

COMMAND 6 HP XKE SERIES

HORIZONTAL CRANKSHAFT



KOHLER
engines

**BORN
TO RUN™**

Safety Precautions

To insure safe operations please read the following statements and understand their meaning. Also refer to your equipment owner's manual for other important safety information. This manual contains safety precautions which are explained below. Please read carefully.



WARNING

Warning is used to indicate the presence of a hazard that *can* cause *severe* personal injury, death, or substantial property damage if the warning is ignored.



CAUTION



Caution is used to indicate the presence of a hazard that *will* or *can* cause *minor* personal injury or property damage if the warning is ignored.

NOTE

Note is used to notify people of installation, operation, or maintenance information that is important but not hazard-related.



For Your Safety!

These precautions should be followed at all times. Failure to follow these precautions could result in injury to yourself and others.

 WARNING

Explosive Fuel can cause fires and severe burns.
Stop engine before filling fuel tank.

Explosive Fuel!

Gasoline is extremely flammable and its vapors can explode if ignited. Store gasoline only in approved containers, in well ventilated, unoccupied buildings, away from sparks or flames. Do not fill the fuel tank while the engine is hot or running, since spilled fuel could ignite if it comes in contact with hot parts or sparks from ignition. Do not start the engine near spilled fuel. Never use gasoline as a cleaning agent.

 WARNING

Rotating Parts can cause severe injury.
Stay away while engine is in operation.

Rotating Parts!

Keep hands, feet, hair, and clothing away from all moving parts to prevent injury. Never operate the engine with covers, shrouds, or guards removed.

 WARNING

Hot Parts can cause severe burns.
Do not touch engine while operating or just after stopping.

Hot Parts!

Engine components can get extremely hot from operation. To prevent severe burns, do not touch these areas while the engine is running—or immediately after it is turned off. Never operate the engine with heat shields or guards removed.

California Proposition 65 Warning
Engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.



Safety Precautions (Cont.)

 WARNING

Accidental Starts can cause severe injury or death.
Disconnect and ground spark plug lead before servicing.



Accidental Starts!

Disabling engine. Accidental starting can cause severe injury or death. Before working on the engine or equipment, disable the engine as follows: 1) Disconnect the spark plug lead(s).

 WARNING

Carbon Monoxide can cause severe nausea, fainting or death.
Do not operate engine in closed or confined area.

Lethal Exhaust Gases!

Engine exhaust gases contain poisonous carbon monoxide. Carbon monoxide is odorless, colorless, and can cause death if inhaled. Avoid inhaling exhaust fumes, and never run the engine in a closed building or confined area.

 CAUTION

Electrical Shock can cause injury.
Do not touch wires while engine is running.

Electrical Shock!

Never touch electrical wires or components while the engine is running. They can be sources of electrical shock.

Congratulations – You have selected a fine four-cycle, single cylinder, air-cooled engine. Kohler designs long life strength and on-the-job durability into each engine... making a Kohler engine dependable... dependability you can count on. Here are some reasons why:

- Efficient overhead valve design and splash lubrication provide maximum power, torque, and reliability under all operating conditions.
- Dependable, maintenance free electronic ignition ensures fast, easy starts time after time.
- Kohler engines are easy to service. All routine service areas (like the oil fill/check plug, air cleaner, spark plug, and carburetor) are easily and quickly accessible.
- Parts subject to the most wear and tear (like the cylinder liner, crankshaft, and camshaft) are made from precision formulated cast iron. Because the cylinder liner can be rebored, these engines can last even longer.
- Every Kohler engine is backed by a worldwide network of over 10,000 distributors and dealers. Service support is just a phone call away. Call 1-800-544-2444 (U.S. & Canada) for Sales & Service assistance.

