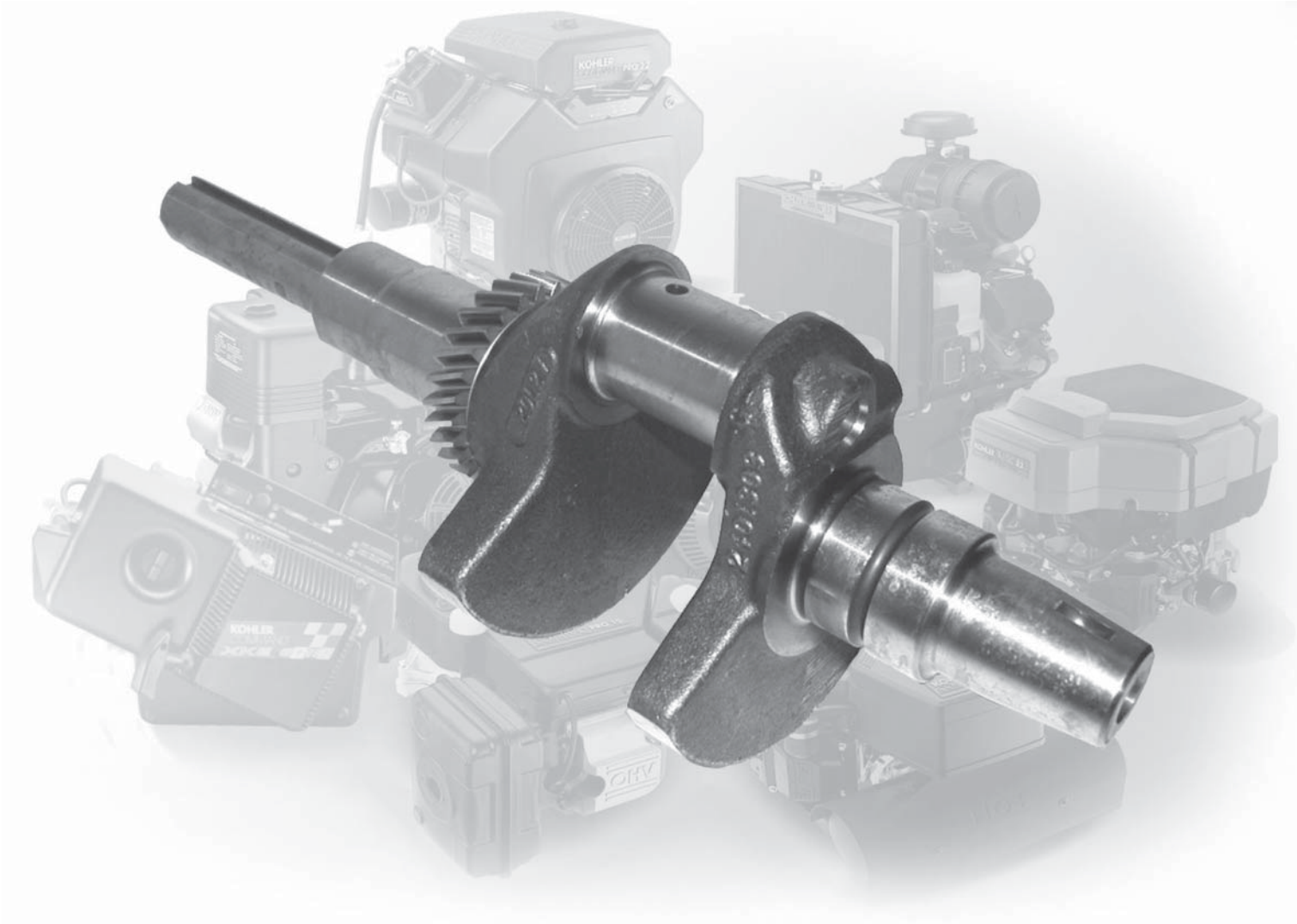


SERVICE CRANKSHAFTS

CRANKSHAFT REFERENCE MANUAL



KOHLER
engines

**BORN
TO RUN™**

Section 1

General

Information

Table of Contents

| | |
|---|-----|
| Table of Contents | 1.2 |
| Crankshaft/Engine Identification | 1.3 |
| Crankshaft PTO Measurement | 1.4 |
| Woodruff Key Dimensions | 1.5 |
| Inch/Decimal/Millimeter Equivalents Chart | 1.5 |
| Crankshaft Index..... | 1.6 |

General Information

Introduction

This manual is divided into sections. This first section contains information which generally pertains to all crankshafts. The crankshaft dimensions shown in the various sections are intended for service identification purposes only and may vary somewhat due to manufacturing tolerances. The drawings are not to scale. The crankshaft dimensions in section 2 and 3 are in inches. The crankshaft dimensions in section 4 and 5 are in millimeters.

Table of Contents

Section 1 – General Information

| | |
|---|-----|
| Crankshaft/Engine Identification | 1.3 |
| Crankshaft PTO Measurement | 1.4 |
| Woodruff Key Dimensions | 1.5 |
| Inch/Decimal/Millimeter Equivalents Chart | 1.5 |
| Crankshaft Index | 1.6 |

Section 2 – K-Series & Magnum Single Cylinder Crankshafts

| | |
|---|------|
| 4 HP (K91) | 2.2 |
| 6.25 HP (K141) 7 HP (K161) | 2.6 |
| 8 HP (K181, M8) | 2.11 |
| 10 HP (K241, M10) | 2.14 |
| 12 HP (K301, M12) | 2.20 |
| 14 HP (K321, M14) 16 HP (K341, M16) | 2.26 |
| 18 HP (K361) | 2.35 |

Section 3 – K-Series & Magnum Twin Cylinder Crankshafts

| | |
|---------------------------------|------|
| 17 HP (KT17) | 3.2 |
| 17 HP (KT17 Series II) | 3.5 |
| 18 HP (K482) | 3.7 |
| 18 HP (M18, MV18) | 3.9 |
| 19 HP (KT19) | 3.12 |
| 19 HP (KT19 Series II) | 3.13 |
| 20 HP (M20, MV20) | 3.14 |
| 21 HP (KT21) | 3.17 |
| 20 HP (K532) 23 HP (K582) | 3.18 |
| 24 HP (K662) | 3.20 |

Section 4 – Command/Command Pro Single Cylinder Crankshafts

| | |
|--|-----|
| 5 & 6 HP (CH5 & CH6) | 4.2 |
| 4 & 6 HP (CS4 & CS6) | 4.4 |
| 8.5, 10, 12 HP (CS8.5, CS10, CS12) | 4.5 |
| 11-18 HP (CH11-16, CV11-16, CV460-495) | 4.7 |

Section 5 – Command, Aegis, Triad, Twin Cylinder Crankshafts

| | |
|---|------|
| 17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745) | 5.2 |
| 20-29 HP (LV625-675, LH630-765) Aegis | 5.7 |
| 16 & 18 HP (TH16 & TH18) Triad | 5.11 |

Crankshaft/Engine Identification

If you have a crankshaft and do not know which engine model series it belongs to, check the crankpin diameter and locate the matching dimension in the third column of the below chart. This, and the other journal diameters are usually sufficient to make positive identification. In some cases, however, the diameters are the same for several different models. If this is the case, check the "OTHER IDENTIFYING DIFFERENCES" column to pinpoint the exact model. Also, the illustration showing the "Common Features" of the crankshafts in each model series which is found at the beginning of each section, can be helpful for identification purposes.

Crankshaft Identification Guide

| Model | HP | Crankpin Diameter | Main Bearing Journal Diameter | Oil Seal Journal Diameter | | Other Identifying Differences |
|--|----------------------------------|-------------------|--|---------------------------|-----------|--|
| | | | | Front | Rear | |
| CH5,6 | 5,6 | 30.954 mm | 30.004 mm – front 29.9755 mm – rear | 25.425 mm | 25.425 mm | |
| CH/CV11-16 CV460-495 | 11-16 | 38.964 mm | 44.924 mm – front 41.925 mm – rear | 35 mm | 35 mm | |
| CH18-26 CH730-745 CV17-26 CV675-745 | 18-26 25-28 17-26 23-28 | 35.964 mm | 40.924 mm | 32 mm | 40.925 mm | |
| CS4,6 | 4,6 | 27.977 mm | 52 mm | 52 mm | 52 mm | |
| CS8.5 | 8.5 | 35.977 mm | 80 mm – front 72 mm – rear | 80 mm | 72 mm | (spec. 92xxxx) |
| CS8.5 | 8.5 | 31.977 mm | 52 mm | 52 mm | 52 mm | (spec. 95xxxx) |
| CS10,12 | 10,12 | 35.977 mm | 80 mm – front 72 mm – rear | 80 mm | 72 mm | |
| K91 | 4 | .936" | .984" | .875" | .875" | |
| K141 | 6.25 | 1.186" | 1.181" | 1.125" | 1.125" | Same as 7 HP except front main width .9687". |
| K161 | 7 | 1.186" | 1.181" | 1.125" | 1.125" | Same as 6.25 HP except front main width .500". |
| K181/M8 | 8 | 1.186" | 1.181" | 1.125" | 1.125" | Same as 7 HP except crankpin cored. |
| K241/M10 | 10 | 1.500" | 1.574" | 1.500" | 1.500" | |
| K301 | 12 | 1.500" | 1.574" | 1.500" | 1.500" | Cast letter L counterweight ground flat. |
| K321/M14 | 14 | 1.500" | 1.574" | 1.500" | 1.500" | Cast letter L, three V grooves on end. |
| K341/M16 | 16 | 1.500" | 1.574" | 1.500" | 1.500" | Same as 14 HP K & M. |
| KT17 (& Series II) | 17 | 1.374" | 1.742" | 1.375" | 1.375" | Oil hole through crankpin on Series II. |
| K361 | 18 | 1.500" | 1.574" | 1.500" | 1.500" | Same as 14 & 16 HP K & M. |
| K482 | 18 | 1.625" | 1.750" | 1.500" | 1.437" | Same as K532 & K582 except no cast letter L. |

General Information

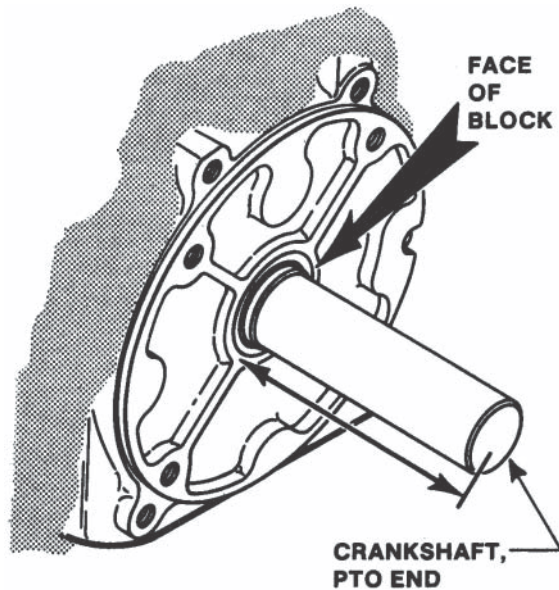
Crankshaft Identification Guide (Cont.)

| Model | HP | Crankpin Diameter | Main Bearing Journal Diameter | Oil Seal Journal Diameter | | Other Identifying Differences |
|-----------------------|---------|-------------------|-------------------------------|---------------------------|-----------|---|
| | | | | Front | Rear | |
| M/MV18 | 18 | 1.4996" | 1.742" | 1.375" | 1.500" | Same as KT19 Series II. |
| KT19 (& Series II) | 19 | 1.4996" | 1.742" | 1.375" | 1.500" | Oil hole through crankpin on Series II. |
| M/MV20 | 20 | 1.4996" | 1.742" | 1.375" | 1.500" | Same as KT19 Series II. |
| KT21 | 21 | 1.4996" | 1.742" | 1.375" | 1.500" | Same as KT19. |
| K532 & K582 | 20 & 23 | 1.625" | 1.750" | 1.500" | 1.688" | Same as K482 except has cast letter L. |
| K662 | 24 | 1.875" | 2.251" | 1.593" | 2.000" | |
| LV625-675 | 20-23 | 35.964 mm | 40.924 mm | 32 mm | 40.925 mm | |
| LH630-765 | 20-29 | 35.964 mm | 40.924 mm | 32 mm | 40.925 mm | |
| TH16 & 18 | 16 & 18 | 35.973 mm | 40.953 mm | 44.969 mm | 45.031 mm | |

PTO Extension Measurement

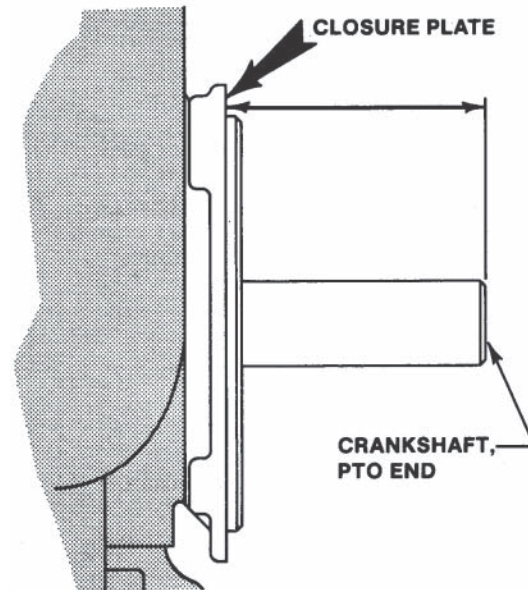
Single Cylinder

The crankshaft extension is measured from the PTO end to the face of the block.

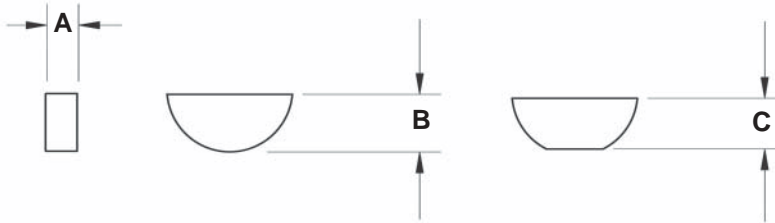


Twin Cylinder

The crankshaft extension is measured from the PTO end of the machined mounting surface of the closure plate.



Woodruff Key Dimensions



| Kohler Number | S.A.E. Number | Nominal Size | A | B | C |
|---------------|---------------|--------------|--------|-------|-------|
| X-42-2-S | 212 | 3/32 x 3/8 | .0938" | .172" | |
| X-42-8-S | 201 | 1/16 x 1/4 | .0625" | .109" | |
| X-42-15-S | 61 | 3/16 x 5/8 | .1875" | .250" | .240" |
| X-43-1-S | 3 | 1/8 x 1/2 | .1250" | .203" | .194" |
| X-45-1-S | 9 | 3/16 x 3/4 | .1875" | .313" | .303" |
| X-45-3-S | 15 | 1/4 x 1 | .2500" | .438" | .428" |
| X-46-3-S | 13 | 3/16 x 1 | .1875" | .438" | .428" |

Inches, Decimal & Millimeter Equivalents

| | DECIMALS | MILLIMETERS | | DECIMALS | MILLIMETERS | |
|------|----------|-------------|--------|----------|-------------------------|-----------------|
| | 1/64 | 0.01562 | 0.397 | 5/8 | .6250 — 15.875 | |
| | 1/32 | .03125 | 0.794 | | 41/64 — .64062 — 16.272 | |
| | 3/64 | .04687 | 1.191 | 21/32 | .65625 — 16.669 | |
| 1/16 | 5/64 | .07812 | 1.984 | | 43/64 — .67187 — 17.066 | |
| | 7/64 | .10937 | 2.778 | 11/16 | .6875 — 17.462 | |
| 1/8 | 9/64 | .14062 | 3.572 | | 45/64 — .70312 — 17.859 | |
| | 11/64 | .17187 | 4.366 | 23/32 | .71875 — 18.256 | |
| 3/16 | 13/64 | .20312 | 5.159 | | 47/64 — .73437 — 18.653 | |
| | 15/64 | .23437 | 5.953 | 3/4 | .7500 — 19.050 | |
| 1/4 | 17/64 | .26562 | 6.747 | | 49/64 — .76562 — 19.447 | |
| | 19/64 | .29687 | 7.541 | 25/32 | .78125 — 19.844 | |
| 5/16 | 21/64 | .32812 | 8.334 | | 51/64 — .79687 — 20.241 | |
| | 23/64 | .35937 | 9.128 | 13/16 | .8125 — 20.638 | |
| 3/8 | 25/64 | .39062 | 9.922 | | 53/64 — .82812 — 21.034 | |
| | 27/64 | .42187 | 10.716 | 27/32 | .84375 — 21.431 | |
| 7/16 | 29/64 | .45312 | 11.509 | | 55/64 — .85937 — 21.828 | |
| | 31/64 | .48437 | 12.303 | 7/8 | .8750 — 22.225 | |
| 1/2 | 33/64 | .51562 | 13.097 | | 57/64 — .89062 — 22.622 | |
| | 35/64 | .54687 | 13.891 | 29/32 | .90625 — 23.019 | |
| 9/16 | 37/64 | .57812 | 14.684 | | 59/64 — .92187 — 23.416 | |
| | 39/64 | .60937 | 15.478 | 15/16 | .9375 — 23.812 | |
| | | | | | 61/64 — .95312 — 24.209 | |
| | | | | | 31/32 | .96875 — 24.606 |
| | | | | | 63/64 | .98437 — 25.003 |
| | | | | 1 | 1.000 — 25.400 | |
| | | | | 2 | 2.000 — 50.800 | |
| | | | | 3 | 3.000 — 76.200 | |
| | | | | 4 | 4.000 — 101.600 | |
| | | | | 5 | 5.000 — 127.000 | |

Millimeters = Inches x 25.4

Inches = Millimeters ÷ 25.4

Index

| | | | |
|---|------------|-----------------------------------|-------------|
| 4 HP (K91) | 2.2 | 231351 (Discontinued) | 2.8 |
| 220120 (Discontinued) | 2.2 | 231403 (Discontinued) | 2.8 |
| 220221 (Discontinued) | 2.2 | 231418 (Discontinued) | 2.8 |
| 220260 (Discontinued) | 2.2 | 231450 (Discontinued) | 2.8 |
| 220372 (Discontinued) | 2.2 | 231470 (Discontinued) | 2.8 |
| 220638 (Discontinued) | 2.2 | 231473 (Discontinued) | 2.8 |
| 46 142 01 (use 46 755 06-S) | 2.2 | 231476 (Discontinued) | 2.8 |
| 46 142 02 (use 46 755 05-S) | 2.2 | 231561 (use 231670-S) | 2.9 |
| 46 142 03 (use 46 755 06-S) | 2.2 | 231611 | 2.9 |
| 46 142 04-S | 2.3 | 231618 (Discontinued) | 2.9 |
| 46 142 05 (use 46 755 08-S) | 2.3 | 231661 (Discontinued) | 2.9 |
| 46 142 06 (Discontinued) | 2.3 | 231670-S | 2.9 |
| 46 142 07 (Discontinued) | 2.3 | 231832 (Discontinued) | 2.9 |
| 46 142 08 (use 46 755 10-S) | 2.3 | 231867 (Discontinued) | 2.9 |
| 46 142 09 (use 46 755 11-S) | 2.3 | 231916 (Discontinued) | 2.9 |
| 46 142 12 (Discontinued) | 2.3 | 232503 (Discontinued) | 2.9 |
| 46 142 13-S | 2.3 | 232668 (Discontinued) | 2.9 |
| 46 142 14 (use 46 755 13-S) | 2.3 | 232922 (Discontinued) | 2.10 |
| 46 142 15 (use 46 755 14-S) | 2.3 | 234028 (Discontinued) | 2.10 |
| 46 142 16-S | 2.4 | 234558 (Discontinued) | 2.10 |
| 46 142 17 (use 46 755 16) | 2.4 | 234579 (Discontinued) | 2.10 |
| 46 142 18 (use 46 755 17-S) | 2.4 | 234587 (Discontinued) | 2.10 |
| 46 755 05-S | 2.4 | 234656 (Discontinued) | 2.10 |
| 46 755 06-S | 2.4 | 234815-S | 2.10 |
| 46 755 07-S | 2.4 | 234833 (use 41 014 07-S) | 2.10 |
| 46 755 08-S | 2.4 | 41 014 03-S | 2.10 |
| 46 755 10-S | 2.4 | 41 014 07-S | 2.10 |
| 46 755 11-S | 2.4 | | |
| 46 755 12 (Discontinued) | 2.4 | 8 HP (K181, M8) | 2.11 |
| 46 755 13 (Discontinued) | 2.5 | 231761 (use 231767-S) | 2.11 |
| 46 755 14-S | 2.5 | 231764 (Discontinued) | 2.11 |
| 46 755 15 (Discontinued) | 2.5 | 231767-S | 2.11 |
| 46 755 16 (Discontinued) | 2.5 | 231805-S | 2.11 |
| 46 755 17-S | 2.5 | 231806-S | 2.11 |
| | | 231807-S | 2.11 |
| 6.25 HP (K141) 7 HP (K161, L161) | 2.6 | 231808-S | 2.12 |
| 230301-S | 2.6 | 232585-S | 2.12 |
| 230353 (Discontinued) | 2.6 | 232916-S | 2.12 |
| 230387-S | 2.6 | 234655 (Discontinued) | 2.12 |
| 230388-S | 2.6 | 234817-S | 2.12 |
| 230394-S | 2.6 | 41 014 01 (use 41 014 04-S) | 2.12 |
| 230395 (use 230450-S) | 2.6 | 41 014 02-S | 2.12 |
| 230450-S | 2.7 | 41 014 04-S | 2.12 |
| 230527 (Discontinued) | 2.7 | 41 014 05-S | 2.12 |
| 230541 (Discontinued) | 2.7 | 41 014 06-S | 2.12 |
| 230654 (Discontinued) | 2.7 | 41 014 10-S | 2.13 |
| 230778 (Discontinued) | 2.7 | 41 014 12-S | 2.13 |
| 230818 (Discontinued) | 2.7 | 41 014 14-S | 2.13 |
| 230835 (Discontinued) | 2.7 | 41 014 15-S | 2.13 |
| 230982 (Discontinued) | 2.7 | | |
| 231123 (Discontinued) | 2.7 | 10 HP (K241, M10) | 2.14 |
| 231138 (Discontinued) | 2.7 | A-235076 (Discontinued) | 2.14 |
| 231193 (Discontinued) | 2.8 | A-235246 (Discontinued) | 2.14 |
| 231332 (Discontinued) | 2.8 | A-235326 (Discontinued) | 2.14 |
| 231339-S | 2.8 | A-235331 (Discontinued) | 2.14 |

General Information

10 HP (K241, M10) cont.

| | |
|-----------------------------|------|
| A-235387-S | 2.14 |
| A-235391 (Discontinued) | 2.14 |
| A-235394 (Discontinued) | 2.14 |
| A-235395 (use A-235406-S) | 2.14 |
| A-235396 (Discontinued) | 2.15 |
| A-235397 (Discontinued) | 2.15 |
| A-235403 (Discontinued) | 2.15 |
| A-235406-S | 2.15 |
| A-235408 (Discontinued) | 2.15 |
| A-235409 (Discontinued) | 2.15 |
| A-235555-S | 2.15 |
| A-235559 (Discontinued) | 2.15 |
| B-235613 (use 47 142 09-S) | 2.15 |
| B-235655 (use 47 142 11-S) | 2.15 |
| B-235662 (use 47 142 02-S) | 2.16 |
| B-235711 (use 47 142 12-S) | 2.16 |
| B-235775-S | 2.16 |
| B-235782 (use 47 142 14-S) | 2.16 |
| B-235791-S | 2.16 |
| B-235793 (Discontinued) | 2.16 |
| A-236206 (Discontinued) | 2.16 |
| B-236212 (use 47 142 13-S) | 2.16 |
| B-236356 (Discontinued) | 2.16 |
| B-236358 (use 47 142 05-S) | 2.16 |
| B-236359 (Discontinued) | 2.17 |
| B-236362 (use 47 142 02-S) | 2.17 |
| B-236364 (use 47 142 03-S) | 2.17 |
| B-236365 (Discontinued) | 2.17 |
| B-236774 (use 47 142 01-S) | 2.17 |
| B-237077 (use 47 142 15-S) | 2.17 |
| B-237118 (Discontinued) | 2.17 |
| B-237572 (Discontinued) | 2.17 |
| 47 014 03 (use 47 142 04-S) | 2.17 |
| 47 014 07 (use 47 142 07-S) | 2.17 |
| 47 014 31-S | 2.18 |
| 47 014 32-S | 2.18 |
| 47 014 33 (use 47 142 10) | 2.18 |
| 47 014 68 (use 47 142 02-S) | 2.18 |
| 47 014 83-S | 2.18 |
| 47 142 01-S | 2.18 |
| 47 142 02-S | 2.18 |
| 47 142 03-S | 2.18 |
| 47 142 04-S | 2.18 |
| 47 142 05-S | 2.18 |
| 47 142 07-S | 2.19 |
| 47 142 08-S | 2.19 |
| 47 142 09-S | 2.19 |
| 47 142 10 (Discontinued) | 2.19 |
| 47 142 11-S | 2.19 |
| 47 142 12-S | 2.19 |
| 47 142 13-S | 2.19 |
| 47 142 14-S | 2.19 |
| 47 142 15-S | 2.19 |

12 HP (K301, M12) 2.20

| | |
|----------------------------|------|
| B-235805 (use 47 142 16-S) | 2.20 |
| B-235837 (use 47 142 16-S) | 2.20 |

| | |
|-----------------------------|------|
| B-235844 (use 47 142 18-S) | 2.20 |
| B-235887 (use 47 142 20-S) | 2.20 |
| B-235909 (use 47 142 17-S) | 2.20 |
| B-235920 (Discontinued) | 2.20 |
| B-235923 (use 47 142 19-S) | 2.20 |
| B-235933 (Discontinued) | 2.20 |
| B-235940 (use 47 142 30-S) | 2.21 |
| B-235949 (use 47 142 22-S) | 2.21 |
| B-235963 (Discontinued) | 2.21 |
| B-236256 (use 47 142 24-S) | 2.21 |
| B-236334 (use 47 142 26-S) | 2.21 |
| B-236408 (use 47 142 44-S) | 2.21 |
| B-236477 (use 47 142 25-S) | 2.21 |
| B-236610 (Discontinued) | 2.21 |
| B-236704 (Discontinued) | 2.21 |
| B-236881 (use 47 142 27-S) | 2.21 |
| B-236923 (use 47 142 19-S) | 2.22 |
| B-237005 (Discontinued) | 2.22 |
| 47 014 01-S | 2.22 |
| 47 014 05 (use 47 142 30-S) | 2.22 |
| 47 014 11 (use 47 142 31-S) | 2.22 |
| 47 014 14 (use 47 142 29-S) | 2.22 |
| 47 014 23 (Discontinued) | 2.22 |
| 47 014 25 (use 47 142 32-S) | 2.22 |
| 47 014 27 (use 47 142 45-S) | 2.22 |
| 47 014 28 (use 47 142 33-S) | 2.22 |
| 47 014 34 (use 47 142 35-S) | 2.23 |
| 47 014 35 (use 47 142 37-S) | 2.23 |
| 47 014 36 (use 47 142 34-S) | 2.23 |
| 47 142 16-S | 2.23 |
| 47 142 17-S | 2.23 |
| 47 142 18-S | 2.23 |
| 47 142 19-S | 2.23 |
| 47 142 20-S | 2.23 |
| 47 142 21-S | 2.23 |
| 47 142 22-S | 2.23 |
| 47 142 23 (use 47 142 44-S) | 2.24 |
| 47 142 24-S | 2.24 |
| 47 142 25-S | 2.24 |
| 47 142 26-S | 2.24 |
| 47 142 27-S | 2.24 |
| 47 142 28 (Discontinued) | 2.24 |
| 47 142 29-S | 2.24 |
| 47 142 30-S | 2.24 |
| 47 142 31-S | 2.24 |
| 47 142 32-S | 2.24 |
| 47 142 33-S | 2.25 |
| 47 142 34-S | 2.25 |
| 47 142 35-S | 2.25 |
| 47 142 37-S | 2.25 |
| 47 142 44-S | 2.25 |
| 47 142 45-S | 2.25 |

14 HP (K321, M14) 16 HP (K341, M16).. 2.26

| | |
|----------------------------|------|
| B-236713 (use 45 142 21-S) | 2.26 |
| B-236722 (use 45 142 21-S) | 2.26 |
| B-236785 (use 45 142 22-S) | 2.26 |
| B-236996 (use 45 142 25-S) | 2.26 |

