12. Do not stand between tractor and implement or trailed vehicle unless parking brake is applied.

◆ Safety for children

Tragedy can occur if the operator is not alert to the presence of children. Children generally are attracted to machines and the work they do.

1. Never assume that children will remain where you last saw them.
2. Keep children out of the work area and under the watchful eye of another responsible adult.
3. Be alert and shut your machine down if children enter the work area.
4. Never carry children on your machine. There is no safe place for them to ride. They may fall off and be run over or interfere with your control of the machine.
5. Never allow children to operate the machine even under adult supervision.
6. Never allow children to play on the machine or on the implement.
7. Use extra caution when backing up. Look behind and down to make sure area is clear before moving.

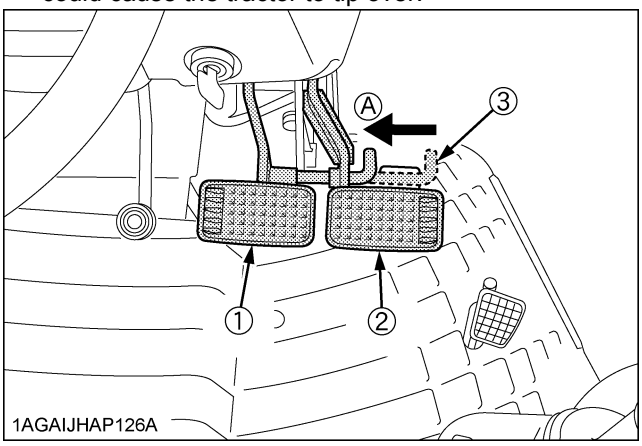
◆ Operating on slopes

Slopes are a major factor related to loss-of-control and tip-over accidents, which can result in severe injury or death. All slopes require extra caution.

1. To avoid upsets, always back up steep slopes. If you cannot back up the slope or if you feel uneasy on it, do not operate on it. Stay off slopes too steep for safe operation.
2. Driving forward out of a ditch, mired condition or up a steep slope increases the risk of a tractor to be upset backward. Always back out of these situations. Extra caution is required with 4-wheel drive models because their increased traction can give the operator false confidence in the tractor's ability to climb slopes.
3. Keep all movement on slopes slow and gradual. Do not make sudden changes in speed, direction or apply brake and make sudden motions of the steering wheel.
4. Avoid disengaging the clutch or changing gears speed when climbing or going down a slope. If on a slope disengaging the clutch or changing gears to neutral could cause loss of control.
5. Special attention should be made to the weight and location of implements and loads as such will affect the stability of the tractor.
6. To improve stability on slope, set widest wheel tread as shown in "TIRES, WHEELS AND BALLAST" section.
   Follow recommendations for proper ballasting.
7. To avoid free wheeling:
   - Do not shift the shuttle lever while on a slope.
   - Stop completely by using the brake and by depressing the clutch pedal, then shift the shuttle lever.
   - Start off after selecting shuttle direction, by releasing the clutch pedal.

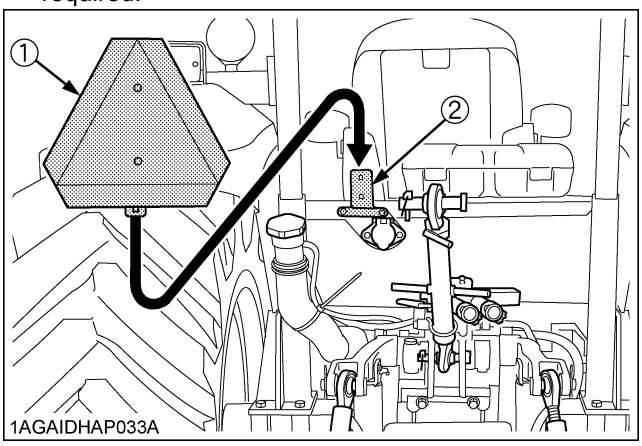
◆ Driving the tractor on the road

1. Lock the 2 brake pedals together to help assure straight-line stops. Uneven braking at road speeds could cause the tractor to tip over.



(1) Brake Pedal (LH)
(2) Brake Pedal (RH)
(3) Brake Pedal Lock
(A) Whenever travelling on the road

2. Check the front wheel engagement. The braking characteristics are different between 2 and 4-wheel drive. Be aware of the difference and use carefully.
3. Always slow the tractor down before turning. Turning at high speed may tip the tractor over.
4. Make sure that the Slow Moving Vehicle (SMV) sign is clean and visible. Use hazard lights and turn signals as required.



(1) SMV emblem
(2) Bracket

5. Observe all local traffic and safety regulations.
6. Turn the headlights on. Dim them when meeting another vehicle.
7. Drive at speeds that allow you to maintain control at all times.
8. Do not apply the differential lock while traveling at road speeds. The tractor may run out of control.

(1) Part No. 3F240-9857-1

⚠ WARNING

To avoid free wheeling when shifting the shuttle lever while on a slope : Stop completely by using the brake and by depressing the clutch pedal. Start off after selecting shuttle direction by releasing the clutch pedal.

1AGAIBDAP039A

(2) Part No. 6C150-4743-1

⚠WARNING

BEFORE DISMOUNTING TRACTOR:
1. ALWAYS SET PARKING BRAKE.
Leaving transmission in gear with the engine stopped will not prevent tractor from rolling.
2. PARK ON LEVEL GROUND WHENEVER POSSIBLE.
If parking on a slope, position tractor across the slope.
3. LOWER ALL IMPLEMENTS TO THE GROUND.
4. STOP THE ENGINE.

1AGAIBDAP040E

(3) Part No. 3A111-9554-1

⚠WARNING

Never modify or repair a ROPS because welding, grinding, drilling or cutting any portion may weaken the structure.

⚠ CAUTION

TO AVOID INJURY WHEN RAISING OR FOLDING ROPS:
- Set parking brake and stop engine.
- Remove any obstruction that may prevent raising or folding of the ROPS.
- Do not allow any bystanders.
- Always perform function from a stable position at the rear of the tractor.
- Hold the top of the ROPS securely when raising or folding.
- Make sure all pins are installed and locked.

1AGAIAZAP076A

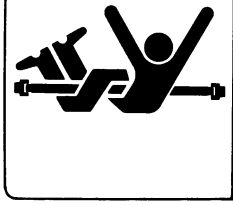
(4) Part No. TA040-4935-1

⚠ WARNING

TO AVOID PERSONAL INJURY:
1. Attach pulled or towed loads to the drawbar only.
2. Use the 3-point hitch only with equipment designed for 3-point hitch usage.

