



One BOB-CAT Lane, P.O. Box 469
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SERVICE BULLETIN

May 24, 2010

Bulletin No: JC-010-10

4165331 Vapor Lock Prevention Kit for 37HP DFI Units

Product Type: Only 37hp Kawasaki Digital Fuel injection units

Issue: Vapor lock is possible in high temperature environments due to hoses being routed in a high heat area of the engine compartment.

Action Required: To be proactive in preventing vapor lock on the 37hp DFI units we are instituting a fuel line re-route on all units. Current production going forward will have fuel lines routed in this same manner. Install the service kit on dealer and customer units using the directions outlined below.

Products Involved: 942257F, 942258F

Parts Involved:

Kit Parts List

ITEM	PART NO.	DESCRIPTION	QTY
1	4165311.7	BRCKT-FUEL VALVE MNTG	1
2	4165333-01	CONDUIT-PLASTIC	50"
3	65286-4A	CABLE TIE	3
4	4164403	DECAL-FUEL SELECTOR	1

Warranty: You may claim up to 1 hour of labor and one claim per unit. Please file warranty using Service Bulletin Number JC-010-10.

If you have any questions, please contact the *Schiller Grounds Care, Inc. Customer Service Department* at 920-699-2000.

This bulletin is relevant to the departments shown below. Please circulate as appropriate.

SERVICE



WARRANTY



SALES



PARTS



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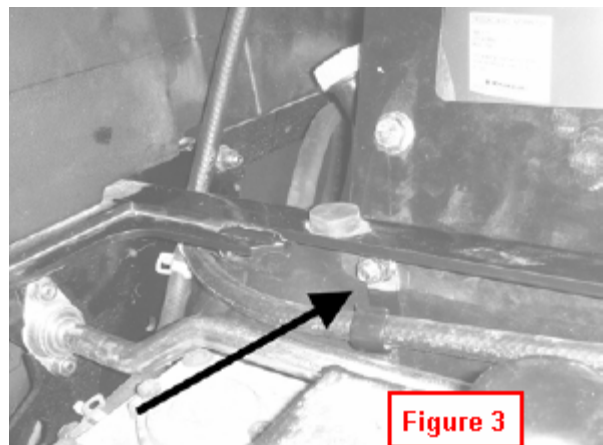
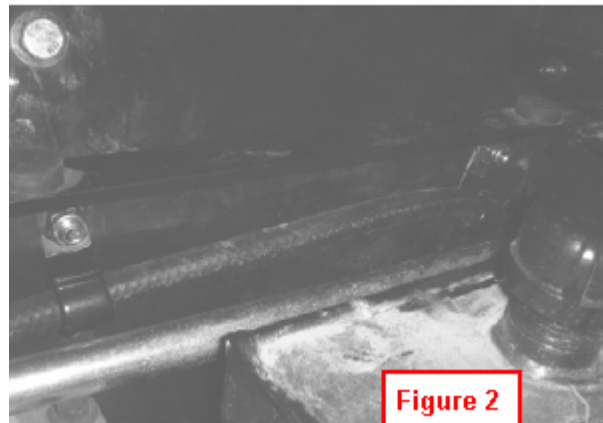
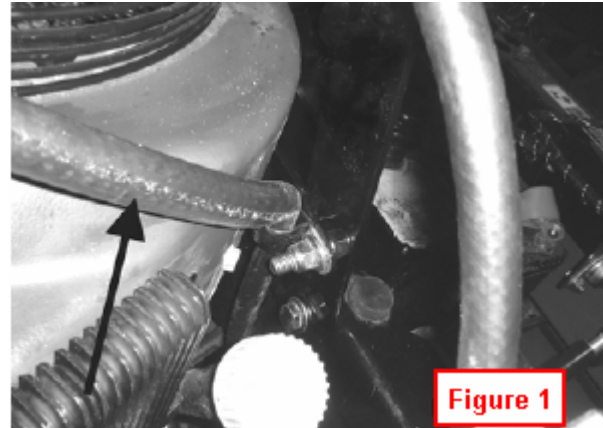


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INTRODUCTION: This instruction sheet covers the procedure to re-route the fuel lines on the **ZT2 DFI** units.

The modification involves moving one hydraulic line and the rubber heat skirt from the engine side to the pump side of the bulkhead. Repositioning the fuel selector petcock and re-routing fuel lines to the right hand tank.

