WSM

WORKSHOP MANUAL
TRACTOR

M5640SU

Kubota

KiSC issued 07, 2009 A

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INFORMATION

CONTENTS

1. SAFETY FIRST I-1
2. SAFETY DECALS I-4
3. SPECIFICATIONS I-8
4. TRAVELING SPEEDS I-9
5. DIMENSIONS I-10

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GENERAL

CONTENTS

1. TRACTOR IDENTIFICATION G-1
   [1] MODEL NAME AND SERIAL NUMBERS G-1
   [2] E3B ENGINE G-3
   [3] CYLINDER NUMBER G-3
2. GENERAL PRECAUTIONS G-4
3. HANDLING PRECAUTIONS FOR ELECTRICAL PARTS AND WIRING G-5
   [1] WIRING G-5
   [2] BATTERY G-7
   [3] FUSE G-7
   [4] CONNECTOR G-7
   [5] HANDLING OF CIRCUIT TESTER G-8
   [6] COLOR OF WIRING G-9
4. LUBRICANTS, FUEL AND COOLANT G-10
5. TIGHTENING TORQUES G-12
   [1] GENERAL USE SCREWS, BOLTS AND NUTS G-12
   [2] STUD BOLTS G-12
   [3] HYDRAULIC FITTINGS G-13
      (1) Hydraulic Hose Fitting G-13
      (2) Hydraulic Pipe Cap Nuts G-13
      (3) Adaptors, Elbows and Others G-13
6. MAINTENANCE G-14
7. CHECK AND MAINTENANCE G-16
   [1] DAILY CHECK G-16
   [2] CHECK POINT OF INITIAL 50 HOURS G-17
   [3] CHECK POINTS OF EVERY 50 HOURS G-20
   [4] CHECK POINTS OF EVERY 100 HOURS G-21
   [5] CHECK POINTS OF EVERY 200 HOURS G-27
   [6] CHECK POINT OF EVERY 300 HOURS G-28
   [7] CHECK POINTS OF EVERY 400 HOURS G-28
   [8] CHECK POINTS OF EVERY 600 HOURS G-29
   [9] CHECK POINT OF EVERY 800 HOURS G-29
   [10]CHECK POINT OF EVERY 1500 HOURS G-30
   [11]CHECK POINT OF EVERY 3000 HOURS G-30
   [12]CHECK POINT OF EVERY 1 YEAR G-30
   [13]CHECK POINTS OF EVERY 2 YEARS G-31
   [14]SERVICE AS REQUIRED (OTHERS) G-34
8. SPECIAL TOOLS G-37
   [1] SPECIAL TOOLS FOR ENGINE G-37
   [2] SPECIAL TOOLS FOR TRACTOR G-49
9. TIRES G-58
   [1] TIRE PRESSURE G-58
   [2] WHEEL ADJUSTMENT G-59
      (1) Front Wheels [2WD Model] G-59
      (2) Front Wheels [4WD Model] G-60
      (3) Rear Wheels G-61
   [3] TIRE LIQUID INJECTION G-62
10. IMPLEMENT LIMITATIONS G-65

KiSC issued 07, 2009 A

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SERVICING

CONTENTS

1. TROUBLESHOOTING 1-S1
2. SERVICING SPECIFICATIONS 1-S4
3. TIGHTENING TORQUES 1-S10
4. CHECKING AND ADJUSTING 1-S11
   - [1] ENGINE BODY 1-S11
   - [2] LUBRICATING SYSTEM 1-S13
   - [3] COOLING SYSTEM 1-S13
   - [4] FUEL SYSTEM 1-S15
     - (1) Injection Pump 1-S15
     - (2) Injection Nozzle 1-S17
   - [5] TURBOCHARGER 1-S18
5. PREPARATION 1-S19
   - [1] SEPARATING ENGINE FROM CLUTCH HOUSING CASE 1-S19
6. DISASSEMBLING AND ASSEMBLING 1-S26
   - [1] EXTERNAL COMPONENT 1-S26
   - [2] EGR VALVE AND EGR COOLER 1-S27
   - [3] CYLINDER HEAD AND VALVES 1-S28
   - [4] TIMING GEARS, CAMSHAFT AND FUEL CAMSHAFT 1-S33
   - [5] PISTON AND CONNECTING ROD 1-S39
   - [6] CRANKSHAFT 1-S42
7. SERVICING 1-S45
   - [1] CYLINDER HEAD AND VALVES 1-S45
   - [2] TIMING GEARS, CAMSHAFT AND FUEL CAMSHAFT 1-S50
   - [3] PISTON AND CONNECTING ROD 1-S54
   - [4] CRANKSHAFT 1-S56
   - [5] CYLINDER 1-S60
   - [6] OIL PUMP 1-S61