1AGAIAZAP056A

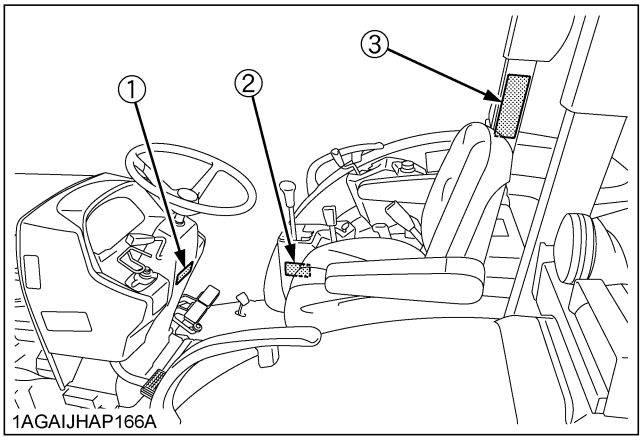
(5) Part No. TA040-4959-3



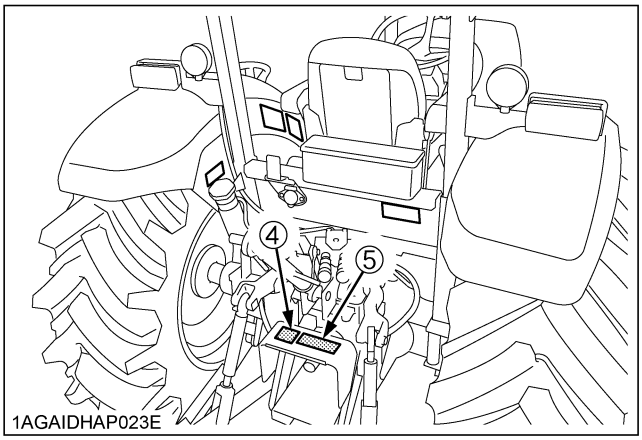
⚠ WARNING

TO AVOID PERSONAL INJURY.
1. Keep PTO shield in place at all times.
2. Do not operate the PTO at speeds faster than the speed recommended by the implement manufacturer.
3. For trailing PTO-driven implements. set drawbar at towing position. (see operator's manual)

1AGAIAZAP116A



1AGAIJHAP166A



1AGAIDHAP023E

1AGAIJHAP162A

SERVICING OF TRACTOR

Your dealer is interested in your new tractor and has the desire to help you get the most value from it. After reading this manual thoroughly, you will find that you can do some of the regular maintenance yourself.
However, when in need of parts or major service, be sure to see your KUBOTA Dealer.
For service, contact the KUBOTA Dealership from which you purchased your tractor or your local KUBOTA Dealer. When in need of parts, be prepared to give your dealer the tractor, CAB/ROPS and engine serial numbers.
Locate the serial numbers now and record them in the space provided.

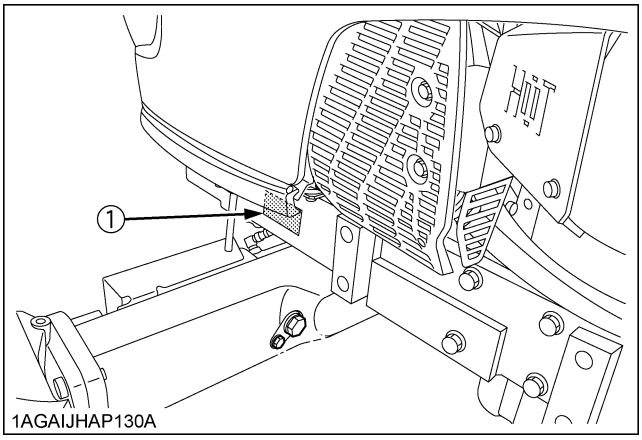
	Type	Serial No.
Tractor		
CAB / ROPS		
Engine		
Date of Purchase		
Name of Dealer		
(To be filled in by purchaser)		

◆ Warranty

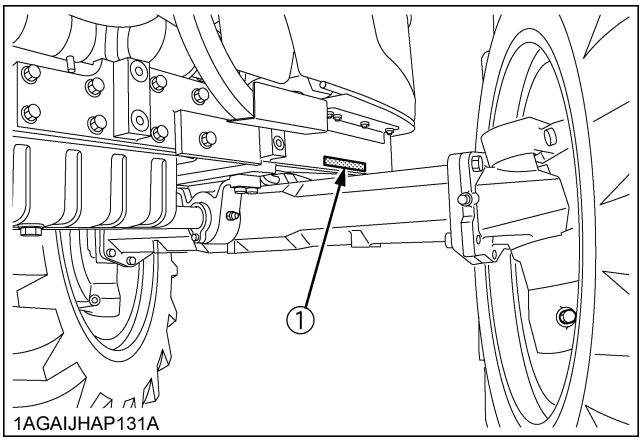
This tractor is warranted under the KUBOTA Limited Express Warranty, a copy of which may be obtained from your selling dealer. No warranty shall, however, apply if the tractor has not been handled according to the instruction given in the Operator's Manual even it is within the warranty period.

◆ Scrapping the tractor and its procedure

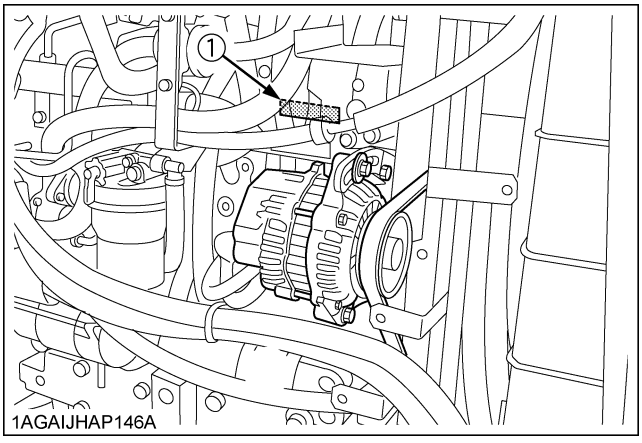
To put the tractor out of service, correctly follow the local rules and regulations of the country or territory where you scrap it. If you have questions, consult your local KUBOTA Dealer.