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

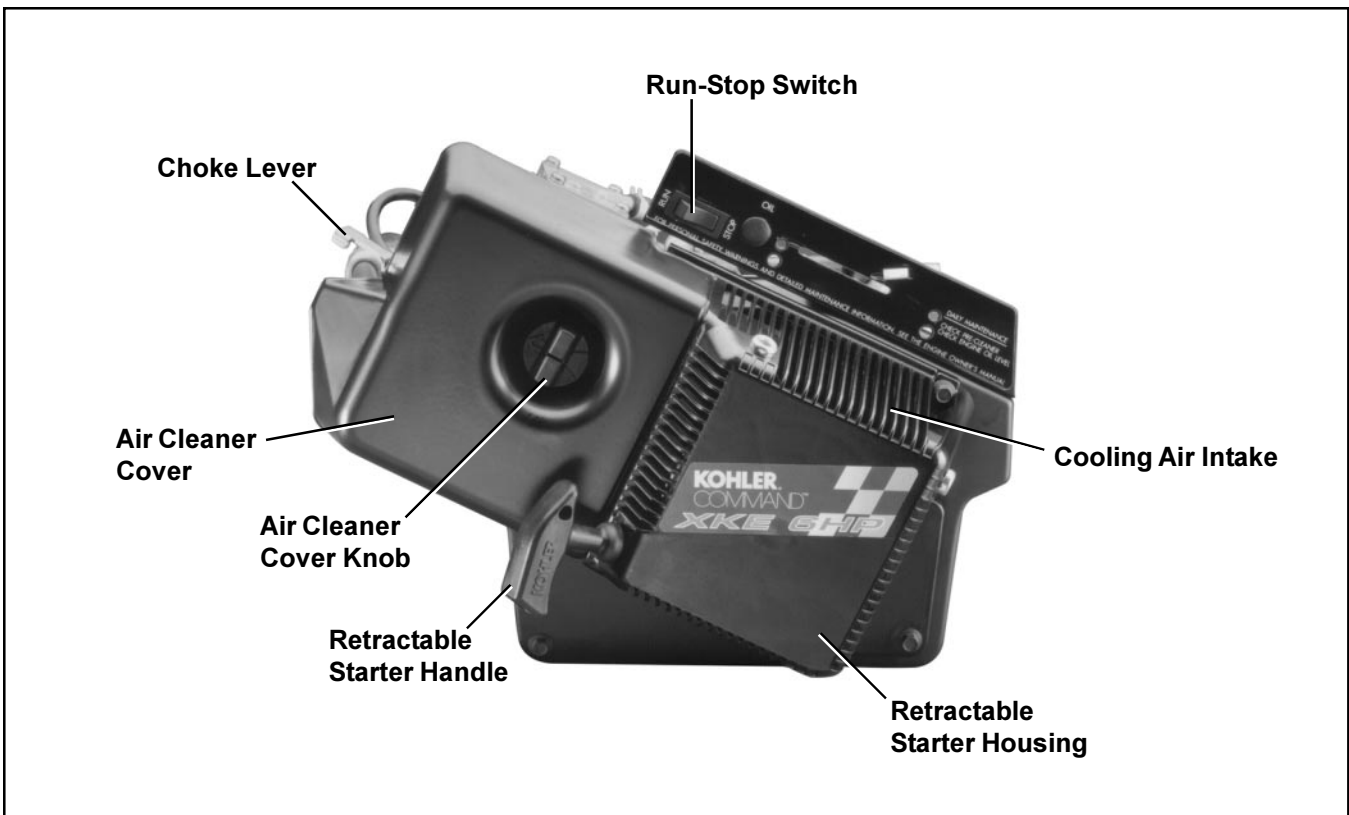


Figure 1. Location of Controls and Service Points on C6.

Oil Recommendations

Using the proper type and weight of oil in the crankcase is extremely important. So is checking oil daily and changing oil regularly. A minimum of 22 ounces (651 mL) is required. Failure to use the correct oil, or using dirty oil, causes premature engine wear and failure.

NOTE: Using other than service class SG, SH, SJ or higher oil or extending oil change intervals longer than recommended can cause engine damage.

Oil Type

Use high quality detergent oil of API (American Petroleum Institute) service class **SG, SH, SJ or higher**. Select the viscosity based on the air temperature at the time of operation as shown in the following table.

A logo or symbol on oil containers identifies the API service class and SAE viscosity grade. See Figure 3.

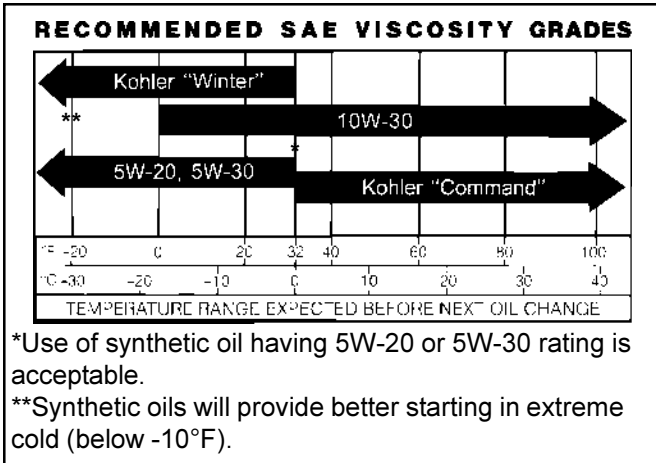


Figure 2. Viscosity Grades Table.

