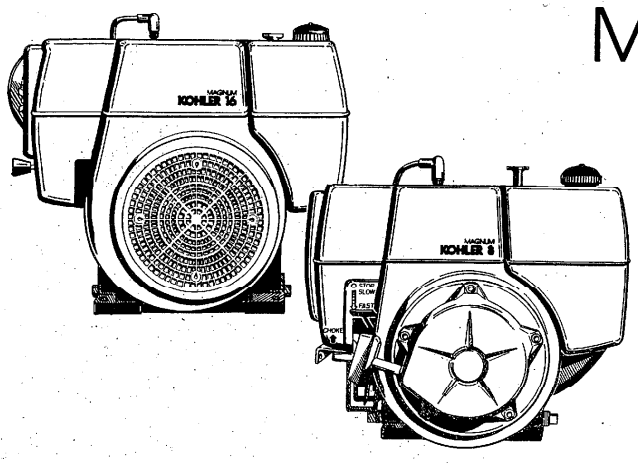
OWNER'S MANUAL

MAGNUM



MODELS M8, M10,
(8 hp) (10 hp)

M12, M14, M16
(12 hp) (14 hp) (16 hp)

CONGRATULATIONS—You have selected the finest four-cycle, single-cylinder, air-cooled engine that money can buy. Kohler designs and builds long-life strength and on-the-job durability into each engine . . . making a Kohler engine the most dependable engine available . . . dependability you can count on. Here are some reasons why:

- Parts subject to the most wear and tear (like the cylinder, crankshaft, and camshaft) are made from precision formulated cast iron. Because the cast iron cylinder can be rebored, these engines can last even longer.
- Dependable, maintenance-free electronic ignition system ensures fast, easy starts time after time.
- Kohler engines are easy to service. All routine service areas (like the dipstick and oil fill, air cleaner, spark plug, and carburetor) are easily and quickly accessible.
- Every Kohler engine is backed by a worldwide network of over 10,000 distributors and dealers—so service support is just a phone call away.

To keep your engine in top operating condition, follow the simple maintenance procedures given in this manual.

KOHLER engines

ENGINE DIVISION, KOHLER CO., KOHLER, WISCONSIN 53044

FUEL

For best results, use only clean, fresh, regular grade unleaded gasoline with a pump sticker octane rating of 87 or higher. In countries using the Research method, it should be 90 octane minimum.

Unleaded is recommended since it leaves less combustion chamber deposits. Regular grade leaded gasoline may also be used; however, be aware that the combustion chamber and cylinder head will require more frequent service. See "Required Maintenance" on page 4.

Always use fresh gasoline. Fresh gasoline is blended for the season and reduces gum deposits which could clog the fuel system. Do not use gasoline left over from the previous season.

Do not add oil to the gasoline.

Do not overfill the fuel tank. Leave room for the fuel to expand.

⚠WARNING: Explosive Fuel
Gasoline is extremely flammable, and its vapors can explode if ignited. Store gasoline only in approved containers, in unoccupied buildings, away from sparks or flames. Do not add gasoline while the engine is hot or running, or start the engine near spilled gasoline. Never use gasoline as a cleaning agent.

OIL

Using the proper type and weight crankcase oil is extremely important as is checking oil daily and changing oil regularly. (See "Required Maintenance" on page 4.) Failure to use the correct oil or using dirty oil causes premature engine wear and failure.

Before each start, make sure the crankcase is filled with proper type and quantity of oil.

Oil Type

Use high-quality detergent oil of API (American Petroleum Institute) service class SF. Select the viscosity based on the air temperature at the time of operation as shown in the table.

Straight 30-weight oil is recommended. If multiviscosity oil is used in temperatures above 32°F (0°C), oil consumption and combustion deposits will increase.

CAUTION: Using other than service class SF oil or extending oil change intervals longer than recommended could cause engine damage which is not covered by the engine warranty.

A logo or symbol on oil containers identifies the API service class and SAE viscosity grade.

Checking Oil

Check oil BEFORE EACH USE as follows:

1. Make sure the engine is stopped and resting on a level surface. Also make sure the engine is cool and the oil has had time to drain into the sump.
2. Before removing the oil fill cap/dipstick, clean the area around the fill tube to keep dirt and debris out of the engine.
3. Remove the oil fill cap/dipstick, and wipe oil off. Reinsert the dipstick and push it all the way down into tube. Remove the dipstick and check the level.
4. Add the proper type of oil if the level is low. Bring the level up to, but not over, the "F" mark on the dipstick. Always check the level on the dipstick before adding more oil.