(1) Tractor identification plate



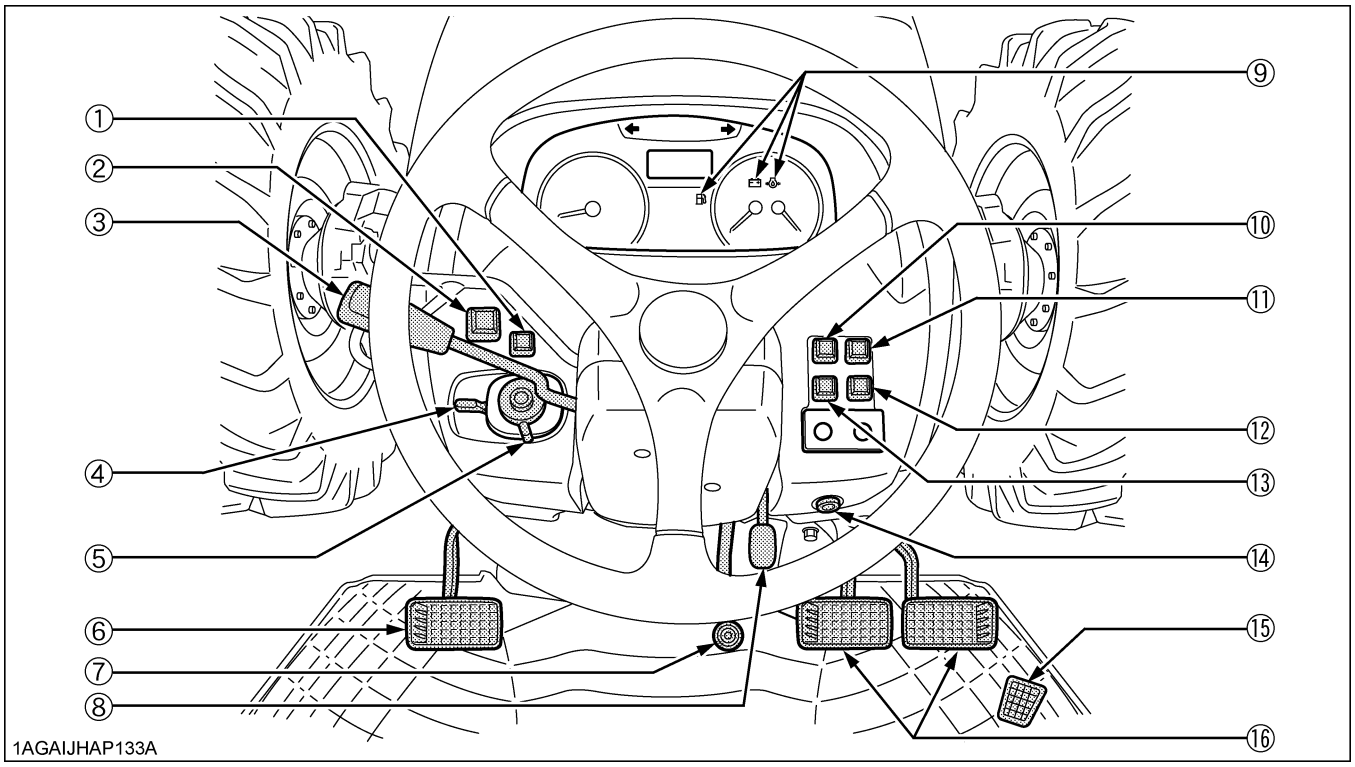
(1) Tractor serial number



(1) Engine serial number

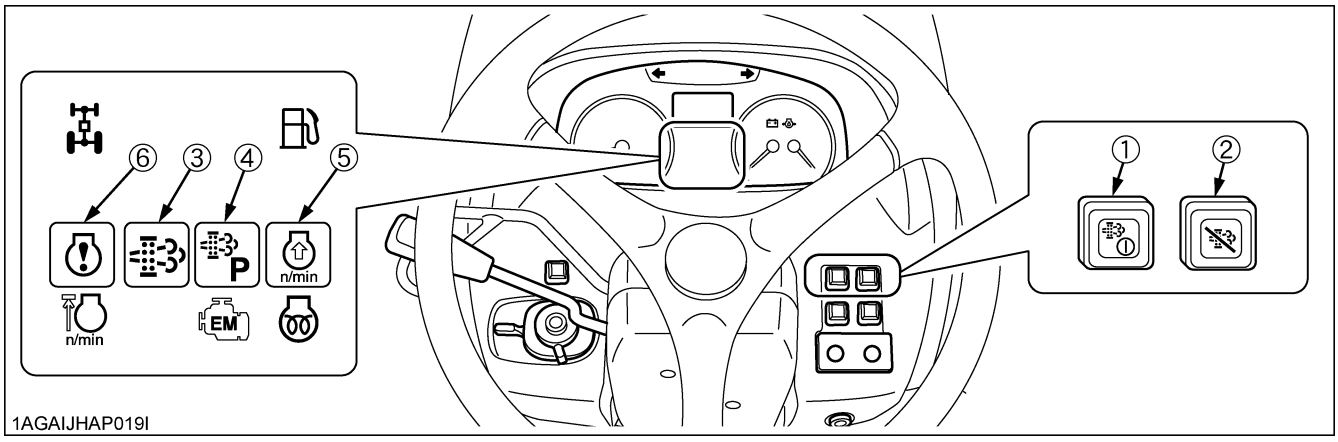
INSTRUMENT PANEL AND CONTROLS

■ Instrument Panel, Switches and Hand Controls



ILLUSTRATED CONTENTS

Operating Procedure for Auto Regeneration Mode



(1) Parked regeneration switch
(2) DPF INHIBIT switch
(3) Regeneration indicator
(4) Parked regeneration indicator
(5) Engine RPM increase indicator
(6) Engine warning indicator

■Regeneration Operating Procedure

1. Start the engine.
(Make sure that the DPF INHIBIT switch lamp is "OFF".)

Switch lamp OFF: Auto Regeneration Mode activated.
Switch lamp ON: Regeneration Inhibit Mode activated.

NOTE :
- When the engine is started, the "Auto Regeneration" mode is automatically activated.
- "Regeneration Inhibit" mode is activated, when the DPF INHIBIT switch is pushed after the engine is started.

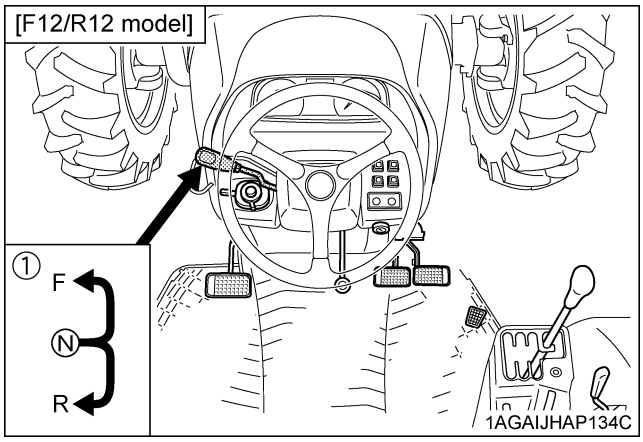
2. When the regeneration indicator starts flashing:

A specific amount of PM has built up in the DPF.
Continue to operate the tractor, and the regeneration process will begin automatically, make sure the working place is in a safe area as DPF and exhaust temperature will rise.

3. When the engine rpm increase indicator (n/min) starts flashing:

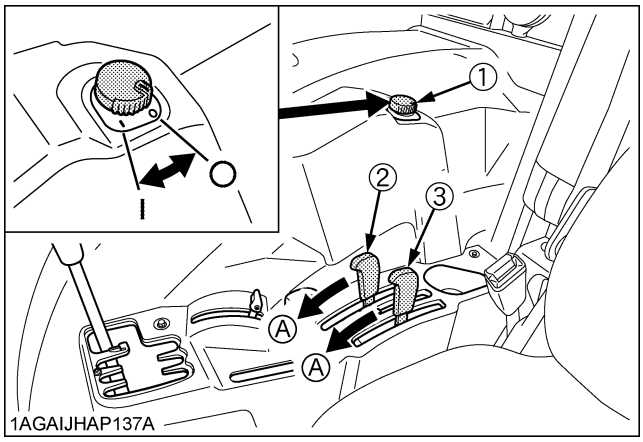
Keep on working and increase the engine rpm until the indicator turns "OFF".