1. Turn fuel selection valve to the off position.
2. Unbolt the two Oil Cooler bracket bolts at the top rear.
3. Remove the right 3 bolts on the bulkhead frame. Two of these bolts retain the J-clamps for the hydraulic lines and the other one just holds the rubber skirt. The oil cooler should now be free to move (except for hoses limiting its movement).
4. Remove the bolts and J-clamps from the hose and pull the flap down a little. You may have to cut a wire tie that is located on the right hand side that holds the two halves of the rubber flap together around the hose. Remove the rear hose from the oil cooler and pull it down through the clamp holding it to the cooler bracket. Move it to the opposite side of the hose going to the LH pump and then reroute it back through the clamp it was originally in, and reattach it to the oil cooler. Move the hydraulic hose in front of the rubber flap. After the hose is in place, re-install the bolts through the oil cooler bracket, bulkhead, rubber flap, and then install the J-clamps next to the rubber flap on the inside of the pump compartment as in **Figure 2** and **Figure 3**. The hose that goes up to the cooler on the right hand side, where the T connects them, should come up at the corner of the rubber flap as shown in **Figure 4**. Re-install the top bolts for the cooler bracket.
5. Remove fuel lines from right side fuel tanks and drain fuel from lines. Pull the fuel lines out from in front of the engine and have them hang out the rear of the machine.
6. Remove the selector valve from the selector valve bracket. Remove the valve bracket from the front side of the hydraulic cooler bracket. Install a new valve bracket (P/N 4165311.7) as shown, with existing hardware. The bracket should be attached to the top of the hydraulic cooler bracket.
7. Install selector valve into valve bracket as shown in **Figure 5**. Position the valve so the hoses that go to the fuel pump and engine, point at the left hand



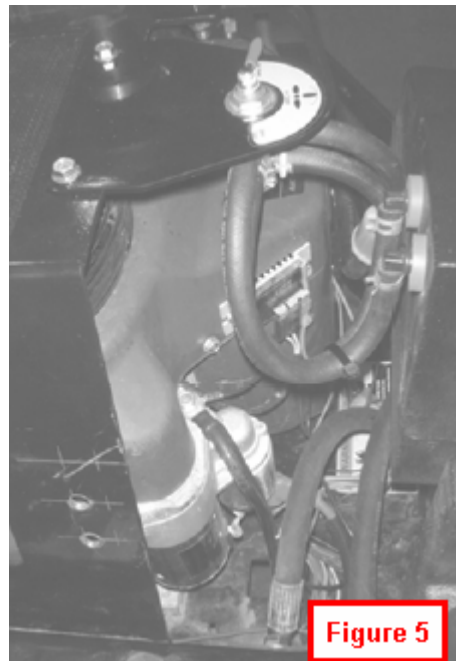
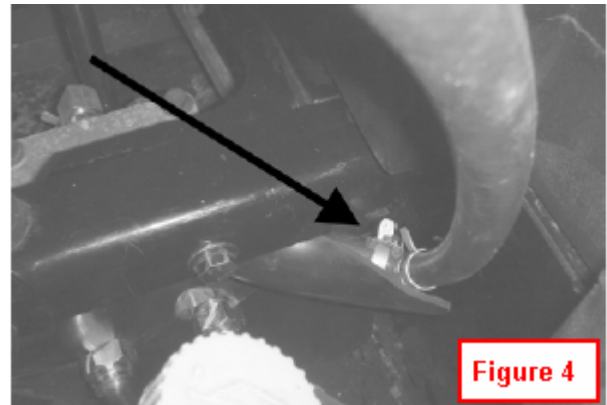
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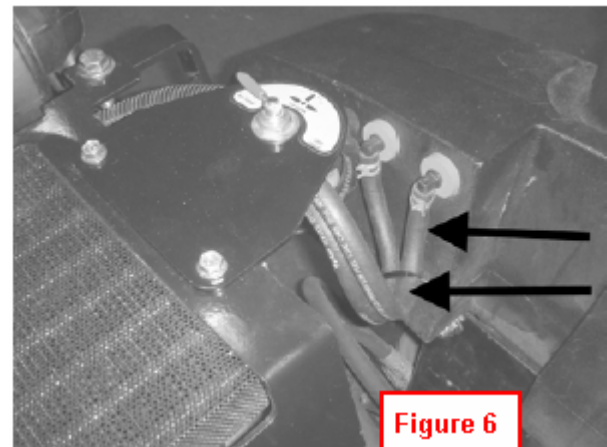
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tank. See **Figure 6** Pull the hoses for the right hand tank towards the rear of the machine. Measure and cut the bottom hose on the valve, sticking toward the rear of the machine to 26". Measure and cut the top hose of the valve sticking toward the rear of the machine to 29". Save the fuel clamps from the hose to reuse.

8. Remove the hose on the front left hand tank fitting and the upper LH of petcock. Cut a piece of hose (from the scraps left over from shortening the hose on the right tanks) to 9". Install this piece to the top (LH) petcock fitting and the front fuel fitting on the tank (reuse hose clamps). Be sure to note the position of the fitting in the pictures. Positioning other than this will result in the pick-up tube not being in the bottom of the tank.
9. Install the fuel label (P/N 4164403). Orientate to line up with operation of the valve.
10. Install wire tie to left hand tank fuel lines to help hold and position lines as shown in **Figure 6**. Be careful not to kink hoses. See bottom arrow for location.
11. Cut conduit (P/N 4165333-01) to a 26" piece and a 24" piece. Install longer piece of conduit over the upper hose of the selector valve for the right hand tank. Install the shorter piece of conduit on the lower hose of the valve.
12. Route the bottom hose of the valve between the air cleaner housing and the wire air intake screen on top of the engine. See **Figure 7**; this hose should go to the rear fitting on the right hand tank. Install clamp on hose and install on rear fitting of tank.
13. Route the upper hose through the same way on top of the lower hose. On the right hand side of the engine, route the upper hose under the bottom hose and loop up to front fitting. Install clamps and install hose to front fitting on tank. See **Figure's 8** through **10**.
14. Install wire ties and pull snug to position the hoses together. Do not crush conduit.
15. Test the fuel delivery from the right tank.
16. Insure fuel line from petcock to fuel filter is routed between tank and bracket as shown in **Figure 11**.



