2 CONTROLS AND OPERATION

Refer to Fig. 2.1A.

IMPORTANT: Be sure to read this section of the Operator's Manual before you attempt to operate your tractor. It is for your safety that you know where all controls are, and are familiar with the functions of each control.

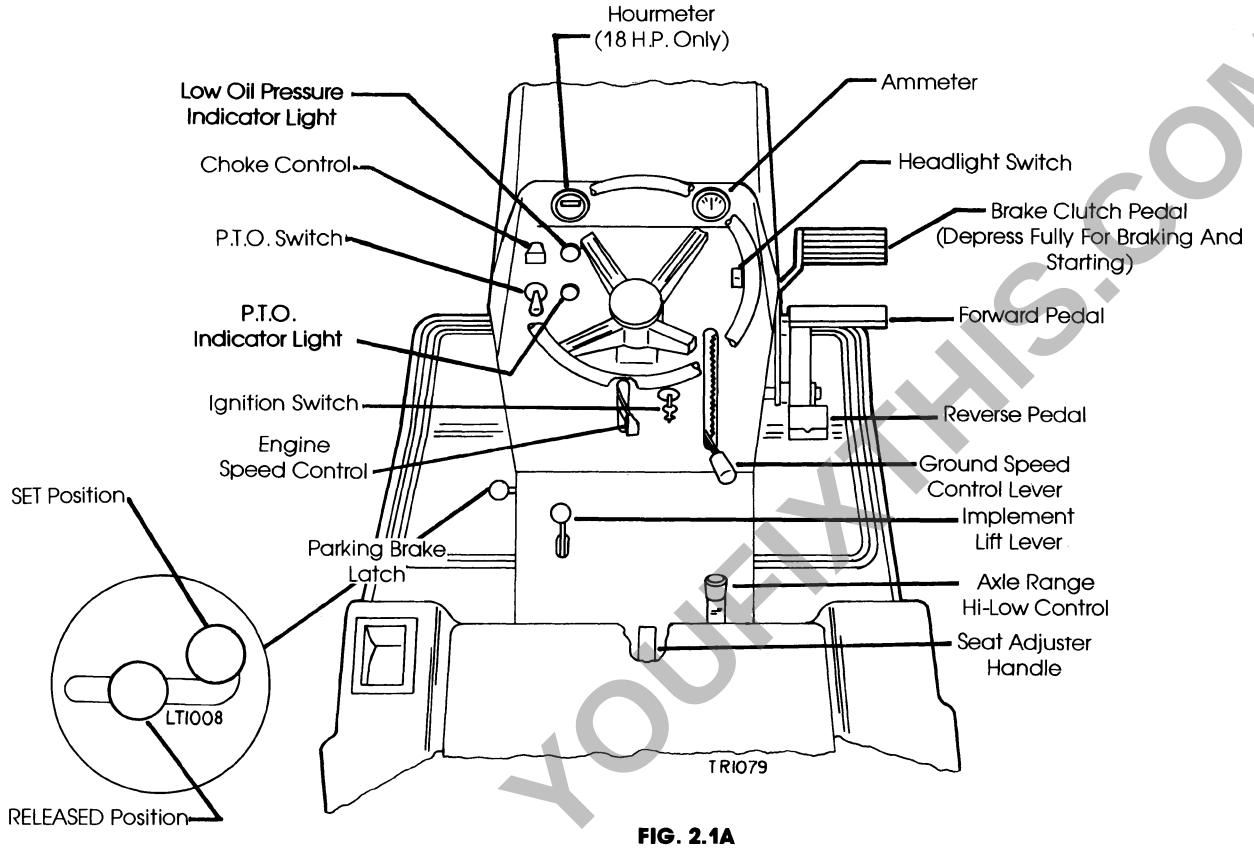


FIG. 2.1A

BRAKE CLUTCH PEDAL

This pedal is foot operated and controls only the brake on this tractor. The pedal is on the right-hand side of frame.

To operate: Depress brake clutch pedal fully. This will automatically put the hydrostatic traction drive in neutral and engage the brake.

NOTE: The brake clutch pedal must be completely depressed, and the P.T.O. switch must be in the OFF position before the engine can be started.

FORWARD AND REVERSE TRACTION DRIVE SPEED CONTROL PEDALS

The forward and reverse pedals are the two ends of a single rocker type assembly. These two pedals are located just above the right foot rest.