General Information

14 HP (K321, M14) 16 HP (K341, M16) cont.

| | |
|-----------------------------------|------|
| B-236998 (use 47 142 43-S) | 2.26 |
| B-237034 (use 45 142 36-S) | 2.26 |
| B-237054 (Discontinued) | 2.27 |
| B-237104 (use 45 142 24-S) | 2.27 |
| B-237298 (use 45 142 25-S) | 2.27 |
| B-237512 (use 47 142 39-S) | 2.27 |
| B-237630 (use 47 142 41-S) | 2.27 |
| B-237800 (use 47 142 43-S) | 2.27 |
| 45 014 02 (use 45 142 29-S) | 2.27 |
| 45 014 03 (use 45 142 25-S) | 2.27 |
| 45 014 05 (use 45 142 36-S) | 2.27 |
| 45 014 06 (use 45 142 22-S) | 2.27 |
| 45 014 09 (use 45 142 24-S) | 2.28 |
| 45 014 10 (Discontinued) | 2.28 |
| 45 014 11-S | 2.28 |
| 45 014 12 (use 45 142 25-S) | 2.28 |
| 45 014 13 (use 45 142 27-S) | 2.28 |
| 45 014 14 (use 45 142 38-S) | 2.28 |
| 45 014 17 (use 45 142 26-S) | 2.28 |
| 45 014 18-S | 2.28 |
| 45 014 26 (use 45 142 36-S) | 2.28 |
| 45 014 29 (use 47 142 25-S) | 2.28 |
| 45 014 30 (Discontinued) | 2.29 |
| 45 014 35 (use 45 142 11) | 2.29 |
| 45 014 36 (use 45 142 32-S) | 2.29 |
| 45 014 37 (use 45 142 33-S) | 2.29 |
| 45 014 38 (use 45 142 34-S) | 2.29 |
| 45 014 39 (use 45 142 35-S) | 2.29 |
| 45 014 40 (use 45 142 20-S) | 2.29 |
| 45 014 61 (use 45 142 39-S) | 2.29 |
| 45 014 83-S | 2.29 |
| 45 014 84-S | 2.29 |
| 45 014 85-S | 2.30 |
| 45 014 86-S | 2.30 |
| 45 014 88 (Discontinued) | 2.30 |
| 45 142 01 (use 45 142 20-S) | 2.30 |
| 45 142 03 (use 45 142 22-S) | 2.30 |
| 45 142 05 (use 45 142 24-S) | 2.30 |
| 45 142 06 (use 45 142 25-S) | 2.30 |
| 45 142 07 (use 45 142 26-S) | 2.30 |
| 45 142 08 (use 45 142 27-S) | 2.30 |
| 45 142 10 (use 45 142 25-S) | 2.30 |
| 45 142 11 (Discontinued) | 2.31 |
| 45 142 13 (use 45 142 32-S) | 2.31 |
| 45 142 15 (use 45 142 34-S) | 2.31 |
| 45 142 16 (use 45 142 35-S) | 2.31 |
| 45 142 17 (use 45 142 36-S) | 2.31 |
| 45 142 18 (use 45 142 38-S) | 2.31 |
| 45 142 19-S | 2.31 |
| 45 142 20-S | 2.31 |
| 45 142 22-S | 2.31 |
| 45 142 24-S | 2.31 |
| 45 142 25-S | 2.32 |
| 45 142 26-S | 2.32 |
| 45 142 27-S | 2.32 |
| 45 142 29 (use 45 142 25-S) | 2.32 |
| 45 142 32-S | 2.32 |

| | |
|-----------------------------------|------|
| 45 142 33-S | 2.32 |
| 45 142 34-S | 2.32 |
| 45 142 35-S | 2.32 |
| 45 142 36-S | 2.32 |
| 45 142 38-S | 2.32 |
| 45 142 39-S | 2.33 |
| 47 014 02 (use 45 142 19-S) | 2.33 |
| 47 014 04 (use 45 142 25-S) | 2.33 |
| 47 014 06 (use 45 142 26-S) | 2.33 |
| 47 014 09 (use 47 142 44-S) | 2.33 |
| 47 014 30 (use 47 142 41-S) | 2.33 |
| 47 142 39-S | 2.33 |
| 47 142 40 (use 45 142 19-S) | 2.33 |
| 47 142 41-S | 2.33 |
| 47 142 43-S | 2.33 |
| 47 142 44-S | 2.34 |

18 HP (K361) 2.35

| | |
|-----------------------------------|------|
| 45 014 01 (use 45 142 21-S) | 2.35 |
| 45 014 08 (use 45 142 21-S) | 2.35 |
| 45 014 18-S | 2.35 |
| 45 142 02 (use 45 142 21-S) | 2.35 |
| 45 142 21-S | 2.35 |

17 HP (KT17) 3.2

| | |
|-----------------------------------|-----|
| 52 014 06-S | 3.2 |
| 52 014 07-S | 3.2 |
| 52 014 08 (Discontinued) | 3.2 |
| 52 014 09 (Discontinued) | 3.2 |
| 52 014 10 (Discontinued) | 3.2 |
| 52 014 11 (Discontinued) | 3.2 |
| 52 014 15-S | 3.2 |
| 52 014 17 (Discontinued) | 3.2 |
| 52 014 25 (Discontinued) | 3.3 |
| 52 014 26 (use 52 014 45-S) | 3.3 |
| 52 014 27 (use 52 014 46) | 3.3 |
| 52 014 29-S | 3.3 |
| 52 014 31 (use 52 014 47) | 3.3 |
| 52 014 32 (use 52 014 58) | 3.3 |
| 52 014 45-S | 3.3 |
| 52 014 46 (Discontinued) | 3.3 |
| 52 014 47 (Discontinued) | 3.3 |
| 52 014 48 (use 52 014 58) | 3.3 |
| 52 014 57 (Discontinued) | 3.4 |
| 52 014 58 (Discontinued) | 3.4 |

17 HP (KT17 Series II) 3.5

| | |
|-----------------------------------|-----|
| 52 014 63-S | 3.5 |
| 52 014 64-S | 3.5 |
| 52 014 65-S | 3.5 |
| 52 014 66-S | 3.5 |
| 52 014 67 (use 82 014 10-S) | 3.5 |
| 52 014 68-S | 3.5 |
| 52 014 73 (use 52 142 03-S) | 3.5 |
| 52 014 78-S | 3.5 |
| 52 014 79-S | 3.6 |
| 52 014 80-S | 3.6 |

| | |
|--|-------------|
| 17 HP (KT17 Series II) cont. | |
| 52 142 03-S | 3.6 |
| 82 014 10-S | 3.6 |
| | |
| 18 HP (K482) | 3.7 |
| 277004 (Discontinued) | 3.7 |
| 277005 (use 277360-S) | 3.7 |
| 277145 (Discontinued) | 3.7 |
| 277200-S | 3.7 |
| 277335 (Discontinued) | 3.7 |
| 277360-S | 3.7 |
| 277386 (Discontinued) | 3.7 |
| 277433 (Discontinued) | 3.7 |
| 277465 (Discontinued) | 3.8 |
| 277531 (Discontinued) | 3.8 |
| 277638 (Discontinued) | 3.8 |
| 277912 (Discontinued) | 3.8 |
| | |
| 18 HP (M18, MV18)..... | 3.9 |
| 52 014 63-S | 3.9 |
| 52 014 64-S | 3.9 |
| 52 014 65-S | 3.9 |
| 52 014 66-S | 3.9 |
| 52 014 78-S | 3.9 |
| 52 014 79-S | 3.9 |
| 52 014 80-S | 3.10 |
| 52 014 86-S | 3.10 |
| 52 014 88-S | 3.10 |
| 52 014 90-S | 3.10 |
| 52 014 93-S | 3.10 |
| 52 014 99 (Discontinued) | 3.10 |
| 82 014 01-S | 3.10 |
| 82 014 02-S | 3.10 |
| 82 014 08 (Discontinued) | 3.10 |
| 82 014 10-S | 3.10 |
| 82 014 13-S | 3.11 |
| 82 014 16-S | 3.11 |
| 82 014 19-S | 3.11 |
| 82 014 20-S | 3.11 |
| | |
| 19 HP (KT19) | 3.12 |
| 52 014 23 (Discontinued) | 3.12 |
| 52 014 24 (use 52 014 61) | 3.12 |
| 52 014 35 (Discontinued) | 3.12 |
| 52 014 36 (use 52 014 60) | 3.12 |
| 52 014 55 (use 52 014 60) | 3.12 |
| 52 014 56 (use 52 014 61) | 3.12 |
| 52 014 60 (Discontinued) | 3.12 |
| 52 014 61 (Discontinued) | 3.12 |
| | |
| 19 HP (KT19 Series II) | 3.13 |
| 52 014 69-S | 3.13 |
| 52 014 71-S | 3.13 |
| 52 014 76-S | 3.13 |
| 52 014 77-S | 3.13 |
| 52 014 81 (use 52 142 04-S) | 3.13 |
| 52 014 82-S | 3.13 |
| | |
| 52 014 83-S | 3.13 |
| 52 014 04-S | 3.13 |
| | |
| 20 HP (M20, MV20)..... | 3.14 |
| 52 014 69-S | 3.14 |
| 52 014 70 (Discontinued) | 3.14 |
| 52 014 71-S | 3.14 |
| 52 014 76-S | 3.14 |
| 52 014 77-S | 3.14 |
| 52 014 82-S | 3.14 |
| 52 014 83-S | 3.15 |
| 52 014 87-S | 3.15 |
| 52 014 89-S | 3.15 |
| 52 014 92-S | 3.15 |
| 52 014 96-S | 3.15 |
| 52 014 97 (Discontinued) | 3.15 |
| 52 014 98-S | 3.15 |
| 52 142 04-S | 3.15 |
| 82 014 03-S | 3.15 |
| 82 014 04 (use 52 142 04-S) | 3.15 |
| 82 014 06-S | 3.16 |
| 82 014 07-S | 3.16 |
| 82 014 09-S | 3.16 |
| 82 014 11-S | 3.16 |
| 82 014 12-S | 3.16 |
| 82 014 15-S | 3.16 |
| 82 014 17-S | 3.16 |
| 82 014 18-S | 3.16 |
| 82 014 21-S | 3.16 |
| | |
| 21 HP (KT21) | 3.17 |
| 52 014 21 (use 52 014 51) | 3.17 |
| 52 014 22 (Discontinued) | 3.17 |
| 52 014 33 (use 52 014 49) | 3.17 |
| 52 014 40 (use 52 014 51) | 3.17 |
| 52 014 41 (use 52 014 49) | 3.17 |
| 52 014 49 (Discontinued) | 3.17 |
| 52 014 51 (Discontinued) | 3.17 |
| | |
| 20 HP (K532) 23 HP (K582) | 3.18 |
| 277624 (use 48 014 01-S) | 3.18 |
| 277659-S | 3.18 |
| 277690-S | 3.18 |
| 277696-S | 3.18 |
| 48 014 01-S | 3.18 |
| 48 014 02-S | 3.18 |
| 48 014 04 (Discontinued) | 3.18 |
| 48 014 05-S | 3.18 |
| 48 014 06 (Discontinued) | 3.19 |
| 48 014 07-S | 3.19 |
| 48 014 11-S | 3.19 |
| 48 014 13-S | 3.19 |
| 48 014 14-S | 3.19 |
| 48 014 18-S | 3.19 |
| 48 014 19-S | 3.19 |
| 48 014 20 (Discontinued) | 3.19 |
| 48 014 21-S | 3.19 |

General Information

24 HP (K662) 3.20

| | |
|-------------------------------|------|
| 270381 (Discontinued) | 3.20 |
| 270624 (use 271548-S) | 3.20 |
| 270633-S | 3.20 |
| 270636 (Discontinued) | 3.20 |
| 270639 (Discontinued) | 3.20 |
| 270671 (Discontinued) | 3.20 |
| 270681 (Discontinued) | 3.21 |
| 270682-S | 3.21 |
| 270734 (Discontinued) | 3.21 |
| 271049 (Discontinued) | 3.21 |
| A-271121 (Discontinued) | 3.21 |
| 271339 (Discontinued) | 3.21 |
| 271385 (Discontinued) | 3.21 |
| 271491 (Discontinued) | 3.21 |
| 271548-S | 3.21 |
| 271659 (Discontinued) | 3.21 |
| 271764 (Discontinued) | 3.22 |
| 271861-S | 3.22 |
| 272040 (Discontinued) | 3.22 |

5 & 6 HP (CH5 & CH6) 4.2

| | |
|-------------------|-----|
| 15 014 04-S | 4.2 |
| 15 014 05-S | 4.2 |
| 15 014 06-S | 4.2 |
| 15 014 10-S | 4.2 |
| 15 014 23-S | 4.2 |
| 15 014 29-S | 4.2 |
| 15 014 30-S | 4.3 |
| 15 014 31-S | 4.3 |

4 & 6 HP (CS4 & CS6) 4.4

| | |
|-------------------|-----|
| 63 014 05-S | 4.4 |
| 63 014 06-S | 4.4 |
| 63 014 07-S | 4.4 |

8.5, 10, 12 HP (CS8.5-12) 4.5

| | |
|-------------------|-----|
| 63 014 01-S | 4.5 |
| 63 014 02-S | 4.5 |
| 63 014 03-S | 4.5 |
| 63 014 12-S | 4.5 |
| 63 014 13-S | 4.5 |
| 63 014 15-S | 4.5 |

11-16 HP (CH11-15, CV11-16, CV460-495) 4.6

| | |
|-------------------|-----|
| 12 014 02-S | 4.6 |
| 12 014 04-S | 4.6 |
| 12 014 06-S | 4.6 |
| 12 014 08-S | 4.6 |
| 12 014 10-S | 4.6 |
| 12 014 12-S | 4.6 |
| 12 014 14-S | 4.7 |
| 12 014 16-S | 4.7 |
| 12 014 29-S | 4.7 |
| 12 014 30-S | 4.7 |
| 12 014 31-S | 4.7 |

| | |
|-------------------|-----|
| 12 014 32-S | 4.7 |
| 12 014 33-S | 4.7 |
| 12 014 34-S | 4.7 |
| 12 014 35-S | 4.7 |
| 12 014 36-S | 4.7 |
| 12 014 37-S | 4.8 |
| 12 014 39-S | 4.8 |
| 12 014 42-S | 4.8 |
| 12 014 46-S | 4.8 |
| 12 014 48-S | 4.8 |
| 12 014 50-S | 4.8 |
| 12 014 52-S | 4.8 |
| 12 014 54-S | 4.8 |
| 12 014 56-S | 4.8 |
| 12 014 57-S | 4.8 |
| 12 014 61-S | 4.9 |
| 12 014 63-S | 4.9 |

18-28 HP (CH18-26, CH730-745)

17-28 HP (CV17-26, CV675-745) 5.2

| | |
|--------------------|-----|
| 24 014 02-S | 5.2 |
| 24 014 04-S | 5.2 |
| 24 014 06-S | 5.2 |
| 24 014 08-S | 5.2 |
| 24 014 14-S | 5.2 |
| 24 014 16-S | 5.2 |
| 24 014 18-S | 5.3 |
| 24 014 20-S | 5.3 |
| 24 014 22-S | 5.3 |
| 24 014 24-S | 5.3 |
| 24 014 26-S | 5.3 |
| 24 014 28-S | 5.3 |
| 24 014 30-S | 5.3 |
| 24 014 32-S | 5.3 |
| 24 014 34-S | 5.3 |
| 24 014 36-S | 5.3 |
| 24 014 38-S | 5.4 |
| 24 014 42-S | 5.4 |
| 24 014 44-S | 5.4 |
| 24 014 68-S | 5.4 |
| 24 014 72-S | 5.4 |
| 24 014 78-S | 5.4 |
| 24 014 80-S | 5.4 |
| 24 014 82-S | 5.4 |
| 24 014 84-S | 5.4 |
| 24 014 86-S | 5.4 |
| 24 014 90-S | 5.5 |
| 24 014 96-S | 5.5 |
| 24 014 101-S | 5.5 |
| 24 014 103-S | 5.5 |
| 24 014 106-S | 5.5 |
| 24 014 108-S | 5.5 |
| 24 014 110-S | 5.5 |
| 24 014 112-S | 5.5 |
| 24 014 114-S | 5.5 |
| 24 014 116-S | 5.5 |
| 24 014 118-S | 5.6 |

| | | | |
|---|-------------|-------------------------------------|------|
| 20-29 HP (LV625-675, LH630-765) | 5.7 | 28 014 58-S | 5.14 |
| 66 014 33-S | 5.7 | 28 014 62-S | 5.14 |
| 66 014 34-S | 5.7 | 28 014 68-S | 5.14 |
| 66 014 35-S | 5.7 | 28 014 70-S (use 28 014 96-S) | 5.14 |
| 66 014 37-S | 5.7 | 28 014 72-S (use 28 014 90-S) | 5.14 |
| 66 014 40-S | 5.7 | 28 014 76-S | 5.14 |
| 66 014 41-S | 5.7 | 28 014 84-S | 5.14 |
| 66 014 42-S | 5.8 | 28 014 86-S | 5.14 |
| 66 014 57-S | 5.8 | 28 014 88-S | 5.14 |
| 66 014 61-S | 5.8 | 28 014 90-S | 5.14 |
| 66 014 68-S | 5.8 | 28 014 92-S | 5.15 |
| 66 014 70-S | 5.8 | 28 014 94-S | 5.15 |
| 66 014 72-S | 5.8 | 28 014 96-S | 5.15 |
| 66 014 78-S | 5.8 | 28 014 98-S | 5.15 |
| 66 014 80-S | 5.8 | 28 014 100-S | 5.15 |
| 66 014 82-S | 5.8 | 28 014 106-S | 5.15 |
| 66 014 84-S | 5.8 | 28 014 108-S | 5.15 |
| 66 014 86-S | 5.9 | 28 014 110-S | 5.15 |
| 66 014 88-S | 5.9 | 28 014 114-S | 5.15 |
| 66 014 90-S | 5.9 | 28 014 116-S | 5.15 |
| 66 014 92-S | 5.9 | 28 014 118-S | 5.16 |
| 66 014 94-S | 5.9 | 28 014 120-S | 5.16 |
| 66 014 96-S | 5.9 | 28 014 122-S | 5.16 |
| 66 014 98-S | 5.9 | 28 014 124-S | 5.16 |
| 66 014 100-S | 5.9 | 28 014 125-S | 5.16 |
| 66 014 102-S | 5.9 | 28 014 126-S | 5.16 |
| 66 014 104-S | 5.9 | 28 014 127-S | 5.16 |
| 66 014 106-S | 5.10 | | |
| 66 014 108-S | 5.10 | | |
| 66 014 110-S | 5.10 | | |
| | | | |
| 16 & 18 HP (TH16 & TH18) | 5.11 | | |
| 28 014 02-S | 5.11 | | |
| 28 014 04-S | 5.11 | | |
| 28 014 06-S | 5.11 | | |
| 28 014 08-S | 5.11 | | |
| 28 014 10-S | 5.11 | | |
| 28 014 12-S | 5.11 | | |
| 28 014 14-S | 5.12 | | |
| 28 014 16-S | 5.12 | | |
| 28 014 18-S | 5.12 | | |
| 28 014 20-S | 5.12 | | |
| 28 014 22-S | 5.12 | | |
| 28 014 24-S | 5.12 | | |
| 28 014 26-S | 5.12 | | |
| 28 014 28-S | 5.12 | | |
| 28 014 30-S (Use 28 014 94-S) | 5.12 | | |
| 28 014 32-S (Use 28 014 92-S) | 5.12 | | |
| 28 014 34-S (Use 28 014 98-S) | 5.13 | | |
| 28 014 36-S | 5.13 | | |
| 28 014 38-S | 5.13 | | |
| 28 014 40-S | 5.13 | | |
| 28 014 42-S | 5.13 | | |
| 28 014 44-S | 5.13 | | |
| 28 014 46-S | 5.13 | | |
| 28 014 48-S | 5.13 | | |
| 28 014 50-S | 5.13 | | |
| 28 014 52-S | 5.13 | | |

Section 2

K-Series & Magnum

Single Cylinder

Crankshafts*

Table of Contents

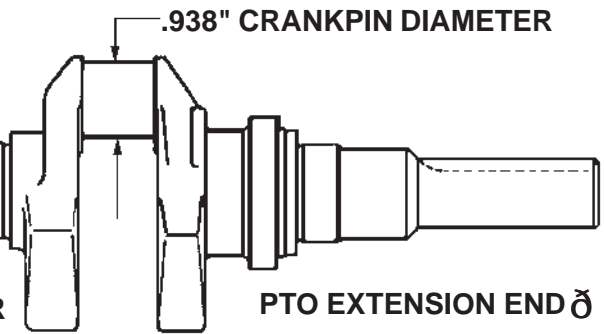
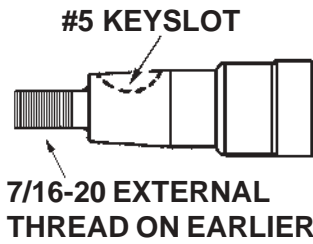
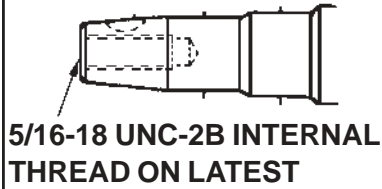
| | |
|---|------|
| 4 HP (K91) | 2.2 |
| 6.25 HP (K141) 7 HP (K161, L161) | 2.6 |
| 8 HP (K181, M8) | 2.11 |
| 10 HP (K241, M10) | 2.14 |
| 12 HP (K301, M12) | 2.20 |
| 14 HP (K321, M14) 16 HP (K341, M16) | 2.26 |
| 18 HP (K361) | 2.35 |

*Crankshaft dimensions in this section are in inches.

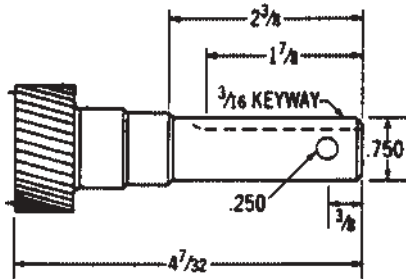
4 HP (K91)

Common Features

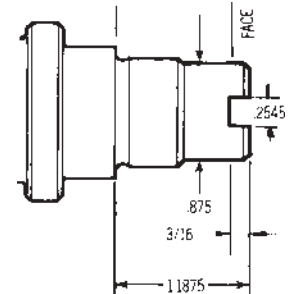
FLYWHEEL END



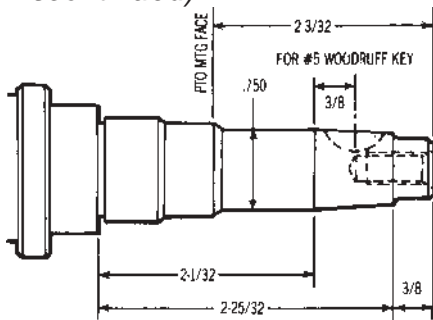
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220638 (Discontinued)

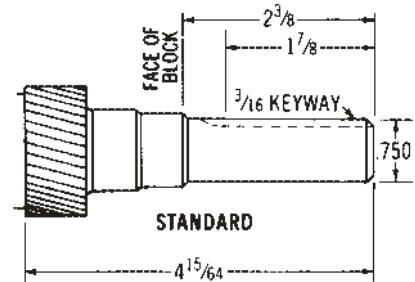


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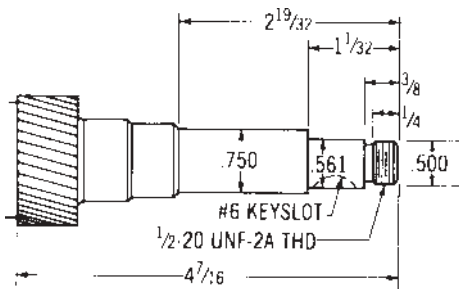


46 142 01 (use 46 755 06-S)

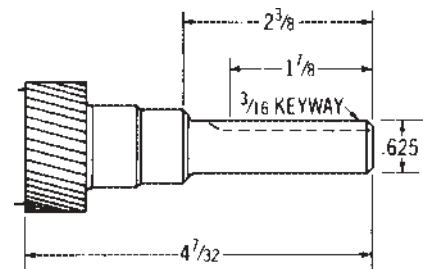
Replaced By:
46 142 03
46 755 06



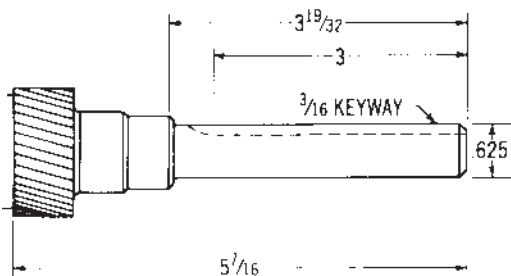
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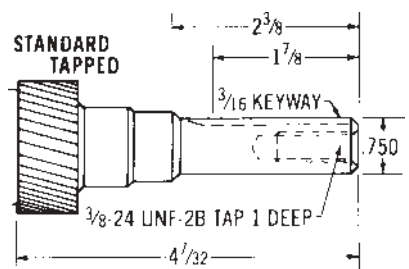
46 142 02 (use 46 755 05-S)



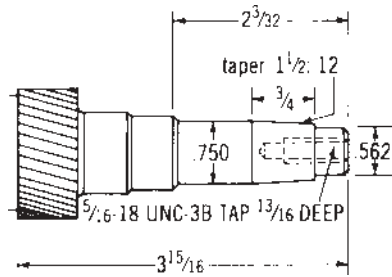
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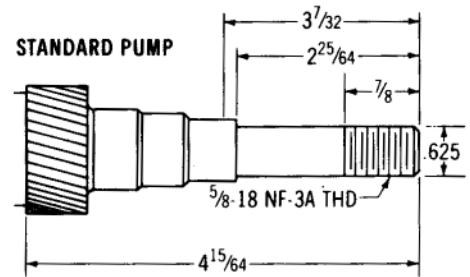
46 142 03 (use 46 755 06-S)



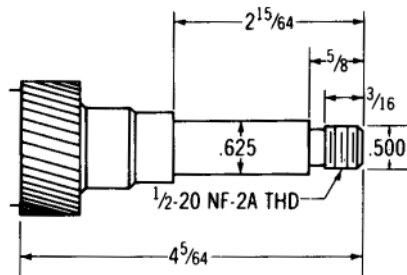
46 142 04-S



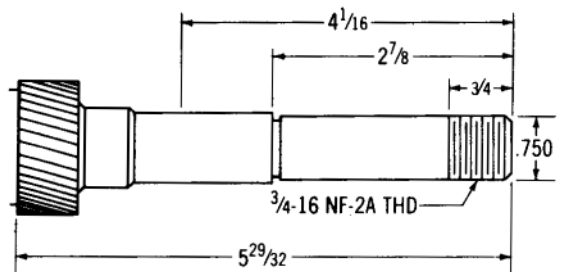
46 142 09 (use 46 755 11-S)



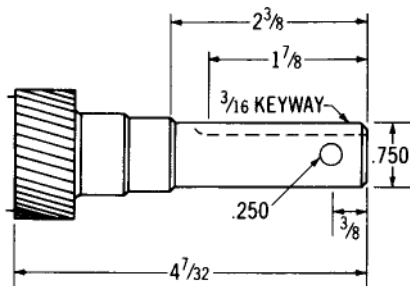
46 142 05 (use 46 755 08-S)



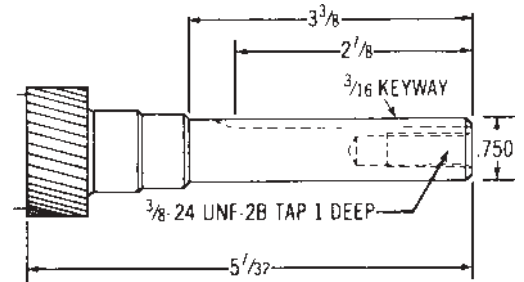
46 142 12 (Discontinued)



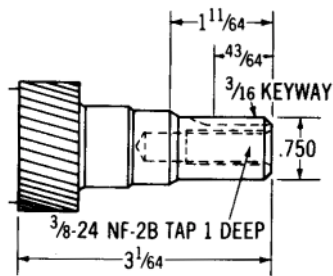
46 142 06 (Discontinued)



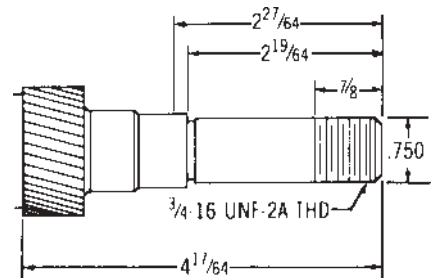
46 142 13-S



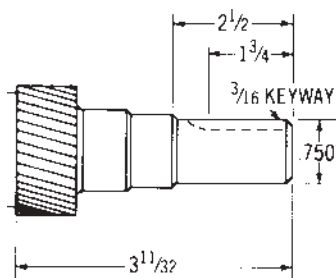
46 142 07 (Discontinued)



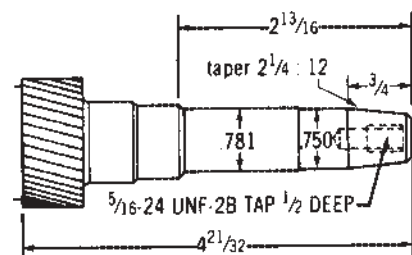
46 142 14 (use 46 755 13-S)



46 142 08 (use 46 755 10-S)

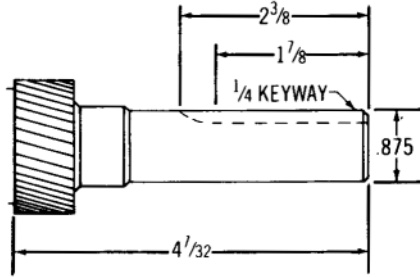


46 142 15 (use 46 755 14-S)

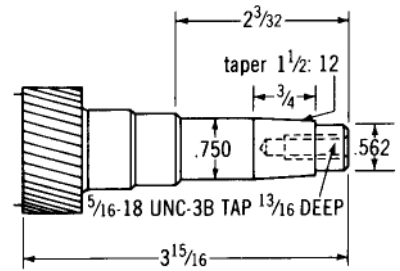


4 HP (K91)

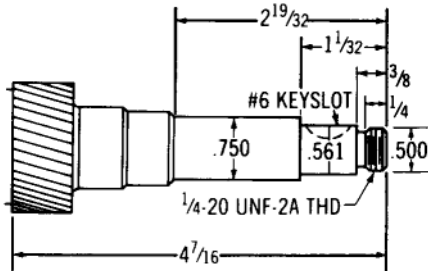
46 142 16-S



46 755 07-S

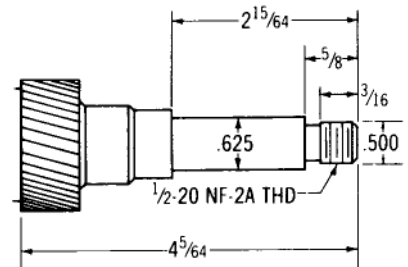


46 142 17 (use 46 755 16*)

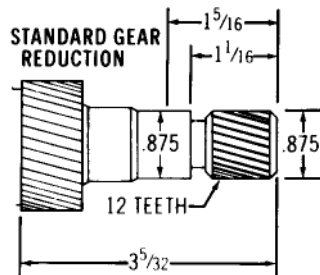


*Kit Discontinued.