NOTE :
- Even if the Auto Regeneration Mode is selected, DPF regeneration may not begin because system requirements have not been satisfied.
- The engine rpm increase indicator is used as a guide to satisfy the regeneration conditions. If the engine load is too heavy, the engine rpm increase indicator may continue to flash, even though regeneration system conditions are satisfied and regeneration may begin automatically. (See the "Tips on Diesel Particulate Filter [DPF] Regeneration")



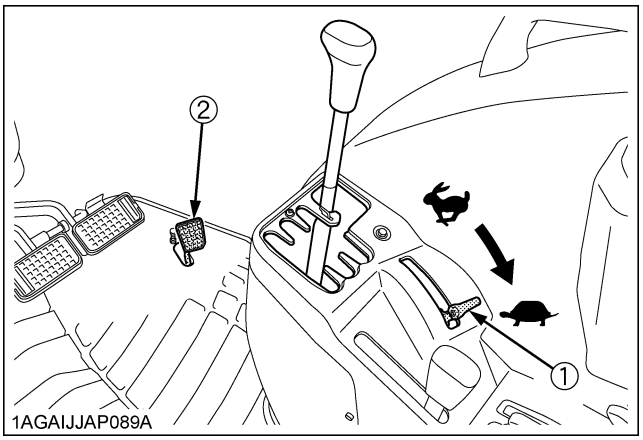
(1) Hydraulic-shuttle shift lever
(2) Main gear shift lever
(F) "FORWARD"
(N) "NEUTRAL POSITION"
(R) "REVERSE"

4. Place the PTO clutch control switch in "OFF" position and hydraulic control levers in "LOWEST" position.



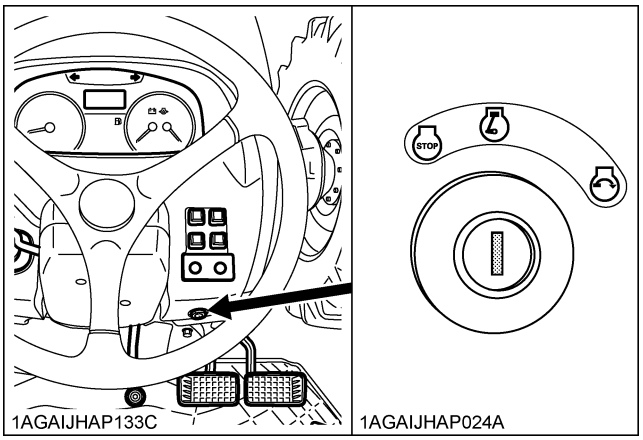
(1) PTO clutch control switch
(2) Position control lever
(3) Draft control lever
| "ON"
○ "OFF"
(A) "DOWN"

5. Set the throttle lever at the minimum speed position.



(1) Hand throttle lever
(2) Foot throttle
"INCREASE"
"DECREASE"

6. Insert the key into the key switch and turn it "ON".



"OFF" *"ON"* *"START"*

◆ **Check Easy Checker(TM) Lamps:**

1. When the key is turned "ON", lamps (2) (3) should come on. If trouble should occur at any location while the engine is running, the indicator lamp corresponding to problem will turn "ON".
2. Suppose that the engine coolant temperature is not high enough yet. The heater indicator (4) also turns "ON" when the key is turned "ON" to preheat the engine and goes off automatically when preheat is completed.
   Illumination time of indicator varies according to the temperature of coolant.
3. The PTO clutch indicator (1) comes on while PTO clutch control switch is engaged "ON" and goes off when disengaged.

3. Checking the Brake Pedal.

■Brake Pedals (Right and Left)

[F8/R8 model]

WARNING

To avoid personal injury or death:

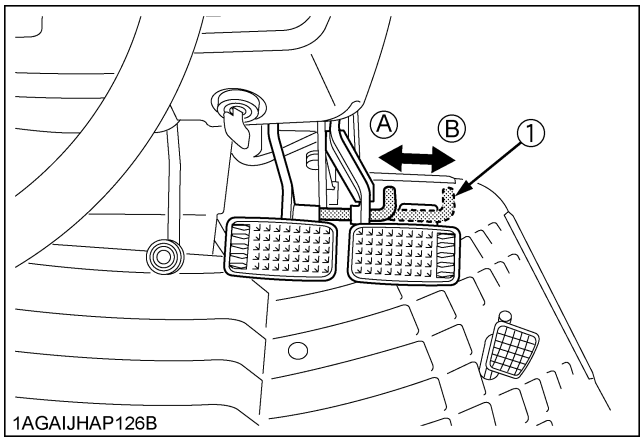
- **Be sure to interlock the right and left pedals. Applying only one rear wheel brake at high speeds could cause the tractor to swerve or roll-over.**
- **Be sure brake pedals have equal adjustment when using locked together. Incorrect or unequal brake pedal adjustment can cause the tractor to swerve or roll-over.**

WARNING

To avoid personal injury or death:

- **Do not make brake suddenly. An accident may occur as a result of a heavy towed load shifting forward or loss of control**
- **To avoid skidding and loss of steering control when driving on icy, wet, or loose surfaces, make sure the tractor is correctly ballasted, operated at reduced speed, operated with front wheel drive engaged (if equipped).**
- **The braking characteristics are different between 2 and 4-wheel drive. Be aware of the difference and use carefully.**

1. Before operating the tractor on the road, be sure to interlock the right and left pedals as illustrated below.
2. Use individual brakes to assist in making sharp turns at slow speeds (Field Operation Only). Disengage the brake pedal lock and depress only one brake pedal.
3. Be sure brake pedals have equal adjustment when being used locked together.



(1) Brake pedal lock
(A) "LOCK"
(B) "RELEASE"

■Brake Pedals (Right and Left)

[F12/R12 model]

WARNING

To avoid personal injury or death:

- **Be sure to interlock the right and left pedals. Applying only one rear wheel brake at high speeds could cause the tractor to swerve or roll-over.**
- **Be sure brake pedals have equal adjustment when using locked together. Incorrect or unequal brake pedal adjustment can cause the tractor to swerve or roll-over.**

WARNING

To avoid personal injury or death:

- **Be aware of the enhanced braking characteristics of 4 wheel braking system. Appropriate care should be taken during hard braking and/or when pulling towed loads.**
- **Do not make brake suddenly. An accident may occur as a result of a heavy towed load shifting forward or loss of control.**
- **To avoid skidding and less of steering control when driving on icy, wet, or loose surfaces, make sure the tractor is correctly ballasted, operated at reduced speed, operated with front wheel drive engaged (If equipped).**
- **The braking characteristics are different between 2 and 4-wheel drive. Be aware of the difference and use carefully.**

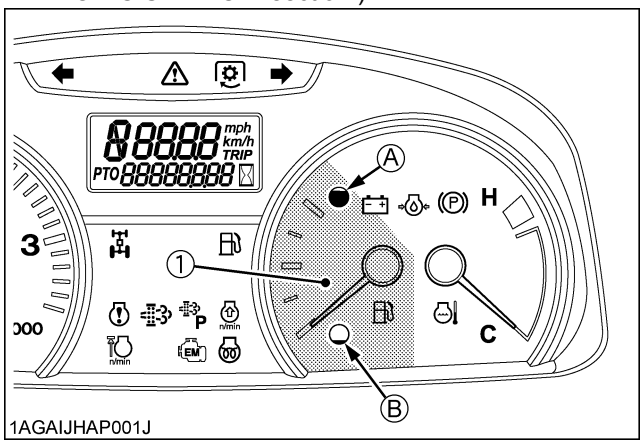
1. Before operating the tractor on the road, be sure to interlock the right and left pedals as illustrated below.
2. Use individual brakes to assist in making sharp turns at slow speeds (Field Operation Only). Disengage the brake pedal lock and depress only one brake pedal.
3. Be sure brake pedals have equal adjustment when being used locked together.

■Fuel Gauge

When the key switch is on, the fuel gauge indicates the fuel level.

Be careful not to empty the fuel tank. Otherwise air may enter the fuel system.

Should this happen, the system should be bled (See "Bleeding Fuel System" in "SERVICE AS REQUIRED" in "PERIODIC SERVICE" section.)