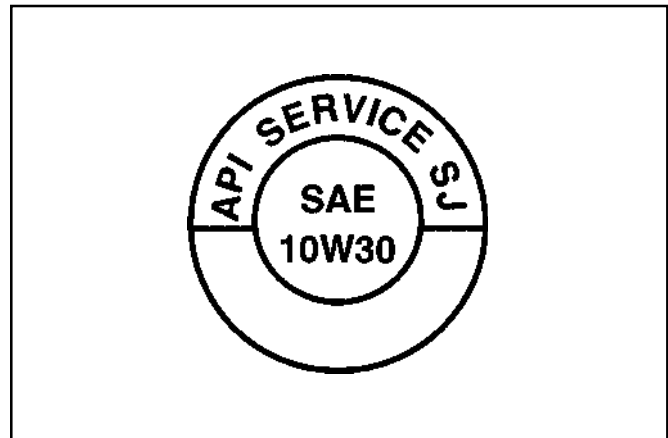


Figure 3. Oil Container Logo.

Refer to "Maintenance Instructions" beginning on page 7 for detailed oil check, oil change, and oil filter change procedures.

Fuel Recommendations



WARNING: Explosive Fuel!

Gasoline is extremely flammable and its vapors can explode if ignited. Store gasoline only in approved containers, in well ventilated, unoccupied buildings, away from sparks or flames. Do not fill the fuel tank while the engine is hot or running, since spilled fuel could ignite if it comes in contact with hot parts or sparks from ignition. Do not start the engine near spilled fuel. Never use gasoline as a cleaning agent.

General Recommendations

Purchase gasoline in small quantities and store in clean, approved containers. A container with a capacity of 2 gallons or less with a pouring spout is recommended. Such a container is easier to handle and helps eliminate spillage during refueling.

Do not use gasoline left over from the previous season, to minimize gum deposits in your fuel system and to insure easy starting.

Do not add oil to the gasoline.

Fuel Type

For best results use only clean, fresh, **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 gasoline is recommended as it leaves less combustion chamber deposits. Leaded gasoline may be used in areas where unleaded is not available and exhaust emissions are not regulated. Be aware however, that the cylinder head will require more frequent service.

Engine Identification Numbers

When ordering parts, or in any communication involving an engine, always give the **Model, Specification, and Serial Numbers** of the engine.

The engine identification numbers appear on a decal (or decals) affixed to the engine shrouding. Include letter suffixes, if there are any.

Record your engine identification numbers on the identification label below (Figure 4) for future reference.

MODEL NO.
SPEC. NO.
DISPL (CC)
SERIAL NO.
REFER TO OWNER'S MANUAL FOR
SAFETY, MAINTENANCE SPECS
AND ADJUSTMENTS. FOR SALES
AND SERVICE IN US/CANADA
CALL:
1-800-544-2444
KOHLERengines
KOHLER CO. KOHLER, WI USA

Figure 4. Engine Identification Label.

Operating Instructions

Also read the operating instructions of the equipment this engine powers.

Pre-Start Checklist

- Check oil level. Add oil if low. Do not overfill.
- 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.



WARNING: Lethal Exhaust Gases!

Engine exhaust gases contain poisonous carbon monoxide. Carbon monoxide is odorless, colorless, and can cause death if inhaled. Avoid inhaling exhaust fumes, and never run the engine in a closed building or confined area.

Cold Weather Starting Hints

1. Be sure to use the proper oil for the temperature expected. See Figure 2 on page 4.
2. Declutch all possible external loads.
3. Set speed control at part throttle position.
4. Use fresh winter grade fuel. Note: Winter grade gasoline has a higher volatility to improve starting. Do not use gasoline left over from summer.

Starting

1. Open fuel shut-off valve.
2. **For a Cold/Warm Engine**-Place the choke control into the “on” position. See Figure 5.

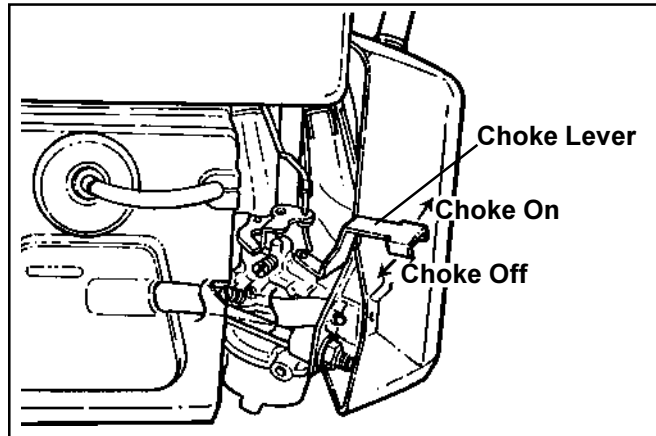


Figure 5. Location of Choke Lever.

3. Place run-stop switch in the “run” position.
4. Start the engine as follows: SLOWLY pull the starter handle until just past compression-STOP! Return starter handle, pull firmly with a smooth, steady motion to start. Pull the handle straight out to avoid excessive rope wear from the 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. Ground the lead to prevent sparks that could cause fires. Make sure the equipment is in neutral.