To operate: Depress the forward pedal end or the reverse pedal end to control the tractor's forward or reverse movement and speed. Resting your heel on the foot rest while depressing the forward pedal provides a comfortable foot position for long time operations.

GROUND SPEED CONTROL LEVER

This hand control provides the convenience of operating the tractor in forward movement without having to continuously depress the forward foot pedal. The ground speed control lever is located on the right-hand side of the instrument panel.

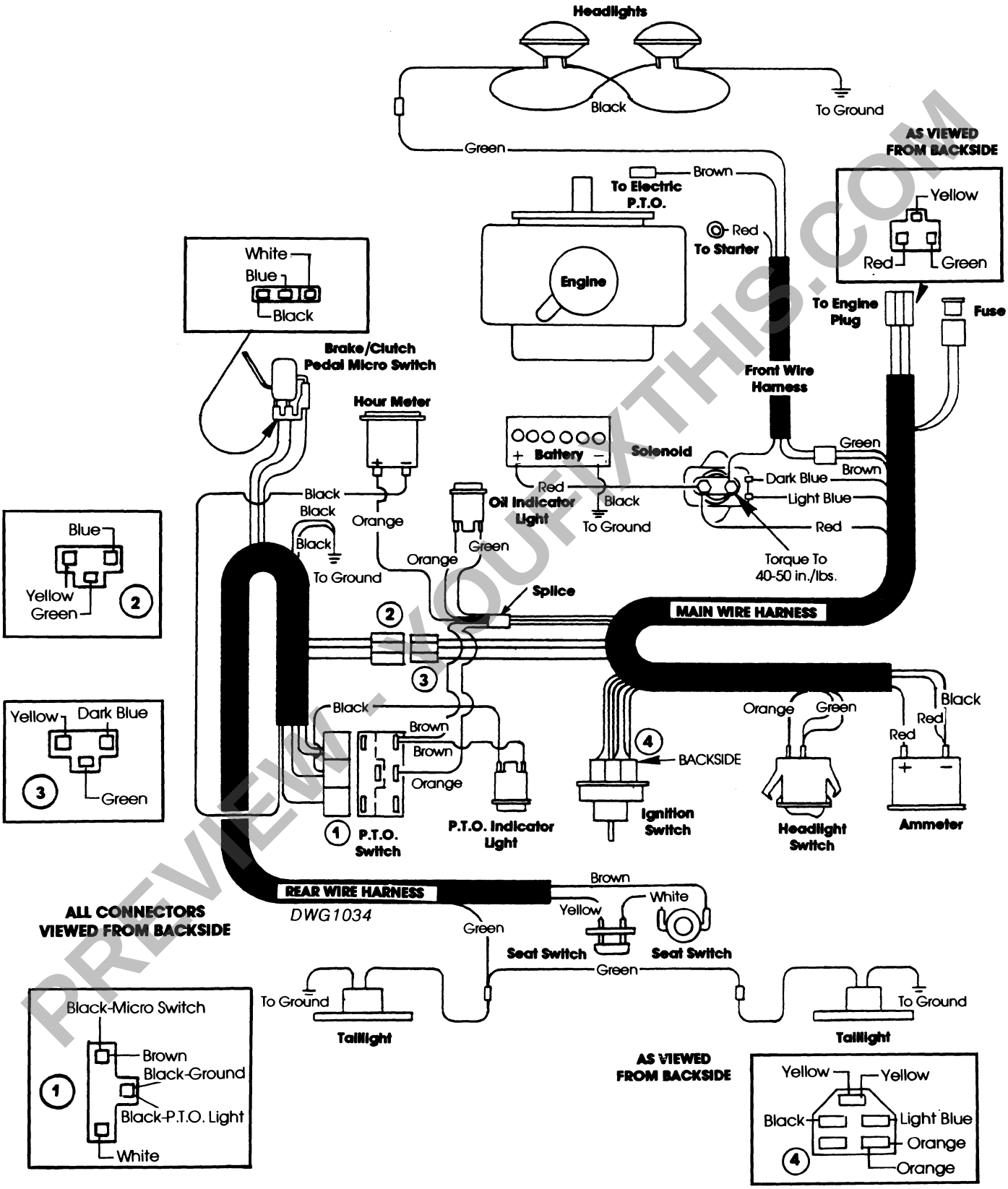
Operation: To maintain a desired ground speed, move the ground speed control lever to the left and upward, positioning it in a "notch" that maintains desired ground speed.