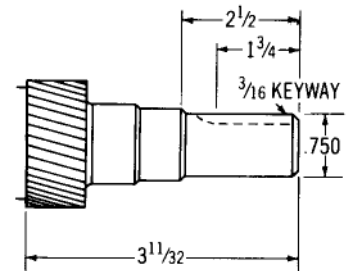
46 755 08-S



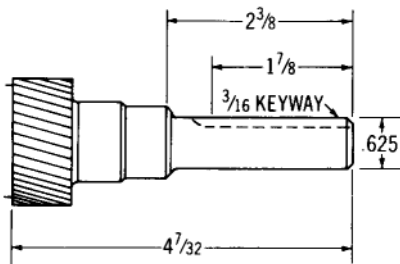
46 142 18 (use 46 755 17-S)



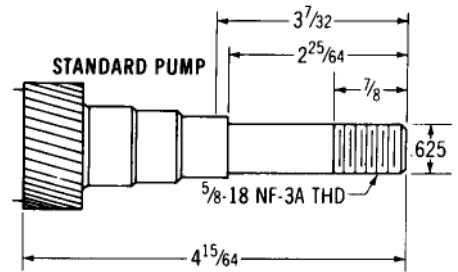
46 755 10-S



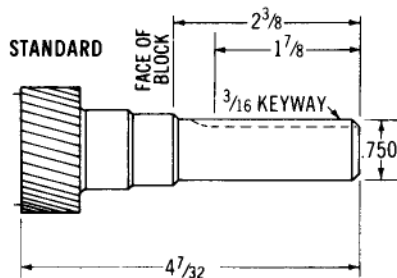
46 755 05-S



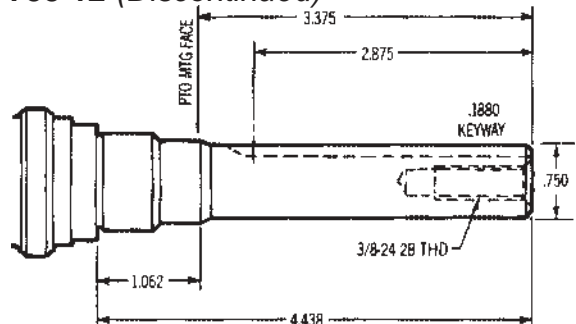
46 755 11-S



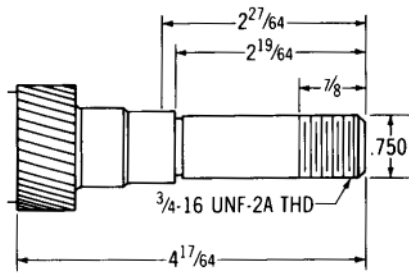
46 755 06-S



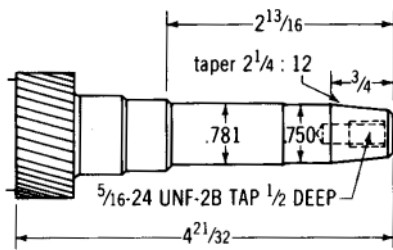
46 755 12 (Discontinued)



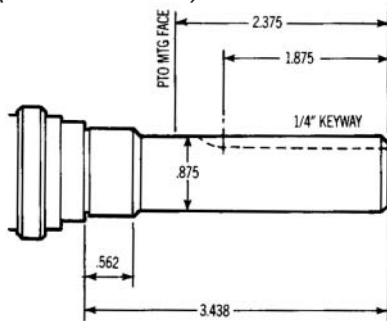
46 755 13 (Discontinued)



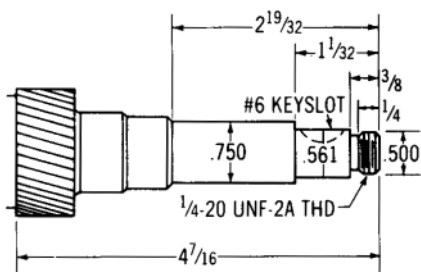
46 755 14-S



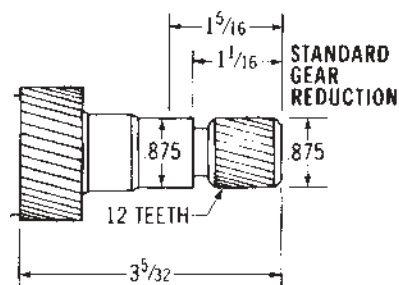
46 755 15 (Discontinued)



46 755 16 (Discontinued)

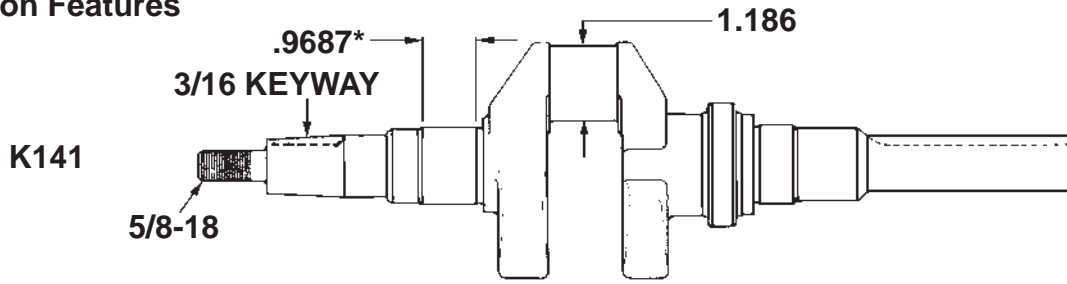


46 755 17-S

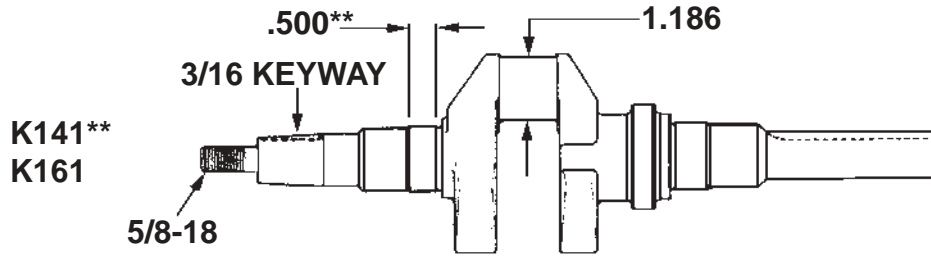


6.25 HP (K141) 7 HP (K161, L161)

Common Features

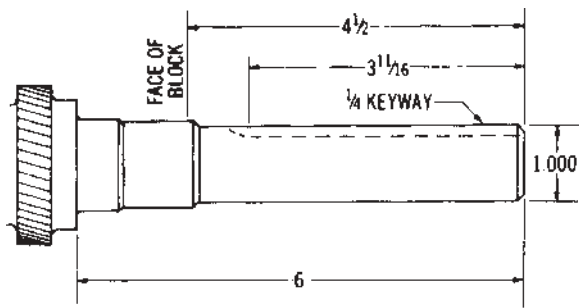


*With sleeve bearing on flywheel end – see NOTE¹ on pages 2.9 and 2.10

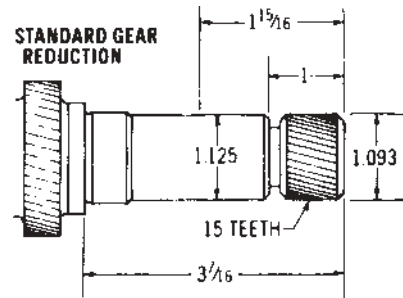


**K141 with ball bearings on both ends and all K161 & L161.

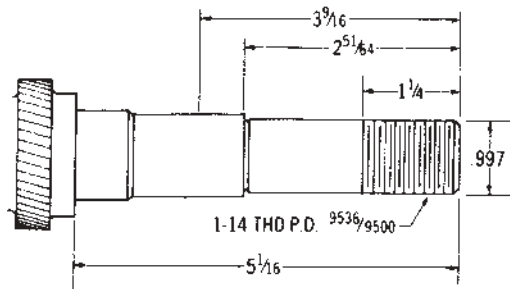
230301-S



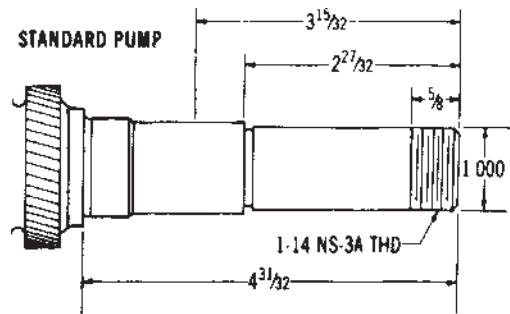
230388-S



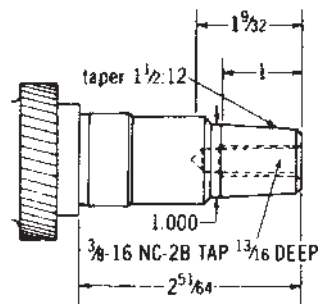
230353 (Discontinued)



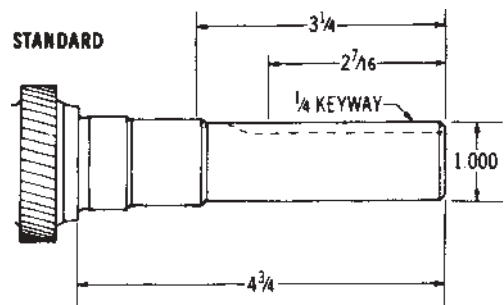
230394-S



230387-S

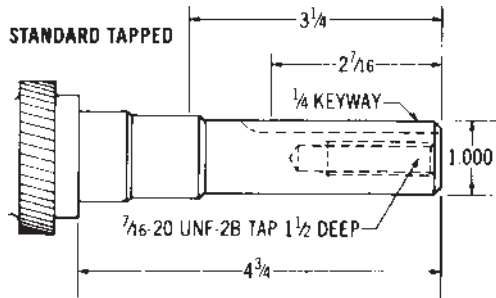


230395 (use 230450-S)

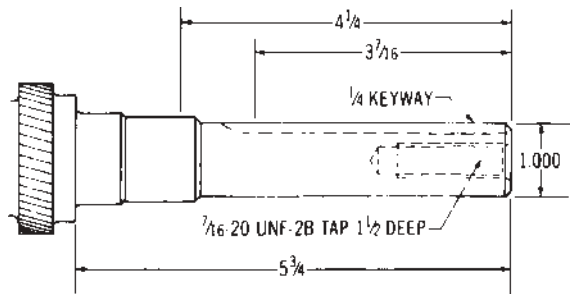


6.25 HP (K141) 7 HP (K161, L161)

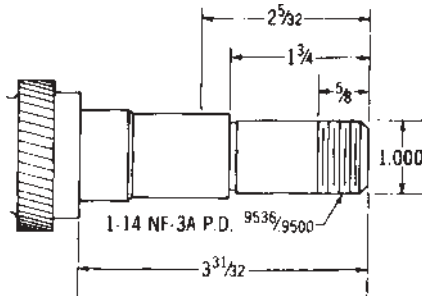
230450-S



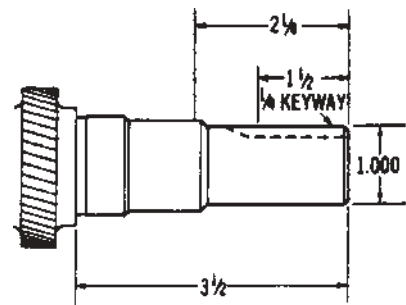
230818 (Discontinued)



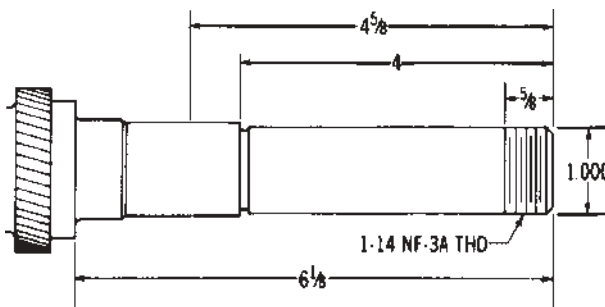
230527 (Discontinued)



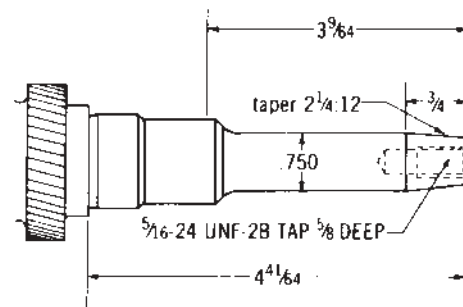
230835 (Discontinued)



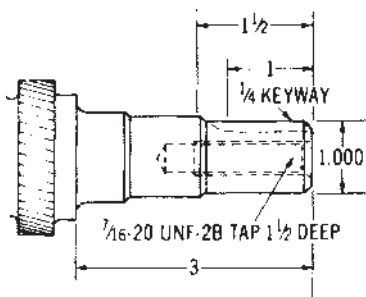
230541 (Discontinued)



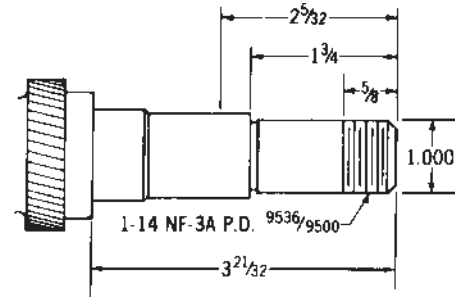
230982 (Discontinued)



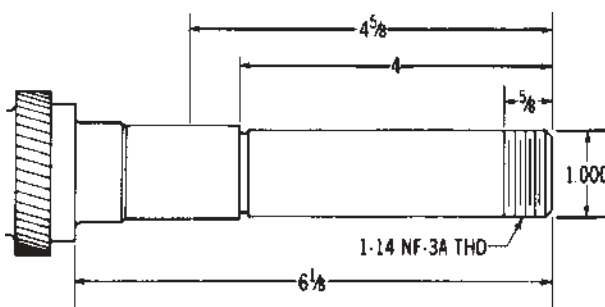
230654 (Discontinued)



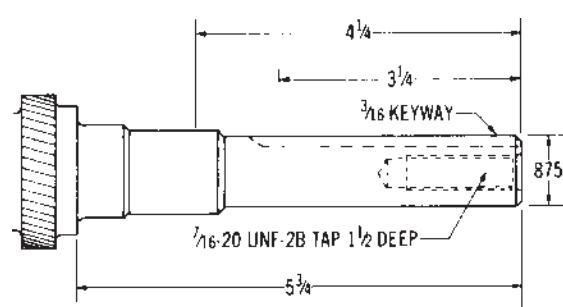
231123 (Discontinued)



230778 (Discontinued)

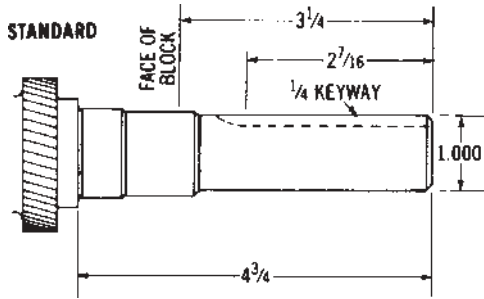


231138 (Discontinued)

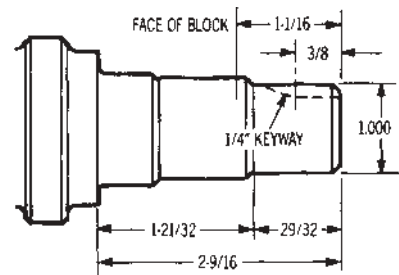


6.25 HP (K141) 7 HP (K161, L161)

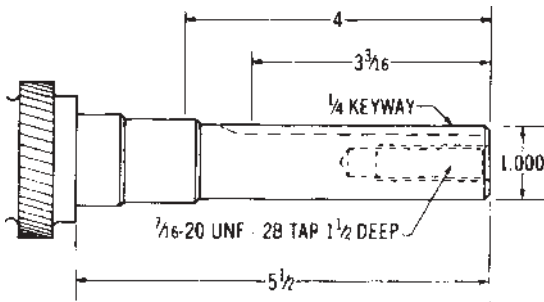
231193 (Discontinued)



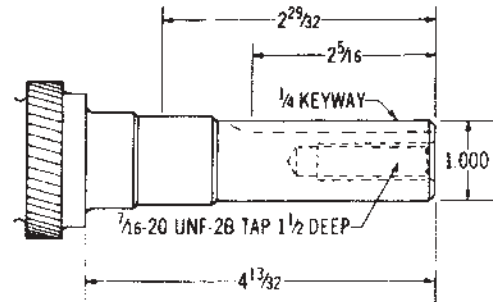
231418 (Discontinued)



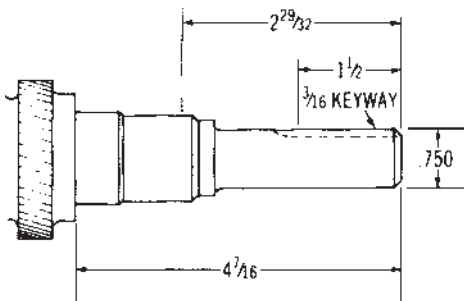
231332 (Discontinued)



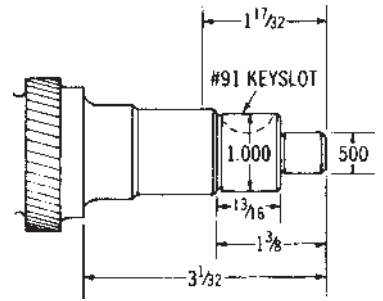
231450 (Discontinued)



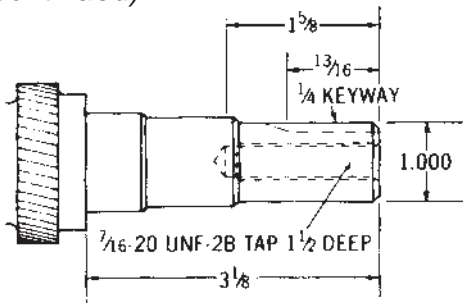
231339-S



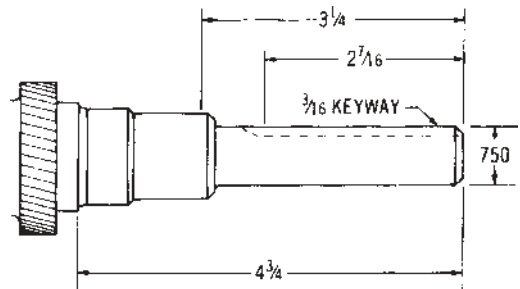
231470 (Discontinued)



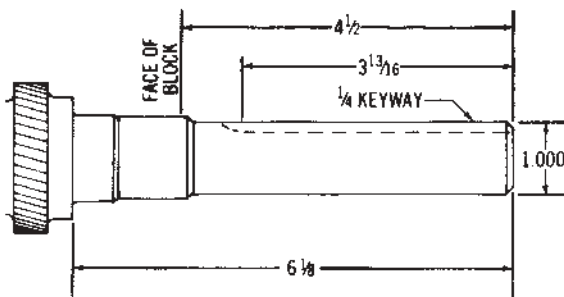
231351 (Discontinued)



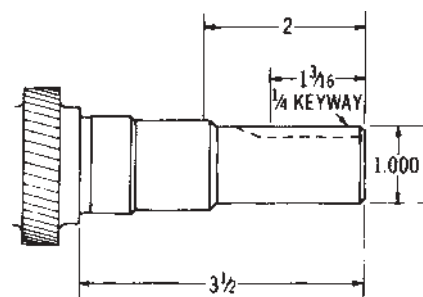
231473 (Discontinued)



231403 (Discontinued)

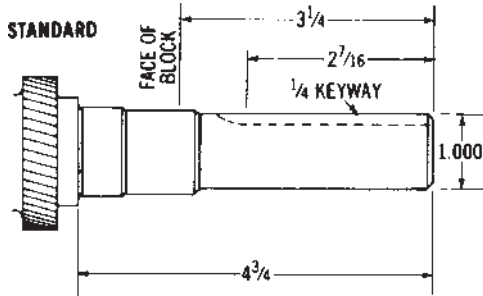


231476 (Discontinued)

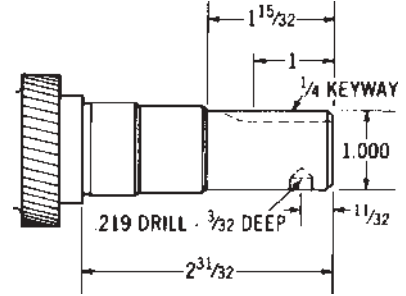


6.25 HP (K141) 7 HP (K161, L161)

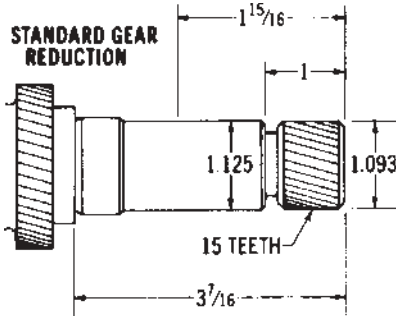
231561¹ (use 231670-S)



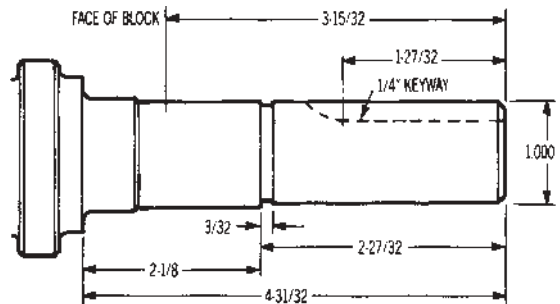
231832¹ (Discontinued)



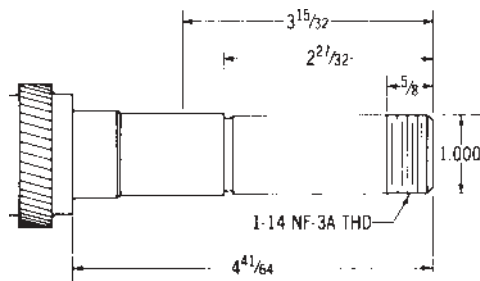
231611¹



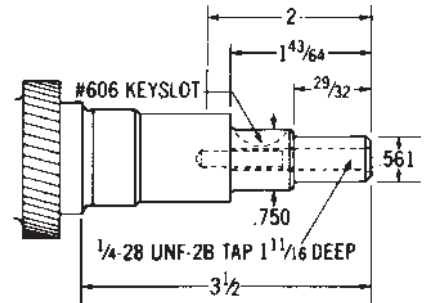
231867 (Discontinued)



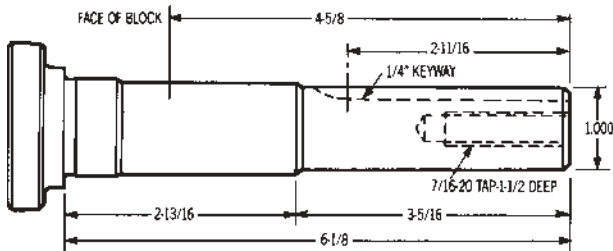
231618¹ (Discontinued)



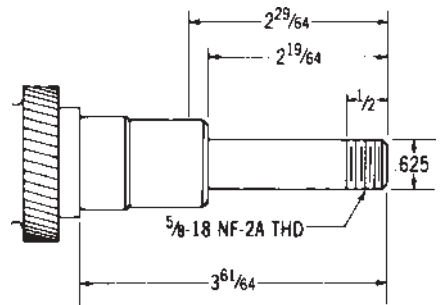
231916¹ (Discontinued)



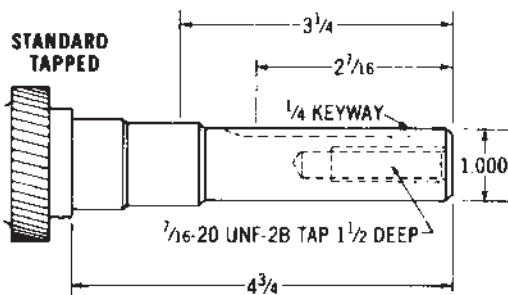
231661 (Discontinued)



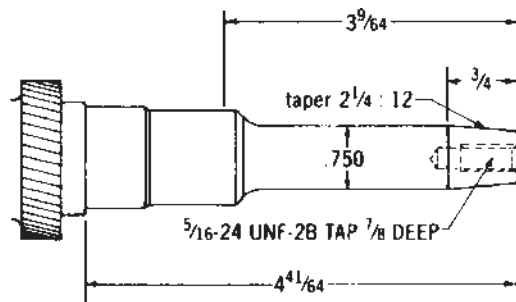
232503¹ (Discontinued)



231670-S¹



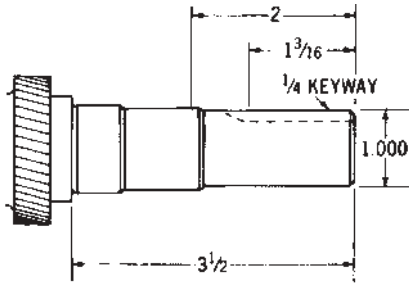
232668¹ (Discontinued)



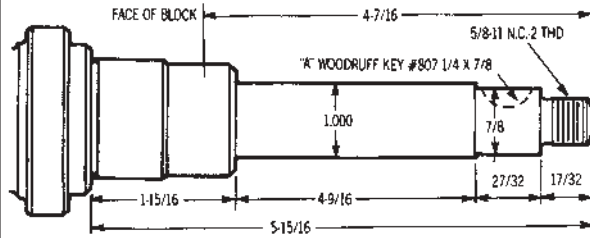
¹For K141 with sleeve bearing on flywheel end.