5. **For a Cold Engine**-Gradually return the choke control to the “off” position after the engine starts and warms up.

The engine/equipment may be operated during the warm up period, but it may be necessary to leave the choke partially on until the engine warms up.

For a Warm Engine-Return the choke to the “off” position as soon as the engine starts.

Stopping

1. If possible, remove the load.
2. Move the throttle control to the “**slow**” or “**low**” idle position. Allow the engine to run at idle for 30-60 seconds.
3. Move the switch into the “**stop**” position.

Operating

Angle of Operation

This engine will operate continuously at angles up to 20°. Check oil level to assure crankcase oil is up to the point of overfilling the filler neck.

Refer to the operating instructions of the equipment this engine powers. Because of equipment design or application, there may be more stringent restrictions regarding the angle of operation.

NOTE: Do not operate this engine continuously at angles exceeding 20° in any direction. Engine damage could result from insufficient lubrication.

Cooling

NOTE: If debris builds up on the grass screen or other cooling air intake areas, stop the engine immediately and clean. Operating the engine with blocked or dirty air intake and cooling areas can cause extensive damage due to overheating.



WARNING: Hot Parts!

Engine components can get extremely hot from operation. To prevent severe burns, do not touch these areas while the engine is running—or immediately after it is turned off. Never operate the engine with heat shields or guards removed.

Maintenance Instructions



WARNING: Accidental Starts!

Disabling engine. Accidental starting can cause severe injury or death. Before working on the engine or equipment, disable the engine by disconnecting the spark plug lead(s).

Maintenance Schedule

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.

Frequency	Maintenance Required
Daily or Before Starting Engine	<ul style="list-style-type: none">• Fill fuel tank.• Check oil level.• Check air cleaner for dirty¹, loose, or damaged parts.• Check air intake and cooling areas, clean as necessary¹.
After First 5 Hours	<ul style="list-style-type: none">• Have valve to rocker arm clearance checked².
Every 25 Hours	<ul style="list-style-type: none">• Service precleaner element¹.• Change oil.
Every 100 Hours	<ul style="list-style-type: none">• Replace air cleaner element¹.• Remove cooling shrouds and clean cooling areas¹.
Annually	<ul style="list-style-type: none">• Check spark plug condition and gap.• Have valve to rocker arm clearance checked².

¹Perform these maintenance procedures more frequently under extremely dusty, dirty conditions.

²Have a Kohler Engine Service Dealer perform this service.

Check Oil Level

The importance of checking and maintaining the proper oil level in the crankcase cannot be overemphasized. Check oil **BEFORE EACH USE** as follows:

1. Make sure the engine is stopped, level, and is cool so the oil has had time to drain into the sump.
2. To keep dirt, debris, etc., out of the engine, clean the area around the oil fill/check plug before removing it.
3. Unthread and remove the oil fill/check plug.
4. The level should be up to but not over, the point of overflowing the filler neck.

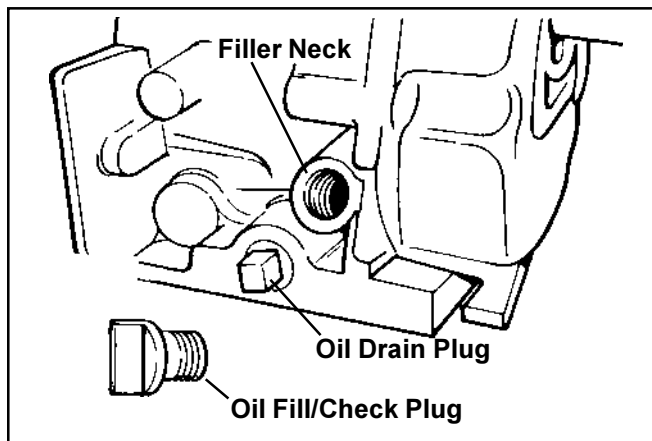


Figure 6. Location of Oil Drain and Check Plugs.

NOTE: Just because you can see oil in the crankcase doesn't mean the level is in the safe range. Bring the level up to the point of overflowing the filler neck.

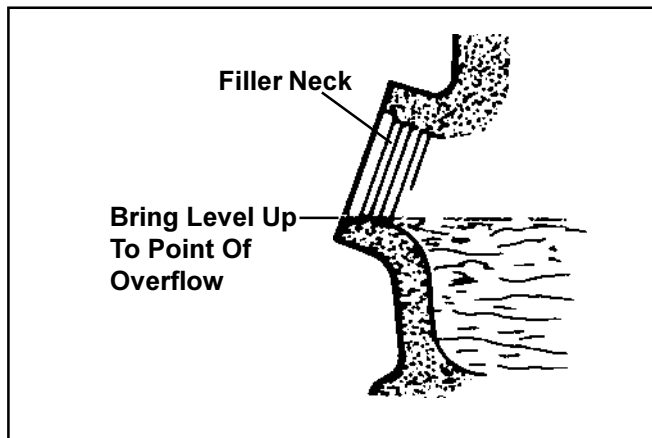


Figure 7. Cutaway Showing Proper Oil Level.