CAUTION: Do not operate the engine with the oil level below "L" mark or over "F" mark.

Oil Sentry

Some engines are equipped with optional Oil Sentry oil level monitor. If the oil level gets low, Oil Sentry will either shut down the engine or trigger a warning signal, depending on the application.

CAUTION: Make sure the oil level is checked BEFORE EACH USE and maintained up to the "F" mark on dipstick. This includes engines equipped with Oil Sentry

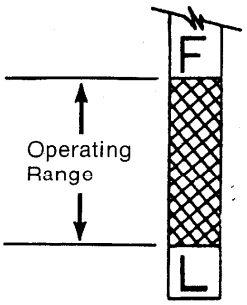
Changing Oil

For a new engine, change oil after the first 5 hours of operation. Change oil every 25 operating hours thereafter.

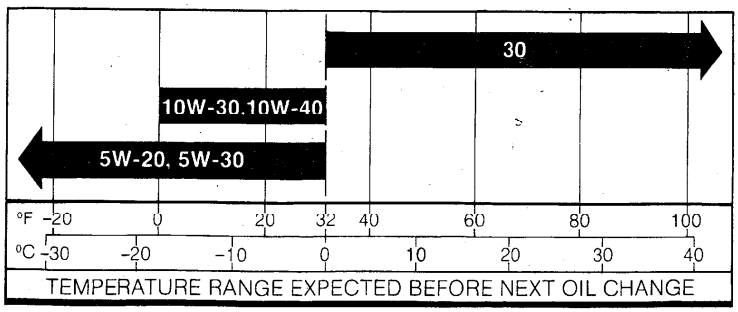
Drain oil while the engine is warm from operation. The oil will flow freely and carry away more impurities. Drain oil as follows:

1. Remove the oil drain plug and dipstick. Tilt the engine slightly towards the oil drain to obtain better drainage.
2. Reinstall the drain plug. Make sure it is tightened securely.
3. Fill with new oil of the proper type to the "F" mark on the dipstick. Always check the level on the dipstick before adding more oil.

Make sure the engine is level when filling and checking oil.



Recommended SAE Oil Viscosity Grades



OPERATING INSTRUCTIONS

ALSO READ THE OPERATING INSTRUCTIONS OF THE EQUIPMENT THIS ENGINE POWERS.

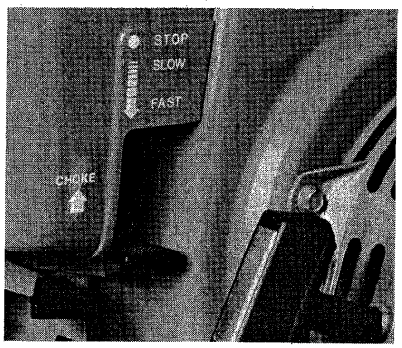
PRE-START CHECKLIST

- ☐ Check oil level. Add oil if low.
- ☐ Check fuel level. Add fuel if low.
- ☐ Check cooling air intake areas and external surfaces of engine. Make sure they are clean and unobstructed.
- ☐ Check that the air cleaner components and all shrouds, equipment covers, and guards are in place and securely fastened.
- ☐ Check that any clutches or transmissions are disengaged or placed in neutral. This is especially important on equipment with hydrostatic drive. The shift lever must be exactly in neutral to prevent resistance which could keep the engine from starting.

⚠ ***WARNING: Lethal Exhaust Gases***

Engine exhaust gases contain poisonous carbon monoxide. Avoid inhaling fumes, and never run the engine in a closed building or confined area.

STARTING



Model M8 Throttle and Choke Controls Shown. See Page 5 For Models M10, M12, M14, and M16 Throttle and Choke Controls.

1. **On A Cold Engine** - Place the throttle control **MIDWAY** between the **"SLOW"** and **"FAST"** positions. Place the choke control into the **"ON"** position.

   On A Warm Engine (Normal Operating Temperatures) - Place the throttle control **MIDWAY** between the **"SLOW"** and **"FAST"** positions. Place the choke control into the **"OFF"** position.

2. Start the engine as follows:

   For Rope Start Engines—Place the starting rope knot in the slot in starting pulley. Wrap the rope around the pulley. Pull the starter handle with a smooth, steady motion.

   For Retractable Start Engines—Pull the starter handle with a smooth, steady motion. Pull handle straight out to avoid excessive rope wear from starter rope guide.