If ground speed control is not set for maximum ground speed, the control can be over-ridden by depressing the forward pedal to increase the ground speed not the engine speed. When forward pedal is released, the speed control will maintain the previously set ground speed.

To instantly disengage the speed control, apply the brake clutch pedal. The ground speed control can also be released by hand with a slight leftward nudge. **NOTE:** The reverse pedal is locked out when ground speed control is engaged. The ground speed control lever must be in the released position before the tractor can be reversed. The use of the ground speed control function is not possible when tractor is operated in reverse.

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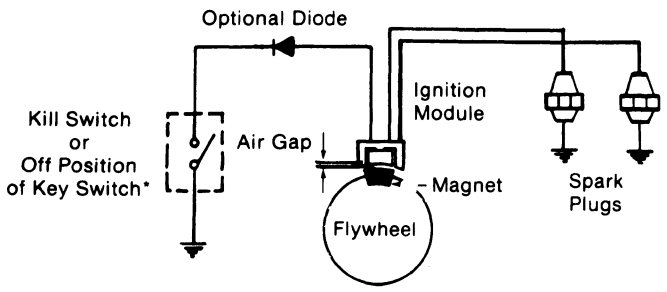
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8 TROUBLE SHOOTING

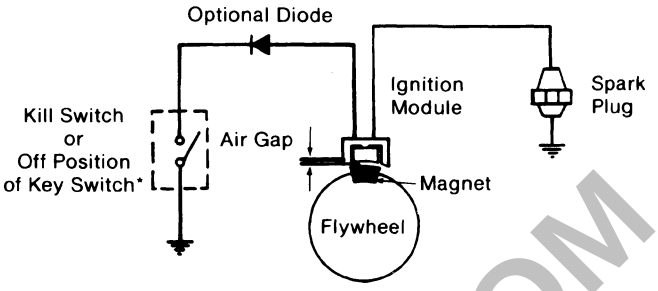
Problem	Component and Causes	Refer To This Section
Engine will not crank to start	Brake Clutch Pedal: pedal not fully depressed; interlock not adjusted	Adjustment & Servicing
	P.T.O.: not in off position	Controls & Operation
	Ignition Switch and Wiring: wire loose or wire grounded; faulty switch	Wiring Diagram
	Fuse: blown	Electrical System
	Battery: terminal corroded; battery dead; wire loose or grounded; low fluid level	Electrical System
	Seat Switch: wire loose; faulty switch	Electrical System
Engine cranks, but will not start	Ignition Switch and Wiring: wire loose	Wiring Diagram
	Carburetor: not adjusted	See Authorized Dealer
	Choke: not fully choked-cold engine; too fully choked-warm engine	Controls & Operation
	Fuel: no fuel; plugged filter or gas line	Initial Servicing
	Spark Plugs: dirty or broken; wire loose	Engine Instructions
Engine starts with brake clutch pedal released or with P.T.O. engaged.	Brake Clutch Pedal: interlock switch not adjusted or faulty; wire loose	Electrical System
	P.T.O.: faulty switch; wire loose	Electrical System
	Ignition Switch: wire loose, faulty switch	Wiring Diagram
Engine runs rough	Carburetor: not adjusted	See Authorized Dealer
Engine will not stop	Ignition Switch and Wiring: wire loose	Wiring Diagram
Battery not charging	Wiring: wire loose or wire grounded	Wiring Diagram
	Battery: terminal corroded; wire loose or grounded	Electrical System
	Engine: charging system failure	Electrical System
Headlight will not light	Engine: not running or charging	Electrical System
	Ignition Switch and Wiring: not on, wire loose or grounded; faulty switch; bulbs blown or broken	Wiring Diagram
Dead battery	Engine: charging system failure	Electrical System
	Ignition Switch and Wiring: wire loose, wire grounded	Wiring Diagram
	Fuse: blown	Electrical System
	Battery: terminal corroded; wire loose or grounded; low fluid level	Electrical System
Runs, but unit fails to move	Brake Clutch Pedal: brake not released	Controls & Operation
	Axle Range Control: lever in neutral position	Controls & Operation
Brakes do not stop unit or hold in park	Brake: not adjusted; worn (replace brake pads)	Adjustment & Servicing
	Brake Cable: stretched or broken	Adjustment & Servicing
Unit is hard to push	Brake: not adjusted	Adjustment & Servicing
	Traction Drive: not in neutral position	Controls & Operation
	Axle Range Control: not in neutral position	Controls & Operation
Traction drive creeps in neutral position	Traction Drive: out of adjustment	See Authorized Dealer