(1) Fuel gauge *(A) "FULL"* *(B) "EMPTY"*

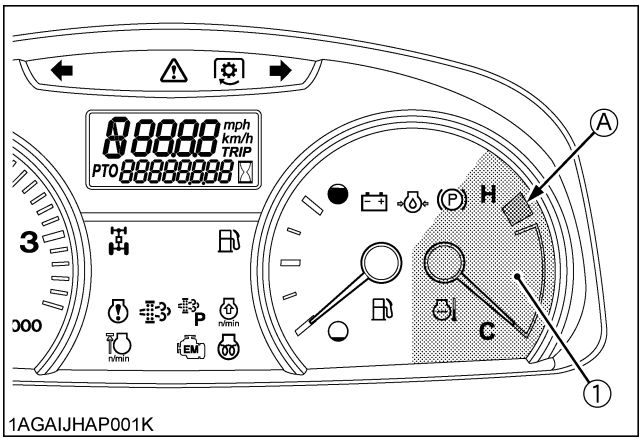
■Coolant Temperature Gauge

WARNING

To avoid personal injury or death:

- **Do not remove radiator cap until coolant temperature is well below its boiling point. Then loosen cap slightly to the stop to relieve any pressure before removing cap completely.**

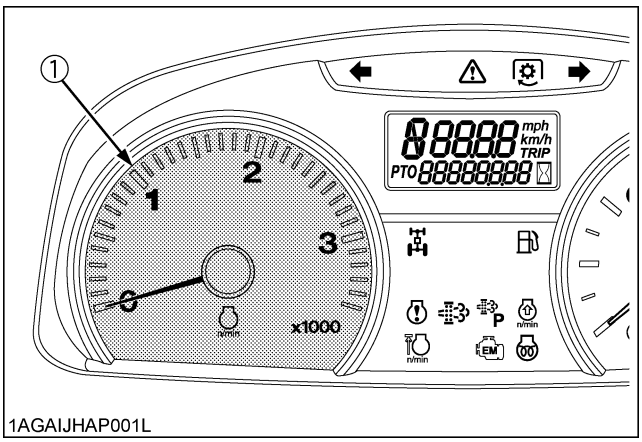
1. With the key switch at "ON", this gauge indicates the temperature of the coolant. "C" for "cold" and "H" for "hot."
2. If the indicator reaches the red zone position, engine coolant is overheated. Check the tractor by referring to "TROUBLESHOOTING" section.



(1) Coolant temperature gauge *(A) "RED ZONE"*

■Tachometer

The tachometer indicates the engine speed on the dial.



(1) Engine revolution

ELECTRONIC ENGINE CONTROL

■Constant RPM Management Control

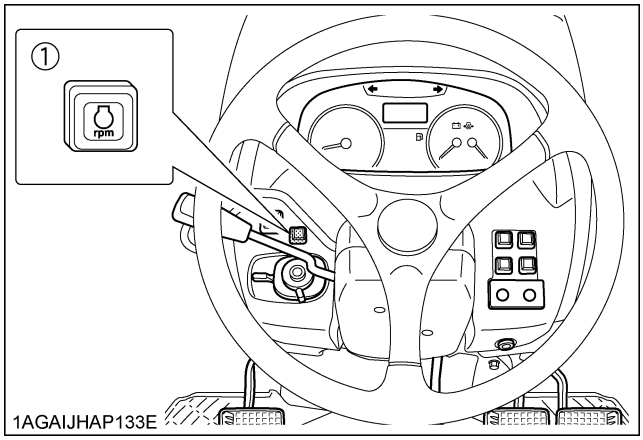
Constant RPM Management can be turned "ON" or "OFF" by operating the switch. Pressing the switch turns the control "ON" and pressing the switch again turns it "OFF".

◆ When constant RPM management is "ON"

Fluctuations in the engine speed due to load fluctuations are reduced and the travel speed and PTO speed are kept nearly constant, allowing stable work. When constant RPM management is "ON", the switch's indicator light up.

◆ When constant RPM management is "OFF

As in a conventional engine, the engine speed increases or decreases according to changes in the load. The operator judges the size of the load from the engine speed and engine sound, and can adjust the travel speed or plowing depth to prevent overload on the tractor.



(1) Constant RPM management switch with indicator

NOTE :

- In a mechanically-controlled engine, the engine speed changes according to increases and decreases in the load.
  For example, when working in a hilly area, the load increases and engine speed drops while ascending a slope, and conversely the load drops when descending. These changes in engine speed affect the travel speed and PTO-driven implements. In order to minimize these effects, the operator must make fine adjustments to the travel speed and hand throttle lever.
  When the constant RPM management switch in this tractor with its electronically controlled engine is turned "ON", the engine speed will be kept nearly constant in response to a certain level of load fluctuations. This improves the accuracy of work without the need for troublesome manipulation of the travel speed and hand throttle lever.
- There is a limit to the range within which a constant speed can be maintained. If a load exceeding the engine performance is applied, the engine speed will drop.
- The purpose of constant RPM management is not to increase the engine power.

PARKING

■Parking

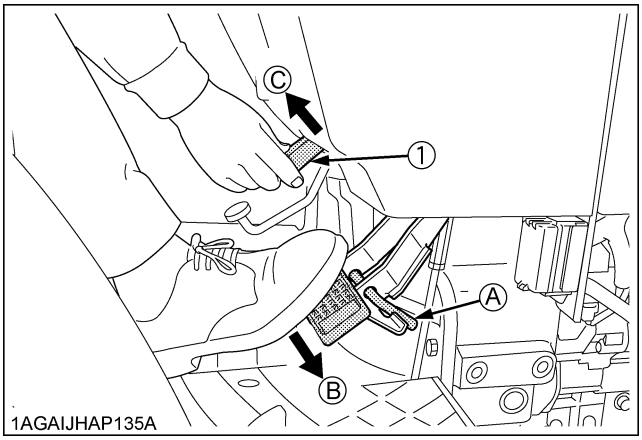
[F8/R8 model]

WARNING

To avoid personal injury or death:
BEFORE DISMOUNTING TRACTOR

- **ALWAYS SET PARKING BRAKE AND LOWER ALL IMPLEMENTS TO THE GROUND.**
  Leaving transmission in gear with the engine stopped will not prevent the tractor from accidental rolling.
- **STOP THE ENGINE AND REMOVE THE KEY.**

1. When parking, be sure to set the parking brake.
   To set the parking brake;
   (1) Interlock the brake pedals.
   (2) Depress the brake pedals.
   (3) Latch the brake pedals with the parking brake lever.



(1) Parking brake lever
(A) Interlock the brake pedals
(B) "DEPRESS"
(C) "PULL"

IMPORTANT :

- To prevent damage to the parking brake lever, make sure that brake pedals are fully depressed before pulling the parking brake lever up.

2. Before getting off the tractor, disengage the PTO, lower all implements to the ground, place all control levers in their neutral positions, set the parking brake, stop the engine and remove the key.

