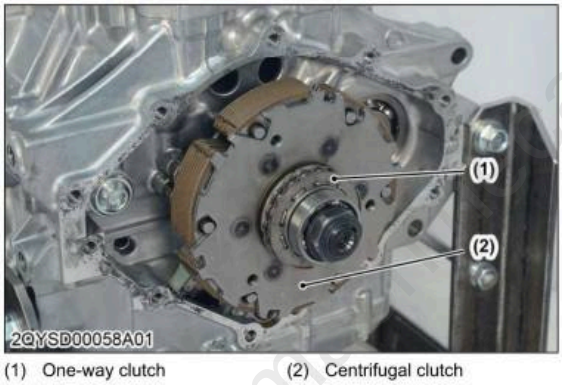
The cooling system components include the water pump (1), coolant temperature sensor (2), thermostat (3), reserve tank (4), electric fan (5), radiator cap (6) and radiator (7).
The electric fan rotates or stops according to the reading from the coolant temperature sensor. When the coolant temperature is above specification, the electric fan rotates, pulling cool air to the radiator core. When the coolant temperature is below specification, the electric fan stops.
Depending on the coolant temperature, the water pump receives coolant from the radiator or from the thermostat housing, and forces it into the cylinder deck.
The thermostat opens or closes according to the coolant temperature. When the coolant temperature is above specification, the thermostat opens to allow the coolant to flow from the cylinder head to the radiator. When the coolant temperature is below specification, the thermostat closes and circulates the coolant back to the water pump.



Tightening torque	Clutch case assembly flange bolts A - I (M8 × 30 mm)	22.0 to 24.0 N·m 2.25 to 2.44 kgf·m 16.3 to 17.7 lbf·ft
	Clutch case assembly flange bolts J and K (M8 × 25 mm)	

7.3.4.2 Removing one-way clutch

1. Remove the one-way clutch (1).

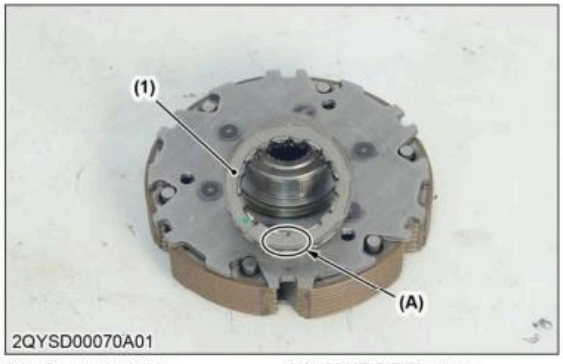


(1) One-way clutch (2) Centrifugal clutch

(When reassembling)

■ IMPORTANT

- **When installing the one-way clutch (1), make sure the [OUT SIDE] stamp (A) is facing the centrifugal clutch (2).**

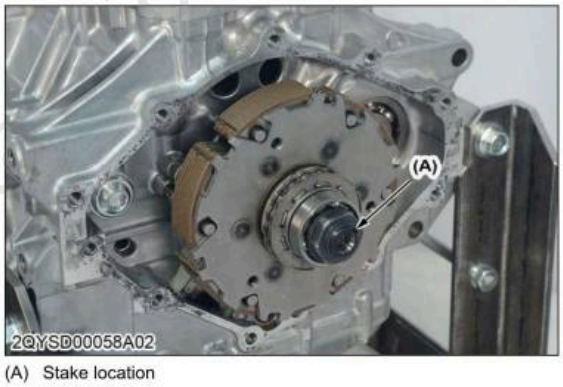


(1) One-way clutch (A) **[OUT SIDE]** stamp

- **After installing, apply engine oil to the sliding parts of the one-way clutch.**

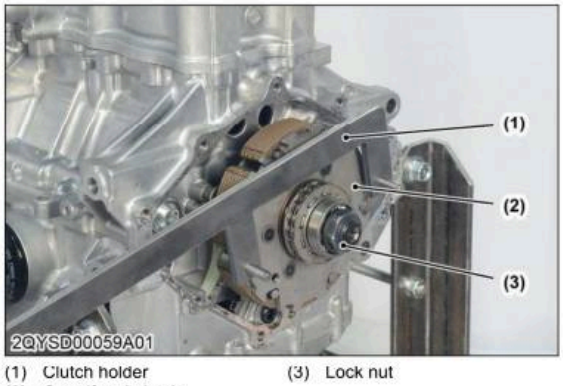
7.3.4.3 Removing centrifugal clutch

1. Flatten out the centrifugal clutch lock nut in the stake location (A).



(A) Stake location

2. Install the clutch holder (1) onto the centrifugal clutch (2).
3. Secure the clutch holder and loosen the centrifugal clutch lock nut (3).