   Extend the starting rope periodically and check its condition. If the rope is frayed, have it replaced immediately by your Kohler Engine Service Dealer.

   ⚠ ***WARNING: Accidental Starts***

   Before extending and checking retractable starter rope, remove the spark plug lead to prevent the engine from starting accidentally. Make sure the equipment is in neutral.

   For Electric Start Engines—Activate the starter switch. Release the switch as soon as the engine starts.

   CAUTION: Do not crank the engine continuously for more than 10 seconds at a time. If the engine does not start, allow a 60-second cool-down period between starting attempts. Failure to follow these guidelines can burn out the starter motor.

   CAUTION: If the engine develops sufficient speed to disengage the starter but does not keep running (a "false start"), the engine rotation must be allowed to come to a complete stop before attempting to restart the engine. If the starter is engaged while the flywheel is rotating, the starter pinion and flywheel ring gear may clash, resulting in damage to the starter.

   If the starter does not turn the engine over, shut off starter immediately. Do not make further attempts to start the engine until the condition is corrected. Do not jump start using another battery (refer to "BATTERY" below.) See your Kohler Engine Service Dealer for trouble analysis.

3. **On A Cold Engine** - Gradually return the choke control to the **"OFF"** position after the engine starts and warms up.

BATTERY

A 12-volt battery with a rating of approximately 32-amp hour is normally used. Refer to the operating instructions of the equipment this engine powers for specific information.

If the battery charge is not sufficient to turn over the engine, recharge the battery.

CAUTION: Do not attempt to jump start the engine with another battery. Starting with batteries larger than those recommended can burn out the starter motor.

Also see "BATTERY CHARGING" on page 5.

OPERATING

Optional spark arrestor mufflers are available from your Kohler Engine Service Dealer. Check your local laws and statutes regarding engine spark arrestor muffler requirements.

CAUTION: Do not operate the engine continuously at angles exceeding 30° in any direction. Engine damage may result from lack of lubrication. Also refer to the operating instructions of the equipment this engine powers. It may have more stringent guidelines as to angle of operation due to equipment design.

CAUTION: If debris builds up on air intake screen and other intake areas, STOP the engine immediately and clean. Obstructed air intake areas cause engine damage due to overheating.

⚠ ***WARNING: Hot, Moving Parts***

The engine and exhaust system get extremely hot from operation. Do not operate the equipment with covers, shrouds, or guards removed. Keep hands, feet, clothing, and hair away from all moving parts. Do not allow the equipment to run unattended.

CAUTION: Do not tamper with the governor setting to increase the maximum engine speed. Overspeed is hazardous and will void the warranty.

STOPPING

Move the throttle control lever up to the STOP position. On engines equipped with a keyswitch, turn switch to the STOP or OFF position.

MAINTENANCE INSTRUCTIONS

These required maintenance procedures should be performed at the frequency stated in the table. They should also be included as part of any seasonal tune-up.