KiSC issued 07, 2009 A

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No.	Implement		Remarks		M5640SU	
					2WD	4WD
1	Slurry Tank		Max. Tank Capacity		3000 L (792 U.S.gals, 660 Imp.gals)	
			Max. Load Capacity		4000 kg (8800 lbs)	
2	Trailer		Max. Load Capacity		4000 kg (8800 lbs)	4500 kg (9900 lbs)
			Max. Drawbar Load		1000 kg (2200 lbs)	
3	Mower	Rotary-cutter	Max. Cutting Width		2130 mm (84 in.)	
			Max. Weight		540 kg (1200 lbs)	
		Flail Mower (Heavy)	Max. Cutting Width		3050 mm (120 in.)	
			Max. Weight		800 kg (1760 lbs)	
		Sickle Bar	Max. Cutting Width		2130 mm (84 in.)	
4	Sprayer		Max. Tank-capacity	Mid	680 L (180 U.S.gals, 150 Imp.gals)	
				Rear 3P	680 L (180 U.S.gals, 150 Imp.gals)	
				Drawbar	3000 L (800 U.S.gals, 660 Imp.gals)	3500 L (920 U.S.gals, 770 Imp.gals)
5	Rotary Tiller		Max. Tilling Width		2130 mm (84 in.)	
			Max. Weight		800 kg (1760 lbs)	
6	Bottom Plow		Max. Size		16 in. × 2 18 in. × 1	14 in. × 3 16 in. × 2 18 in. × 1
			Max. Weight		450 kg (1000 lbs)	
7	Disc-harrow	3P Type	Max. Size		18 in. × 24	
			Max. Harrowing Width		2130 mm (84 in.)	
			Max. Weight		450 kg (1000 lbs)	
		Drawbar Type	Max. Harrowing Width		2450 mm (96 in.)	2750 mm (108 in.)
8	Disc Plow		Max. Size		24 in. × 3 26 in. × 2	
			Max. Weight		450 kg (1000 lbs)	
9	Sub Soiler		Numbers of Cultivating Tines		2	
			Cultivating Depth		300 mm (12 in.)	400 mm (16 in.)
10	Cultivator		Max. Width		3050 mm (120 in.)	3660 mm (144 in.)
			Number of Rows		4	
			Max. Weight		450 kg (1000 lbs)	
11	Front Blade*, **		Max. Cutting Width		1820 mm (72 in.)	
			Max. Oil Pressure		19.1 MPa (195 kgf/cm^2, 2773 psi)	
12	Rear Blade		Max. Cutting Width		1820 mm (72 in.)	
			Max. Oil Pressure		19.1 MPa (195 kgf/cm^2, 2773 psi)	
13	Front Loader*, **		Max. Lifting Capacity		1000 kg (2200 lbs)	
			Max. Oil Pressure		19.1 MPa (195 kgf/cm^2, 2773 psi)	
14	Box Blade		Max. Cutting Width		1820 mm (72 in.)	
			Max. Weight		450 kg (1000 lbs)	

■ **NOTE**

- **Implement size may very depending on soil operating conditions.**
  *** Must remove front weight with this implement.**
  **** Need subframe**

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1. TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference Page
Front Wheels Wander to Right or Left	Tire pressure uneven	Adjust	G-58
	Improper toe-in adjustment (improper alignment)	Adjust	6-S6
	Clearance between front axle case boss and front axle bracket (front, rear) bushing excessive	Replace	6-S22, 6-S23
	Front axle rocking force too small	Adjust	6-S6
	Front wheel sway excessive	Replace	6-S6
	Tie-rod end loose	Tighten	6-S10, 6-S15
	Air sucked in power steering circuit	Bleed	–
	Knuckle shaft bushings worn [2WD model]	Replace	6-S15, 6-S23
Front Wheels Can Not Be Driven [4WD Model]	Propeller shaft broken	Replace	6-S8
	Front wheel drive gears in transmission broken	Replace	–
	Front differential gear broken	Replace	6-S13
	Coupling displaced	Reassemble	6-S8
Noise [4WD Model]	Gear backlash excessive	Adjust or replace	–
	Oil insufficient	Replenish	G-10
	Bearings damaged or broken	Replace	–
	Gears damaged or broken	Replace	–
	Spiral bevel pinion shaft turning force improper	Adjust	6-S17