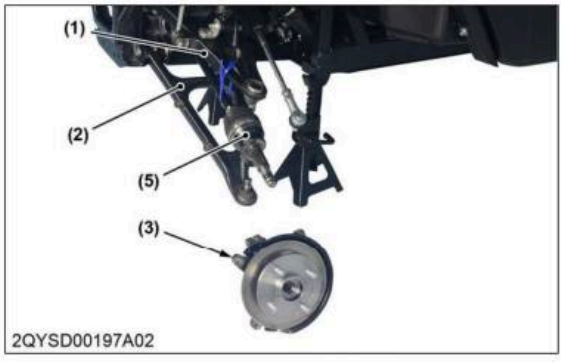
(1) Clutch holder (3) Lock nut
(2) Centrifugal clutch

Symptom	Probable cause and checking procedure	Solution	Reference page
Gear slips out of mesh	1. Shift fork or shifter fork worn	Replace shift fork	4-38
	2. Shift fork bent	Replace shift fork	4-39

Differential gear section

Symptom	Probable cause and checking procedure	Solution	Reference page
Excessive or unusual noise at times	1. Improper backlash between differential pinion and differential side gear	Adjust backlash	4-44
	2. Bearing worn	Replace bearing	4-44
	3. Insufficient or improper type of transmission fluid used	Fill transmission fluid level up to proper level	2-9
Noise while turning	1. Differential pinions or differential side gears worn or damaged	Replace pinions or gears	4-40
	2. Differential lock binding (does not disengage)	Replace differential lock	4-39
	3. Bearings worn	Replace bearing	4-44
Differential lock cannot be set	1. Differential lock cable out of adjustment or damaged	Adjust or replace differential lock cable	4-15
	2. Differential lock shift fork damaged	Replace differential lock shift fork	4-39
	3. Differential lock shifter mounting pin damaged	Replace differential lock shifter mounting pin	4-39
	4. Differential lock clutch teeth damaged	Replace differential lock	4-39
Differential lock lever does not move	1. Differential lock fork shaft rusted	Replace differential lock fork shaft	4-39

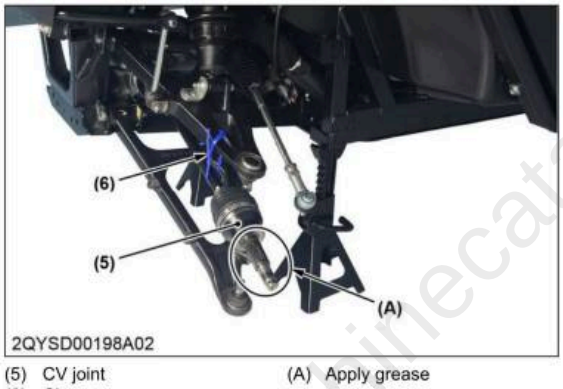
3. Remove the knuckle assembly (3).



(1) Upper arm
(2) Lower arm
(3) Knuckle assembly
(5) CV joint

(When reassembling)

- Apply anti-fitting grease (RAILMASTER or equivalent) to the spline of the CV joint (5).



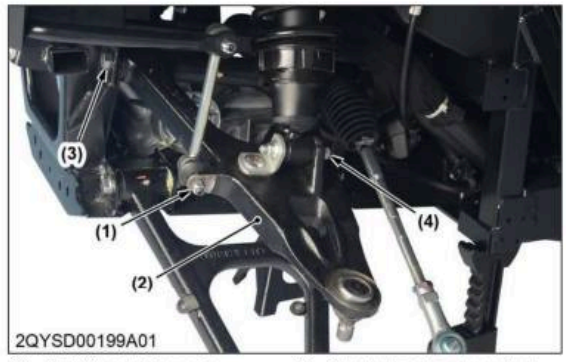
(5) CV joint
(6) Clamp
(A) Apply grease

- Tighten to the specified tightening torque.

Tightening torque	Knuckle assembly mounting bolt and lock nut	48.05 to 55.9 N·m 4.90 to 5.70 kgf·m 35.44 to 41.22 lbf·ft

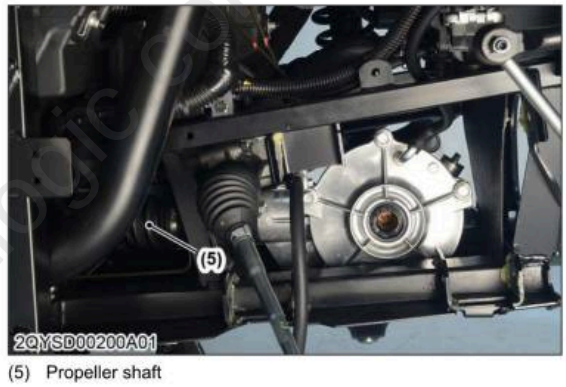
5.2.6 Removing upper arm and disconnecting propeller shaft

1. Remove the shock absorber lower bolt and nut (4).
2. Remove the stabilizer locking nut (1).
3. Remove the upper arm (2) mounting bolt (3).



(1) Stabilizer locking nut
(2) Upper arm
(3) Upper arm mounting bolt
(4) Shock absorber lower bolt and nut

4. Disconnect the propeller shaft (5).



(5) Propeller shaft

(When reassembling)

- Apply anti-fitting grease (RAILMASTER or equivalent) to the spline of pinion shaft.
- Tighten to the specified tightening torque.

Tightening torque	Upper arm mounting bolt and lock nut	93.0 to 106 N·m 9.49 to 10.8 kgf·m 68.6 to 78.1 lbf·ft
	Shock absorber lower bolt and nut	69.1 to 80.3 N·m 7.05 to 8.18 kgf·m 51.0 to 59.2 lbf·ft
	Stabilizer locking nut	48.0 to 55.9 N·m 4.90 to 5.70 kgf·m 35.4 to 41.2 lbf·ft

Full Version Available

Kubota RTV-XG850 Utility Vehicle Workshop Manual

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