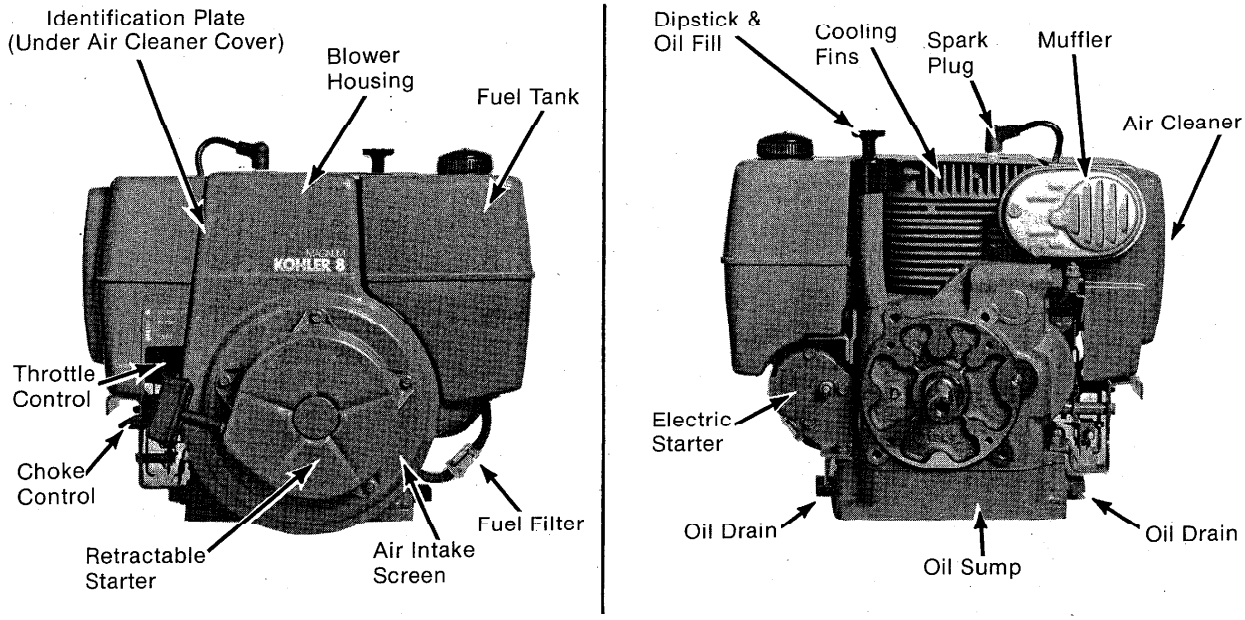
REQUIRED MAINTENANCE	FREQUENCY*
Clean Air Intake Screen	DAILY*
Check Oil Level	DAILY
Fill Fuel Tank	As Required
Check/Replace Fuel Filter	As Required
Service Foam Precleaner	25 Hrs.*
Change Oil	25 Hrs.
Check Optional Reduction Gear Unit	50 Hrs.
Clean Cooling Fins and External Surfaces	50 Hrs.
Check Paper Air Cleaner Element	100 Hrs.*
Check Spark Plug	100 Hrs.
Have Valve-Tappet Clearance Checked**	500 Hrs.
Have Cylinder Head Serviced**	500 Hrs.†
Have Starter Motor Drive Serviced**	500 Hrs.
Have Optional Oil Sentry™ Switch Checked**	500 Hrs.

WARNING: Accidental Starts
Before servicing the engine or equipment, always remove the spark plug lead to prevent the engine from starting accidentally. Ground the lead to prevent sparks that could cause fires.

*Perform these maintenance procedures more frequently when the engine is operated under extremely dusty and dirty conditions.

**Have a Kohler Engine Service Dealer perform these services.

†250 hours when leaded gasoline is used.



Model M8 Shown

IGNITION SYSTEM

This engine is equipped with a dependable electronic ignition system. Other than periodically checking/replacing the spark plug (see page 5), no maintenance, timing, or adjustments are necessary or possible with this system. In the event starting problems should occur which are not corrected by replacing the spark plug, see your Kohler Engine Service Dealer for trouble analysis.

CAUTION: Do not apply 12-V DC to kill terminal of ignition module as module will burn out.

See wiring diagram on page 7.

COOLING SYSTEM

Every 50 operating hours (more often under extremely dusty or dirty conditions) remove cooling shrouds and clean cooling fins. Also clean dust, dirt, and oil from external surfaces of engine which can cause improper cooling. Make sure cooling shrouds are reinstalled. Operating the engine without cooling shrouds will cause engine damage due to overheating.

AIR CLEANER

This engine is equipped with a high-density paper air cleaner element. Some specifications are also equipped with an optional oiled foam precleaner which surrounds the paper element.

Precleaner

If so equipped, wash and reoil the precleaner every 25 operating hours (more often under extremely dusty or dirty conditions).

1. Remove wing nut and air cleaner cover.
2. Remove precleaner from paper element. (It is not necessary to remove element cover or paper element.) Wash the precleaner in warm water with detergent.
3. Rinse the precleaner thoroughly until all traces of detergent are eliminated. Squeeze out excess water (do not wring). Air dry.

4. Saturate precleaner in clean, fresh engine oil and squeeze out excess oil.

5. Reinstall precleaner over paper element.

Paper Element

Every 100 operating hours (more often under extremely dusty or dirty conditions) check the paper element. Clean or replace the element as necessary.

1. Remove the precleaner (if so equipped), element cover, and paper element.

2. Gently tap the flat side of paper element to dislodge dirt. Do not wash the paper element or use pressurized air as this will damage the element. Replace a dirty, bent, or damaged element with a genuine Kohler element. Handle new elements carefully. Do not use if surfaces are bent or damaged.

3. With air cleaner disassembled, check the base plate. Make sure it is secured and not bent or damaged. Also check the element cover, seals, and breather tube for damage or improper fit. Replace all damaged components.

   CAUTION: Damaged or loose components could allow unfiltered air into the engine causing premature wear and failure.

4. Reinstall the paper element, element cover, and cover nut. Tighten the cover nut securely to be sure the element is sealed tightly against the element cover and base plate.