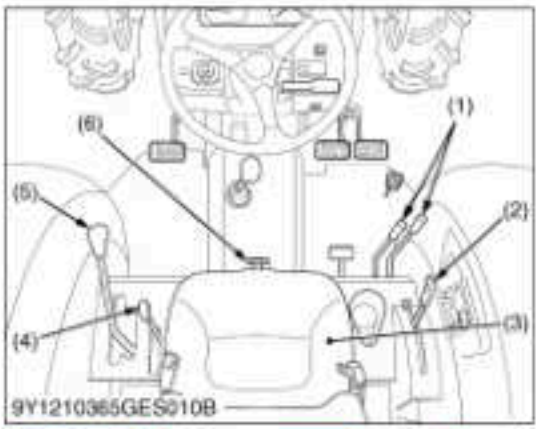
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LIGHTING SYSTEM

Symptom	Probable Cause	Solution	Reference Page
Head Light Does Not Light	Fuse blown	Replace	9-S10
	Bulb blown	Replace	G-35
	Wiring harness disconnected or improperly connected	Repair or replace	–
Illumination Light Does Not Light	Fuse blown	Replace	9-S10
	Bulb blown	Replace	G-35
	Wiring harness disconnected or improperly connected	Repair or replace	–
Tail Light Does Not Light	Fuse blown	Replace	9-S10
	Wiring harness disconnected or improperly connected	Repair or replace	–
Hazard Light Does Not Light	Fuse blown	Replace	9-S10
	Bulb blown	Replace	G-35
	Flasher unit defective	Replace	9-S27
	Hazard switch defective	Replace	9-S26
	Turn signal switch defective	Replace	9-S25
Hazard and Turn Signal Indicator Lamp Does Not Light	Meter panel defective	Replace	–
	Wiring harness disconnected or improperly connected	Repair or replace	–
Hazard and Turn Signal Light Does Not Go ON and OFF	Flasher unit defective	Replace	9-S27
Work Light Does Not Light	Fuse blown	Replace	9-S10
	Bulb blown	Replace	G-35
	Wiring harness disconnected or improperly connected	Repair or replace	–
Brake Light Does Not Light	Fuse blown	Replace	9-S10
	Bulb blown	Replace	G-35

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Seat, Fender and ROPS Under Frame

1. Remove the seat (3).
2. Remove the position control lever grips (2).
3. Remove the auxiliary speed change lever grip (5), DT shift lever grip (4) and 3-point hitch lowering speed control grip (6).
4. Remove the auxiliary control valve lever assembly (1).
5. Remove the center frame screws (7).
6. Disconnect the connector for rear combination lamp.
7. Remove the fender L.H. (8).
8. Remove the PTO lever cover from the fender R.H. (10) and disconnect the connectors for PTO switch.
9. Remove the fender R.H. (11).
10. Remove the ROPS under frames (9) and bracket (10).

(When reassembling)

Tightening torque	ROPS under frame mounting bolt and nut (M18, 9T)	260 to 304 N·m 26.5 to 31.0 kgf·m 192 to 224 lbf·ft





(1) Auxiliary Control Lever
(2) Position Control Lever Grip
(3) Seat
(4) DT Shift Lever Grip
(5) Auxiliary Speed Change Lever Grip
(6) 3-Point Hitch Lowering Speed Control Grip
(7) Center Frame Screw
(8) Fender L.H.
(9) ROPS Under Frame
(10) Bracket
(11) Fender R.H.

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Seat Stay, Center Frame and Step

1. Disconnect the wire harness (4) from seat switch.
2. Remove the seat stay (2).
3. Remove the center frame (3).
4. Remove the cover (1) and step (5) for both side.

(1) Cover
(2) Seat Stay
(3) Center Frame
(4) Wire Harness
(5) Step

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Hydraulic Pipes

1. Remove the suction pipe (2).
2. Remove the delivery pipe (1) for the three point hydraulic system.
3. Remove the brake rod (3).

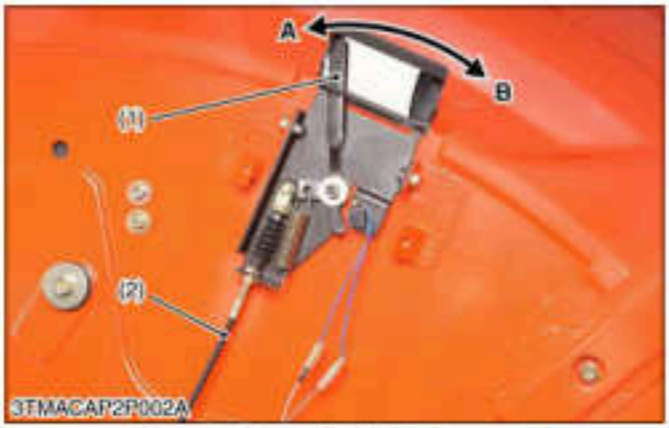
(1) Delivery Pipe
(2) Suction Pipe
(3) Brake Rod

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2. PTO CLUTCH

[1] STRUCTURE





The PTO shift lever (1) and the PTO clutch valve (3) are connected by the PTO shift cable (2) as shown in the photo.