6.25 HP (K141) 7 HP (K161, L161)

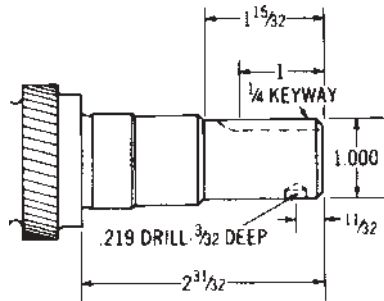
232922¹ (Discontinued)



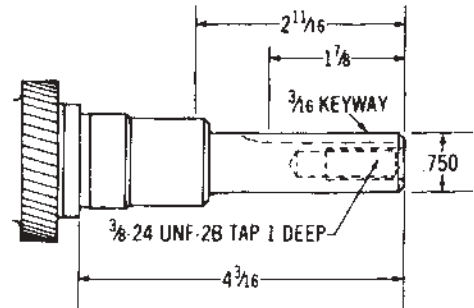
234656 (Discontinued)



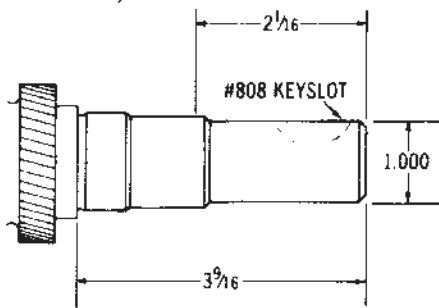
234028 (Discontinued)



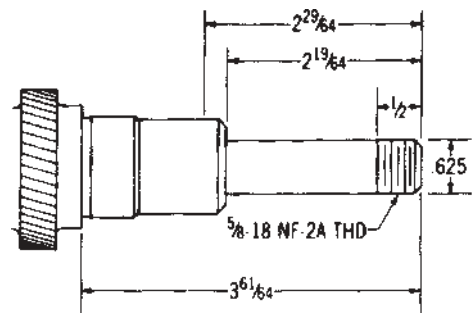
234815-S



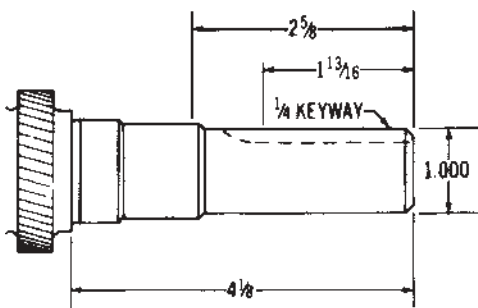
234558 (Discontinued)



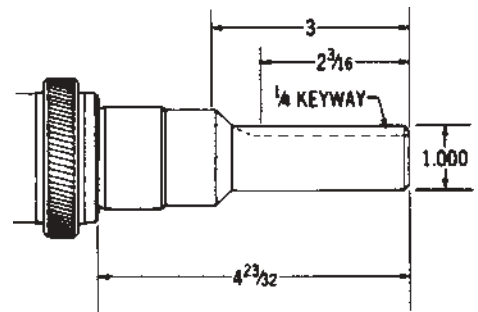
234833 (use 41 014 07-S)



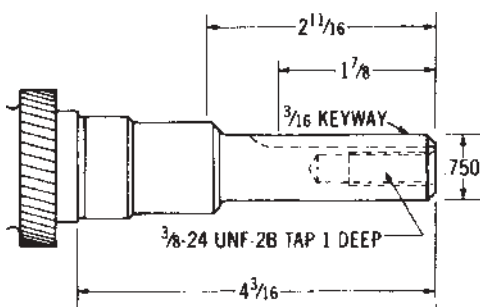
234579 (Discontinued)



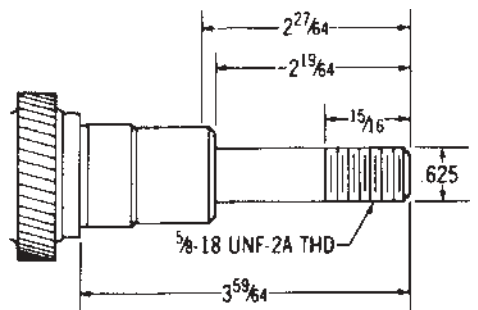
41 014 03-S



234587¹ (Discontinued)

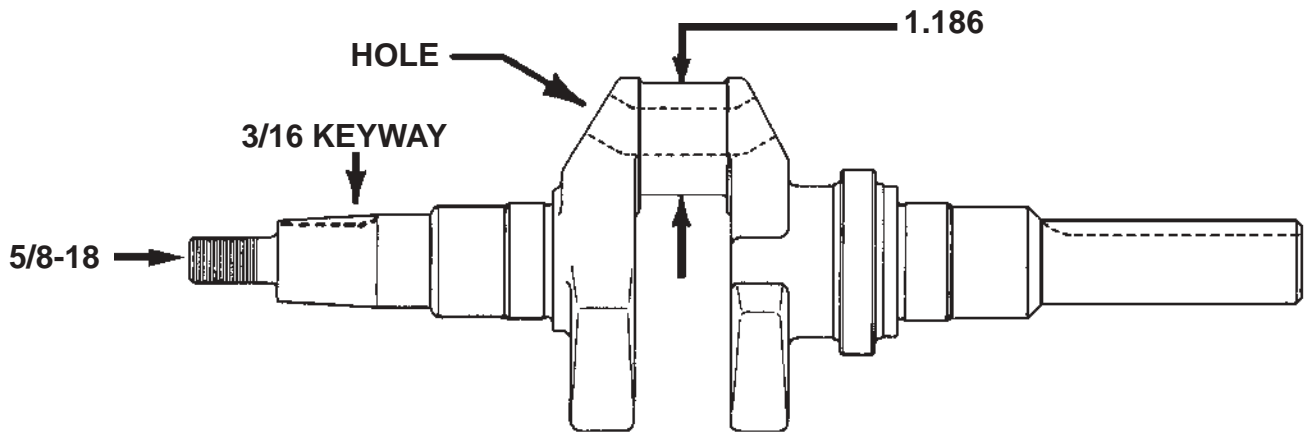


41 014 07-S

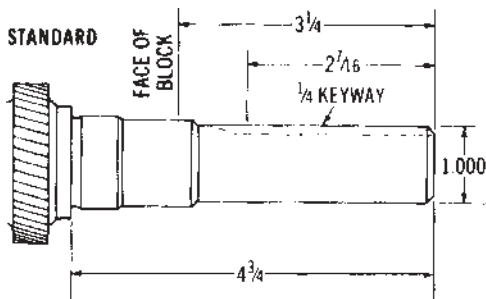


¹For K141 with sleeve bearing on flywheel end.

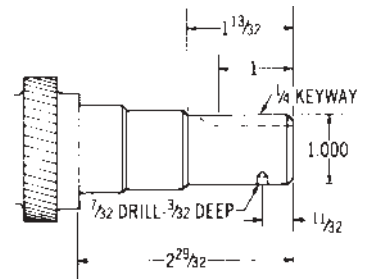
Common Features



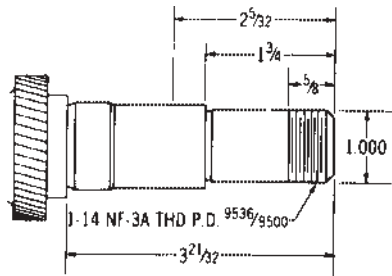
231761 (use 231767-S)



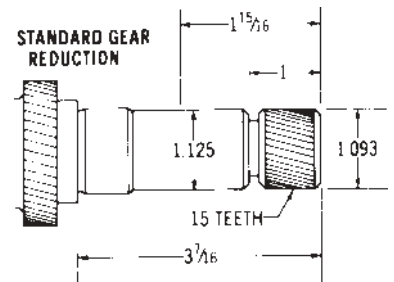
231805-S



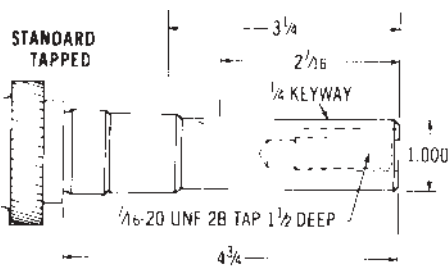
231764 (Discontinued)



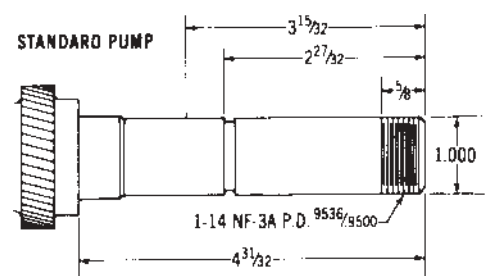
231806-S



231767-S

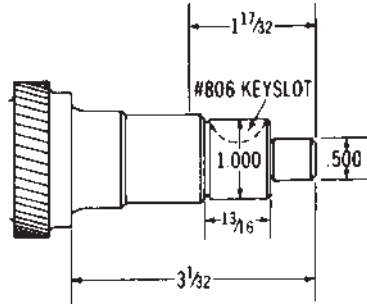


231807-S

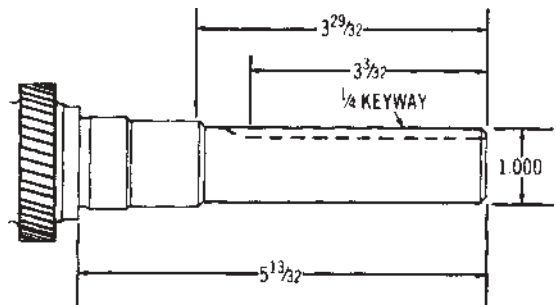


8 HP (K181, M8)

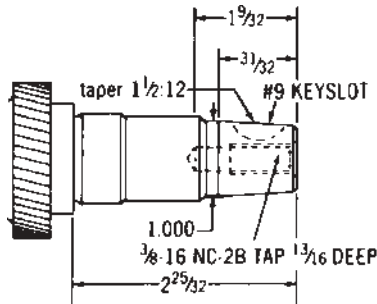
231808-S



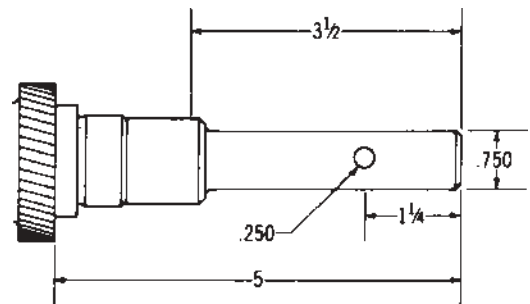
41 014 01 (use 41 014 04-S)



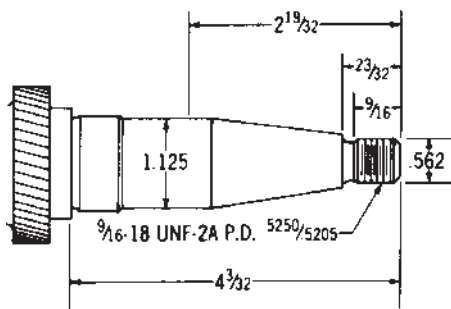
232585-S



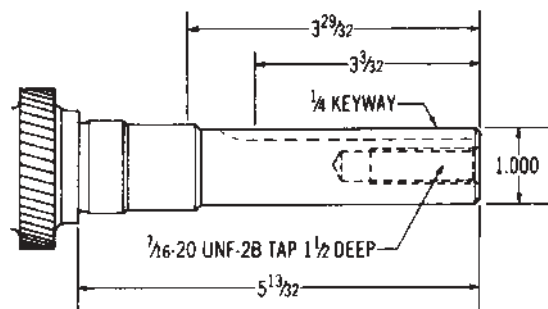
41 014 02-S



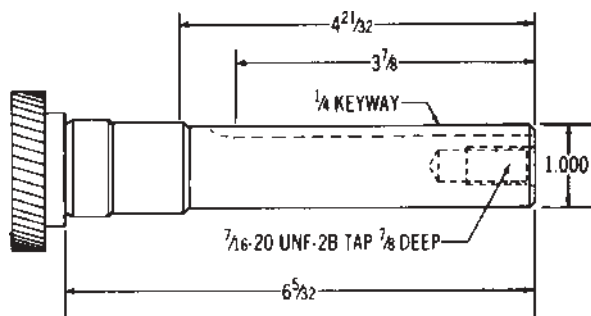
232916-S



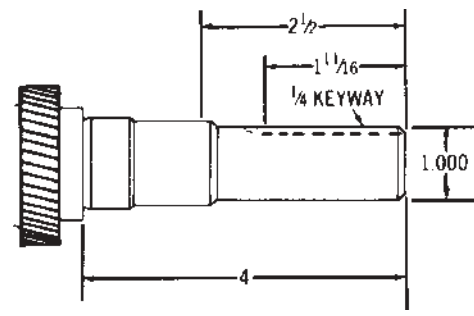
41 014 04-S



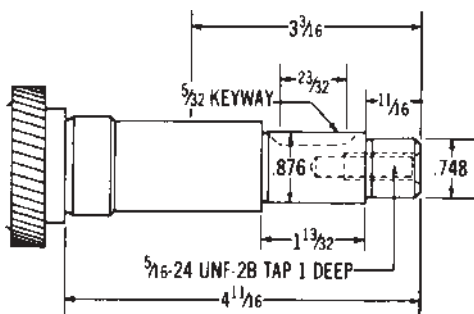
234655 (Discontinued)



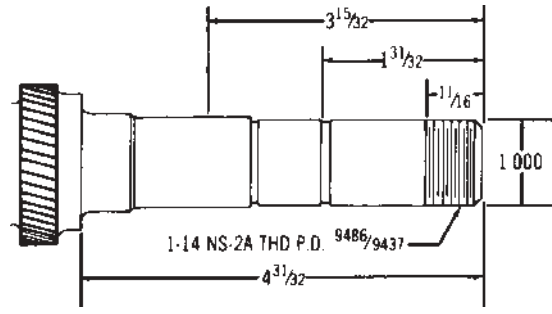
41 014 05-S



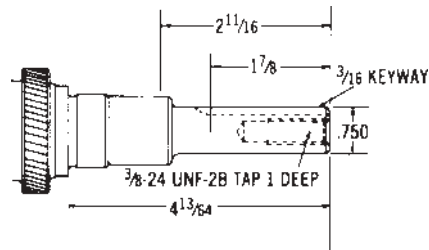
234817-S



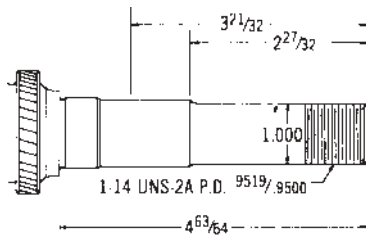
41 014 06-S



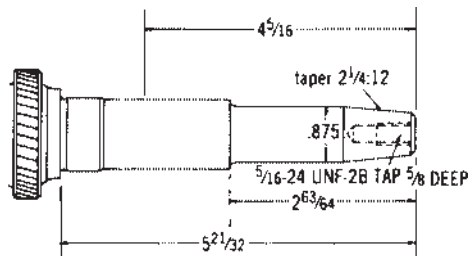
41 014 10-S



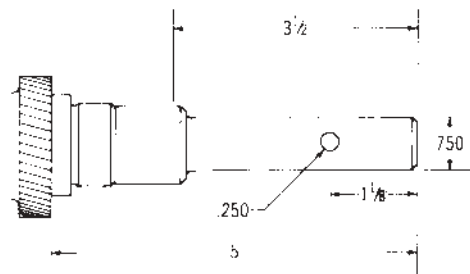
41 014 12-S



41 014 14-S

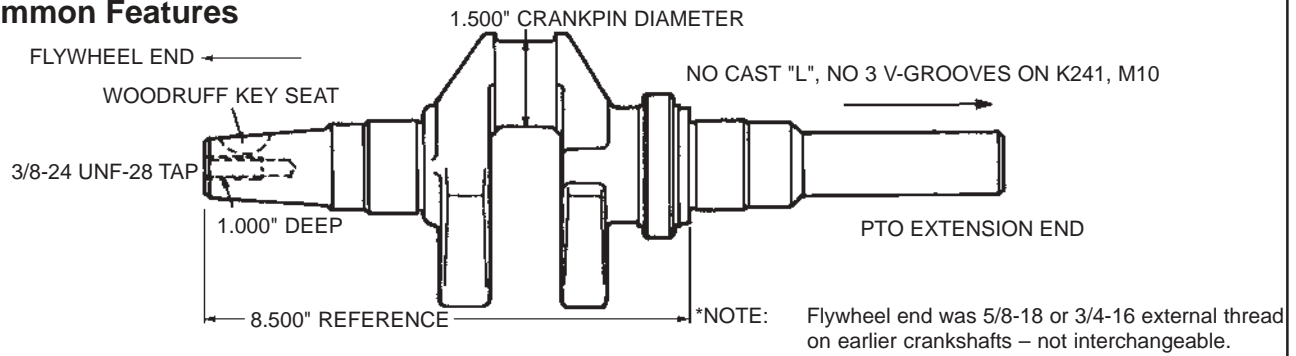


41 014 15-S

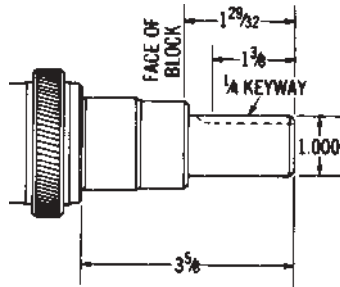


10 HP (K241, M10)

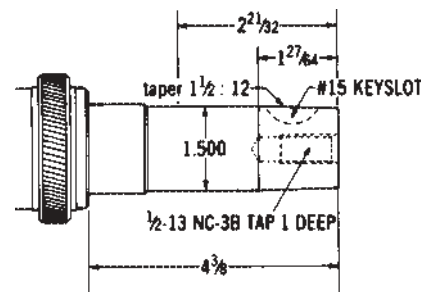
Common Features



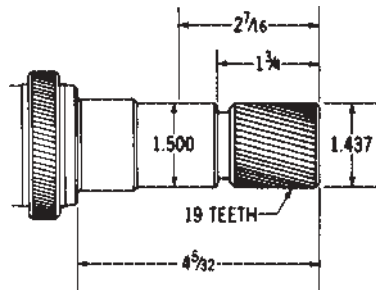
A-235076* (Discontinued)



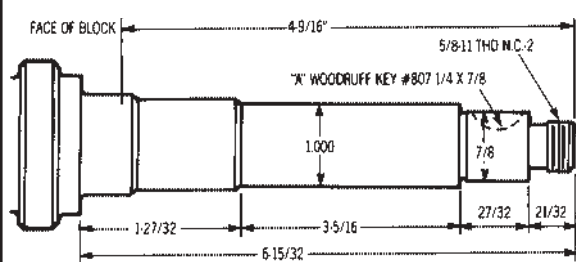
A-235387-S*



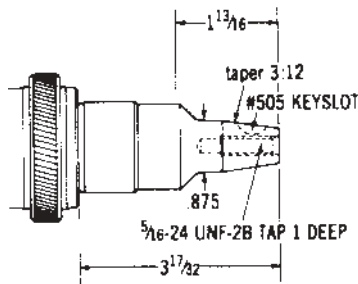
A-235246* (Discontinued)



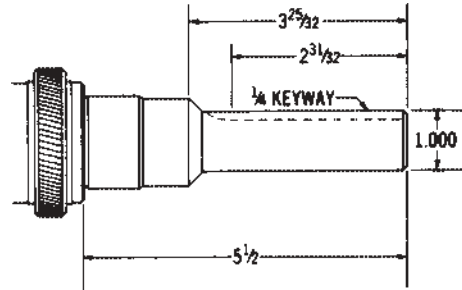
A-235391* (Discontinued)



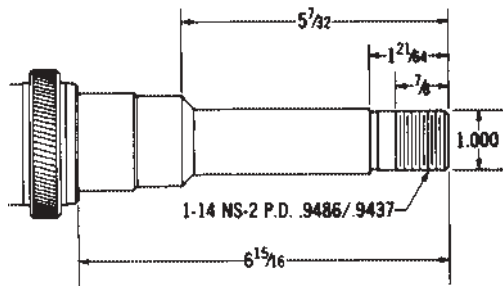
A-235326* (Discontinued)



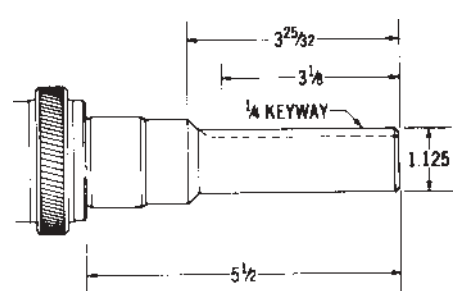
A-235394* (Discontinued)



A-235331* (Discontinued)

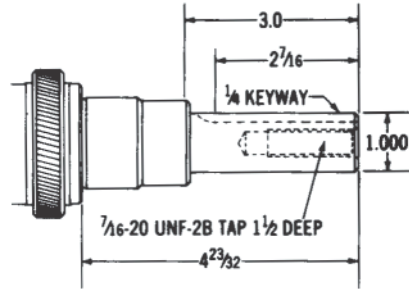


A-235395* (use A-235406-S)

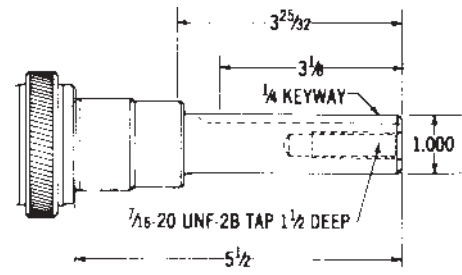


*Flywheel end threaded for 3/4-16 nut.

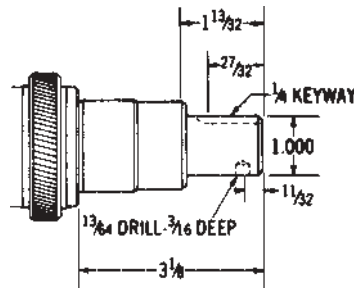
A-235396* (Discontinued)



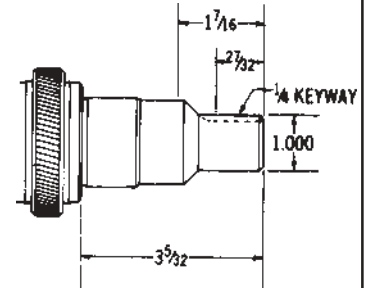
A-235409* (Discontinued)



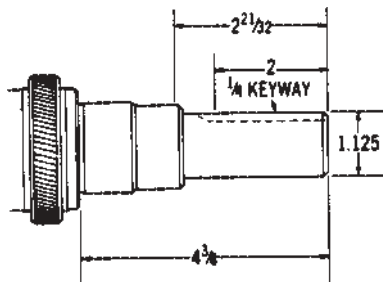
A-235397* (Discontinued)



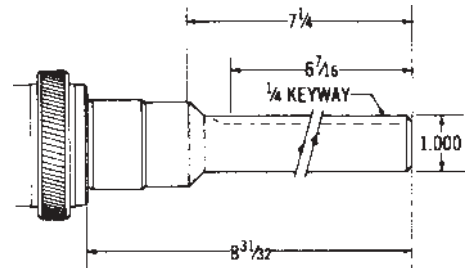
A-235555-S*



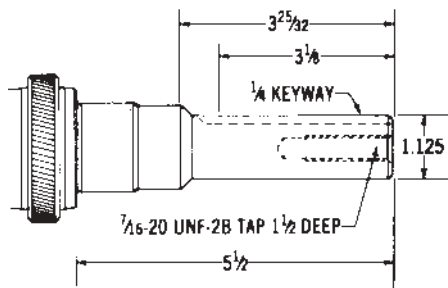
A-235403* (Discontinued)



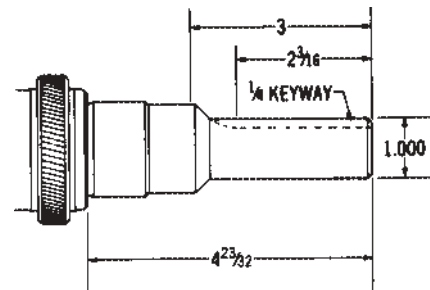
A-235559* (Discontinued)



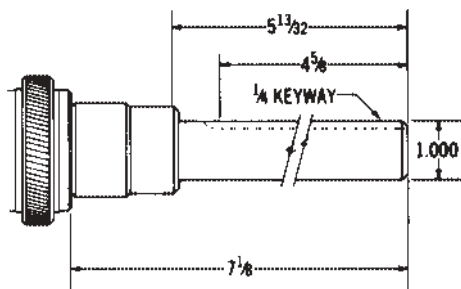
A-235406-S*



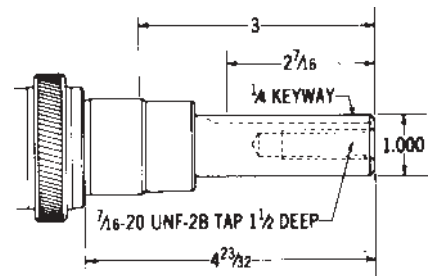
B-235613 (use 47 142 09-S)



A-235408* (Discontinued)



B-235655 (use 47 142 11-S)

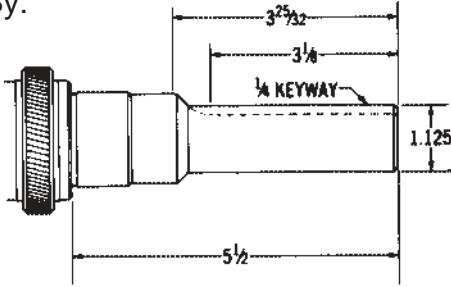


*Flywheel end threaded for 3/4-16 nut.

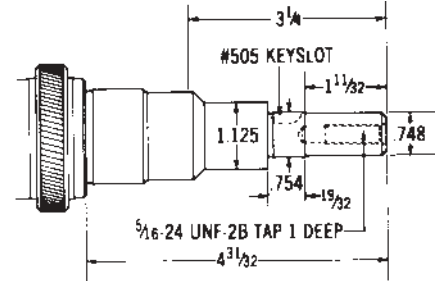
10 HP (K241, M10)

B-235662 (use 47 142 02-S)

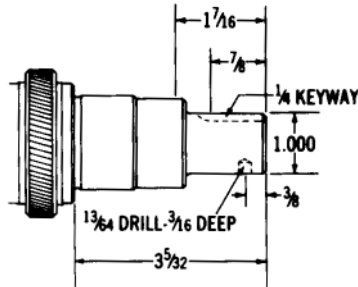
Replaced By:
B-236362
47 142 02



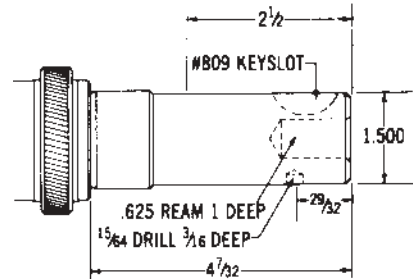
B-235793 (Discontinued)



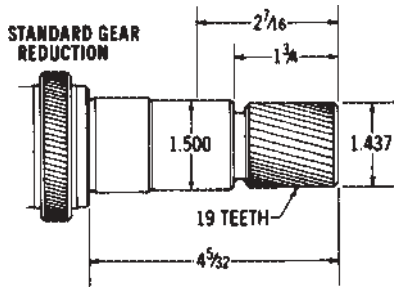
B-235711 (use 47 142 12-S)



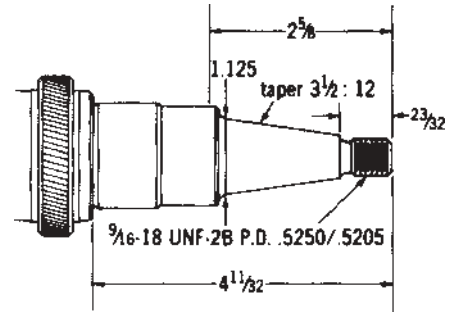
A-236206 (Discontinued)



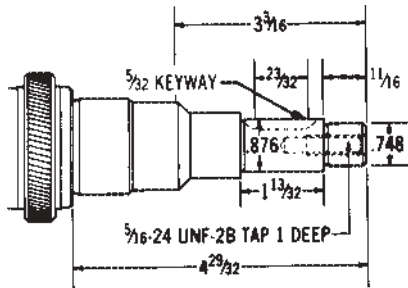
B-235775-S



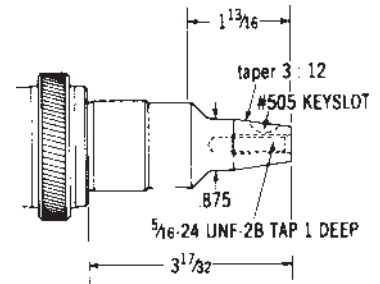
B-236212 (use 47 142 13-S)



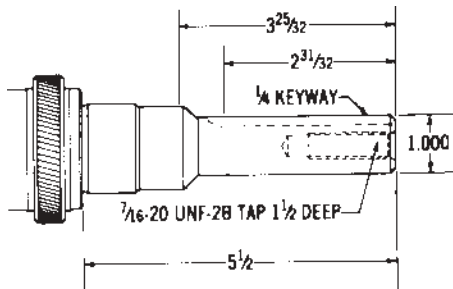
B-235782 (use 47 142 14-S)



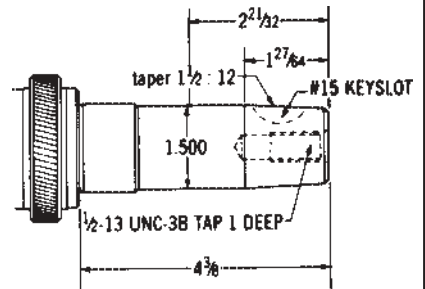
B-236356 (Discontinued)



B-235791-S

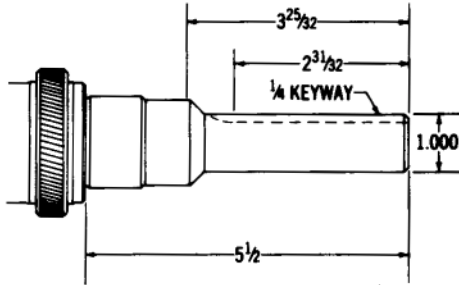


B-236358 (use 47 142 05-S)

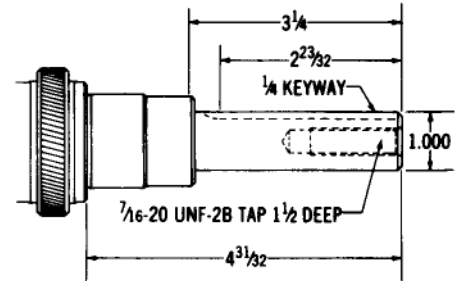


10 HP (K241, M10)

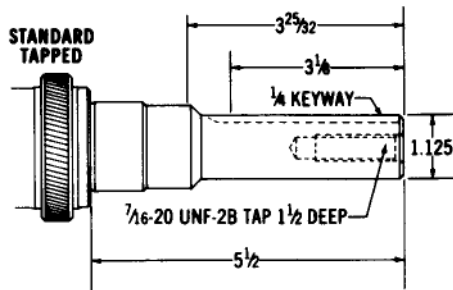
B-236359 (Discontinued)



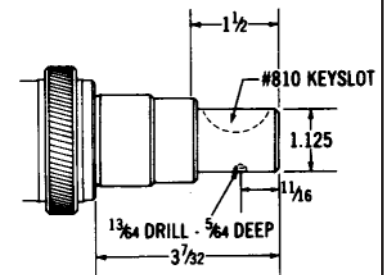
B-237077 (use 47 142 15-S)



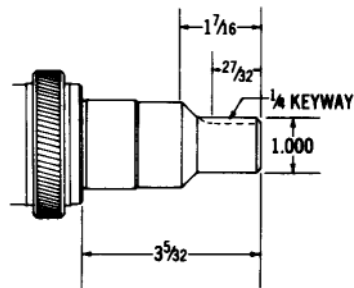
B-236362 (use 47 142 02-S)