5. If so equipped, install the precleaner (washed and oiled) over paper element.

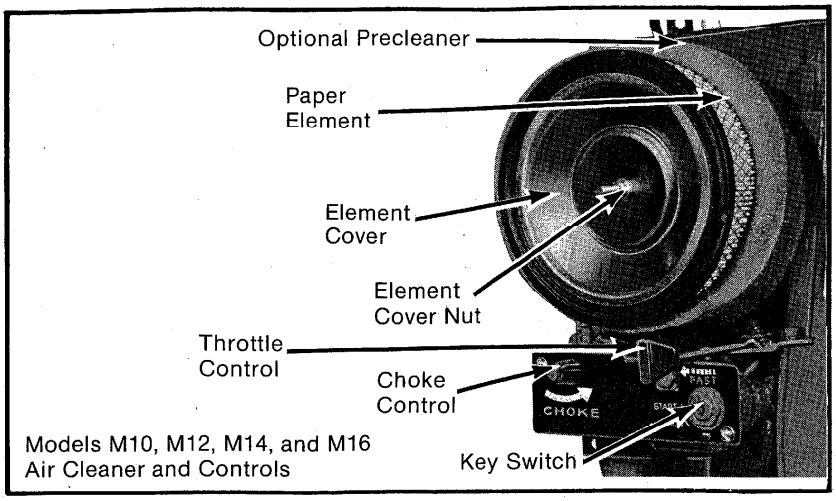
6. Install air cleaner cover and wing nut. Tighten wing nut until it is snug against cover. Do not overtighten.

SPARK PLUG

Every 100 operating hours remove the spark plug, check its condition and reset gap, or replace with new plug as follows:

1. Before removing spark plug, clean the area around base of plug to keep dirt and debris out of engine.

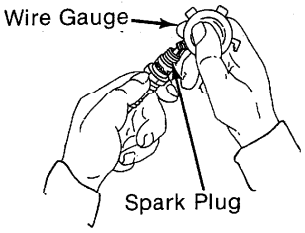
2. Remove plug and check its condition. An incorrect spark plug, a worn or fouled plug, cracked porcelain, or improper spark gap can cause hard starting or engine misfire.

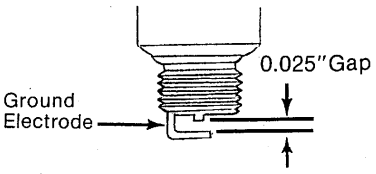


Models M10, M12, M14, and M16 Air Cleaner and Controls

3. Do not clean the spark plug in a machine using abrasive grit. Replace the plug when dirty or if reuse is questionable. See "SPECIFICATIONS" on page 8 for plug type.

4. Check gap (0.025") using a wire feeler gauge. Adjust the gap as necessary by carefully bending the ground electrode. Install the plug and torque to 18-22 ft. lb.





BATTERY CHARGING

⚠WARNING: Dangerous Acid, Explosive Gases

Batteries contain sulphuric acid. Avoid contact with skin, eyes, and clothing. Batteries produce explosive hydrogen gas while being charged. Ventilate the area when charging the battery. Keep cigarettes, sparks, open flame, and other sources of ignition away from battery at all times. Keep batteries and acid out of the reach of children. Remove all jewelry when working on battery.

CAUTION: Do not apply 12-V DC to kill terminal of ignition module as module will burn out.

See wiring diagram on page 7.

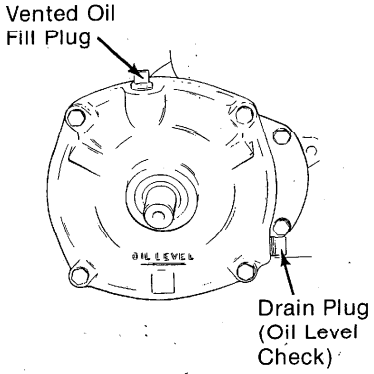
OPTIONAL REDUCTION GEAR UNIT

On engines equipped with a reduction gear unit, check the oil level in the unit every 50 operating hours as follows:

1. Remove the plug on the lower part of gear unit cover to check oil level. With the engine level, the oil should be up to the bottom of the plug hole.

2. To add oil, remove the vented fill plug at the top of the unit. Use the same type of oil as used in the engine crankcase.

3. Reinstall the plugs and tighten securely.



FUEL FILTER

Some engines are equipped with an in-line fuel filter. Visually inspect the filter periodically and replace when dirty with a genuine Kohler filter.