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IMPORTANT: 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 M18	Model M14
Power Rating @ 3600 RPM	hp	18	14
	kw	13.4	10.4
Displacement	cu. in.	42.18	31.27
	cc	691.3	512.4
Bore	in.	3.12	3.50
	mm	79.2	88.90
Stroke	in.	2.75	3.25
	mm	69.85	82.55
Compression Ratio		6.0:1	7.0:1
Approx. Weight	lb.	130	129
	kg	59.0	58.5
Oil Capacity*	U.S. Quarts	1.5	2
	l	1.4	1.90
Spark Plug Type	Champion® or Equiv.	RV15YC	RH-10
Spark Plug Gap	in.	0.025	0.035
	mm	0.65	0.890
Spark Plug Torque	ft./lb.	10-15	18-22
	Nm	14-20	25-30
Ignition Module Air Gap		0.008-0.012 (.010 Nomianl)	0.008-0.012 (.010 Nominal)
	mm	0.200-0.300 (.250 Nominal)	0.200-0.300 (.250 Nominal)

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

For engines equipped with oil filter-an additional ½ U.S. pint (.24 L) of oil is required when oil filter is replaced.

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4 MAINTENANCE AND LUBRICATION

WARNING: To avoid personal injury, always turn engine off and wait for all movement to stop, remove spark plug wire(s) from spark plug(s) before cleaning, making any repairs or adjustments.

BREAK-IN MAINTENANCE AND LUBRICATION

IMPORTANT: Apply oil and grease carefully and only where required. Oil or grease on drive belts or pulleys will cause slippage and loss of drive. Thoroughly wipe up any excess grease, oil and spills.

For maximum efficiency and trouble free service, make the following periodic inspections of the tractor. For engine maintenance, refer to the engine instructions.

1. The engine oil should be changed as described in the engine instructions. The oil drain cap is located on the right-hand side of engine just above frame or directly in front of the engine.

   Place tractor on a level surface. Place an oil drain pan under drain and remove oil drain cap. **The best time to change oil is just after the engine has been run.**

   After the oil has been drained, replace the oil drain cap. Remove the oil fill cap and dipstick. For proper type of oil and crankcase capacity refer to the engine instructions Add half of required amount of oil, check oil level, then add remaining amount of oil to reach oil level on dipstick. **Do not overfill.** When checking oil level, push dipstick assembly firmly but slowly until cap bottoms on tube. Dipstick assembly must be securely assembled into tube at all times when engine is operating.

2. Perform all other checks and maintenance called for under "Daily", "25 Hour", "50 Hour", and "100 Hour" schedules.

DAILY SCHEDULE

1. GENERAL: Make general visual inspection of tractor for loose or damaged parts. Check nuts and bolts periodically to insure against looseness caused by vibration or rough handling. Check for oil leaks from engine, transmission and differential. Damaged parts should be repaired or replaced before using tractor again.

2. ENGINE OIL LEVEL: Refer to the engine instructions for proper type of oil and crankcase capacity. Check oil level with tractor on level ground and the engine stopped. Before removing dipstick, clean dirt from around dipstick and opening.

3. DUST SCREEN: Inspect dust screen (behind engine) for chaff or dirt build up and clean as required.

4. AIR CLEANER: Visually inspect air cleaner if operating under dusty conditions (Fig. 4.2A).

5. BATTERY: Terminals should be tight and free of corrosion. The strap should be snug over battery. Top of battery should be clean and dry. Check level of electrolyte. Maintain electrolyte level up to the bottom of vent walls. Add clean distilled water as needed.

6. OPERATING LIGHTS: Check operation of all lights before starting and using your tractor.

   IMPORTANT: If light does not work, check circuit and correct failure before starting or using the tractor again. See WIRING DIAGRAM section.

   NOTE: If light needs replacement, order replacement parts from your authorized dealer.

7. HYDROSTATIC TRANSMISSION COOLING: The fan and the fins on the transmission must be kept free of grass clippings, dirt and other debris that can impede efficient cooling. Use a suitable soft brush to remove any accumulations of debris from these components. **IMPORTANT:** Do not use water, or any other liquid solvents to clean on or around this area of the transmission!

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5 ADJUSTMENT AND SERVICING

WARNING: To avoid personal injury, always turn engine off and wait for all movement to stop. Remove spark plug wire(s) from spark plug(s) before cleaning, making any repairs or adjustments.

