

# KUBOTA Z482 DIESEL POWERED MOTORCYCL...

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## ★ KUBOTA Z482 DIESEL POWERED MOTORCYCLE W/ TRAILER - \$4000 (Bellefontaine)

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Listed for sale here is my beloved Qijos Trailmaster 200/Kubota Z482 twin 13 hp DIESEL powered bike. "CHINESE LOVE, JAPANESE TORQUE, AMERICAN INGENUITY."

Please feel free to ask me any questions AFTER reading all I have written.

Many, many extras are included such as a vz21 turbo, intercooler and Audi S4 OEM aluminum 50mm tube plumbing with rubber couplers, the original black chrome 163 FML 14.8 HP 200cc aircooled engine (needs \$19 piston), 4 spare type 40 cvt belts, brand new Baldwin fuel filter, 40mm ammo can saddle bags, original 18" knobby tires/many extra street and off-road tires, Honda civic radiator, box of extra parts and also a Towblazer/ACE brand folding motorcycle trailer with a spare wheel/tire and mount. I have hauled this beast off the back of my TDI hypermiler hitch and cargo basket but other's aren't quite as crazy as I.

This has a Honda CBR 1000 front rotor/Tokiko 4 piston front caliper both on custom mounts, Honda EX450 rear 4 wheeler shock, Honda Trial 90 center stand, extra external fork springs and custom fork brace, car horn, remote fuel filter, digital dash and tachometer, 4 super bright 18 watt led lights (1 low beam/all 4 high beam), comfort gel grips with nylon tube inside handlebar filled with steel BBs, weighted bar ends, Tusk grip guards strobe 2nd brake light, brake caliper lock, a 14x16 Slipstreamer touring windscreen and dual 12v socket outlets to power a GPS or phone charger to name a few of the numerous upgrades.

This bike has been great. It was a difficult and challenging build but with lots of critical thinking and an assortment of the right combination of parts I managed to pull it off without ANY cutting and stretching of the main tubular backbone of this small bike even though this IRON engine is 3x the size of the aluminum one it replaced. The placement of the type 40 CVT inline with the new 420 chain dictated the location of the engine so as to maintain proper spacing for the drive belt. It should be mentioned that TWICE now I have sheared in half the secondary/driven 5/8" solid steel shaft from the insane torque this machine puts out. I have milled a 3/16" keyway slot into a stainless rod with my Smithy 3N1 mill/drill/lathe and so far have had no issues at all.

As this is a very heavy IRON PIG and so far with my 180 lbs on flat ground would only achieve 56 mph with knobby tires I have recently mounted these street tires for a higher top speed: 120/90/18 Continental Conti Tour rear and 100/90/18 Avon Road Rider front.

Opening the fuel screw for the inner mechanical injection pump rack would not provide any additional power and would only "roll massive coal", something not usually seen from a 2 wheeled machine. Both wheels have inner tubes and some NIB spares are included. The original 21" front wheel had to go as it would not clear the exhaust and starter motor but it was replaced with a Kawasaki 18".

The digital tachometer plug wiring is all in Chinese so with the help of 5 of my closest Japanese Honda Engineering friends during daily breaks, a 9 volt and 2 AAA batteries wired in series (12v DC) we were all able to collectively figure out the intentions of the Chinese characters and initiate operation: 素晴らしい!!! A neodymium magnet epoxy bonded to the flywheel acts as an impulse signal for tachometer pickup mounted to the Natalie Merchant resiliently strong CVT shield.

To inquire on the EXACT temperature of the cooling system a digital turkey temperature gauge was installed just above the digital tachometer. The radiator cap and housing are from a 250 ninja. The Kubota DIESEL engine is from a Carrier big rig/18 wheeler truck APU auxiliary power unit and the original radiator is hanging off the side with 185 degree thermostatically controlled 10" electric fan. For the new owner a Civic radiator is included to cope with the additional heat and stress of the world's smallest turbocharger: The VX21. I think the compact Nissan 300ZX intercooler will help

keep the temperatures down as well. The current intake tubing is from a Z car and like most all the other parts has been sandblasted and powdercoated. To make this machine just a bit narrower I was planning on relocating the new radiator centrally just between the ammo cans in the back using TIG welded aluminum or soldered copper tube hard lines. Also included is a large face boost gauge for the lucky new owner as they boost this bad boy to the sky! As a habit for all my vehicle builds I mounted a compact ABC fire extinguisher opposite the Ducati 1198 muffler. 1198 bullet bike spare turn signals included as well. VROOOM!

The large battery was purchased new last year but I didn't disconnect it as I should have during the winter so I drained the acid, filled with Epsom salt solution and recharged. When it is warmed up it starts fine but when cold a booster pack helps fire this up. The starter has been overhauled and has a new brush pack installed. Currently the glow plugs must be manually wired before cold starting. I think it would be a good idea to wire in a 10-15 second timed relay tied into the red "P" parking indicator light on the digital dash. Smoked LED doughnut turn signals are mounted front and rear.