CARBURETOR ADJUSTMENTS

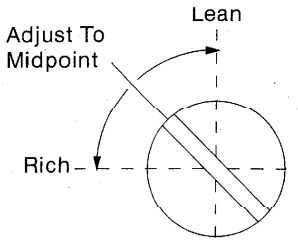
Carburetor adjustments should be made only after the engine has warmed up.

M8 through M16 engines are equipped with one of two types of carburetors—adjustable main jet type or the new fixed main jet type. The new fixed jet carburetors are being phased-in across the entire model line.

The carburetor is designed to deliver the correct fuel-to-air mixture to the engine under all operating conditions. The main fuel and idle fuel adjusting needles on adjustable jet carburetors are set at the factory and normally do not require further adjustment. On fixed jet carburetors, the main fuel jet is calibrated at the factory and is not adjustable*. The idle fuel adjusting needle is also set at the factory and normally does not need adjustment.

If, however, the engine is hard starting or does not operate properly, it may be necessary to adjust or service the carburetor. See your Kohler Engine Service Dealer for assistance.

Turning the adjusting needles **in** (clockwise) decreases the supply of fuel to the carburetor. This gives a leaner fuel-to-air mixture. Turning the adjusting needles **out** (counterclockwise) increases the supply of fuel to the carburetor. This gives a richer fuel-to-air mixture. Setting the needles **midway** between the lean and rich position will usually give the best results.



*NOTE: M8 through M16 engines with fixed jet carburetors, operating at altitudes above approximately 6000 ft., may require a special "high altitude" main jet. See your Kohler Engine Service Dealer for further information.

TROUBLESHOOTING

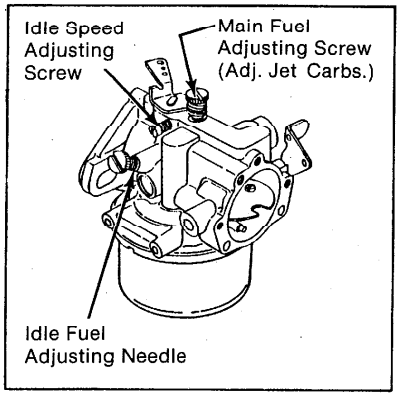
If engine troubles are experienced that appear to be caused by the carburetor, check the following areas before adjusting the carburetor.

- Make sure the fuel tank is filled with clean, fresh gasoline.
- Make sure the fuel tank cap vent is not blocked and that it is operating properly.
- If the fuel tank is equipped with a shut-off valve, make sure it is open.
- If the engine is equipped with an in-line fuel filter, make sure it is clean and unobstructed. Replace the filter if necessary.
- Make sure the air cleaner element is clean and all air cleaner components are fastened securely.

If, after checking the items listed above, starting or engine operation problems exist, it may be necessary to adjust or service the carburetor. See your Kohler Engine Service Dealer for assistance.

To Adjust Carburetor:

1. With the engine stopped, turn the adjusting needles **in** (clockwise) until they bottom *lightly.*



CAUTION: The tip of the idle fuel and main fuel adjusting needles are tapered to critical dimensions. Damage to the needles and seats in carburetor body will result if the needles are forced.

2. **Preliminary Settings:** Turn the adjusting needles **out** (counterclockwise) from lightly bottomed as follows:

Engine Model	Adjustable Jet		Fixed Jet
	Main Fuel	Idle Fuel	Idle Fuel
M8	2 turns	1-1/4 turns	—
M10	2 turns	2-1/2 turns	1-1/4 turns
M12	2 turns	2-1/2 turns	1-1/4 turns
M14	3-1/4 turns	2-1/2 turns	1-1/2 turns
M16	3-1/2 turns	2-1/2 turns	1 turn

3. Start the engine and run at half-throttle for 5 to 10 minutes to warm-up. The engine must be warm before making final settings (steps 4, 5, 6, and 7).
4. **Main Fuel Needle Setting:** This adjustment is required for adjustable main jet carburetors only. If the engine is equipped with a fixed main jet carburetor, go to step 5.

   Place the throttle into the wide-open or fast position. If possible, place the engine under load.

   Turn the main fuel adjusting needle **out** (counterclockwise) from the preliminary setting until the engine speed decreases (rich). Note the position of the needle.

   Now turn the adjusting needle **in** (clockwise). The engine speed may increase, then it will decrease as the needle is turned in (lean). Note the position of the needle.