3-POINT HITCH

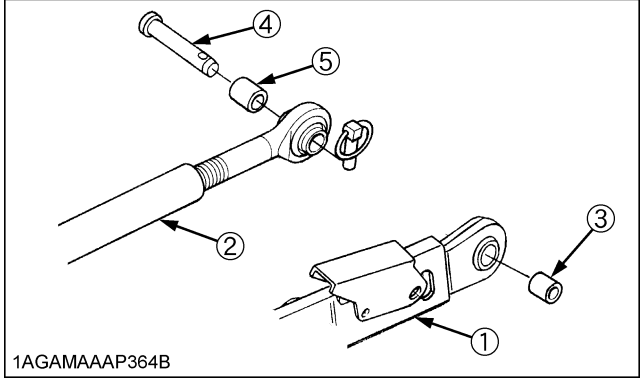
1. Make preparations for attaching implement.

■Category 1 & 2

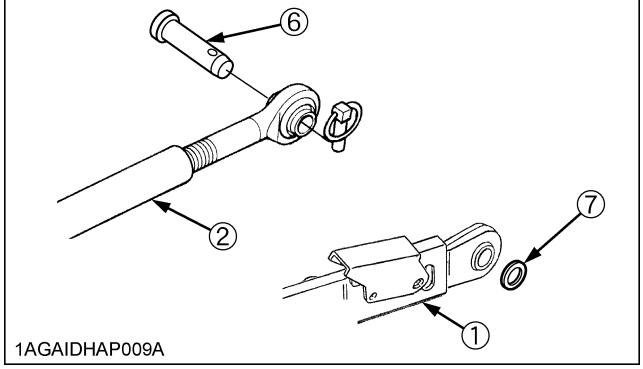
The standard tractor has both category 1 & 2.
Category 1 type is standard and assemble all parts shown as below.
To change from category 1 to category 2.

1. Remove adjusting collar from the lower link.
2. Add side collar onto both the lower links.
3. Remove adjusting collar from the rear top link pin.
4. Use the correct rear top link pin for category 2.

Category 1 type



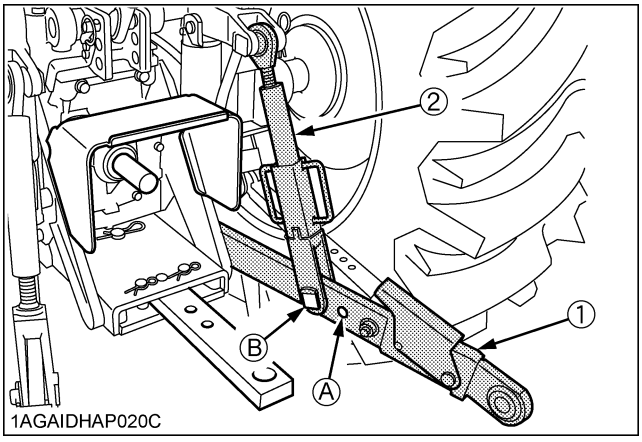
Category 2 type



(1) Lower link
(2) Top link
(3) Collar, lower link (1)
(4) Top link rear pin (1)
(5) Collar, top link (1)
(6) Top link rear pin (2)
(7) Collar, side (2)

■Selecting the holes of Lower Links

There are 2 holes in the lower links. For most operations the lifting rods should be attached to the (B) hole.



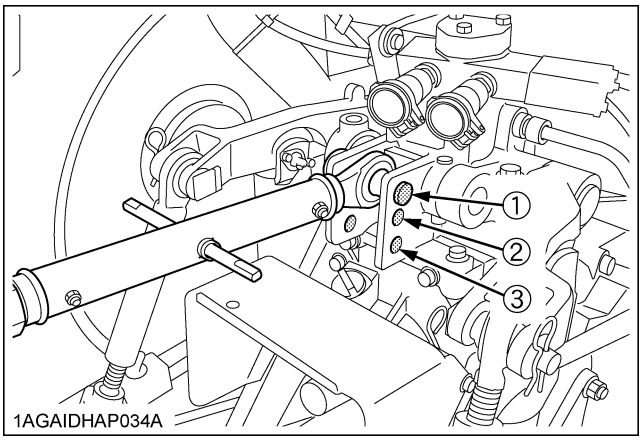
(1) Lower link
(2) Lifting rod
holes: (A), (B)

NOTE :

- The lifting rods may be attached to (A) for greater lifting force.

■Selecting the Top Link Mounting Holes

Select the proper set of holes by referring to the "Hydraulic Control Unit Use Reference Chart" in Hydraulic Unit section.
If the hydraulic unit is set for draft control, draft response is more sensitive when an implement is connected to the lower set of top link mounting holes. If draft control is not required, it is recommended to use the top set (1).



■Drawbar

Remove the drawbar if a close mounted implement is attached.

TIRES, WHEELS AND BALLAST

TIRES

WARNING

To avoid personal injury or death:

- **Do not attempt to mount a tire on a rim. This should be done by a qualified person with the proper equipment.**
- **Always maintain the correct tire pressure. Do not inflate tires above the recommended pressure shown in the operator's manual.**

IMPORTANT :

- Do not use tires other than those approved by KUBOTA.

NOTE :

- When optional different-diameter tires are fitted on the machine, the travel speed display mode must be changed. Otherwise the travel speed will not get correctly displayed. Such mode switching is also needed when the original tires are back on the machine.
  (See "LCD MONITOR" in "OPERATING THE TRACTOR" section.)

■Inflation Pressure

Though the tire pressure is factory-set to the prescribed level, it naturally drops slowly in the course of time. Thus, check it everyday and inflate as necessary.

NOTE :

- Maintain the maximum pressure in front tires, if using a front loader or when equipped with a full load of front weights.

	Tire sizes	Inflation Pressure
Front	6.50-16, 6PR	320 kPa (3.2 kgf/cm^2, 46 psi.)
	7.50-16, 6PR	280 kPa (2.8 kgf/cm^2, 40 psi.)
	9.5L-15, 6PR	220 kPa (2.2 kgf/cm^2, 32 psi.)
	9.5-20, 6PR	200 kPa (2.0 kgf/cm^2, 29 psi.)
	9.5-22, 6PR	200 kPa (2.0 kgf/cm^2, 29 psi.)
	9.5-24, 6PR	180 kPa (1.8 kgf/cm^2, 26 psi.)
Rear	16.9-28, 6PR	120 kPa (1.2 kgf/cm^2, 18 psi.)
	16.9-30, 6PR	120 kPa (1.2 kgf/cm^2, 18 psi.)

■Dual Tires

Dual tires are not approved.

WHEEL ADJUSTMENT

WARNING

To avoid personal injury or death:

- **When working on slopes or when working with trailer, set the wheel tread as wide as practical for maximum stability.**
- **Support tractor securely on stands before removing a wheel.**
- **Do not work under any hydraulically supported devices. They can settle, suddenly leak down, or be accidentally lowered. If necessary to work under tractor or any machine elements for servicing or adjustment, securely support them with stands or suitable blocking beforehand.**
- **Never operate tractor with a loose rim, wheel, or axle.**

◆ Liquid Ballast in Rear Tires

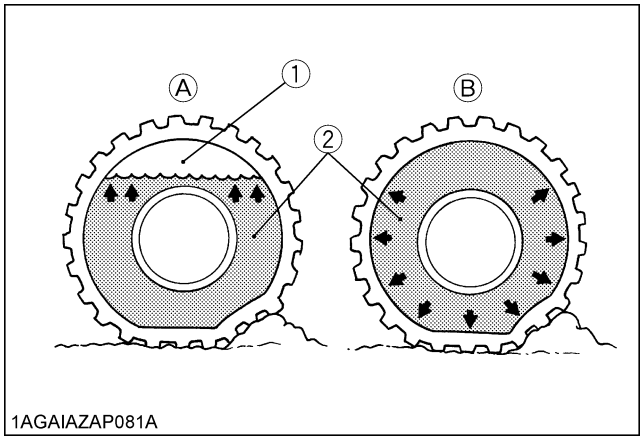
Water and calcium chloride solution provides safe economical ballast. Used properly, it will not damage tires, tubes or rims. The addition of calcium chloride is recommended to prevent the water from freezing. Use of this method of weighting the wheels has the full approval of the tire companies. See your tire dealer for this service.