5. If the level is low, add oil of the proper type, up to the point of overflowing the filler neck. (Refer to "Oil Type" on page 4.) Always check the level before adding more oil.

NOTE: To prevent extensive engine wear or damage, always maintain the proper oil level in the crankcase. Never operate the engine with the oil level below the point of overflowing the filler neck.

Change Oil

For a new engine, change oil after the first **hour** of operation. Thereafter, change oil after every **25 hours** of operation.

For an overhauled engine or those rebuilt with a new short block, use **10W-30 – weight** service class SG, SH, SJ or higher oil for the first **hour** of operation. Change the oil after this initial run-in period. Refill with service class SG, SH, SJ or higher oil as specified in the "Viscosity Grades" table (Figure 2) on page 4.

Change the oil while the engine is still warm. The oil will flow freely and carry away more impurities. Make sure the engine is level when filling, checking, or changing the oil.

Change the oil as follows (see Figure 7):

1. To keep dirt, debris, etc., out of the engine, clean the area around the oil fill cap/dipstick before removing it.
2. Remove the oil drain plug and oil fill/check plug. Be sure to allow ample time for complete drainage.
3. Reinstall the drain plug. Make sure it is tightened to **17.6 N·m (13 ft. lb.)** torque.
4. Fill the crankcase, with new oil of the proper type, up to the point of overflowing the filler neck. Refer to "Oil Type" on page 4. Always check the level before adding more oil.
5. Reinstall the oil fill/check plug and tighten securely.

Service Precleaner and Air Cleaner Element

This engine is equipped with a replaceable, high density paper air cleaner element. All engines are also equipped with an oiled, foam precleaner which covers the paper element. See Figure 8.

Check the air cleaner **daily or before starting the engine**. Check for a buildup of dirt and debris around the air cleaner system. Keep this area clean. Also check for loose or damaged components. Replace all bent or damaged air cleaner components.

NOTE: Operating the engine with loose or damaged air cleaner components could allow unfiltered air into the engine causing premature wear and failure.