REAR FENDER SEAT PAN REMOVAL.

IMPORTANT

WHEN REMOVING REAR FENDER SEAT PAN AND GAS TANK REFER TO OPERATOR'S MANUAL FOR INSTRUCTION.

1. Tip the seat forward and locate the plug under the seat and disconnect plug from seat switch (Fig. 5.1A).
2. Remove the plastic connector and gently pull the wires through the hole in the side of the seat hinge support (Fig. 5.1A).

NOTE: If your tractor has taillights the wires must be disconnected from each taillight.

3. Remove the hinge pin. Remove the hardware from one side only and remove pin (Fig. 5.1A).
4. Remove the seat hinge support from the rear fender seat pan (Fig. 5.1B). Remove all four cap screws, spacers and washers.
5. Remove the two screws holding the rear fender seat pan to the support (Fig. 5.1C).
6. Remove the two carriage bolts mounting the rear fender seat pan to the footrest (Fig. 5.1C). Repeat for the other footrest.
7. Remove knob from the tow valve lever if so equipped.
8. Remove knob from the gear shift lever if so equipped.
9. Remove the gas cap from the gas tank and lift the rear fender seat pan off of tractor.
10. Replace gas cap to avoid spilling gas and to prevent foreign debris from entering tank.

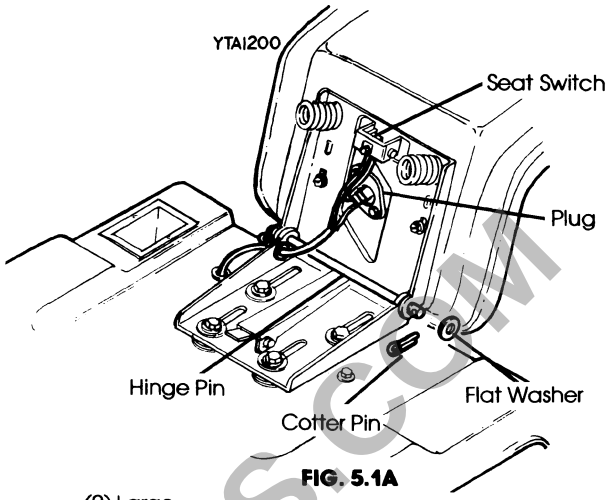


FIG. 5.1A

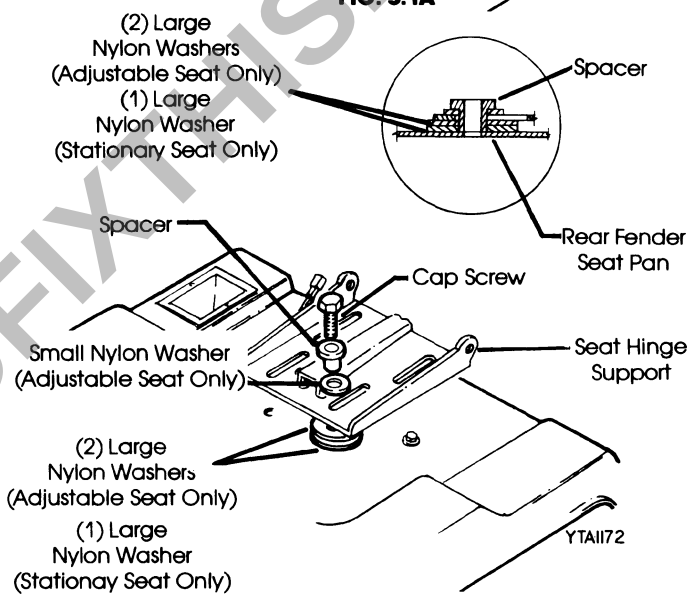


FIG. 5.1B

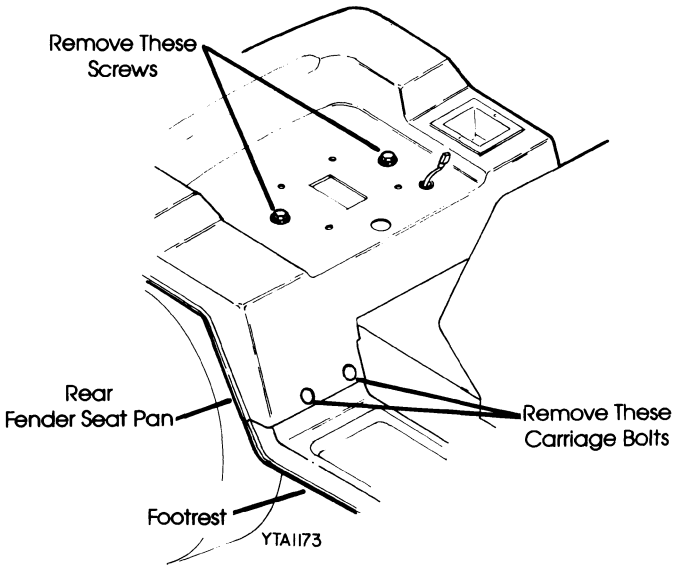


FIG. 5.1C

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CHOKE CONTROL

control aids in starting a cold engine.

For cold engine starting pull knob outward. As the engine warms, push in. Choke is not required for restarting a warm engine.

ENGINE SPEED CONTROL

This control regulates the engine speed from SLOW (idle) to FAST (maximum operating power and speed).

When starting engine, set control to a mid-range position. As engine warms up, gradually move control to maximum FAST position.

NOTE: Always use maximum FAST position when attachments are being used.

To idle, set control in SLOW position.

P.T.O. (POWER TAKE-OFF) SWITCH

This switch controls the drive to engine powered attachments.

NOTE: The P.T.O. must be in the OFF position and brake clutch pedal must be completely depressed before the engine can be started.

WARNING: To avoid personal injury, before engaging the P.T.O., be sure the attachment is clear of any obstacles.

To ENGAGE, pull toggle lever out then up to the ON position.

To DISENGAGE, pull toggle lever out then down to the OFF position.

WARNING: To avoid personal injury, the P.T.O. should never be on unless an engine powered attachment is being operated. Turn P.T.O. off when transporting an attachment to and from a work area.