In addition to the knobby front/rear 18" tires these are all the extra motorcycle tires included as I will no longer need them: Dunlop Geomax MX51 120/90/18 and MX51F [80/100/21](#). Bridgestone Spitfire 100/90/19. IRC Trials 3.0/19. Michelin 4.0 H18. Chen Shin 90/90/18. Chen Shin 3.5/18.

As I mentioned a folding single motorcycle trailer is included with an additional spare tire/wheel combo. Details here: <http://motorcycle-trailer.com/ads/2012-towblazer-single-rail-motorcycle-trailer-600-atlanta/> and here: <https://theusatrailerstore.com/ace-single-motorcycle-trailer/>.

Like my TDI daily driver this bike is NOT a screamer, it purely was built to be efficient and unique. I have not yet calculated the MPG fuel economy of this as I have yet to burn through all the 2 gallons of diesel I initially poured into this tiny tank modified with an internal fuel return line from the 2 injector fuel rail. I fully expect the street tires to allow for a higher top speed however the registration is not current or insured so it cannot be taken anywhere besides my quiet street.

The Japanese Kanji characters on the front fender are "I heart 溶接/ I love welding". Welding/Fabrication has and always will be my greatest life passion. As for below the massive DIESEL sticker: "内燃機 関/Nainenkikan/internal combustion engine". My wife's samurai family crest is front and center. It is your choice on this vinyl either way, feel free to remove it all if you like but I would hope you don't.

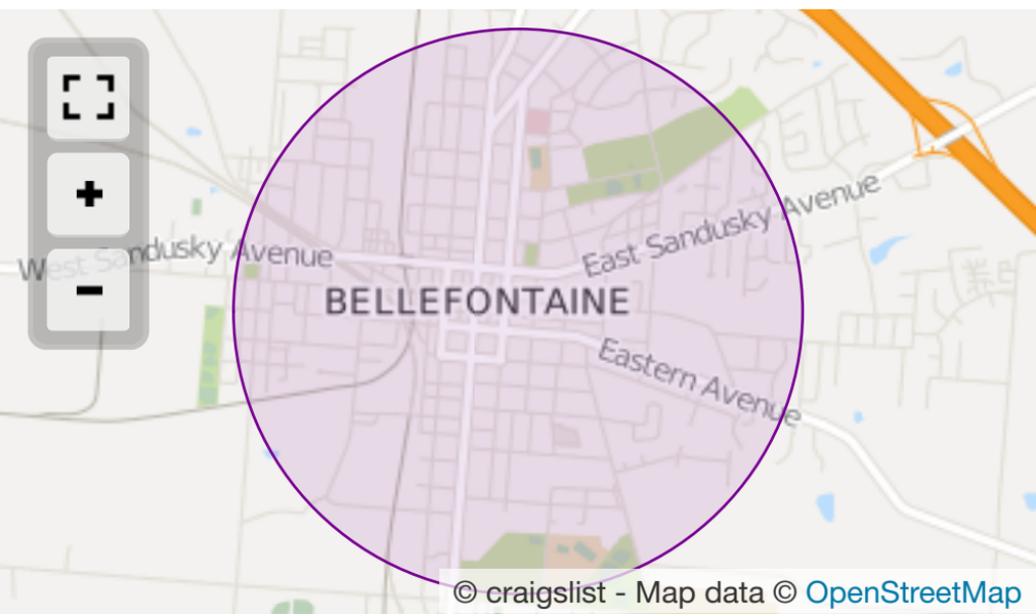
Be prepared, THIS BIKE DRAWS YUUUUGE CROWDS EVERY PLACE I TAKE IT. No one can believe a diesel powered motorcycle is before them and they bust up laughing and beam smiles of amazement and absolute disbelief when I start it. I do no want to

sell this thing but I must focus on my 1966 TDI split window bus build. Afterwards my next motorcycle will be powered with a VW TDI engine as well with full electronics and emissions in place. Don't believe me? Just you wait and see it happen.

If you fall madly in love with this machine as I have and want to power another project with the mighty Kubota DIESEL Z482 twin (like the 3 wheeled Roopod in Connecticut) I have a complete additional Carrier APU I am willing to sell for an additional \$800. This engine is much "cleaner/shinier/pretty" than the one installed here.

Please feel free to ask me any questions AFTER reading all I have written.

I want to get \$4,000 for it all. Most everything has been removed just days ago, sandblasted and powdercoated matte black and Eastwood v twin orange. どうもありがとうございます/doumo arigatou gozaimasu/Thank you.



**Quojos Trailmaster 200**

fuel: **diesel**

transmission: **automatic**

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