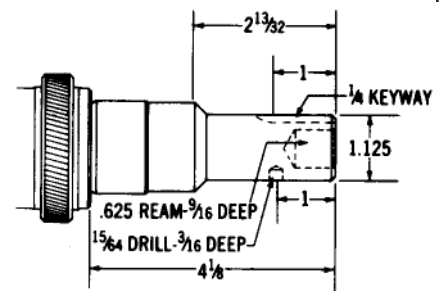
B-237118 (Discontinued)



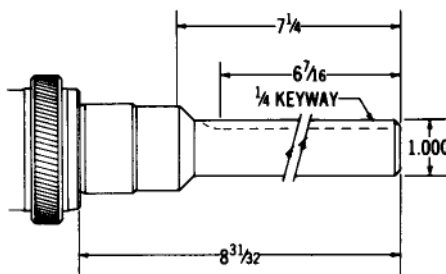
B-236364 (use 47 142 03-S)



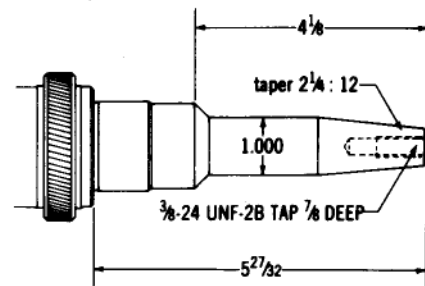
B-237572 (Discontinued)



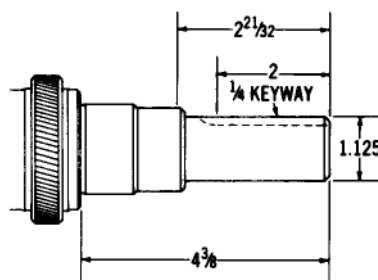
B-236365 (Discontinued)



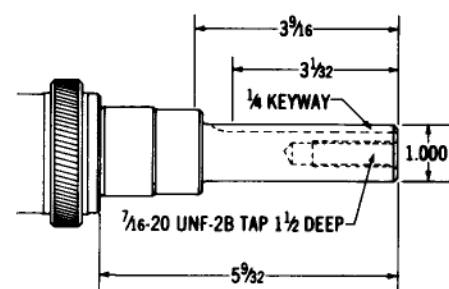
47 014 03 (use 47 142 04-S)



B-236774 (use 47 142 01-S)

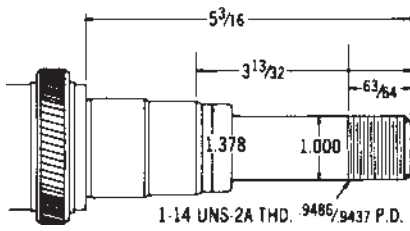


47 014 07 (use 47 142 07-S)

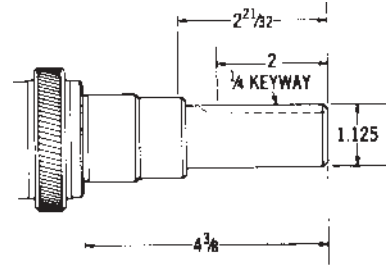


10 HP (K241, M10)

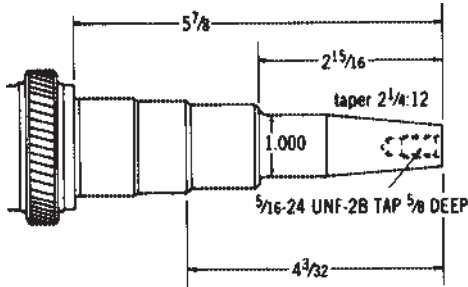
47 014 31-S



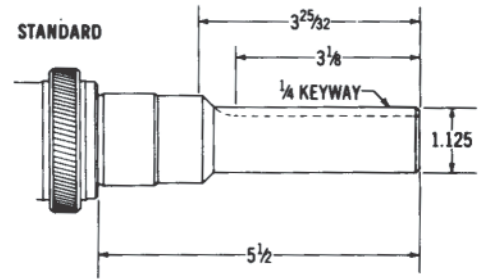
47 142 01-S



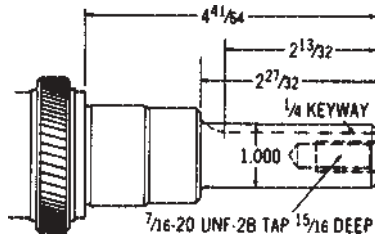
47 014 32-S



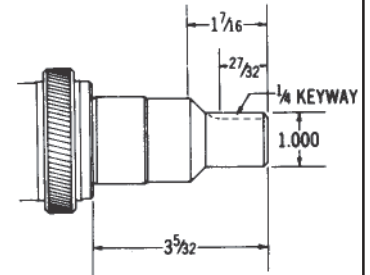
47 142 02-S



47 014 33 (use 47 142 10*)

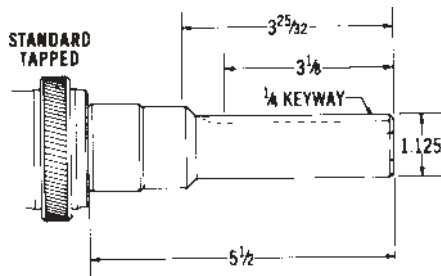


47 142 03-S

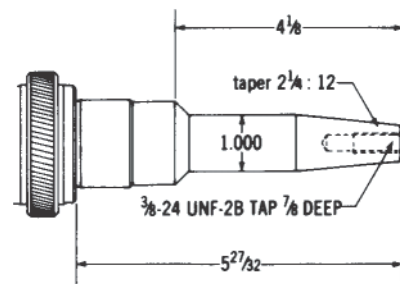


*Kit Discontinued.

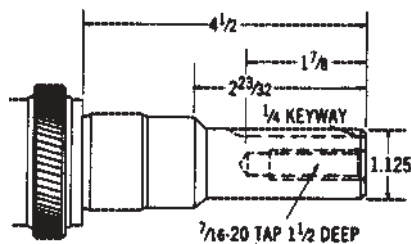
47 014 68 (use 47 142 02-S)



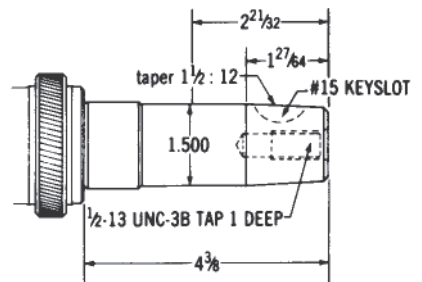
47 142 04-S



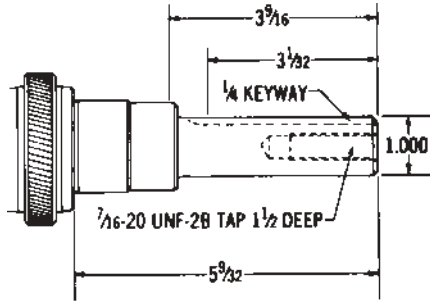
47 014 83-S



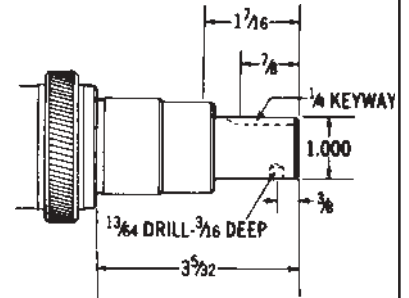
47 142 05-S



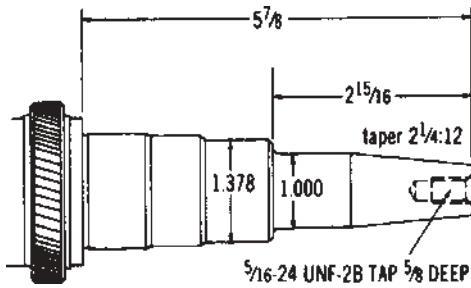
47 142 07-S



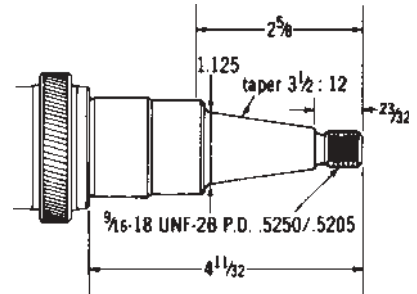
47 142 12-S



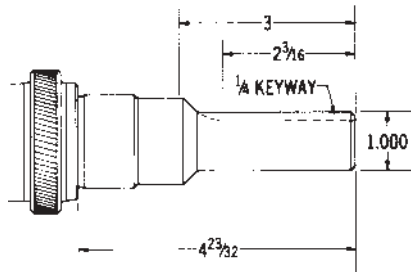
47 142 08-S



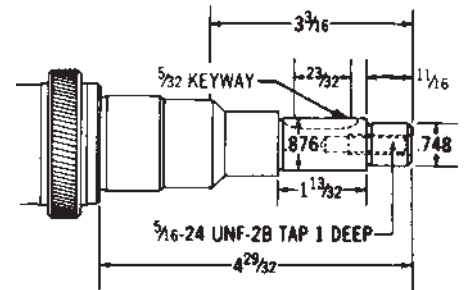
47 142 13-S



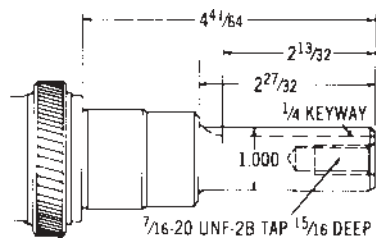
47 142 09-S



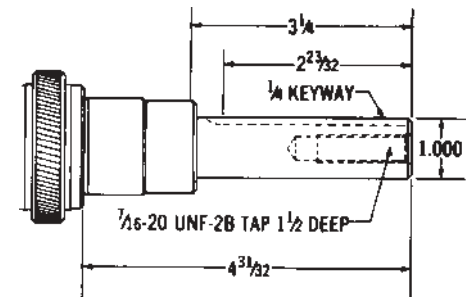
47 142 14-S



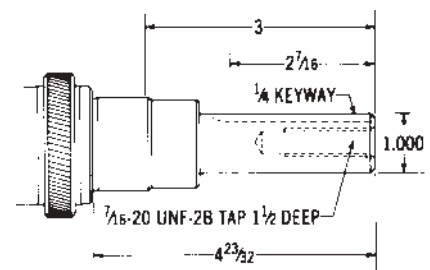
47 142 10 (Discontinued)



47 142 15-S

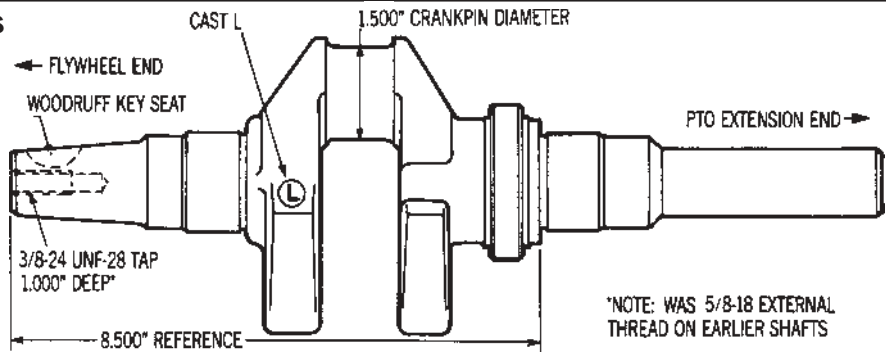


47 142 11-S



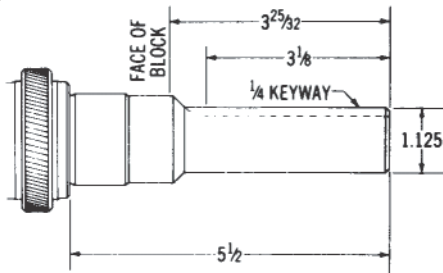
12 HP (K301, M12)

Common Features

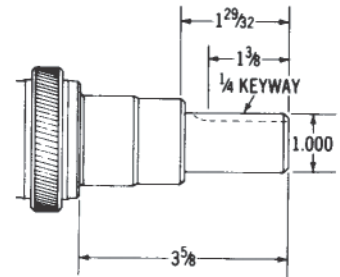


B-235805 (use 47 142 16-S)

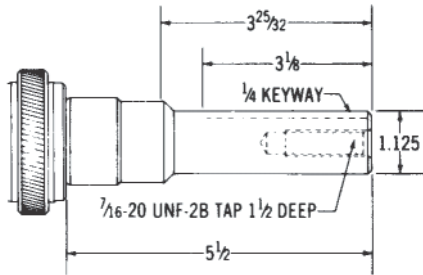
Replaced By:
B-235837
47 142 16



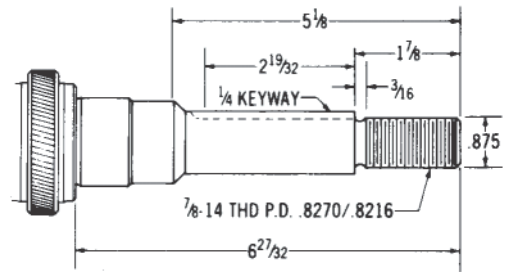
B-235909 (use 47 142 17-S)



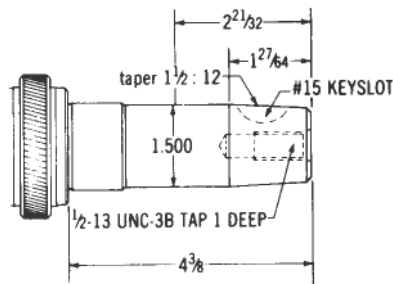
B-235837 (use 47 142 16-S)



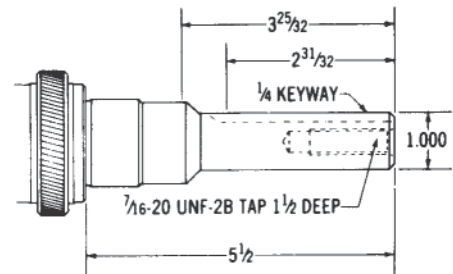
B-235920 (Discontinued)



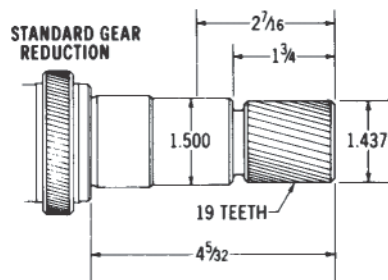
B-235844 (use 47 142 18-S)



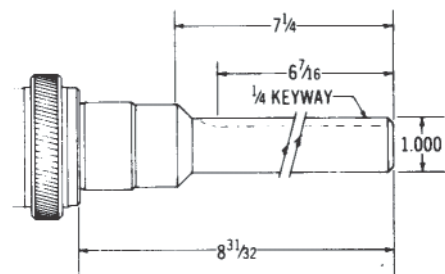
B-235923 (use 47 142 19-S)



B-235887 (use 47 142 20-S)



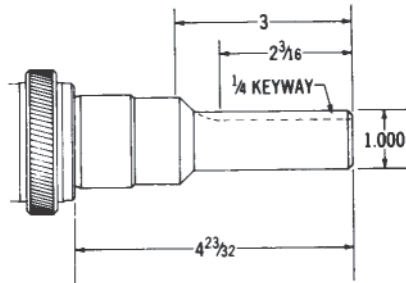
B-235933 (Discontinued)



12 HP (K301, M12)

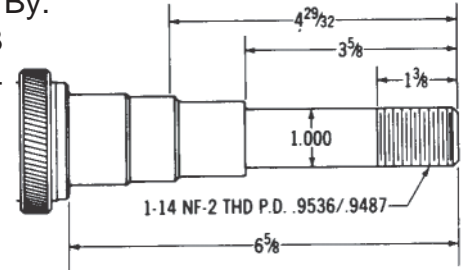
B-235940 (use 47 142 30-S)

Replaced By:
47 014 05
47 142 30

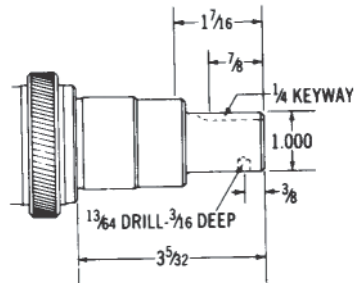


B-236408 (use 47 142 44-S)

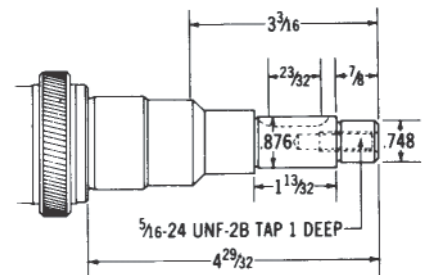
Replaced By:
47 142 23
47 142 44



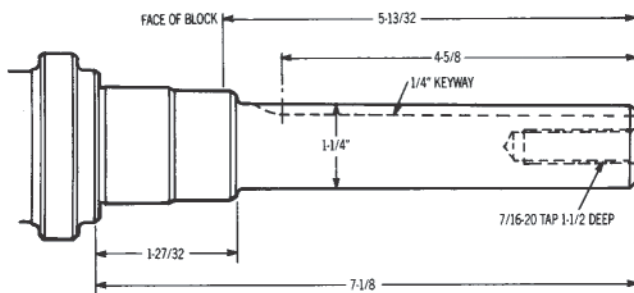
B-235949 (use 47 142 22-S)



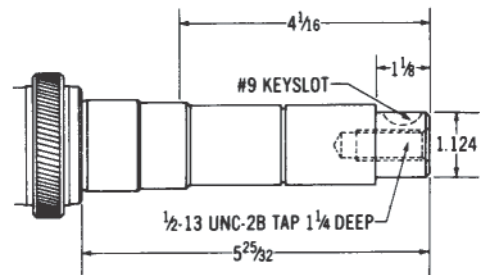
B-236477 (use 47 142 25-S)



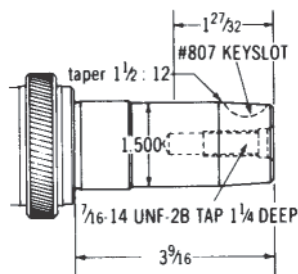
B-235963 (Discontinued)



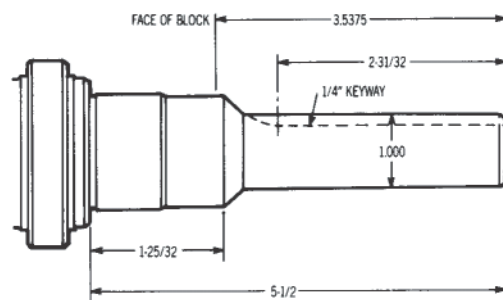
B-236610 (Discontinued)



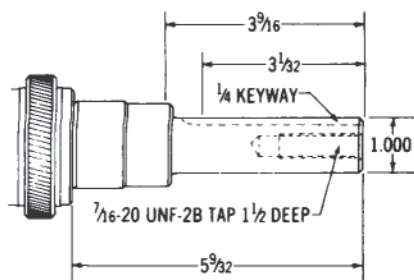
B-236256 (use 47 142 24-S)



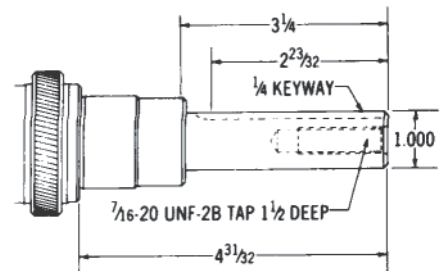
B-236704 (Discontinued)



B-236334 (use 47 142 26-S)

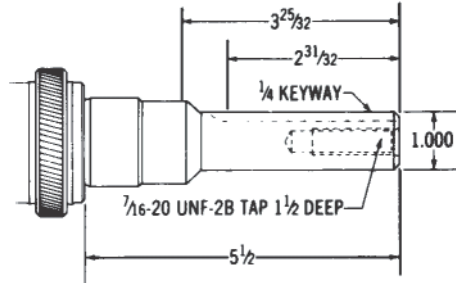


B-236881 (use 47 142 27-S)

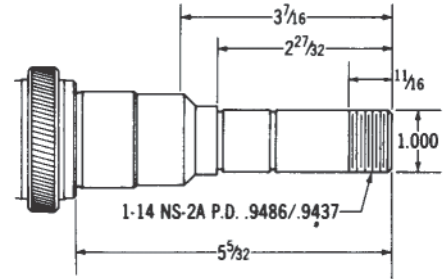


12 HP (K301, M12)

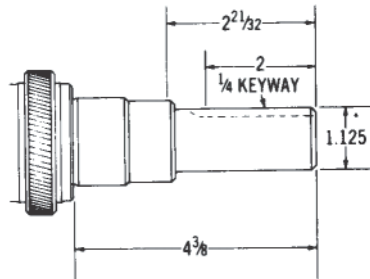
B-236923 (use 47 142 19-S)



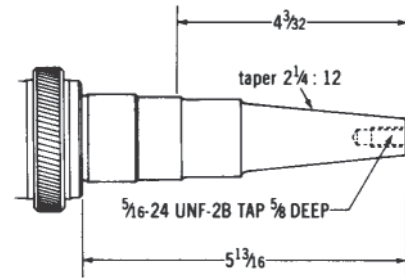
47 014 14 (use 47 142 29-S)



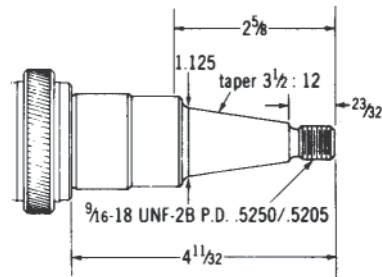
B-237005 (Discontinued)



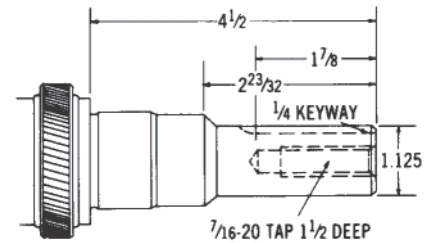
47 014 23 (Discontinued)



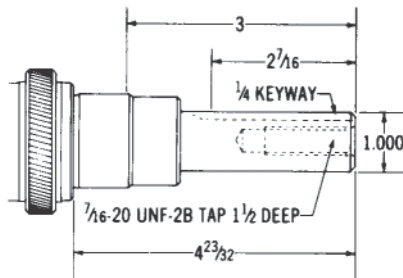
47 014 01-S



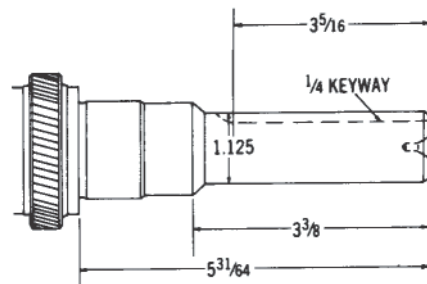
47 014 25 (use 47 142 32-S)



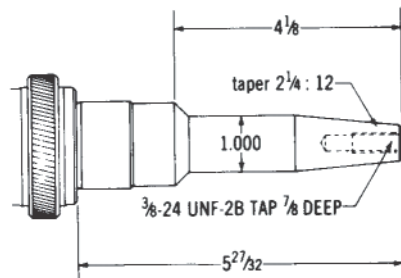
47 014 05 (use 47 142 30-S)



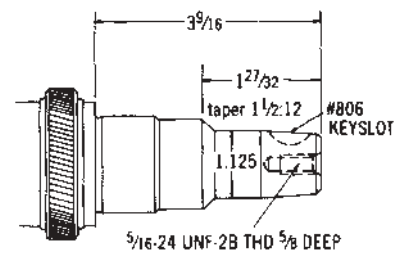
47 014 27 (use 47 142 45-S)



47 014 11 (use 47 142 31-S)

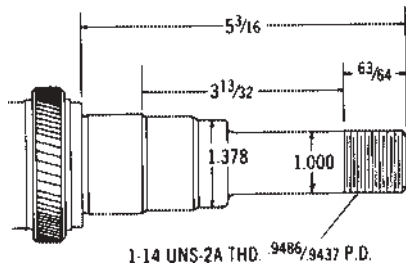


47 014 28 (use 47 142 33-S)

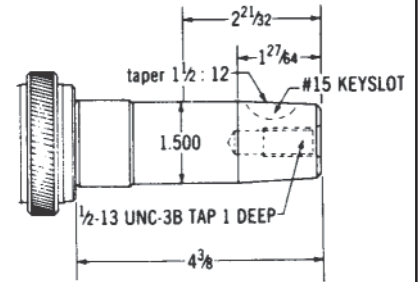


12 HP (K301, M12)

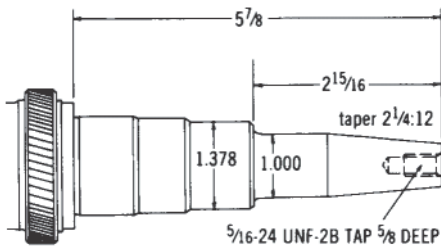
47 014 34 (use 47 142 35-S)



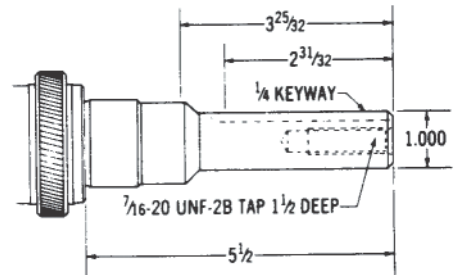
47 142 18-S



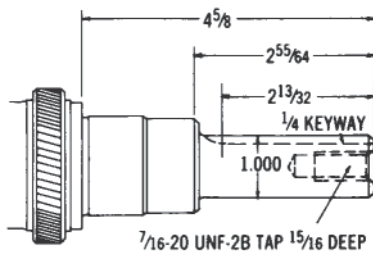
47 014 35 (use 47 142 37-S)



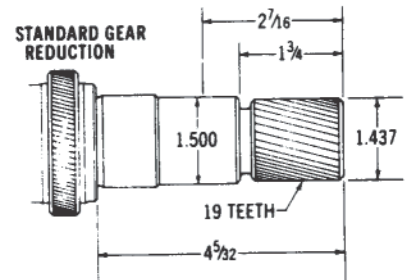
47 142 19-S



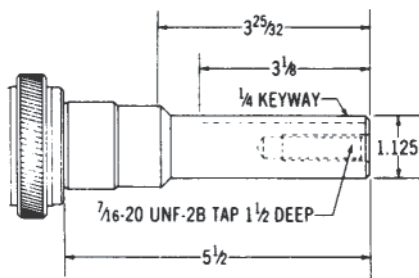
47 014 36 (use 47 142 34-S)



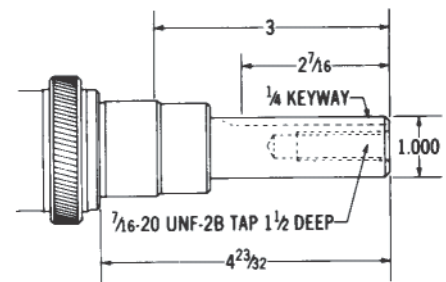
47 142 20-S



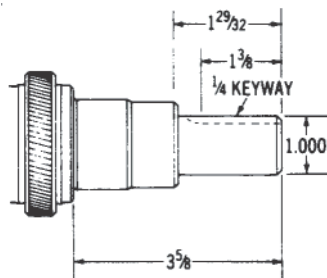
47 142 16-S



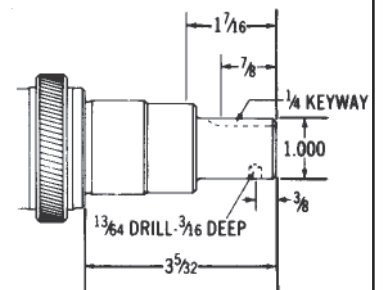
47 142 21-S



47 142 17-S

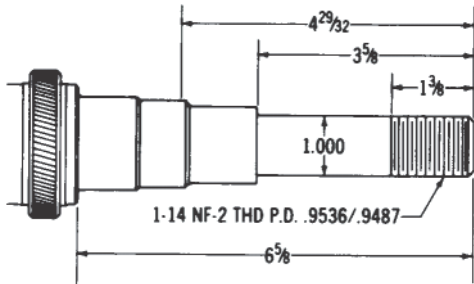


47 142 22-S

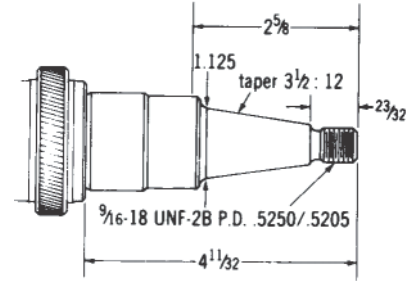


12 HP (K301, M12)

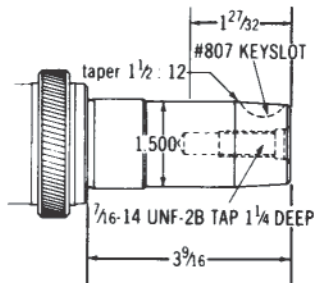
47 142 23 (use 47 142 44-S)



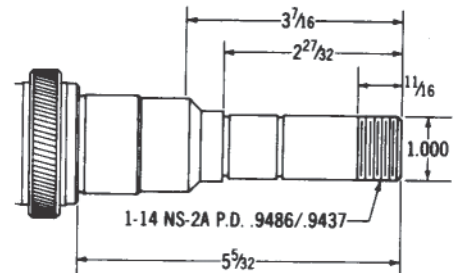
47 142 28 (Discontinued)