   Set the adjusting needle **midway** between the rich and lean settings.
5. **Idle Speed Setting:** Place the throttle control into the idle or slow position. Set the idle speed to 1200* RPM (± 75 RPM) by turning the idle speed adjusting screw in or out. Check the speed using a tachometer.

   *NOTE: The actual idle speed depends on the application. Refer to the equipment manufacturer's instructions for specific idle speed settings.
6. **Idle Fuel Needle Setting:** Place the throttle into the idle or slow position.

   Turn the idle fuel adjusting needle **out** (counterclockwise) from the preliminary setting until the engine speed decreases (rich). Note the position of the needle.

   Now turn the adjusting needle **in** (clockwise). The engine speed may increase, then it will decrease as the needle is turned in (lean). Note the position of the needle.

   Set the adjusting needle **midway** between the rich and lean settings.

   NOTE: To ensure best results when setting the idle fuel needle, the idle speed must not exceed 1500 RPM. Typical idle speed is 1200 RPM*. See step 5.
7. Recheck idle speed using a tachometer. Readjust speed as necessary.

TROUBLESHOOTING

When a problem occurs, do not overlook the simple causes. For example, starting problems could be caused by an empty fuel tank. The table lists some common causes of troubles.

Do not attempt to service or replace major items or any items that call for special timing or adjustment procedures (governor, valves, etc.). Have this work done by your Kohler Engine Service Dealer.

Problem	No Fuel	Improper Fuel	Dirt In Fuel Line	Dirty Air Screen	Incorrect Oil Level	Engine Over-Loaded	Dirty Filter Element	Faulty Spark Plug
Will not start	X		X			X	X	X
Hard Starting	X	X	X			X	X	X
Stops suddenly	X		X	X	X	X	X	
Lacks power		X	X	X	X	X	X	X
Operates erratically		X	X	X		X	X	X
Knocks or pings		X		X		X		X
Skips or misfires		X	X	X			X	X
Backfires			X			X	X	X
Overheats			X	X	X	X	X	
High fuel consumption							X	X

STORAGE

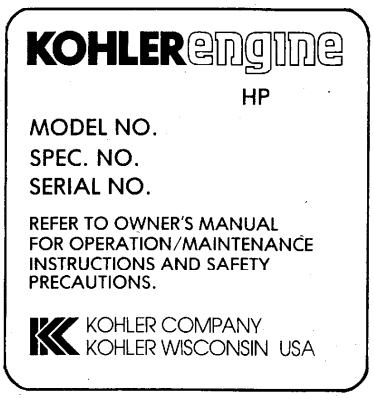
If the engine will be out of service for approximately two months or more, use the following storage procedure:

1. Change oil when engine is still warm from operation. See "Changing Oil" on page 2.
2. Change oil in reduction gear unit, if so equipped. Refill with the same oil as used in engine crankcase for season of operation. See page 5.
3. Drain fuel tank and fuel system (or run engine until fuel tank and fuel system are empty.)
4. Remove the spark plug. Add one tablespoon of engine oil into the spark plug hole. Install plug but do not connect plug lead. Crank the engine two or three revolutions.
5. Remove the spark plug. Cover the spark plug hole with thumb and turn engine over until the piston is at the top of its stroke (pressure against thumb is greatest). Reinstall plug, but do not connect plug lead.
6. Clean exterior surfaces of the engine. Spread a light film of oil over any exposed metal surfaces of engine to prevent rust.
7. Store the engine in a clean dry place.

PARTS ORDERING

The engine Specification, Model, and Serial numbers are required when ordering replacement parts from your Kohler Engine Service Dealer. These numbers are found on the identification plate which is affixed to the engine shrouding. Include letter suffixes if there are any.

Record your engine identification numbers on the identification plate illustration for future reference.



MAJOR REPAIR

Major repair information is available in Kohler Engine Service Manuals. However, major repair generally requires the attention of a trained mechanic and the use of special tools and equipment. Your Kohler Engine Service Dealer has the facilities, training, and genuine Kohler replacement parts necessary to perform the service. Check the Yellow Pages under ENGINES, GASOLINE.