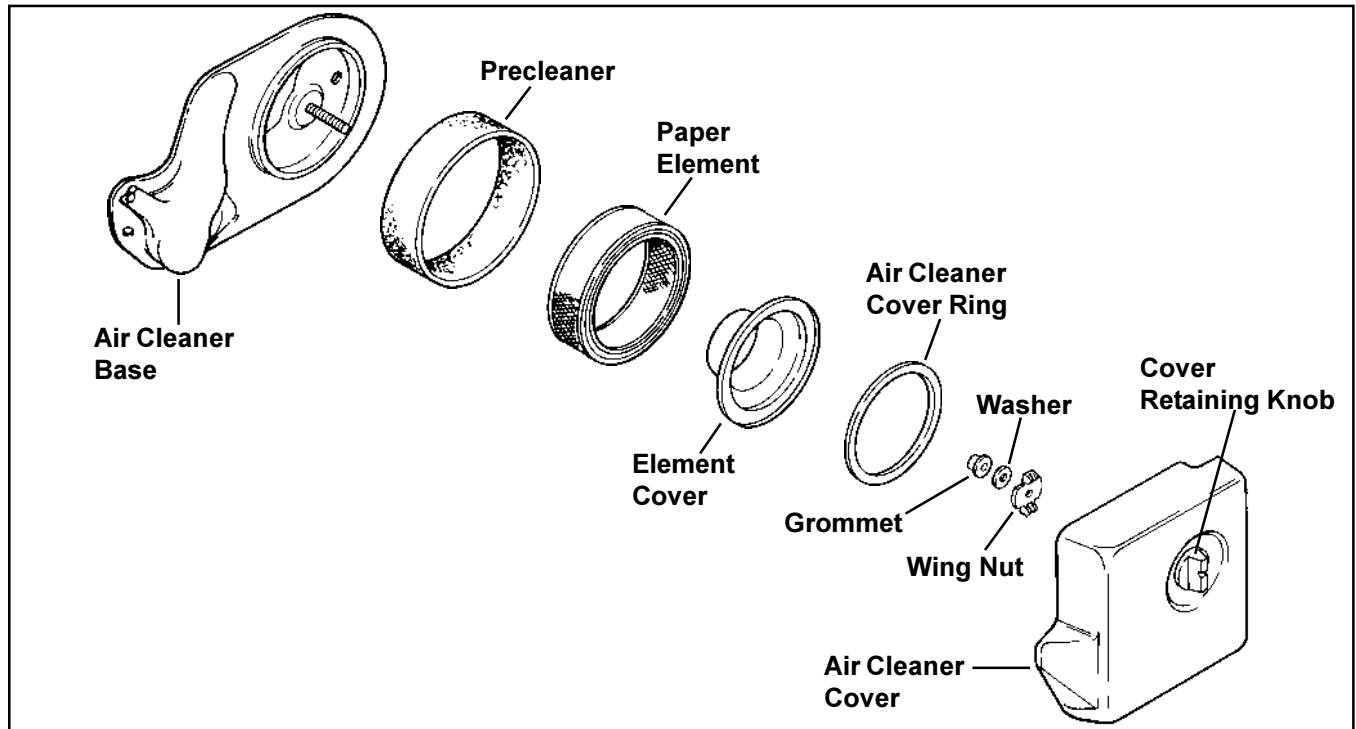


Figure 8. Air Cleaner Elements.

Service Precleaner

Wash and reoil the precleaner every **25 hours** of operation (more often under extremely dusty or dirty conditions).

1. Loosen air cleaner cover retaining knob and remove the cover.
2. Remove the precleaner from the paper element.
3. Wash the precleaner in warm water with detergent. Rinse the precleaner thoroughly until all traces of detergent are eliminated. Squeeze out excess water (do not wring). Allow the precleaner to air dry.
4. Saturate the precleaner with new engine oil. Squeeze out all excess oil.
5. Reinstall the precleaner over the paper element.
6. Reinstall air cleaner cover.
7. Tighten the air cleaner cover retaining knob.

Service Paper Element

Every **100 hours** of operation (more often under extremely dusty or dirty conditions), replace the paper element.

1. Remove the air cleaner cover. (See "Service Precleaner," step 1.)
2. Remove the precleaner from the paper element.
3. Remove the air cleaner cover ring, wing nut, washer, and element cover with grommet. Pull the element cover with grommet off. Remove paper element.
4. Replace a dirty, bent, or damaged element with a genuine Kohler element. Do not wash the paper element or **use pressurized air**, as this will damage the element. Handle new elements carefully; do not use if the sealing surfaces are bent or damaged.

5. When servicing the air cleaner, check the air cleaner base. Make sure it is secured and not bent or damaged. Also check the air cleaner element cover for damage or improper fit. Replace all bent or damaged air cleaner components.
6. Install new or serviced paper element and components as follows:
 - a. Position paper element on base.
 - b. Slide element cover with grommet then washer onto stud, secure with wing nut.
 - c. Reinstall the precleaner over the paper element.
 - d. Reinstall air cleaner cover ring into element cover.
 - e. Reinstall air cleaner cover and secure with the retaining knob.

Clean Air Intake/Cooling Areas

To ensure proper cooling, make sure the grass screen, cooling fins, and other external surfaces of the engine are kept clean **at all times**.

Every **100 hours** of operation (more often under extremely dusty, dirty conditions), remove the blower housing and other cooling shrouds. Clean the cooling fins and external surfaces as necessary. Make sure the cooling shrouds are reinstalled.

NOTE: Operating the engine with a blocked grass screen, dirty or plugged cooling fins, and/or cooling shrouds removed, will cause engine damage due to overheating.

Ignition System

This engine is equipped with a dependable electronic magneto ignition system. Other than periodically checking/replacing the spark plug, 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.

Check Spark Plug

Annually, remove the spark plug, check condition, and reset the gap or replace with new plug as necessary. Use a Champion® type RC12YC (or equivalent) spark plug.

1. Before removing the spark plug, clean the area around the base of the plug to keep dirt and debris out of the engine.
2. Remove the plug and check its condition. Replace the plug if worn or reuse is questionable.

NOTE: Do not clean the spark plug in a machine using abrasive grit. Some grit could remain in the spark plug and enter the engine causing extensive wear and damage.

3. Check the gap using a wire feeler gauge. Adjust the gap to **1.02 mm (0.040 in.)** by carefully bending the ground electrode. See Figure 9.
4. Reinstall the spark plug into the cylinder head. Torque the spark plug to **24.4/29.8 N·m (18/22 ft. lb.)**.

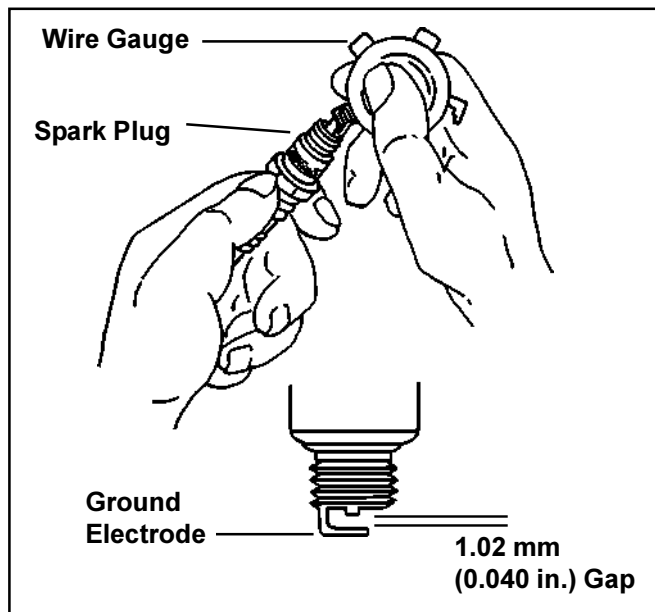


Figure 9. Servicing Spark Plug.