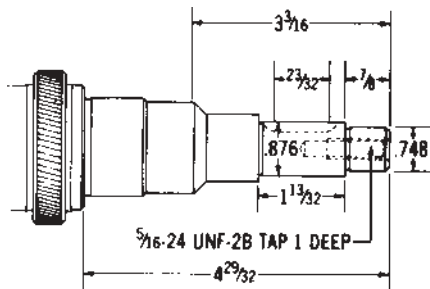
47 142 24-S



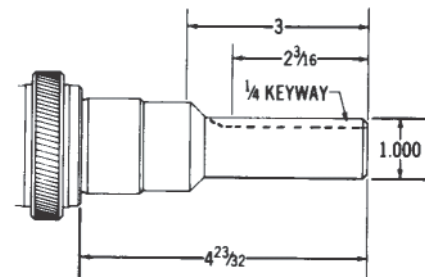
47 142 29-S



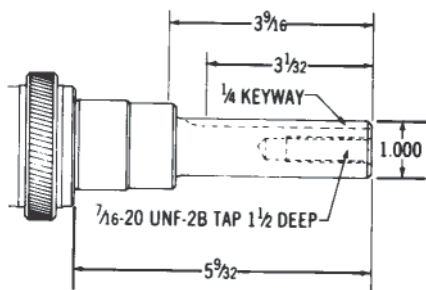
47 142 25-S



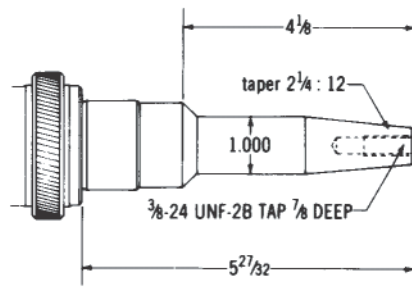
47 142 30-S



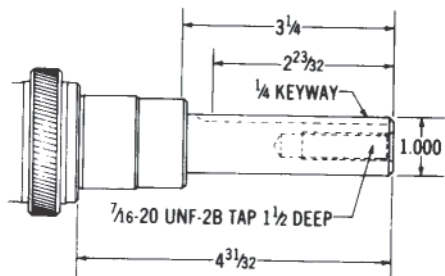
47 142 26-S



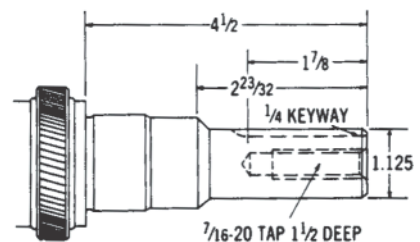
47 142 31-S



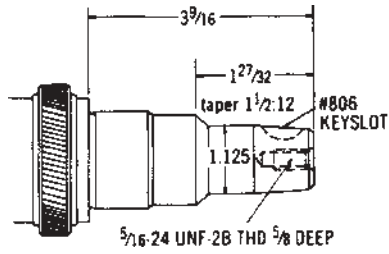
47 142 27-S



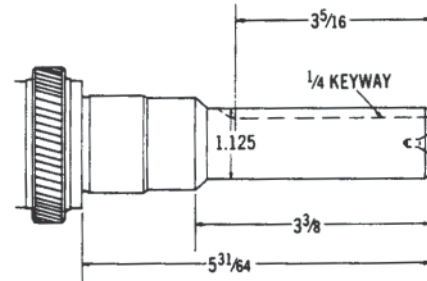
47 142 32-S



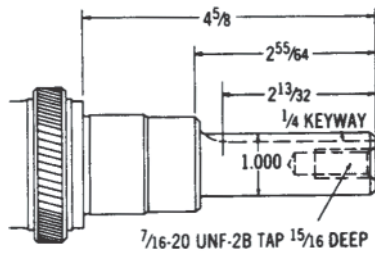
47 142 33-S



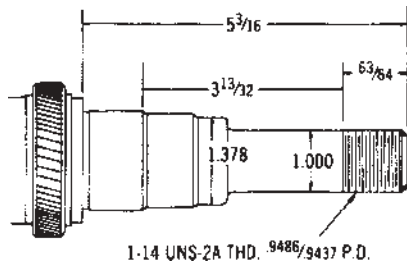
47 142 45-S



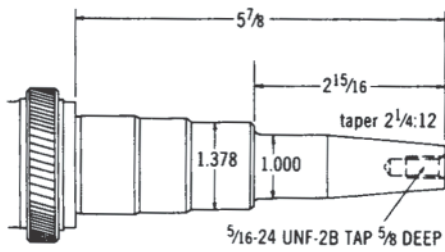
47 142 34-S



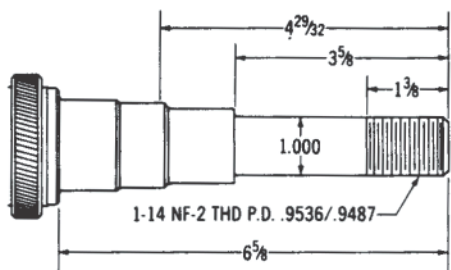
47 142 35-S



47 142 37-S

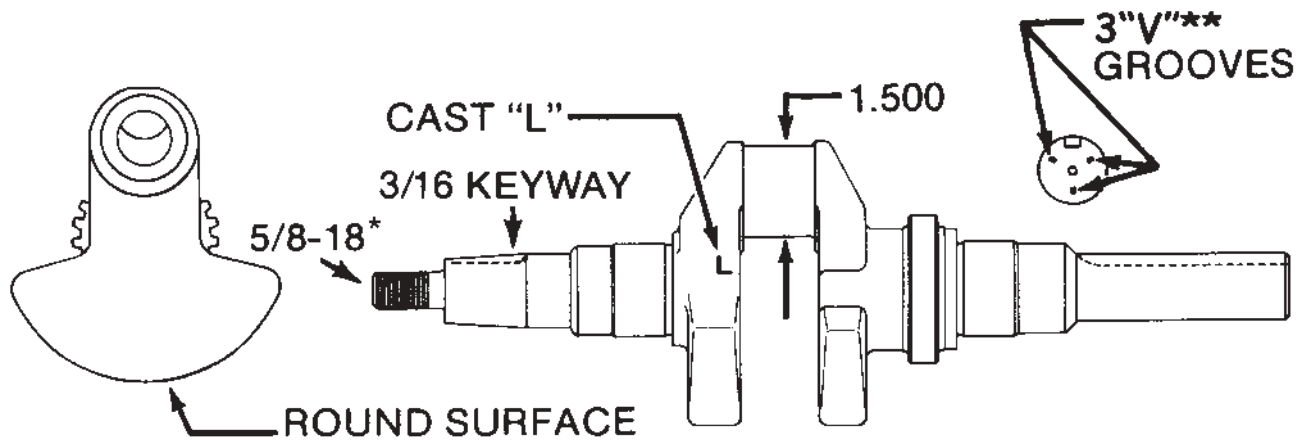


47 142 44-S



14 HP (K321, M14) 16 HP (K341, M16)

Common Features



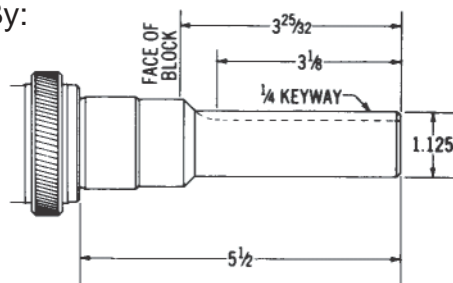
*NOTE 1: Earlier crankshafts had the external 5/8-18 threaded end which used a square key, plain washer, and marsden nut to align and secure the flywheel. New crankshafts internally threaded end and use a woodruff key, washers, and cap screw to align and secure the flywheel. All kits (45 142 xx & 47 142 xx) include the appropriate new crankshaft and hardware for mounting the flywheel.

**NOTE 2: 3 "V" Grooves indicates crankpin area has been fillet rolled for added strength.

B-236713 (use 45 142 21-S)

Replaced By:

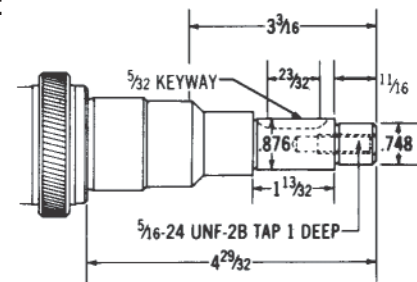
- 45 014 08
- 45 014 01
- 45 142 02
- 45 142 21



B-236996 (use 45 142 25-S)

Replaced By:

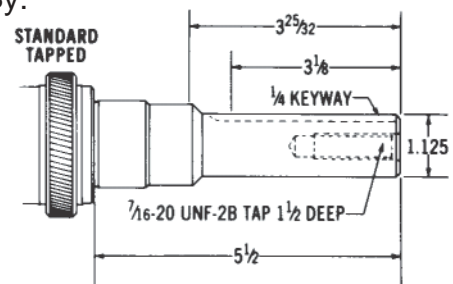
- 45 014 02
- 45 014 29
- 45 142 10
- 45 142 29
- 45 142 25



B-236722 (use 45 142 21-S)

Replaced By:

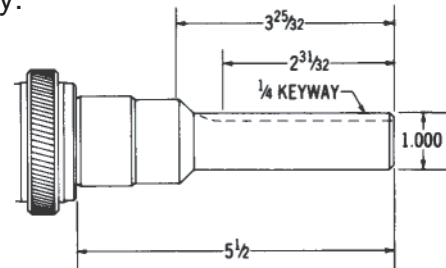
- 45 014 01
- 45 142 02
- 45 142 21



B-236998 (use 47 142 43-S)

Replaced By:

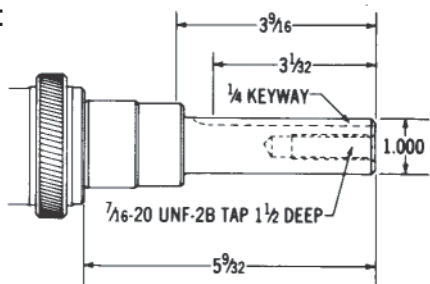
- B-237800
- 47 142 43



B-236785 (use 45 142 22-S)

Replaced By:

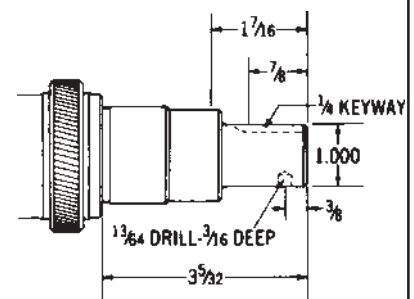
- 45 014 06
- 45 142 03
- 45 142 22



B-237034 (use 45 142 36-S)

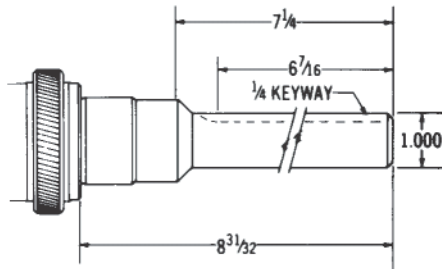
Replaced By:

- 45 014 05
- 45 142 17
- 45 142 36

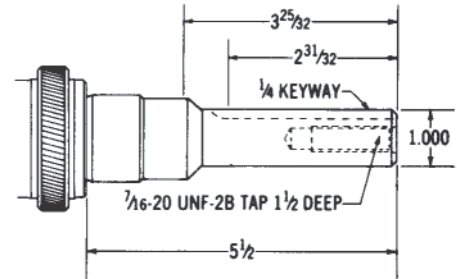


14 HP (K321, M14) 16 HP (K341, M16)

B-237054 (Discontinued)



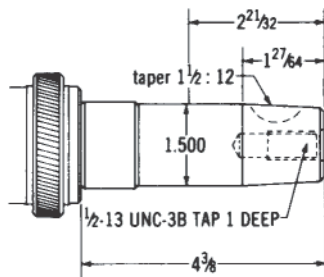
B-237800 (use 47 142 43-S)



B-237104 (use 45 142 24-S)

Replaced By:

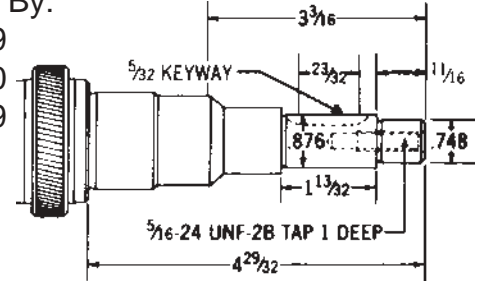
- 45 014 09
- 45 142 05
- 45 142 24



45 014 02 (use 45 142 29-S)

Replaced By:

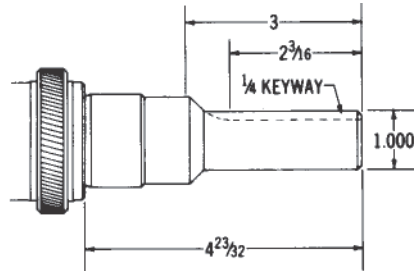
- 45 014 29
- 45 142 10
- 45 142 29



B-237298 (use 45 142 25-S)

Replaced By:

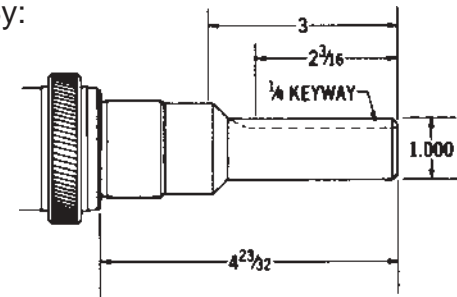
- 47 014 04
- 45 014 12
- 45 142 06
- 45 142 25



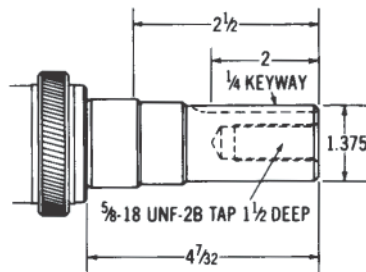
45 014 03 (use 45 142 25-S)

Replaced By:

- 45 014 12
- 45 142 06
- 45 142 25



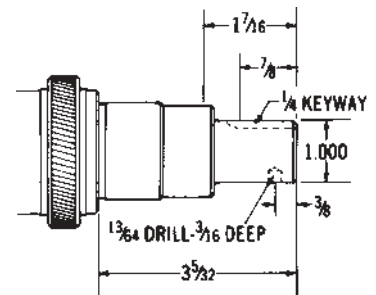
B-237512 (use 47 142 39-S)



45 014 05 (use 45 142 36-S)

Replaced By:

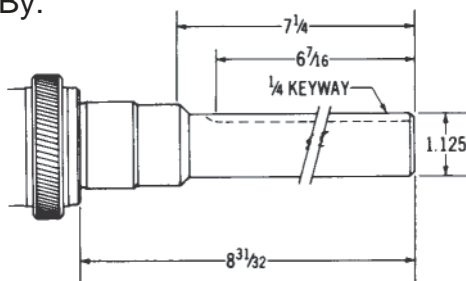
- 45 142 17
- 45 142 36



B-237630 (use 47 142 41-S)

Replaced By:

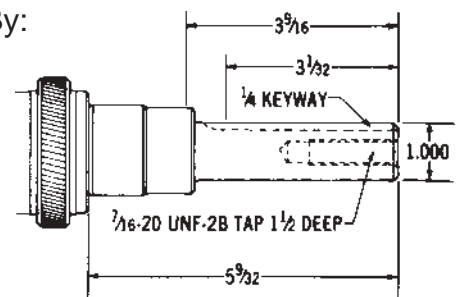
- 47 014 30
- 47 142 41



45 014 06 (use 45 142 22-S)

Replaced By:

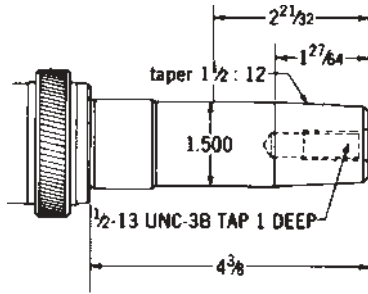
- 45 142 03
- 45 142 22



14 HP (K321, M14) 16 HP (K341, M16)

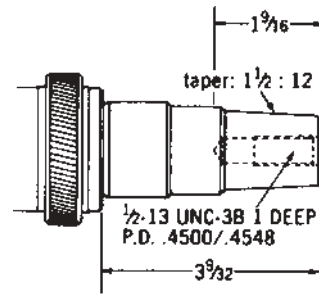
45 014 09 (use 45 142 24-S)

Replaced By:
45 142 05
45 142 24

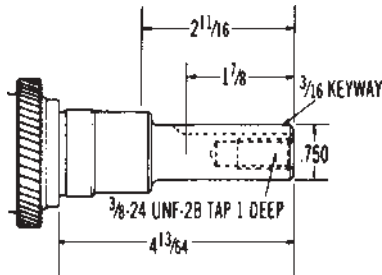


45 014 14 (use 45 142 38-S)

Replaced By:
45 142 18
45 142 38

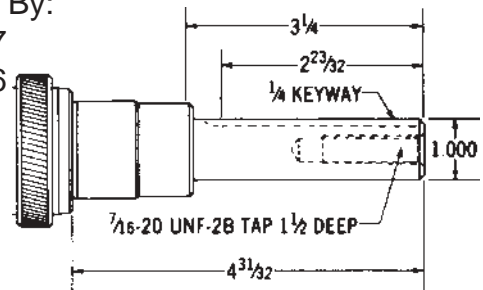


45 014 10 (Discontinued)

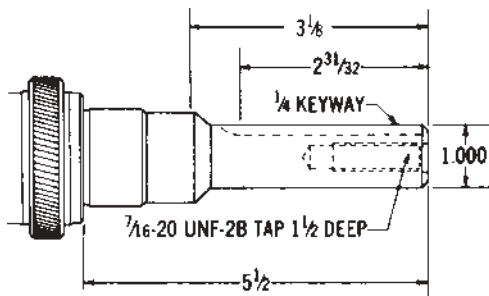


45 014 17 (use 45 142 26-S)

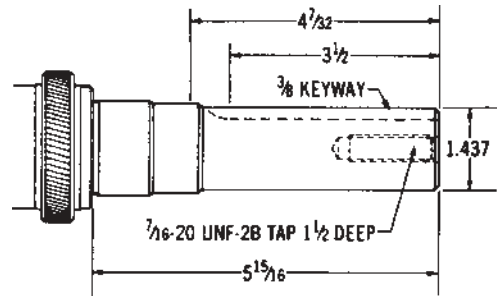
Replaced By:
45 142 07
45 142 26



45 014 11-S

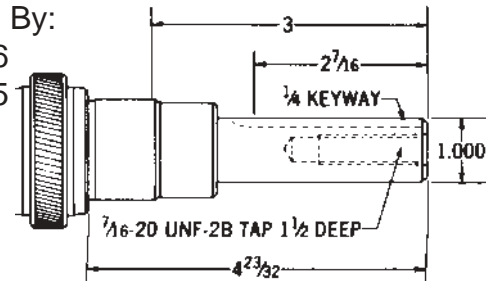


45 014 18-S



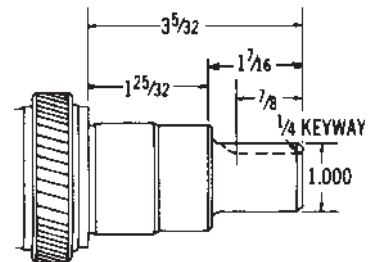
45 014 12 (use 45 142 25-S)

Replaced By:
45 142 06
45 142 25



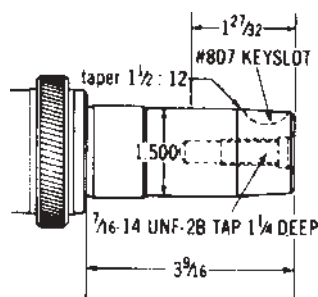
45 014 26 (use 45 142 36-S)

Replaced By:
45 014 05
45 142 17
45 142 36



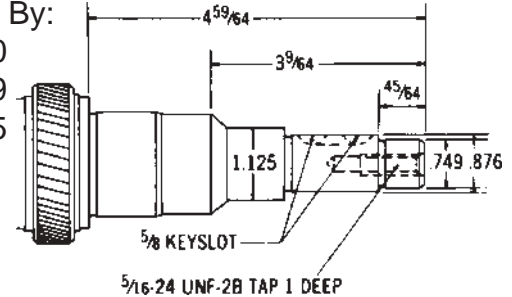
45 014 13 (use 45 142 27-S)

Replaced By:
45 142 08
45 142 27



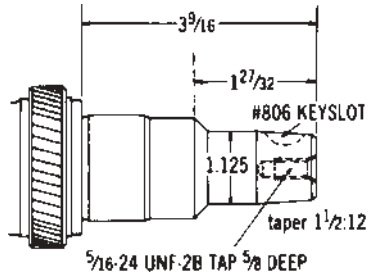
45 014 29 (use 47 142 25-S)

Replaced By:
45 142 10
45 142 29
47 142 25



14 HP (K321, M14) 16 HP (K341, M16)

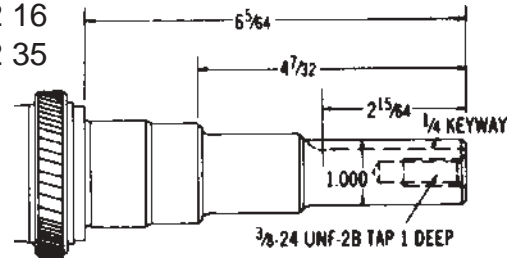
45 014 30 (Discontinued)



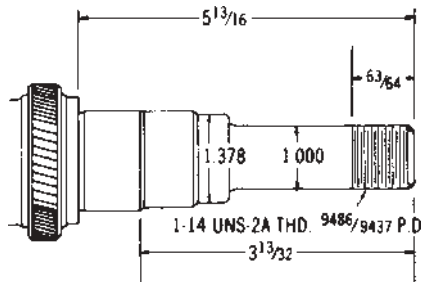
45 014 39 (use 45 142 35-S)

Replaced By:

45 142 16
45 142 35



45 014 35 (use 45 142 11*)

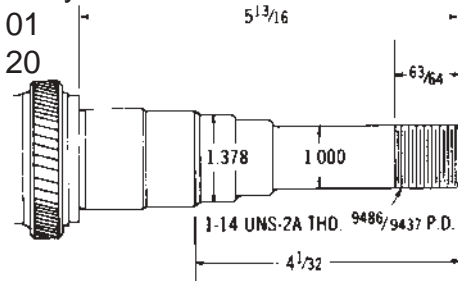


*Kit Discontinued

45 014 40 (use 45 142 20-S)

Replaced By:

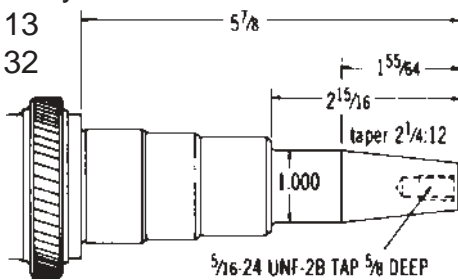
45 142 01
45 142 20



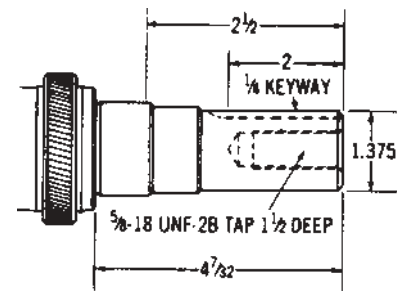
45 014 36 (use 45 142 32-S)

Replaced By:

45 142 13
45 142 32



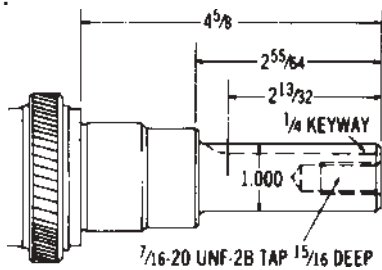
45 014 61 (use 45 142 39-S)



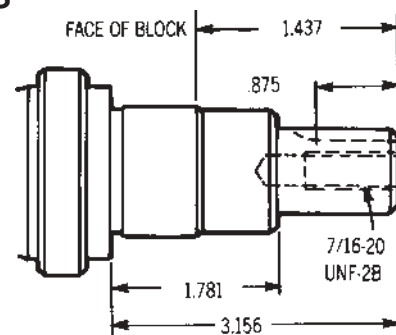
45 014 37 (use 45 142 33-S)

Replaced By:

45 142 14
45 142 33



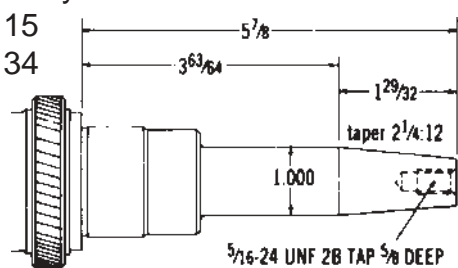
45 014 83-S



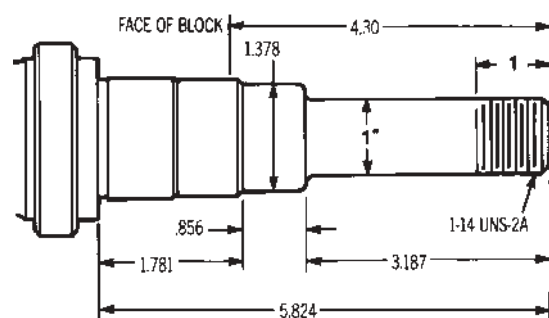
45 014 38 (use 45 142 34-S)

Replaced By:

45 142 15
45 142 34

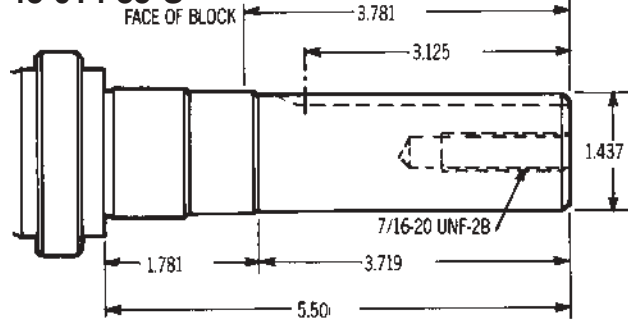


45 014 84-S

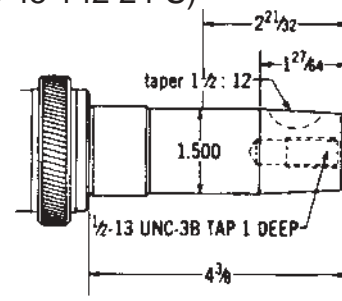


14 HP (K321, M14) 16 HP (K341, M16)

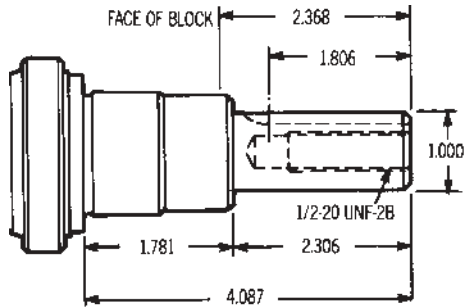
45 014 85-S



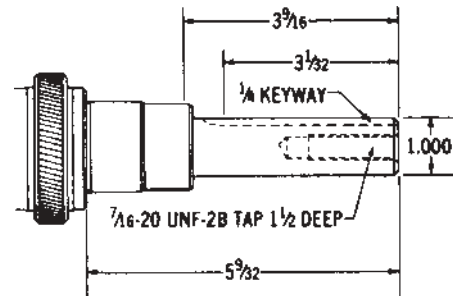
45 142 05 (use 45 142 24-S)



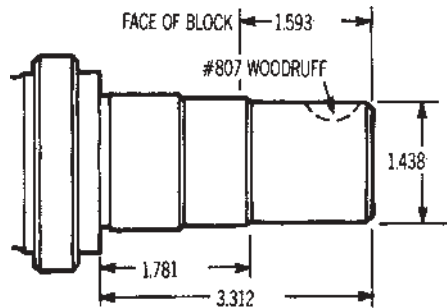
45 014 86-S



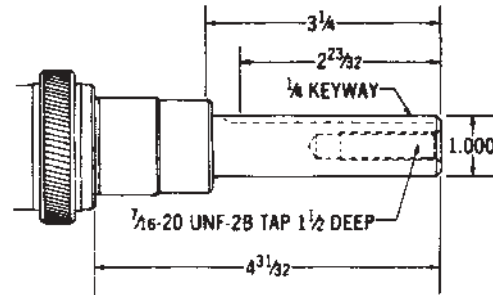
45 142 06 (use 45 142 25-S)



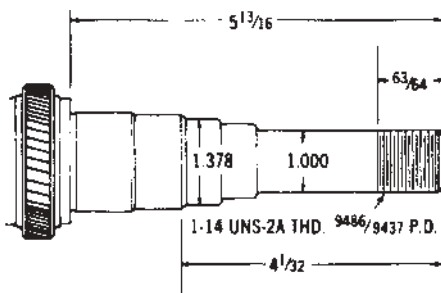
45 014 88 (Discontinued)