P.T.O. INDICATOR LIGHT

This indicator light will go when P.T.O. switch is in the ON position, indicating that an attachment has power.

The light will operate only if ignition key is in the ON position. Light will turn off if P.T.O. switch or ignition key is turned off.

IMPORTANT: Before starting tractor, check light for your safety, keep indicator light operating correctly.

HEADLIGHT SWITCH

This "rocker" type switch turns the lights ON and OFF.

To turn lights ON, push top of switch in. To turn lights OFF, push bottom of switch in.

IGNITION SWITCH

For safety purposes a key type ignition switch is utilized for starting and instantly stopping the engine.

TO START: Turn and hold key at START position until engine is running; then release key. Turn key to OFF position to stop engine.

SEAT ADJUSTER HANDLE

TO ADJUST: Sit in tractor seat; pull seat adjuster handle up to release lock, then slide seat forward or backward to desired position. Release handle to secure adjustment.

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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 Plugs
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

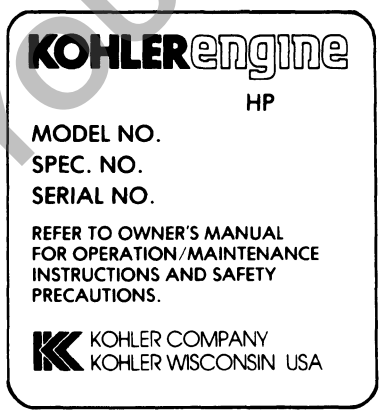
If the engine will be out of service for approximately two months or more, use the following storage procedure:

1. Change oil and filter if so equipped when enine is still warm from operation. See "Changing Oil" and "Oil Filter" on pages 2 and 3.
2. Drain fuel tank and fuel system (or run engine until fuel tank and fuel systems are empty).
3. Remove the spark plugs. Add one tablespoon of engine oil into each spark plug hold. Install plugs but do not connect plug leads. Crank the engine two or three revolutions.
4. 14 H.P. only: Remove the spark plug. Cover the spark plug hole with thumb and turn engine over until the piston isat the top of its strole (pressure against thumb is greatest). Reinstall plug, but do not connect plug lead.
5. Clean exterior surfaces of the engine. Spread a light film of oil over any exposed metal surfaces of engine to prevent rust.
6. 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 18 H.P. ONLY

Model M18S for example: M indicates MAGNUM engine. 18 indicates the horsepower. A letter suffix designates a specific version as follows:

Suffix	Designates
S	Electric Start
G	Tapered Crankshaft (Generator Application)
Q	Quiet Model

MODEL DESIGNATION 14 H.P. ONLY

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)

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