WSM

WORKSHOP MANUAL
UTILITY VEHICLE

Z122R-AU

Kubota

KiSC issued 08, 2021 A

[5] CHECK POINTS OF EVERY 300 HOURS

Cleaning Combustion Chamber

Refer to "Cylinder Head Cleaning" in Periodic Maintenance, at GH739V KAWASAKI ENGINE SERVICE MANUAL.

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Checking Engine Valve Clearance

Refer to "Periodic Maintenance Procedures" in Periodic maintenance, at GH739V KAWASAKI ENGINE SERVICE MANUAL.

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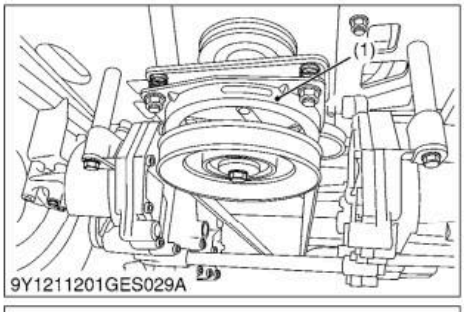
[6] CHECK POINT OF EVERY 500 HOURS



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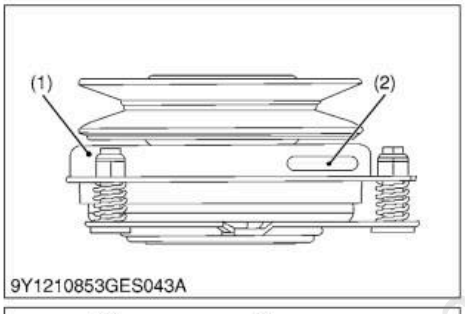

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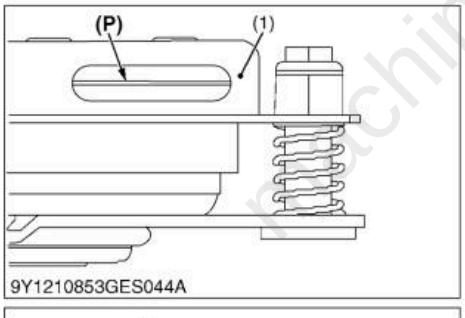

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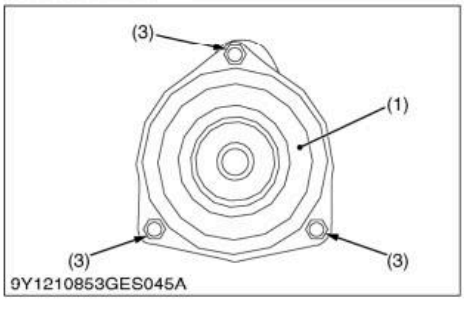

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Electric Clutch Adjustment

The electric clutch (1) serves two functions in the operation of the mower. In addition to starting and stopping the power flow to the cutter blades, the clutch also acts as a brake to assist in stopping blade rotation when the PTO is switched off or the operator presence control is interrupted.

When the clutch is disengaged, the air gap between the armature and rotor must be adjusted to 0.4 mm (0.02 in.) for proper operation. The air gap adjustment is made at three bolts on the clutch. There are three inspection windows (2), one next to each adjusting bolt. (See the figure below.)

1. Locate the inspection windows (2) on the clutch.
2. Place a 0.4 mm (0.02 in.) feeler gauge in the slot between the rotor and the armature. (See the figure.)
3. Tighten or loosen the adjusting nut as needed to achieve the 0.015 inch air gap. (See the figure.)
4. Perform this operation at all three inspection windows.

This adjustment should be done every 500 hours of operation or annually, whichever comes first. In cases where the machine is heavily used, air gap settings should be checked more often.

If the air gap is too narrow, the clutch armature may drag when disengaged, resulting in premature failure.