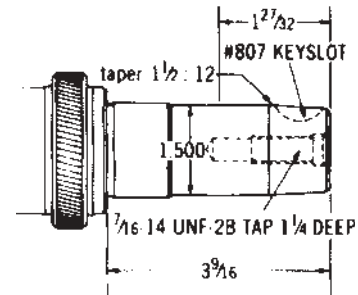
45 142 07 (use 45 142 26-S)



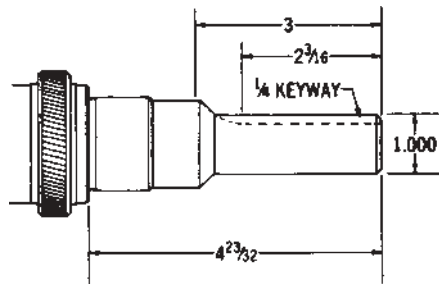
45 142 01 (use 45 142 20-S)



45 142 08 (use 45 142 27-S)



45 142 03 (use 45 142 22-S)

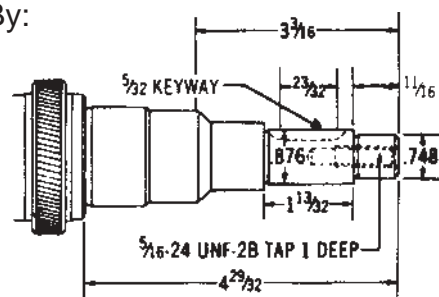


45 142 10 (use 45 142 25-S)

Replaced By:

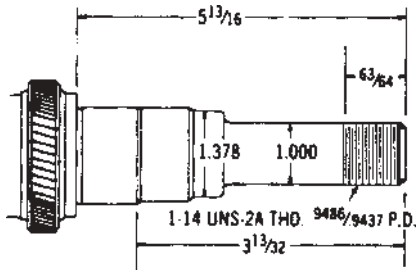
45 142 29

45 142 25

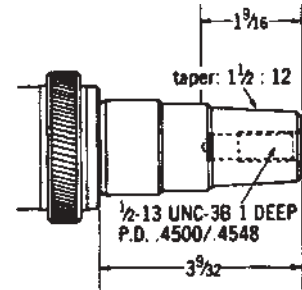


14 HP (K321, M14) 16 HP (K341, M16)

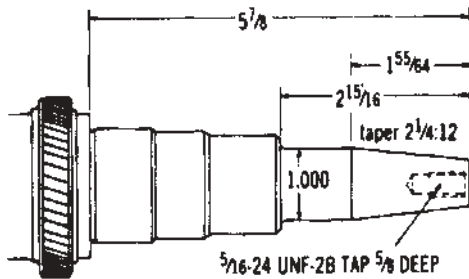
45 142 11 (Discontinued)



45 142 18 (use 45 142 38-S)

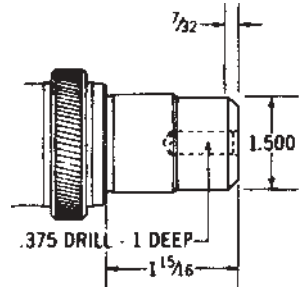


45 142 13 (use 45 142 32-S)

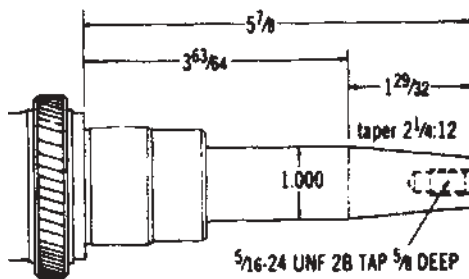


*Kit Discontinued

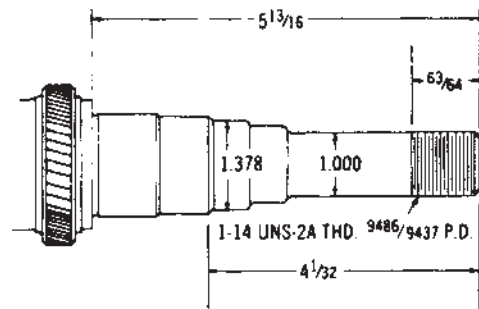
45 142 19-S



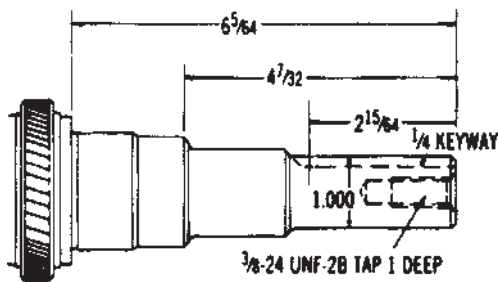
45 142 15 (use 45 142 34-S)



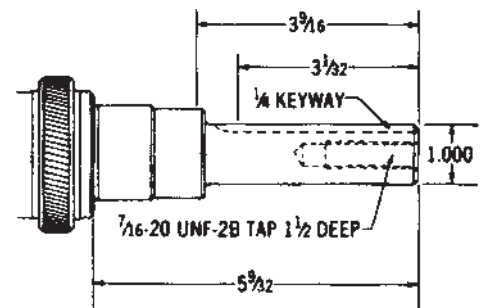
45 142 20-S



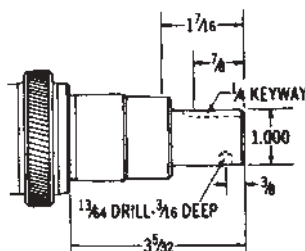
45 142 16 (use 45 142 35-S)



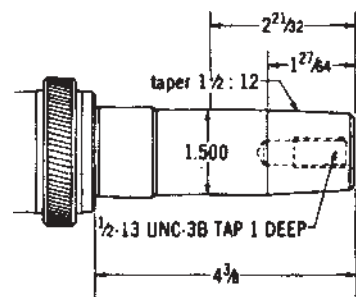
45 142 22-S



45 142 17 (use 45 142 36-S)

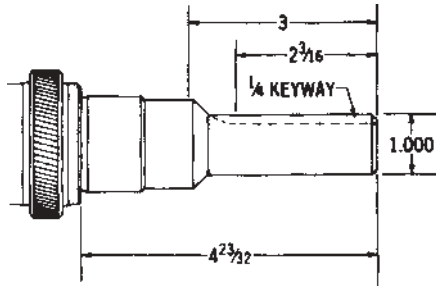


45 142 24-S

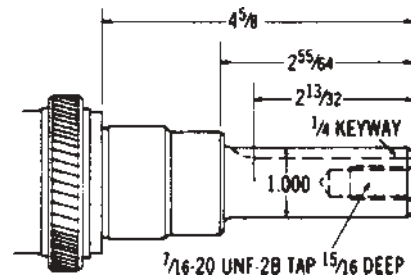


14 HP (K321, M14) 16 HP (K341, M16)

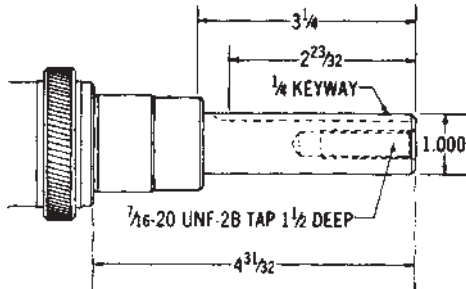
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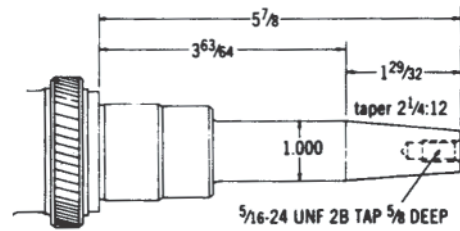
45 142 33-S



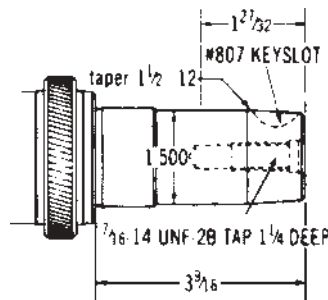
45 142 26-S



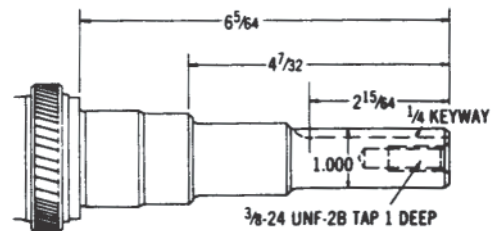
45 142 34-S



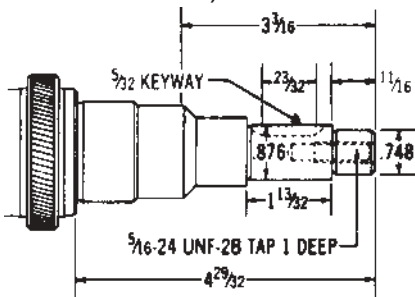
45 142 27-S



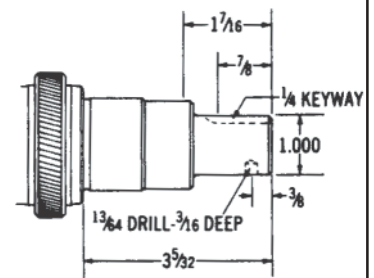
45 142 35-S



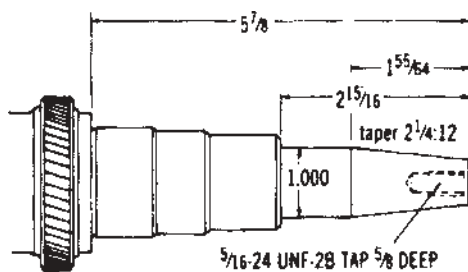
45 142 29 (use 45 142 25-S)



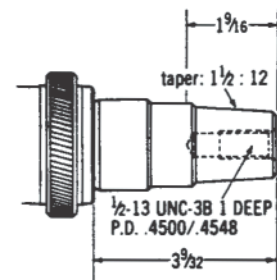
45 142 36-S



45 142 32-S

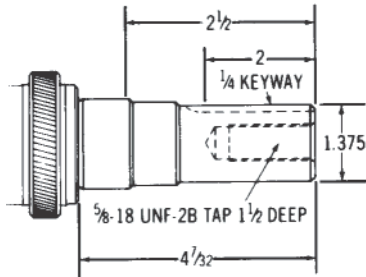


45 142 38-S

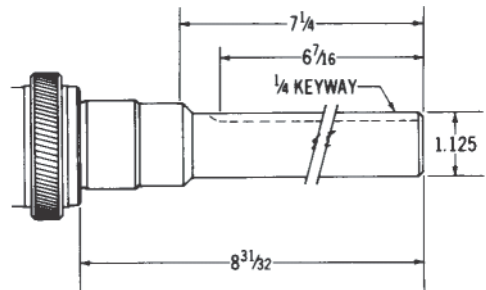


14 HP (K321, M14) 16 HP (K341, M16)

45 142 39-S



47 014 30 (use 47 142 41-S)

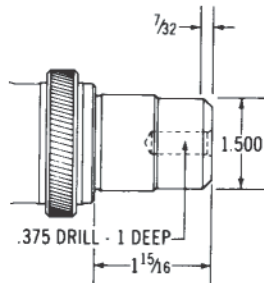


47 014 02 (use 45 142 19-S)

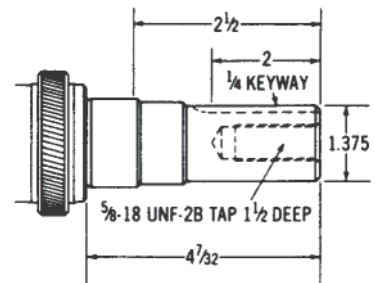
Replaced By:

47 142 40

45 142 19



47 142 39-S



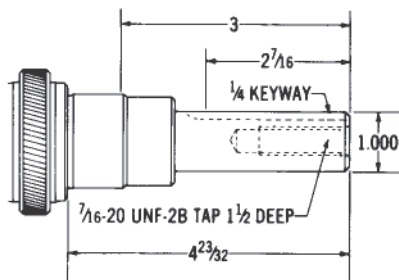
47 014 04 (use 45 142 25-S)

Replaced By:

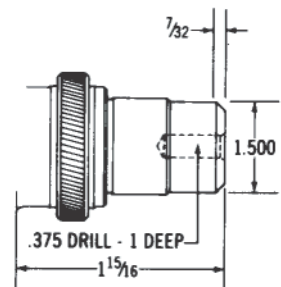
45 014 12

45 142 06

45 142 25



47 142 40 (use 45 142 19-S)



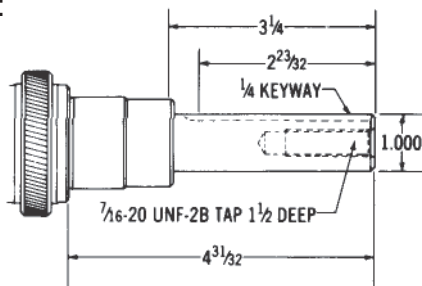
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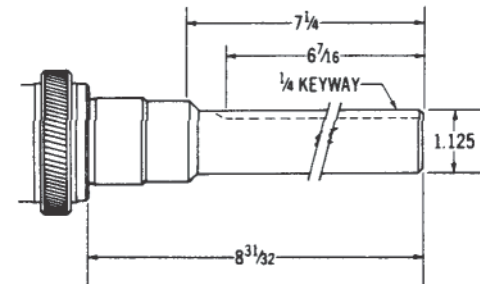
45 014 17

45 142 07

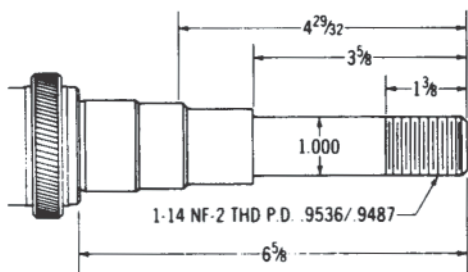
45 142 26



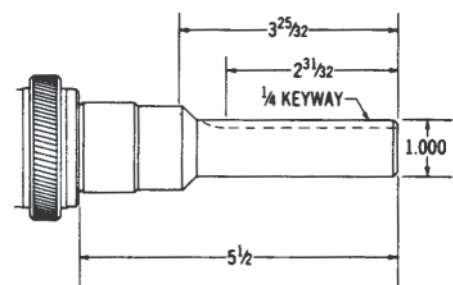
47 142 41-S



47 014 09 (use 47 142 44-S)

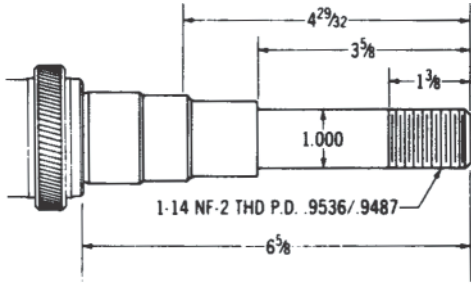


47 142 43-S

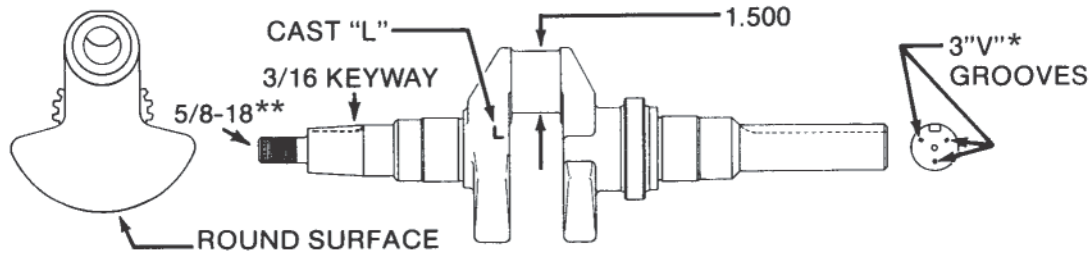


14 HP (K321, M14) 16 HP (K341, M16)

47 142 44-S



Common Features



*Indicates fillet rolled for added strength.

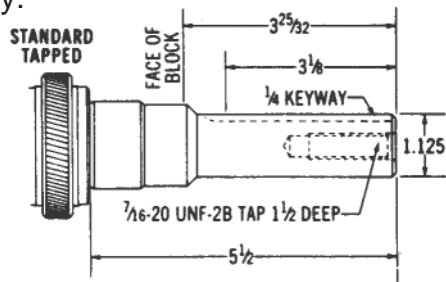
**External thread (replace by kits which include internal thread & hardware).

45 014 01 (use 45 142 21-S)

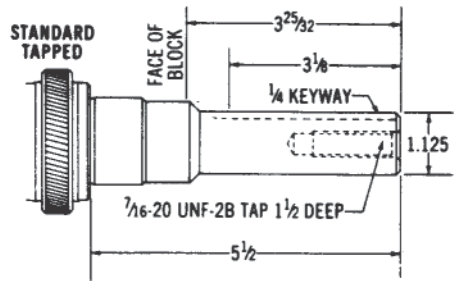
Replaced By:

45 142 02

45 142 21



45 142 21-S



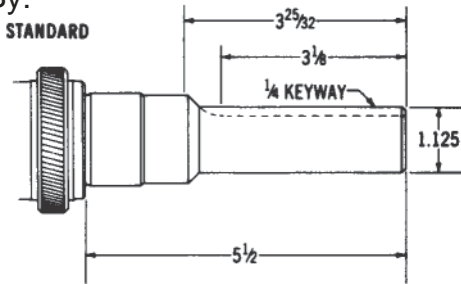
45 014 08 (use 45 142 21-S)

Replaced By:

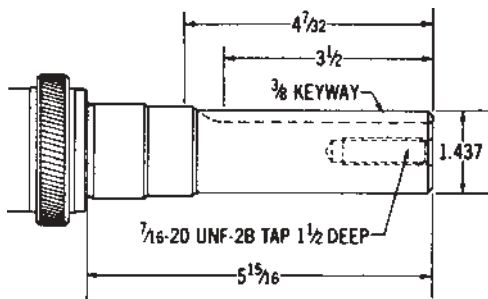
45 014 01

45 142 02

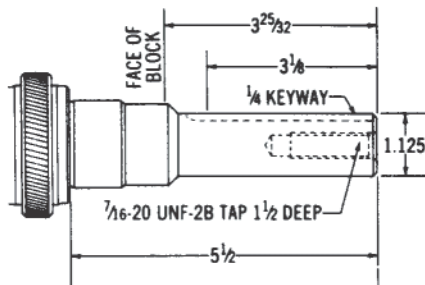
45 142 21



45 014 18-S



45 142 02 (use 45 142 21-S)



Section 3

K-Series & Magnum

Twin Cylinder

Crankshafts*

Table of Contents

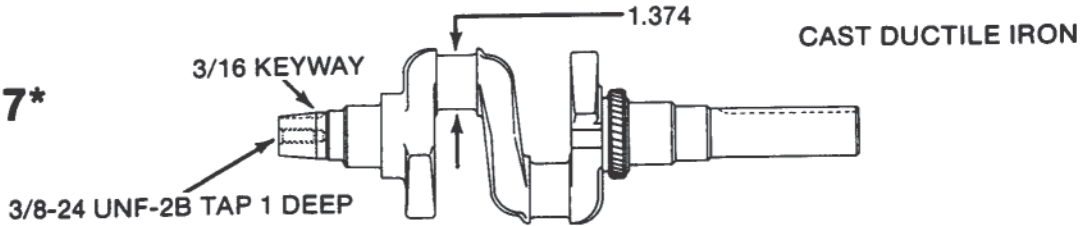
| | |
|---------------------------------|------|
| 17 HP (KT17) | 3.2 |
| 17 HP (KT17 Series II) | 3.5 |
| 18 HP (K482) | 3.7 |
| 18 HP (M18, MV18) | 3.9 |
| 19 HP (KT19) | 3.12 |
| 19 HP (KT19 Series II) | 3.13 |
| 20 HP (M20, MV20) | 3.14 |
| 21 HP (KT21) | 3.17 |
| 22 HP (K532) 23 HP (K582) | 3.18 |
| 24 HP (K662) | 3.20 |

*Crankshaft dimensions in this section are in inches.

17 HP (KT17)

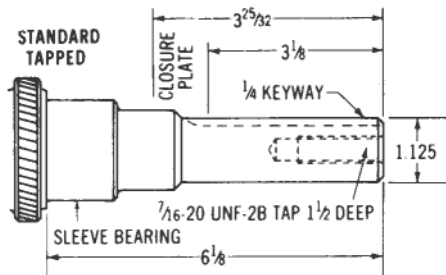
Common Features

KT17*

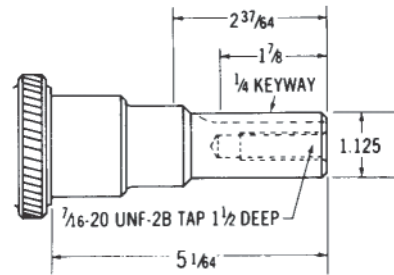


* Two different flywheel mounting tapers have been used on the KT17 engines. Early units utilized a smaller taper with a diameter of 1.188" at the largest end. Later units use a diameter of 1.312". Due to these diameter differences, the crankshafts are not interchangeable although the power take-off ends may be the same. (See page 3.5 for Series II.)

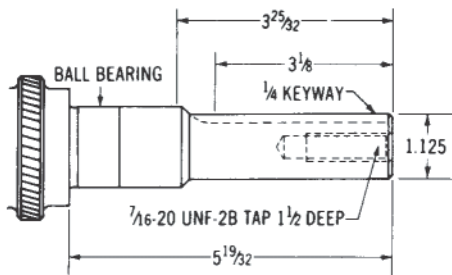
52 014 06-S**



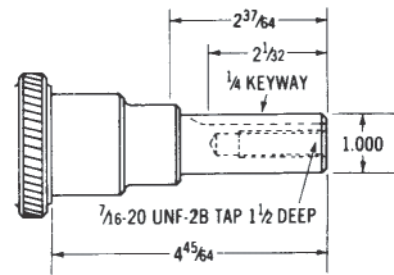
52 014 10 (Discontinued)**



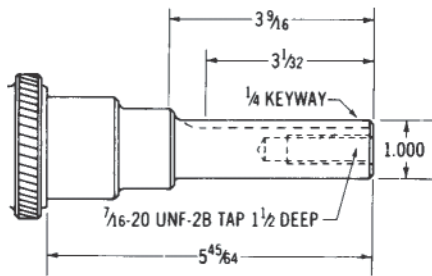
52 014 07-S**



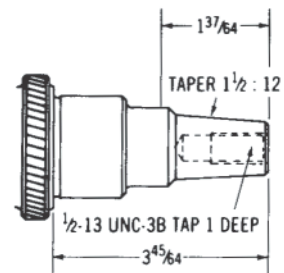
52 014 11 (Discontinued)**



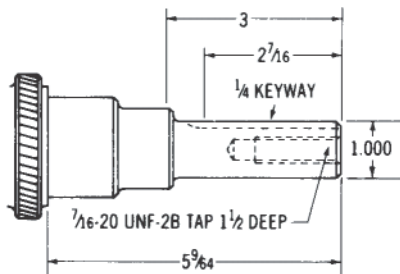
52 014 08 (Discontinued)**



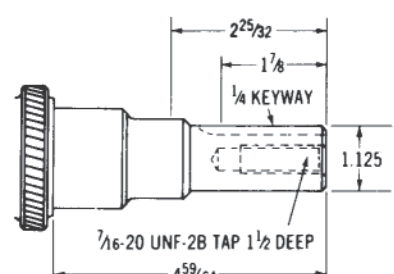
52 014 15-S**



52 014 09 (Discontinued)**

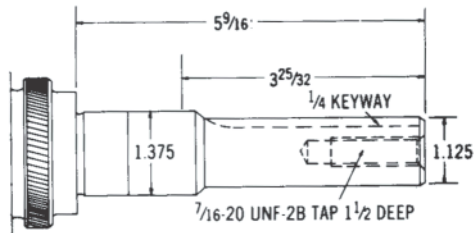


52 014 17 (Discontinued)**



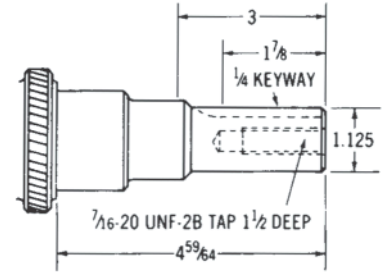
** Smaller taper (1.188" at largest end).

52 014 25 (Discontinued)



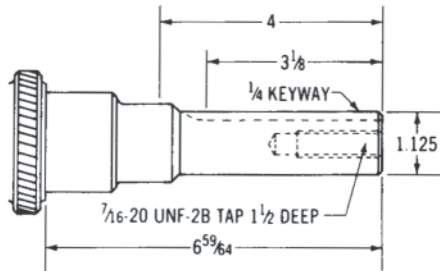
52 014 32 (use 52 014 58*)

Replaced By:
52 014 48
52 014 58

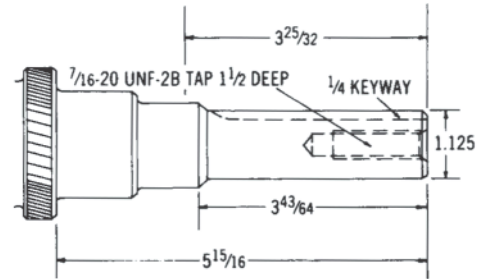


*Kit Discontinued.

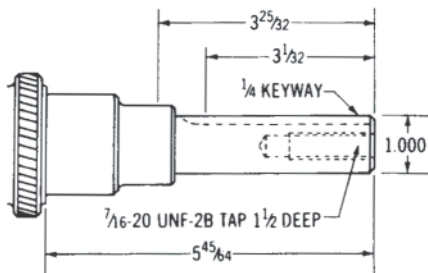
52 014 26 (use 52 014 45-S)



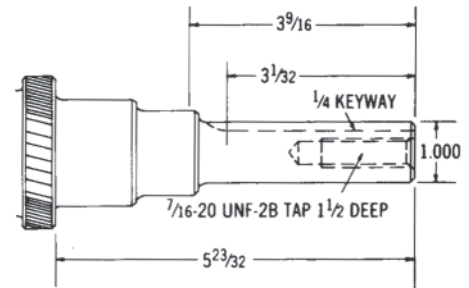
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52 014 27 (use 52 014 46*)

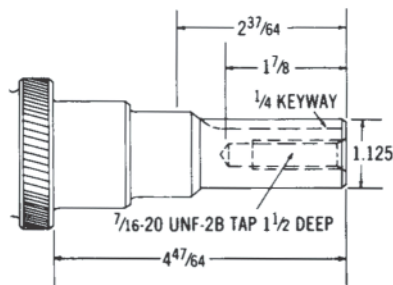


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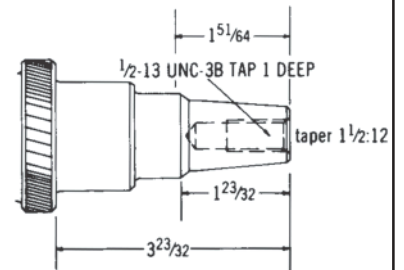


*Kit Discontinued.

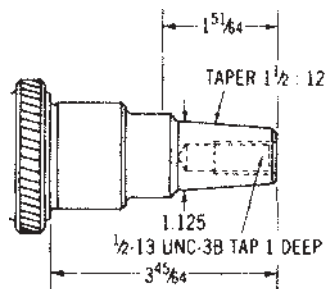
52 014 29-S



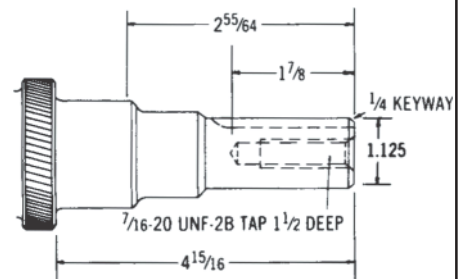
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52 014 31 (use 52 014 47*)



52 014 48 (use 52 014 58*)

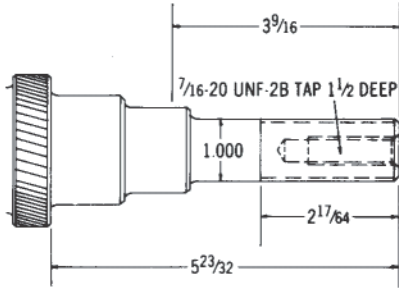


*Kit Discontinued.

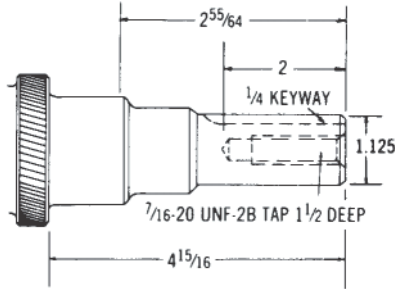
*Kit Discontinued.