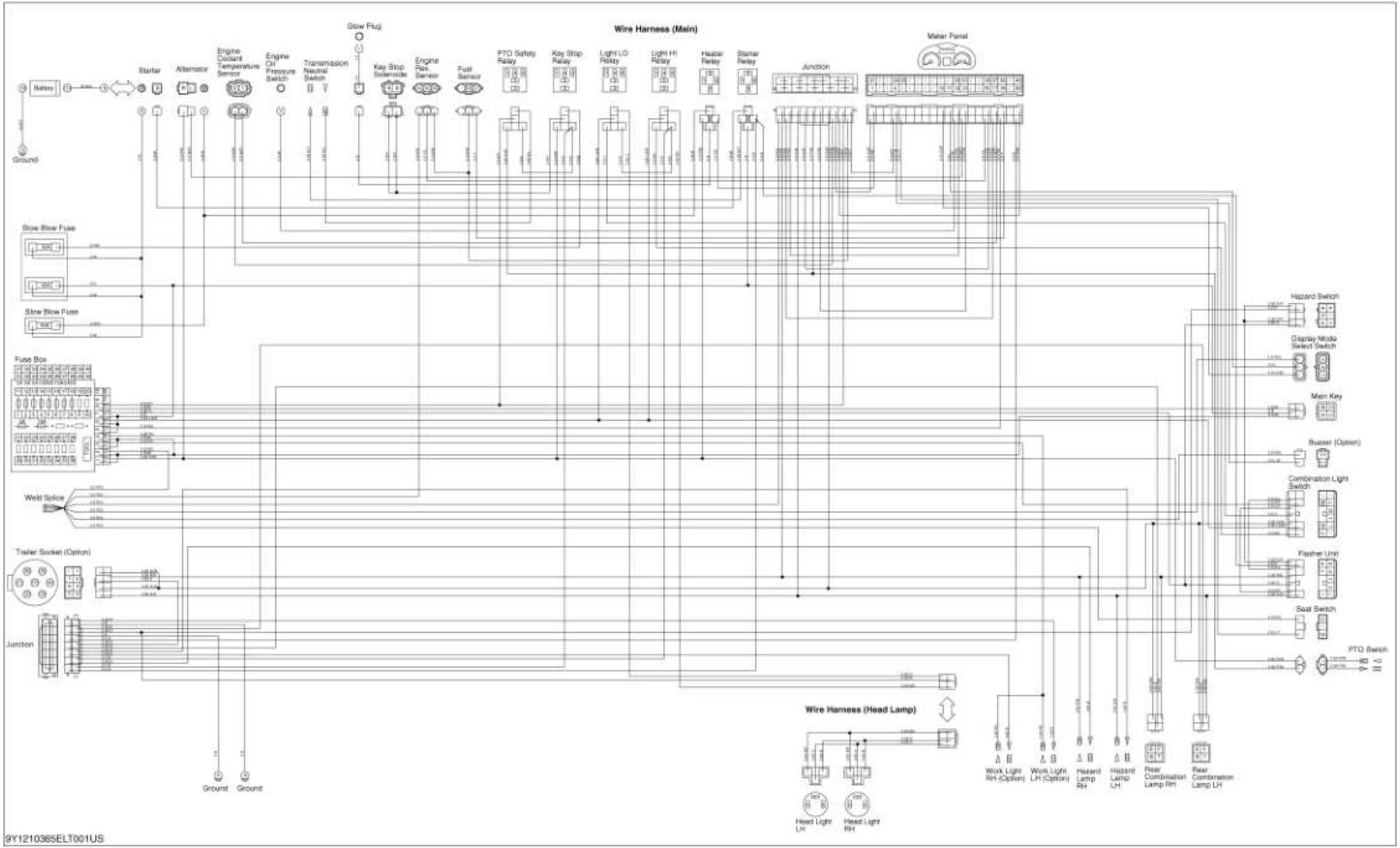
When the PTO shift lever (1) is moved to the **B** side, the PTO clutch valve (3) is set at **"Engaged"** position. Then the oil flows to clutch pack through the clutch valve (3). When the shift lever is moved to the **A** side, the PTO clutch is set at **"Disengaged"** position.

(1)	PTO Shift Lever	**A :**	**Disengage**
(2)	PTO Shift Cable	**B :**	**Engage**
(3)	PTO Clutch Valve		

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1. WIRING DIAGRAM



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