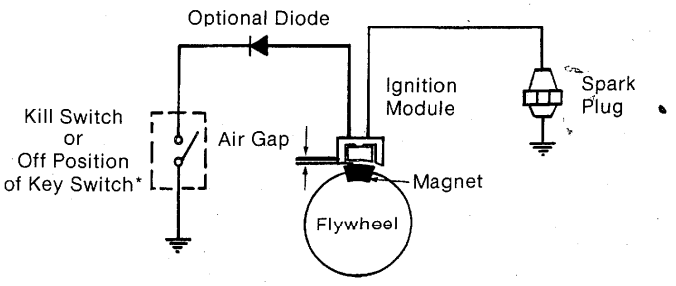
MODEL DESIGNATION

Model M8T for example: M indicates MAGNUM engine. 8 indicates the horsepower. A letter suffix designates a specific version as follows:

Suffix	Designates
T	Retractable Start
S	Electric Start
ST	Electric with Retractable Start
G	Tapered Crankshaft (Generator Application)
P	Threaded Crankshaft (Pump Application)
R	Reduction Gear
EP	Electric Plant (Generator)

CAUTION: DO NOT CONNECT 12 V. TO IGNITION SYSTEM OR TO ANY WIRE CONNECTED TO IGNITION MODULE. The ignition system operates independently of the battery, starting, charging, and other auxiliary electrical systems. Connecting 12 V. to ignition module will cause damage which is not covered by the engine warranty.

*A Break-before-make type key switch is required to prevent damage to ignition module. Use Kohler key switch no. 25 099 02 or equivalent.



SPECIFICATIONS

Model:	M8	M10	M12	M14	M16
Power Rating @ 3600 RPM ..... hp	8	10	12	14	16
kw	6	7.5	9.0	10.4	11.9
Displacement ..... cu. in.	18.64	23.85	29.07	31.27	35.9
cc	305.4	390.8	476.5	512.4	588.2
Bore ..... in.	2.94	3.25	3.38	3.50	3.75
mm	74.61	82.55	85.73	88.90	95.25
Stroke ..... in.	2.75	2.88	3.25	3.25	3.25
mm	69.85	73.03	82.55	82.55	82.55
Compression Ratio	6.8:1	6.2:1	6.6:1	7.0:1	7.3:1
Approx. Weight ..... lb.	71	129	129	129	129
kg	32.2	58.5	58.5	58.5	58.5
Approx. Oil Capacity* ..... U.S. Quarts	1	2	2	2	2.25
L	0.95	1.90	1.90	1.90	2.13
Spark Plug Type ..... Champion® or Equiv.	RCJ-8	RH-10	RH-10	RH-10	RH-10
Spark Plug Gap ..... in.	0.025				
mm	0.65				
Spark Plug Torque ..... ft. lb.	18-22				
Nm	25-30				
Fuel Tank Capacity ..... U.S. Gallons	1.25	1.5	1.5	1.5	1.5
L	4.75	5.68	5.68	5.68	5.68
Ignition Module Air Gap ..... in.	0.012-0.016 (0.014 Nominal)				
mm	0.300-0.400 (0.350 Nominal)				

*For best results, fill to "F" mark on dipstick as opposed to adding a given quantity of oil. Always check level on dipstick before adding more oil.

LIMITED 2 YEAR MAGNUM ENGINE WARRANTY

We warrant to the original consumer that each new MAGNUM engine sold by us will be free from manufacturing defects in materials or workmanship in normal service for a period of two (2) years from date of purchase, provided it is operated and maintained in accordance with Kohler Co.'s instructions and manuals.

Our obligation under this warranty is expressly limited, at our option, to the replacement or repair at Kohler Co., Kohler, Wisconsin, 53044, or at a service facility designated by us, of such part or parts as inspection shall disclose to have been defective.

EXCLUSIONS:

This warranty does not apply to defects caused by casualty or unreasonable use, including faulty repairs by others and failure to provide reasonable and necessary maintenance.

The following items are not covered by this warranty:

Engine accessories, such as fuel tanks, clutches, transmissions, power drive assemblies, and batteries, unless supplied or installed by Kohler Co. These are subject to the warranties, if any, of their manufacturers.

WE SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES OF ANY KIND, including but not limited to labor costs or transportation charges in connection with the replacement or repair of defective parts.

ANY IMPLIED OR STATUTORY WARRANTIES, INCLUDING WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXPRESSLY LIMITED TO THE DURATION OF THIS WRITTEN WARRANTY. We make no other express warranty, nor is anyone authorized to make any in our behalf.

Some states do not allow limitations on how long an implied warranty lasts, or the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

TO OBTAIN WARRANTY SERVICE:

Purchaser must bring the engine to an authorized Kohler service facility. For the facility nearest you, consult your Yellow Pages or write Kohler Co., Attn: Engine Warranty Service Dept., Kohler, Wisconsin 53044.

ENGINE DIVISION, KOHLER CO., KOHLER, WISCONSIN 53044

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