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Technical Bulletin

BC3-6560 & BD3-7570
Fuel Priming instructions

This bulletin is to provide the proper instructions for priming your forklift. Your new Kubota engine is built with a common rail fuel system and requires a different method to prime the system. In the event your machine should run out of fuel and at every fuel filter change, please refer to these instructions to prime the fuel system. There are Do's and Don'ts for this procedure, so please read the entire bulletin.

When the government created the clean exhaust emissions standard, it caused the engine manufactures to create the Final Tier 4 engine that we know today. The diesel engines we use today are not the engines we have used in the past. You, as the end user, must be more conscience of how clean the fuel is you are putting in your machine, the quality of fuel filters that you use when replacing and you must keep the air filters clean.

Please note that clean fuel is key. If you do not change the filters on your holding tanks as often as you replace filters on the machine then you have created a weak point. The fuel must be free from water, dirt and grime. Please note that contaminants can come from many sources, but mainly comes from not maintaining the tanks that the fuel is transferred in.

Please feel free to call Bright Coop forklift service or your salesman at any time!

Please follow the directions below to prime the system.

With the new Common Rail fuel system, DO NOT try and bleed the injectors. This system is under very high pressure and this will damage the injectors or allow contamination in the system.

1st step

- Fill the tank full of fuel
- Find the water fuel separator with priming bulb.

(This can be found attached to the inside of the fuel tank toward the engine compartment.)

- Prime the filter at this location by pumping the primer bulb 10-15 times.



2nd step

- Turn the ignition key to the on position

You should hear the electric fuel pump come on. This is sending fuel to the main filtration system.



3rd step

- While the electric fuel pump is pumping, please turn the relief plug counterclockwise to release any air pressure. You will see air bubbles and fuel coming out of the port to the right of the plug. Close off once all air is out of the system. You can try to crank the machine. If the machine does not crank proceed to Step #4
- When replacing the fuel filter DO NOT prime filter by pouring fuel directly into the filter. This allows unfiltered fuel to enter the system and could potentially damage the engine.



4th step

- Use the primer pump on the side of the injection pump to continue to get fuel to the common rail system. This may have to be done until the pump is too tight to pump any longer. At this time, try cranking the machine with the ignition key. The system should be ready to crank.



If you have exhausted all steps in this bulletin and the machine will not crank, please consult with a certified Kubota technician. Please call Bright Coop at [1-800-562-0730](tel:1-800-562-0730).