Liquid weight per tire (75 Percent filled)

Tire sizes	16.9-28	16.9-30
Slush free at -10 ℃ (-14 ℉) Solid at -30 ℃ (-22 ℉) [Approx.1 kg (2 lbs.) $CaCl_2$ per 4 L (1 gal.) of water]	295 kg (651 lbs.)	314 kg (693 lbs.)
Slush free at -24 ℃ (-11 ℉) Solid at -47 ℃ (-53 ℉) [Approx.1.5 kg (3.5 lbs.) $CaCl_2$ per 4 L (1 gal.) of water]	317 kg (699 lbs.)	338 kg (746 lbs.)
Slush free at -47 ℃ (-53 ℉) Solid at -52 ℃ (-62 ℉) [Approx.2.25 kg (5 lbs.) $CaCl_2$ per 4 L (1 gal.) of water]	339 kg (747 lbs.)	357 kg (787 lbs.)

IMPORTANT :

- Do not fill tires with water or solution more than 75% of full capacity (to the valve stem level).



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(1) Air (A) Correct-75% Air compresses like a cushion
(2) Water (B) Incorrect-100% Full Water can not be compressed

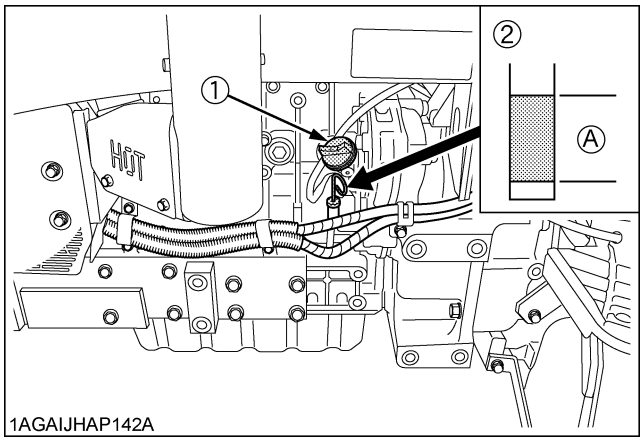
■Checking Engine Oil Level

WARNING

To avoid personal injury or death:

- **Be sure to stop the engine before checking the oil level.**

1. Park the machine on a flat surface.
2. Check engine oil before starting the engine or 5 minutes or more after the engine has stopped.
3. To check the oil level, draw out the dipstick, wipe it clean, replace it, and draw it out again. Check to see that the oil level lines between the 2 notches.
   If the level is too low, add new oil to the prescribed level at the oil inlet.
   (See "LUBRICANTS" in "MAINTENANCE" section.)



(1) Oil inlet *(A) Oil level is acceptable within this range.*
(2) Dipstick

IMPORTANT :

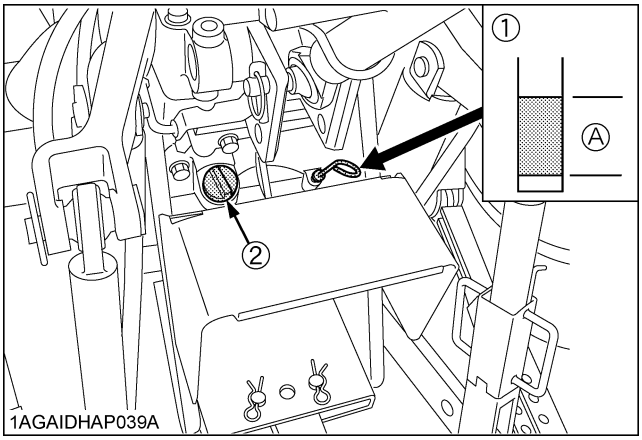
- When using an oil of different maker or viscosity from the previous one, remove all of the old oil.
  Never mix two different types of oil.
- If oil level is low, do not run engine.

NOTE :

- At times a small amount of fuel, which is used to regenerate the DPF, may get mixed with the engine oil and the engine oil may increase in volume.

■Checking Transmission Fluid Level

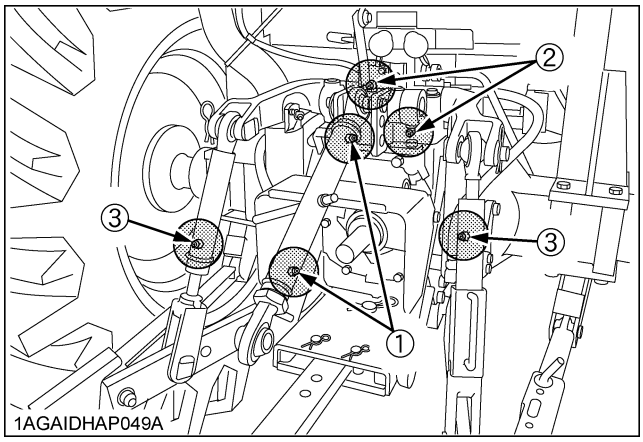
1. Park the machine on a flat surface, lower the implement and shut off engine.
2. To check the oil level, draw out the dipstick, wipe it clean, replace it, and draw it out again. Check to see that the oil level lines between the 2 notches.
   If the level is too low, add new oil to the prescribed level at the oil inlet.
   (See "LUBRICANTS" in "MAINTENANCE" section.)



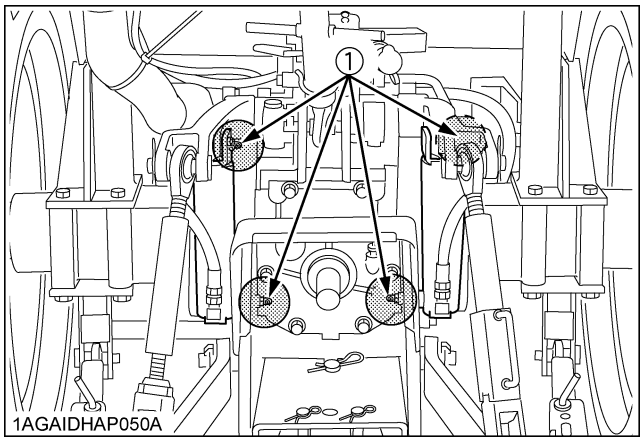
(1) Dipstick *(A) Oil level is acceptable within this range.*
(2) Oil inlet

IMPORTANT :

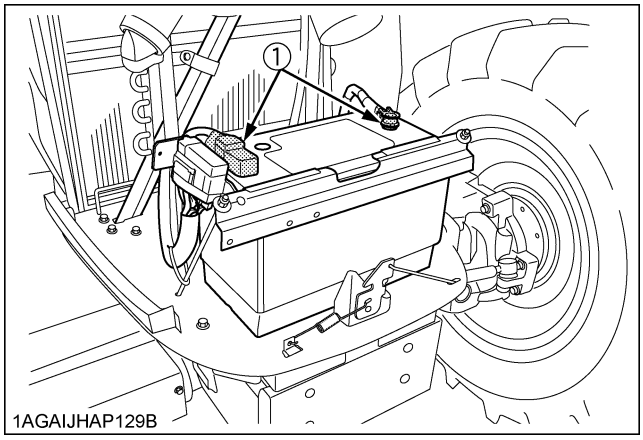
- If oil level is low, do not run engine.