(1) Electric Clutch
(2) Inspection Window (× 3)
(3) Adjustment Nut
(P) "INSERT 0.4 mm (0.02 in.) FEELER GAUGE HERE"

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MECHANISM

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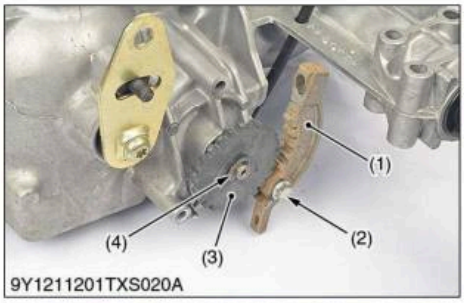

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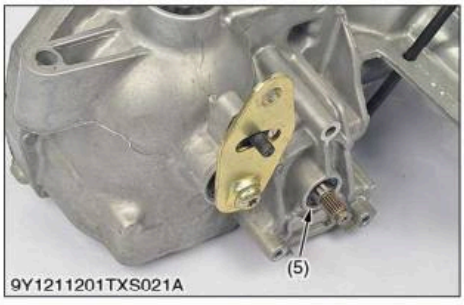

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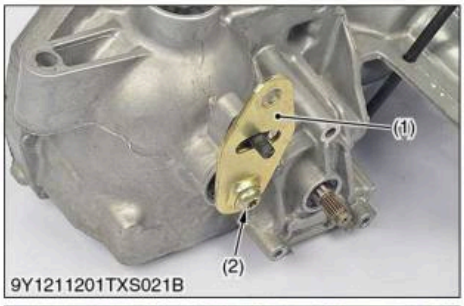

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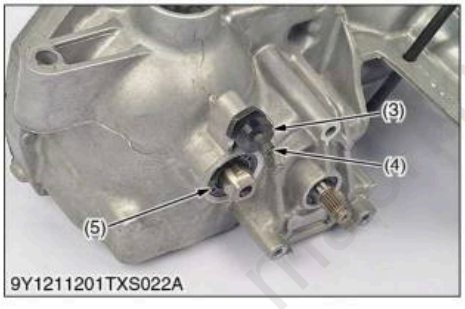

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Brake Assembly

1. Remove the brake arm screw (2) and brake arm (1).
2. Remove the retaining ring (4).
3. Remove the brake disc (3).

■ **NOTE**

- **Only remove the seal (5) if damaged or worn.**

(When reassembling)

1. Reassemble all parts in the reverse order of disassembly.

■ **NOTE**

- **When tightening the fasteners, refer to the table below for the required torque values.**

Tightening torque	Screw (Brake arm)	9.0 to 14 N·m 0.92 to 1.4 kgf·m 6.7 to 10 lbf·ft

(1) Brake Arm
(2) Brake Arm Screw
(3) Brake Disc
(4) Retaining Ring
(5) Seal

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Control Arm Assembly

1. Remove the Torx head screw (2).
2. Remove the control arm (1), washer (3) and stud (4).

■ **NOTE**

- **Only remove the seal (5) if damaged or worn.**

(When reassembling)

1. Reassemble all parts in the reverse order of disassembly.

■ **NOTE**

- **When tightening the fasteners, refer to the table below for the required torque values.**

Tightening torque	Stud	15 to 18 N·m 1.4 to 1.8 kgf·m 11 to 13 lbf·ft
	Torx head screw	26 to 35 N·m 2.6 to 3.6 kgf·m 20 to 25 lbf·ft

(1) Control Arm
(2) Torx Head Screw
(3) Washer
(4) Stud
(5) Seal

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PTO CLUTCH

Symptom	Probable Cause and Checking Procedure	Solution	Reference Page
Power Loss (PTO Belt Tension Weak)	1. Weak or broken PTO tension spring	Replace the PTO tension spring	6-S9
Power Loss (PTO Belt Tension Normal)	1. Worn or damaged PTO belt	Replace the PTO belt	6-S9
Noise from PTO System	1. Worn or damaged PTO belt	Repair or replace the PTO belt	6-S9
	2. Worn tension pulley bearing	Replace the tension pulley bearing	6-S9
Blade Does Not Turn	1. Clearance too big	Adjust the clearance	5-S11
Blade Does Not Turn (PTO Clutch Clearance Proper)	1. Wiring harness disconnected or improperly connected	Repair or replace	5-S11
	2. Broken PTO switch	Check and repair or replace	5-S11
	3. Broken electric PTO Clutch	Check and repair or replace	5-S15

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Full Version Available

Kubota Z122R-AU Zero Turn Mower Workshop Manual

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