Fuel Filter

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

Carburetor Troubleshooting and Adjustments

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

This engine is equipped with a fixed main jet carburetor. See Figure 10.

The carburetor is designed to deliver the correct fuel-to-air mixture to the engine under all operating conditions. The main fuel jet is calibrated at the factory and is not adjustable.* The low idle fuel adjusting needle is also set at the factory and normally does not need adjustment.

*NOTE: Engines operating at altitudes above approximately **1829 m (6000 ft.)** may require a special "high altitude" main jet.

If the engine is hard to start, runs roughly, or stalls at low idle speed, it may be necessary to adjust or service the carburetor.

Turning the low idle adjusting needle in (clockwise) decreases the supply of fuel to the carburetor. This gives a leaner fuel-to-air mixture. Turning the adjusting needle out (counterclockwise) increases the supply of fuel to the carburetor. This gives a richer fuel-to-air mixture. Setting the needle midway between the lean and rich position will usually give the best results. See Figures 10 and 11.

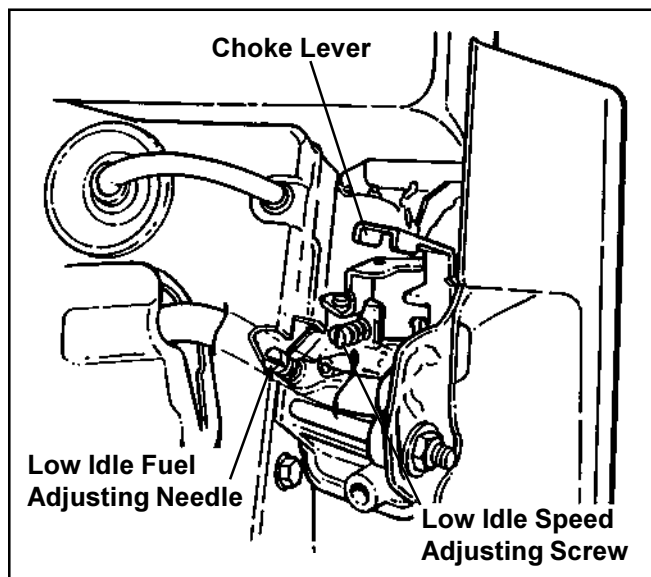


Figure 10. Fixed Main Jet Carburetor.

Troubleshooting

If engine troubles are experienced that appear to be fuel system related, 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 fuel is reaching the carburetor. This includes checking the fuel lines for restrictions or faulty components, replace as necessary.
- Make sure the air cleaner element is clean and all air cleaner element components are fastened securely.

If, after checking the items listed above, the engine is hard to start, runs roughly, or stalls at low idle speed, it may be necessary to adjust or service the carburetor.

Adjust Carburetor

NOTE: Certified engines may have a fixed idle or limiter cap on the idle fuel adjusting needle. Do not attempt steps 1 and 2 below. Proceed directly to step 3. Step 5 can only be performed within the limits allowed by the cap.

1. With the engine stopped, turn the low idle fuel adjusting needle **in** (clockwise) until it bottoms **lightly**.

NOTE: The tip of the low idle fuel adjusting needle is tapered to critical dimensions. Damage to the needle and the seat in carburetor body will result if the needle is forced.
2. **Preliminary Low Idle Fuel Needle Setting:** Turn the adjusting needle **out** (counterclockwise) from lightly bottomed position **1 full turn plus 1/8 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, and 6).

4. **Low Idle Fuel Needle Setting:** Place the throttle into the “idle” or “slow” position.

Turn the low idle fuel adjusting needle **out** (counterclockwise) from the preliminary setting until 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. See Figure 11.