(1) Grease fitting (Top link)
(2) Grease fitting (Top link bracket)
(3) Grease fitting (Lifting rod)



(1) Grease fitting (Hydraulic lift cylinders pin)

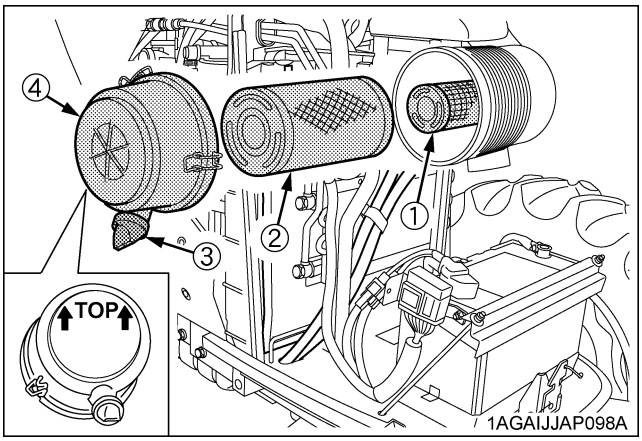


(1) Battery terminals

■Cleaning Air Cleaner Primary Element

1. Remove the air cleaner cover and primary element.
2. Clean the primary element:
   (1) When dry dust adheres to the element, blow compressed air from the inside, turning the element. Pressure of compressed air must be under 205 kPa (2.1 kgf/cm^2, 30 psi).
   (2) When carbon or oil adheres to the element, soak the element in detergent for 15 minutes then wash it several times in water, rinse with clean water and dry it naturally. After element is fully dried, inspect inside of the element with a light and check if it is damaged or not.
3. Replace air cleaner primary element:
   Once every 1000 hours or yearly, whichever comes first.

NOTE :
- Check to see if the evacuator valve is blocked with dust.



(1) Secondary (safety) element
(2) Primary element
(3) Evacuator valve
(4) Cover

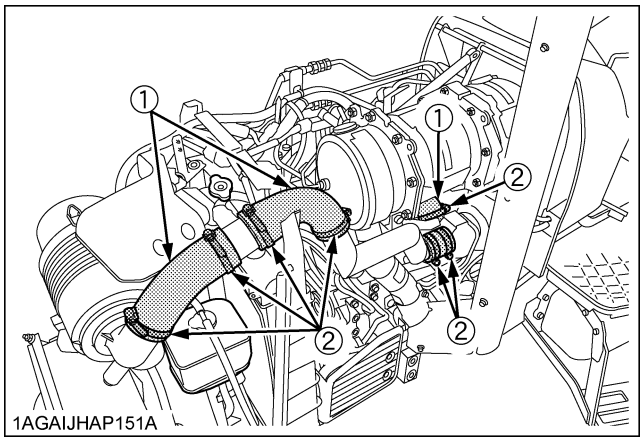
IMPORTANT :
- The air cleaner uses a dry element, never apply oil.
- Do not run the engine with filter element removed.
- Be sure to refit the cover with the arrow ⬆ (on the rear of cover) upright. If the cover is improperly fitted, evacuator valve will not function and dust will adhere to the element.
- Do not touch the secondary element except in cases where replacing is required.
  (See "Replacing Air Cleaner Secondary Element" in "EVERY 1000 HOURS or 1 YEAR" in "PERIODIC SERVICE" section.)

◆ Evacuator Valve

Open the evacuator valve once a week under ordinary conditions - or daily when used in a dusty place - to get rid of large particles of dust and dirt.

■Checking Intake Air Line

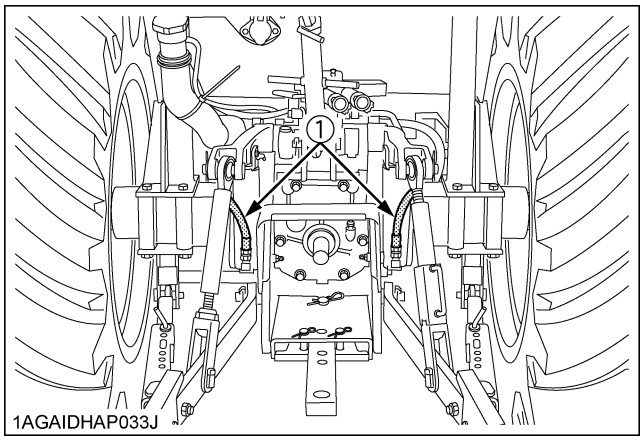
1. Check to see that hoses and hose clamps are tight and not damaged.
2. If hoses and clamps are found worn or damaged, replace or repair them at once.



(1) Hose
(2) Hose clamps

■Checking Lift Cylinder Hose

1. Check to see that hoses and hose clamps are tight and not damaged.
2. If hoses and clamps are found worn or damaged, replace or repair them at once.



(1) Lift cylinder hoses

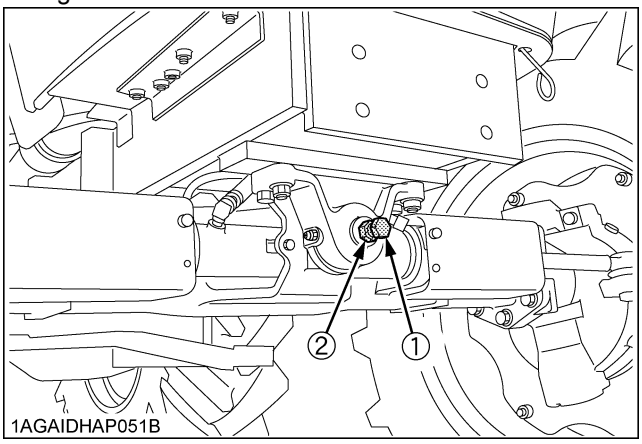
EVERY 600 HOURS

■Adjusting Front Axle Pivot

If the front axle pivot pin adjustment is not correct, front wheel vibration can occur causing vibration in the steering wheel.

◆ Adjusting procedure

Loosen the lock nut, screw-in the adjusting screw until seated, then tighten the screw with an additional 1/6 turn. Re-tighten the lock nut.



(1) Adjusting screw
(2) Lock nut

EVERY 1000 HOURS

■Changing Transmission Fluid

WARNING

To avoid personal injury or death:

- **Allow engine to cool down sufficiently, oil can be hot and can burn.**

1. To drain the used oil, remove the drain plug at the bottom of the transmission case and drain the oil completely into the oil pan.
2. After draining reinstall the drain plug.
3. Fill with the new KUBOTA SUPER UDT fluid up to the upper notch on the dipstick.
   (See "LUBRICANTS" in "MAINTENANCE" section.)
4. After running the engine for a few minutes, stop it and check the oil level again; add oil to prescribed level.

Oil capacity	56 L (59.2 U.S.qts.)