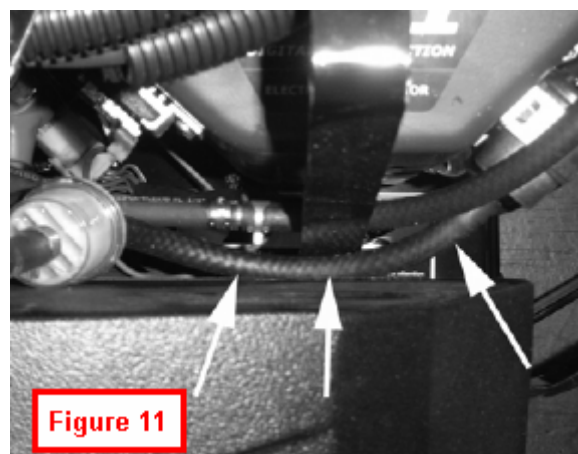
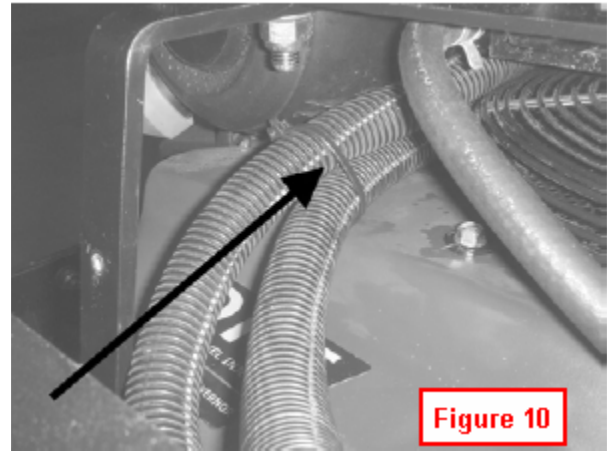
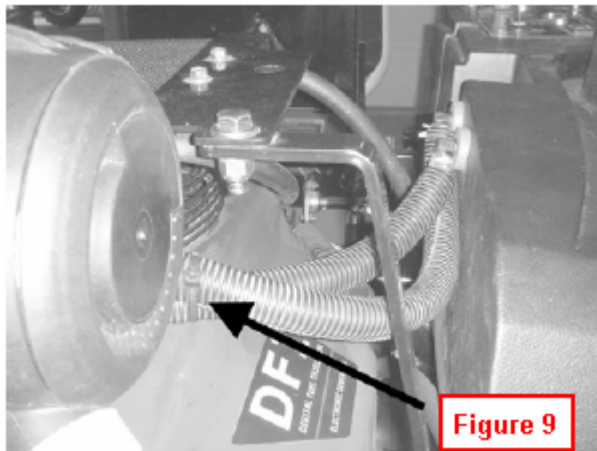
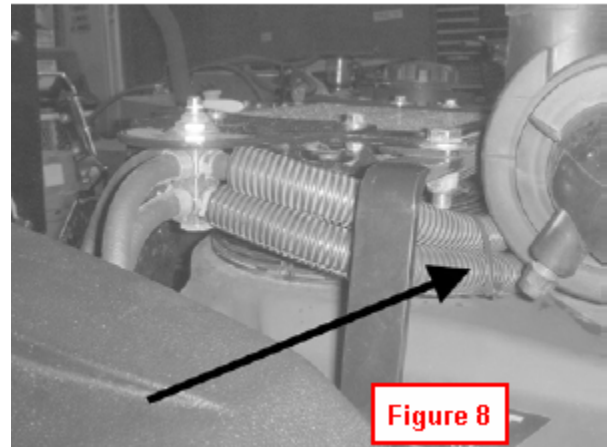
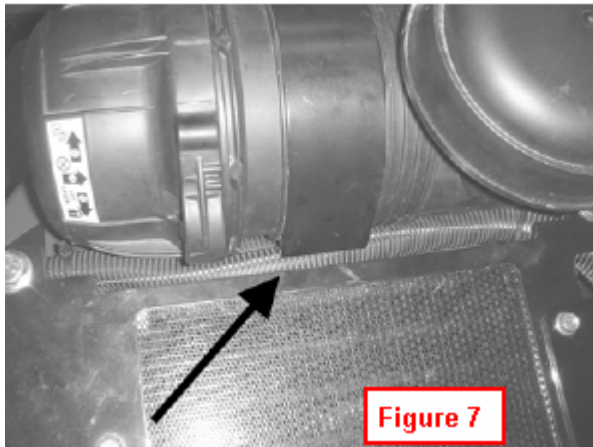
Top petcock fittings are inbound fuel supply from the tanks going TO the engine. The bottom fittings are return fuel FROM the engine going back to the tanks.



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