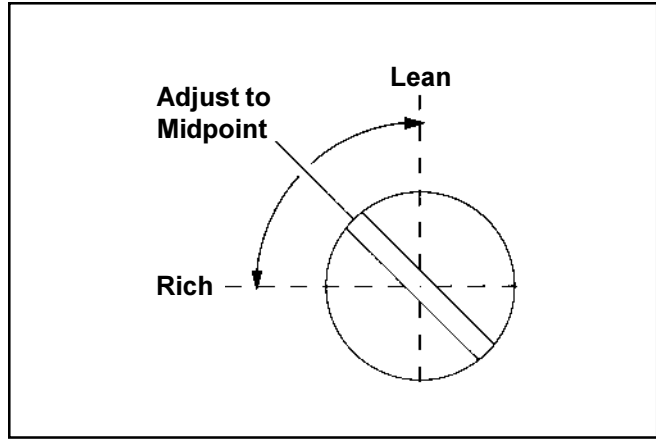


Figure 11. Optimum Low Idle Fuel Setting.

5. **Low Idle Speed Setting:** Place the throttle control into the “idle” or “slow” position. Set the low idle speed to **1200 RPM*** (± 75 RPM) by turning the low idle speed adjusting screw **in or out**. Check the speed using a tachometer.

*NOTE: The actual low idle speed depends on the application – refer to equipment manufacturer’s recommendations. The recommended low idle speed for basic engines is 1200 RPM. To ensure best results when setting the low idle fuel needle, the low idle speed must not exceed 1500 RPM.

Troubleshooting

When troubles occur, be sure to check the simple causes which, at first, may seem too obvious to be considered. For example, a starting problem could be caused by an empty fuel tank. Some common causes of engine troubles are listed in the following table.

Do not attempt to service or replace major engine components, or any items that require special timing or adjustment procedures. Have your Kohler Engine Service Dealer do this work.

Possible Cause	No Fuel	Improper Fuel	Dirt In Fuel Line	Dirty Grass Screen	Incorrect Oil Level	Engine Overloaded	Dirty Air Cleaner	Faulty Spark Plug
Will Not Start	•		•			•	•	•
Hard Starting	•	•	•			•	•	•
Stops Suddenly	•		•	•	•	•	•	
Lacks Power		•	•	•	•	•	•	•
Operates Erratically		•	•	•		•	•	•
Knocks or Pings		•		•		•		•
Skips or Misfires		•	•	•			•	•
Backfires			•			•	•	•
Overheats			•	•	•	•	•	
High Fuel Consumption							•	•

Storage

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

1. Clean the exterior surfaces of the engine.
2. Change the oil while the engine is still warm from operation. See "Change Oil" on page 8.
3. The fuel system must be completely emptied, or the gasoline must be treated with a stabilizer to prevent deterioration. If you choose to use a stabilizer, follow the manufacturers recommendations, and add the correct amount for the capacity of the fuel system. Fill the fuel tank with clean, fresh gasoline. Run the engine for 2-3 minutes to get stabilized fuel into the carburetor.

To empty the system, run the engine until the system is empty.

4. Remove the spark plug. Add one tablespoon of engine oil into the spark plug hole. Install the plug, but do not connect the plug lead. Crank the engine two or three revolutions.
5. Pull the starter rope slowly until the piston is up against compression (requires most pull force on rope). Reinstall the plug, but do not connect the plug lead.
6. Store the engine in a clean, dry place.

Specifications

Model:	CH6
Bore:	2.64 (67) inches (millimeters)
Stroke:	2.01 (51) inches (millimeters)
Displacement:	10.98 (180) cubic inches (cubic centimeters)
Power (@ 4000 RPM):	6* (4.47) horsepower (kilowatts)
Max. Torque:	8.66 (11.74) ft. lbs. (N·m) @ 3200 RPM
Compression Ratio:	8.5:1
Weight (Approx.):	45 (20.4) lbs. (kilograms)
Oil Capacity (Approx.):	22 (651) ounces (milliliters)

*Horsepower ratings are established in accordance with Society of Automotive Engineers – Small Engine Test Code – J1349 GROSS. Kohler Co. reserves the right to change product specifications, design, and standard equipment without notice and without incurring obligation.

Warranty

Due to the intended use, racing engines have no warranty.

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. See "Engine Identification Numbers" on page 5.

Always insist on genuine Kohler parts. All genuine Kohler parts meet strict standards for fit, reliability, and performance.

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 this service. For Sales & Service assistance call 1-800-544-2444 (U.S. & Canada) or contact your Kohler Engine Dealer or Service Distributor, they're in the Yellow Pages under Engines-Gasoline.

Model Designation

Model CH6T for example: C designates Command engine, H designates horizontal crankshaft, and 6 designates horsepower. A suffix letter designates a specific version as follows:

Suffix	Designates
T	Retractable Start
ST	Electric/Retractable Start
GT	Generator Application/Retractable Start
PT	Pump/Retractable Start
EP	Electric Plant

FOR SALES AND SERVICE INFORMATION
IN U.S. AND CANADA, CALL
1-800-544-2444

KOHLERengines
BORN TO RUN™

ENGINE DIVISION, KOHLER CO., KOHLER, WISCONSIN 53044

FORM NO.:	TP-2505
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LITHO IN U.S.A.