17 HP (KT17)

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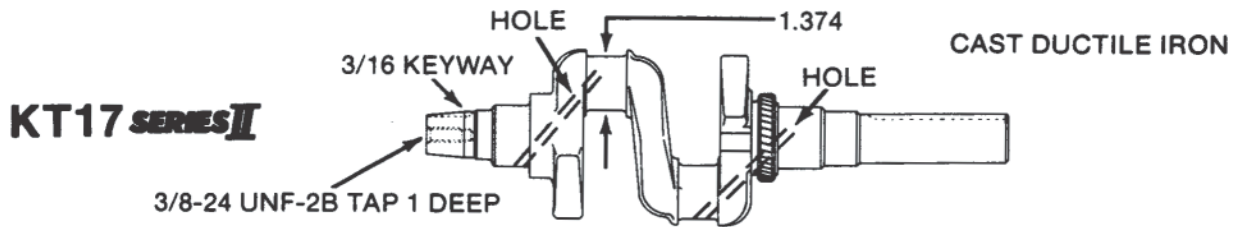


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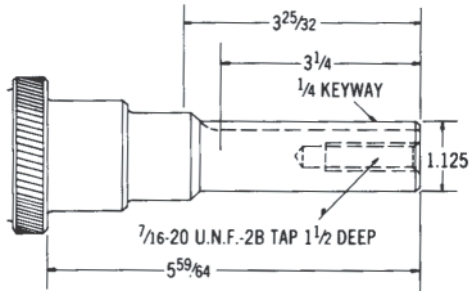


17 HP (KT17 Series II)

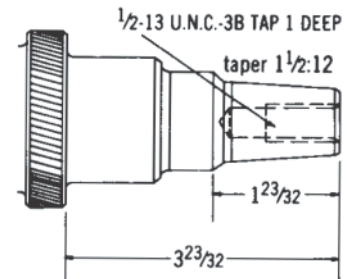
Common Features



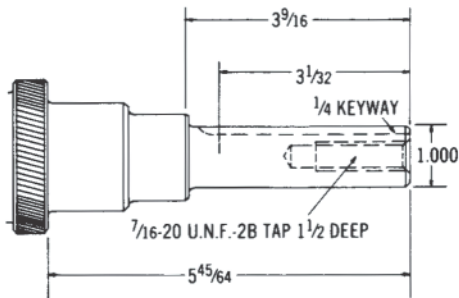
52 014 63-S



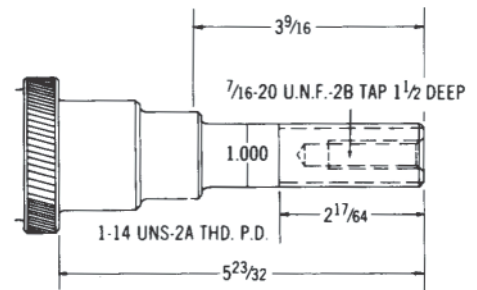
52 014 67 (use 82 014 10-S)



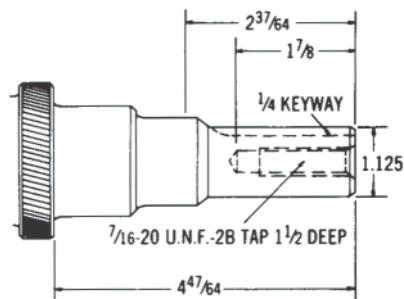
52 014 64-S



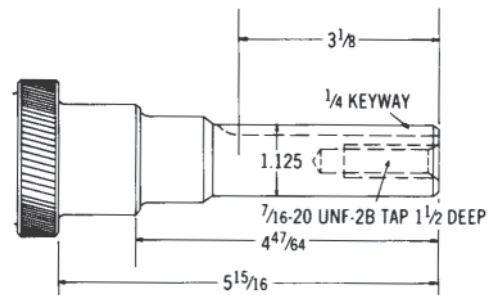
52 014 68-S



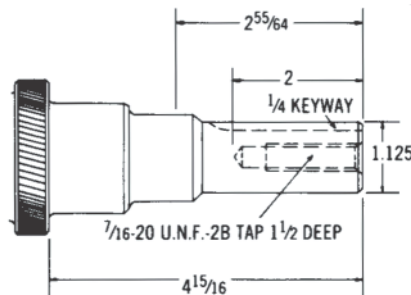
52 014 65-S



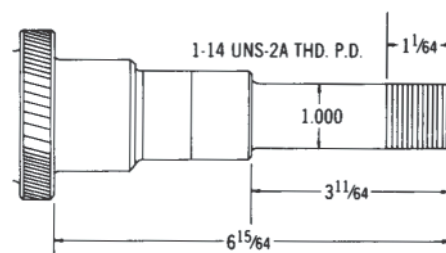
52 014 73 (use 52 142 03-S)



52 014 66-S

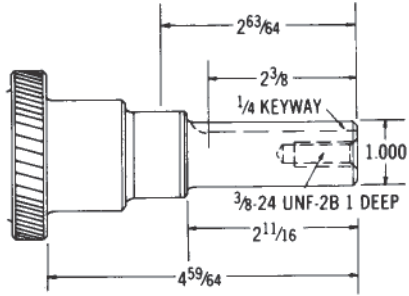


52 014 78-S

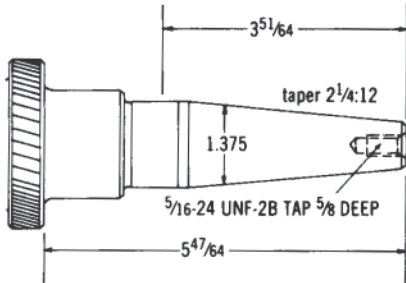


17 HP (KT17 Series II)

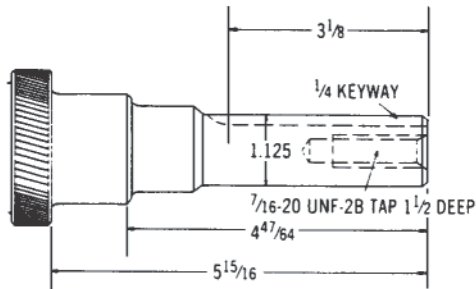
52 014 79-S



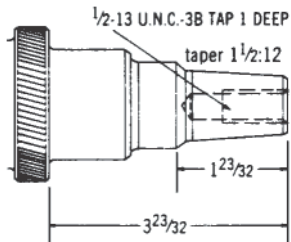
52 014 80-S



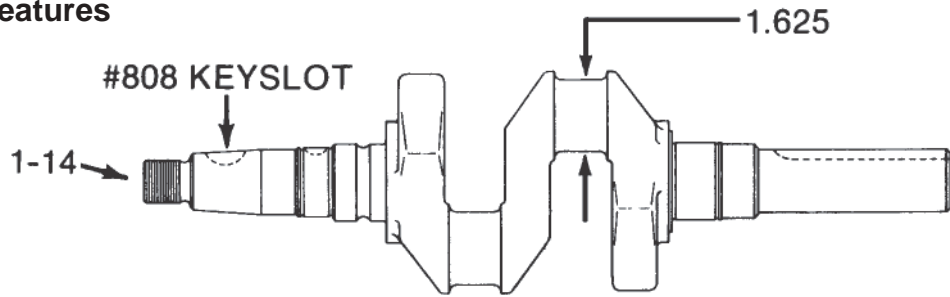
52 142 03-S



82 014 10-S

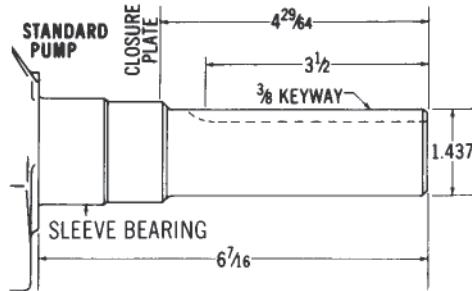


Common Features

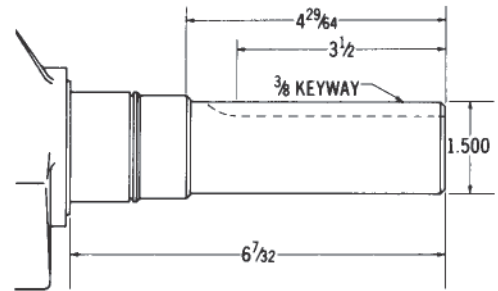


*NOTE: Same appearance as K532 & K582 crankshafts **except** K482 does not have cast letter L.

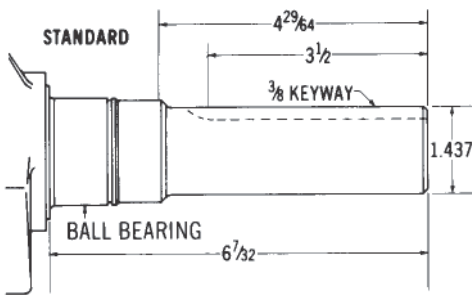
277004 (Discontinued)



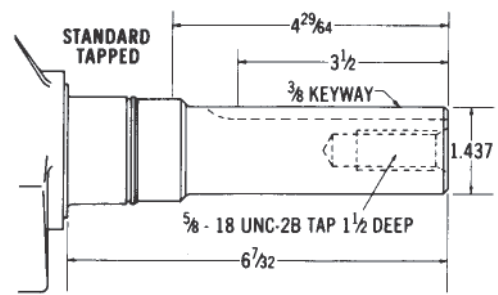
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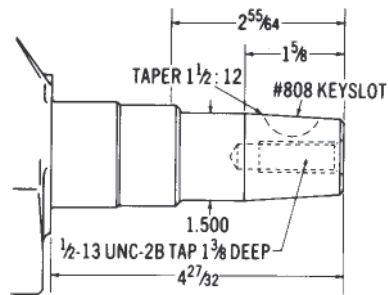
277005 (use 277360-S)



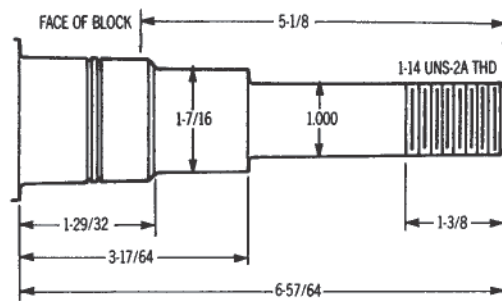
277360-S



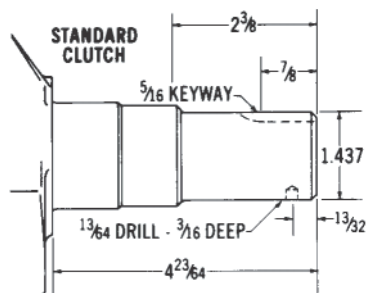
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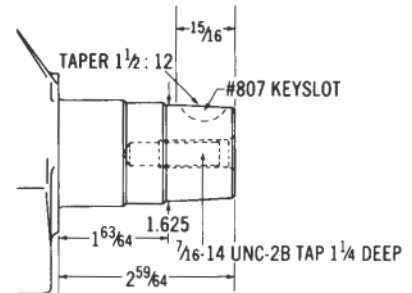
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277200-S

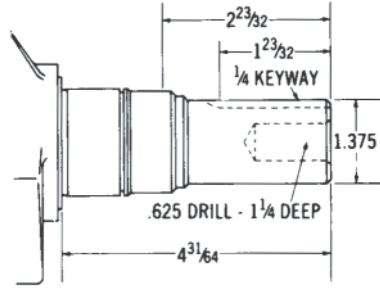


277433 (Discontinued)

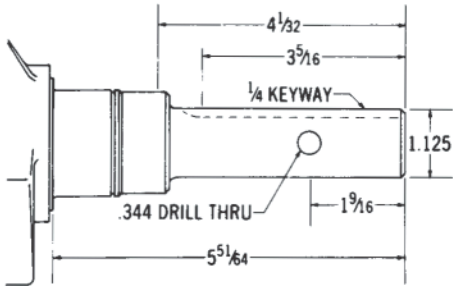


18 HP (K482)

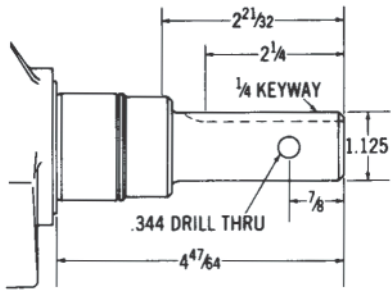
277465 (Discontinued)



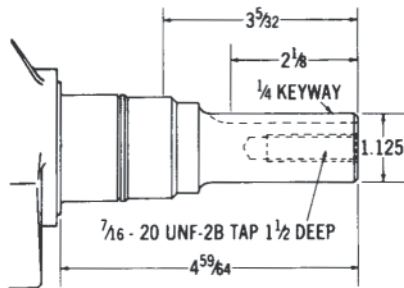
277531 (Discontinued)



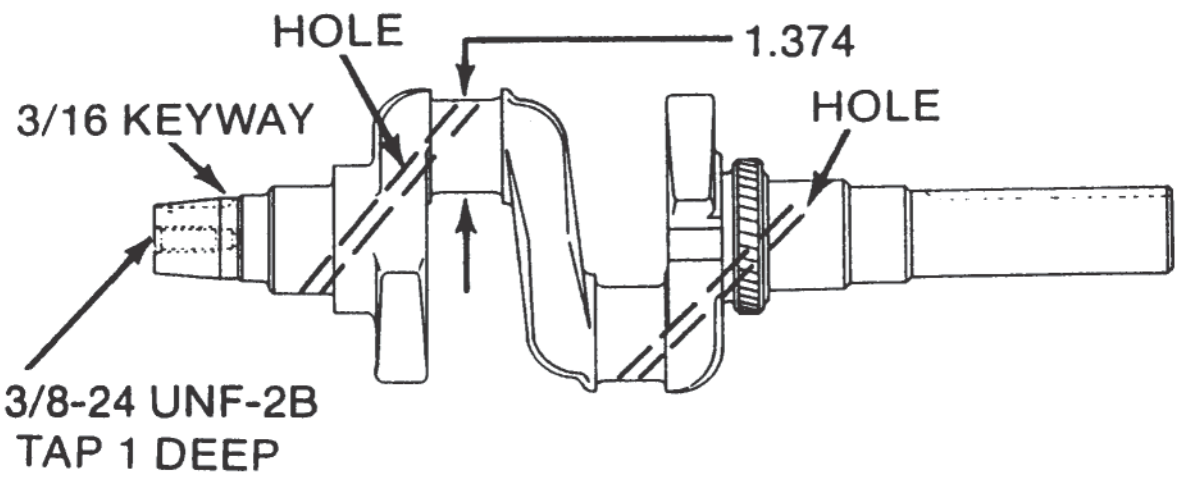
277638 (Discontinued)



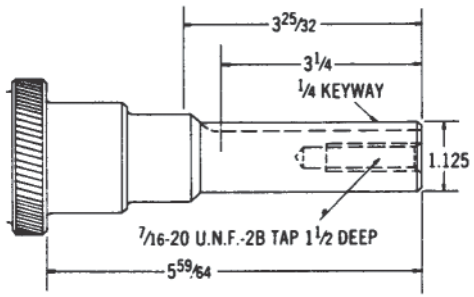
277912 (Discontinued)



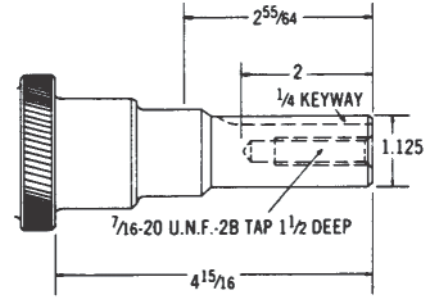
Common Features



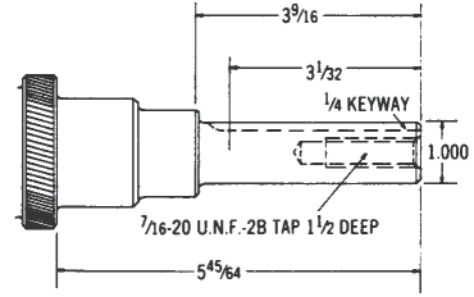
52 014 63-S



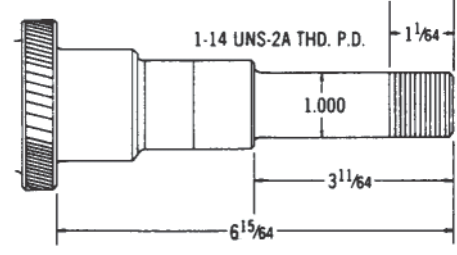
52 014 66-S



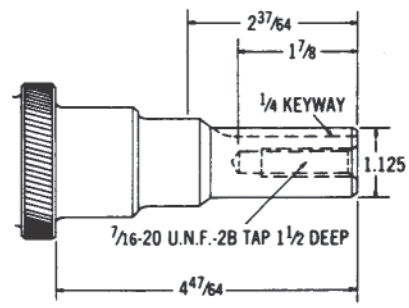
52 014 64-S



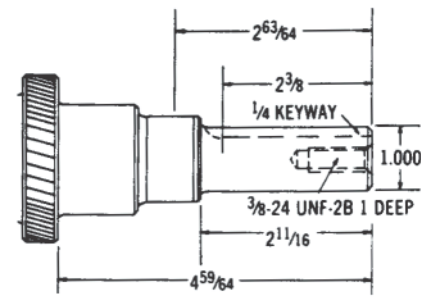
52 014 78-S



52 014 65-S

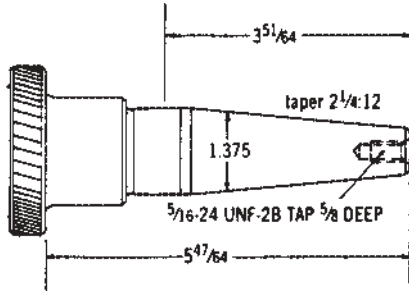


52 014 79-S

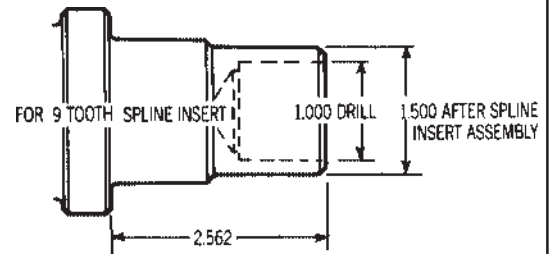


18 HP (M18, MV18)

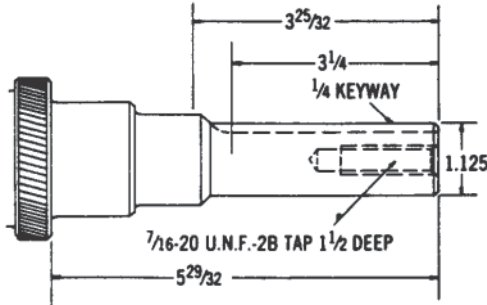
52 014 80-S



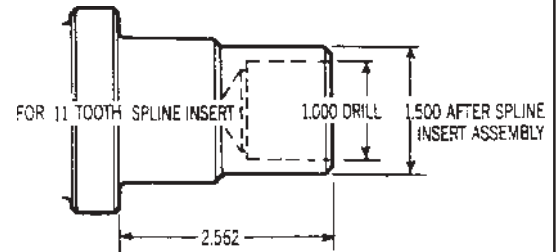
52 014 99 (Discontinued)



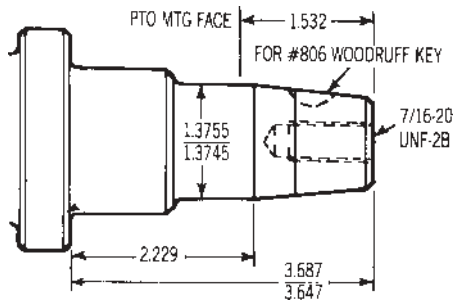
52 014 86-S



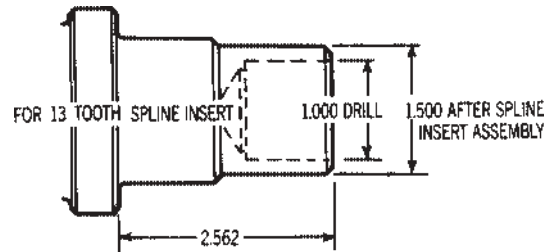
82 014 01-S



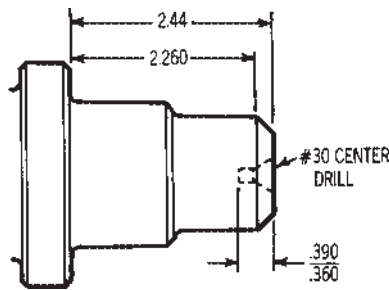
52 014 88-S



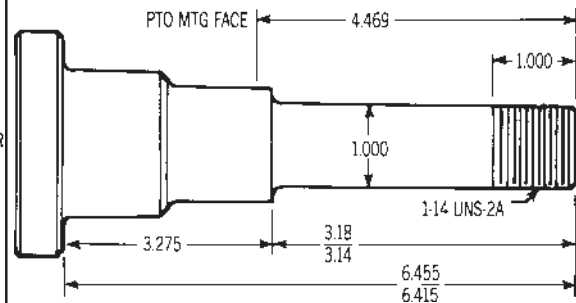
82 014 02-S



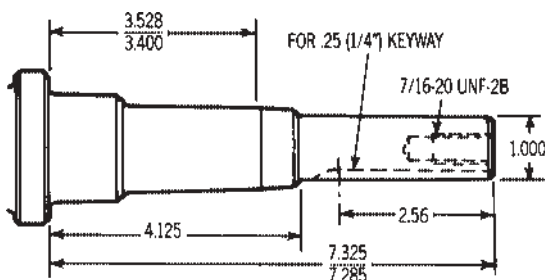
52 014 90-S



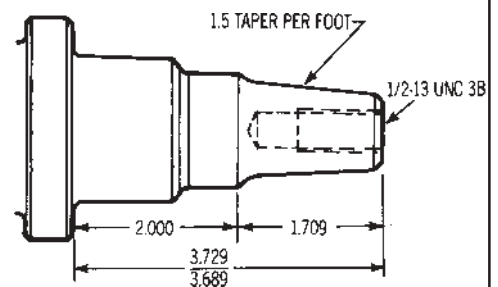
82 014 08 (Discontinued)



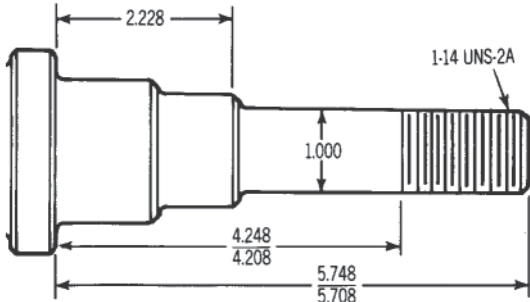
52 014 93-S



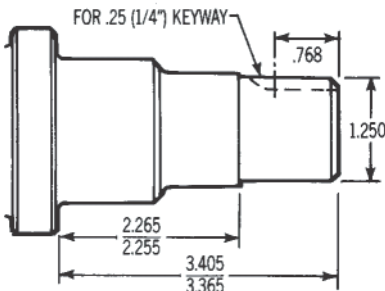
82 014 10-S



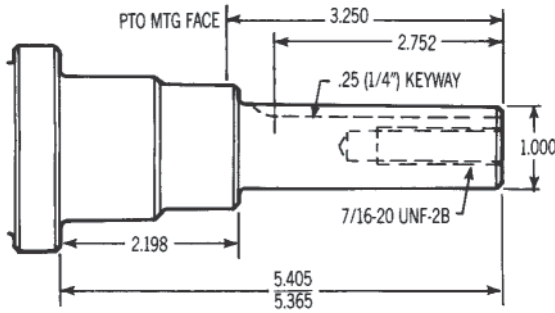
82 014 13-S



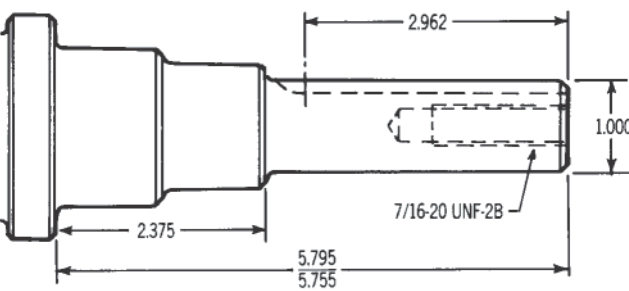
82 014 16-S



82 014 19-S

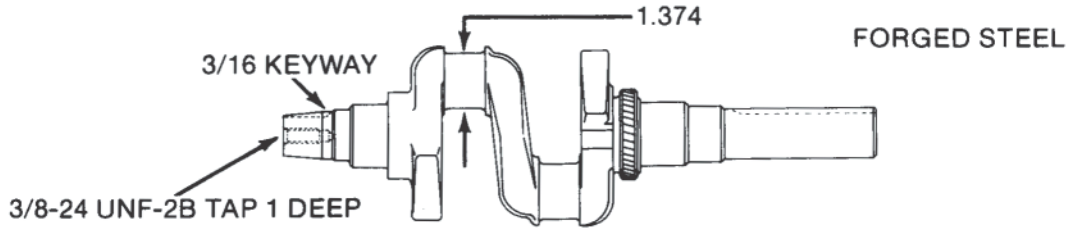


82 014 20-S



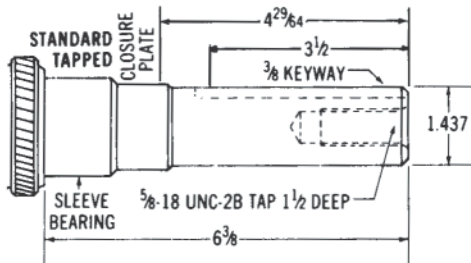
19 HP (KT19)

Common Features

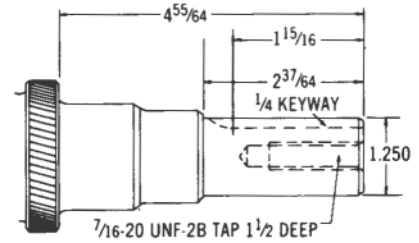


NOTE: No oil holes & crankpin smaller than Series II. (NOTE: See page 3.13 for Series II.)

52 014 23 (Discontinued)



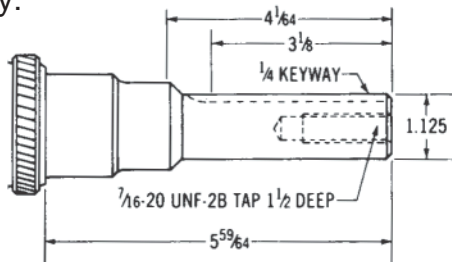
52 014 55 (use 52 014 60*)



*Kit Discontinued.

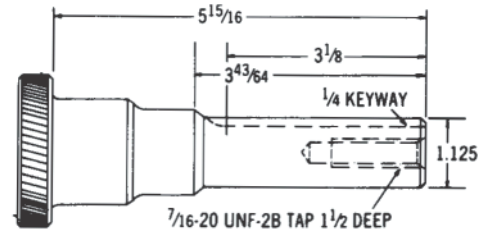
52 014 24 (use 52 014 61*)

Replaced By:
52 014 56
52 014 61



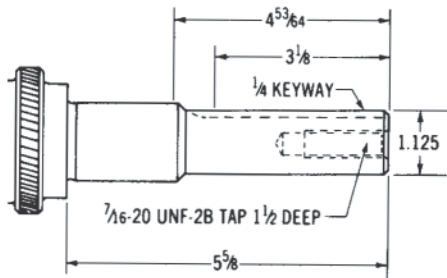
*Kit Discontinued.

52 014 56 (use 52 014 61*)

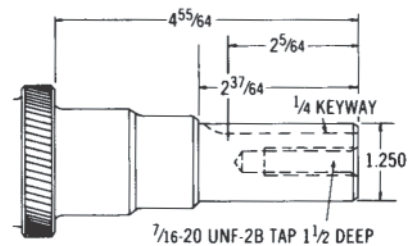


*Kit Discontinued.

52 014 35 (Discontinued)

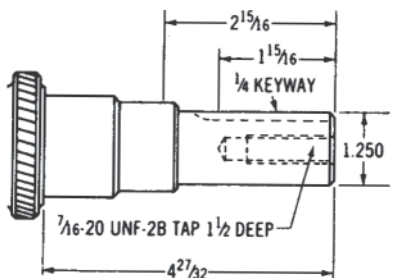


52 014 60 (Discontinued)



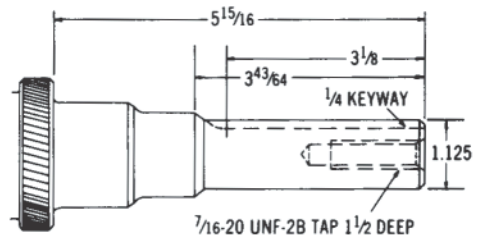
52 014 36 (use 52 014 60*)

Replaced By:
52 014 55
52 014 60

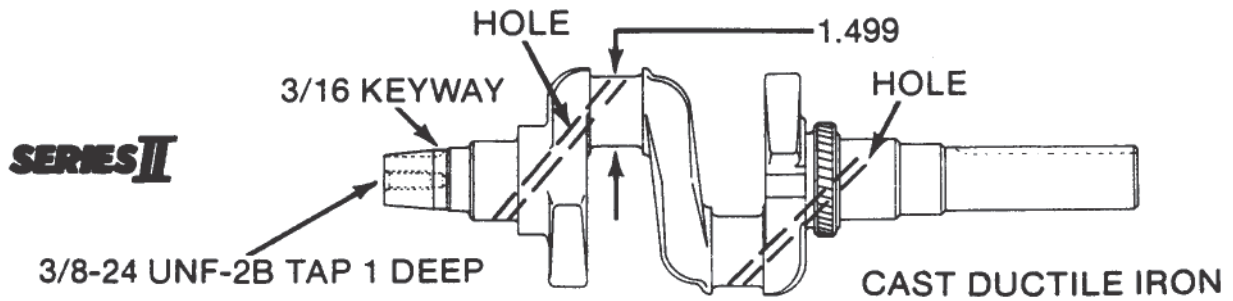


*Kit Discontinued.

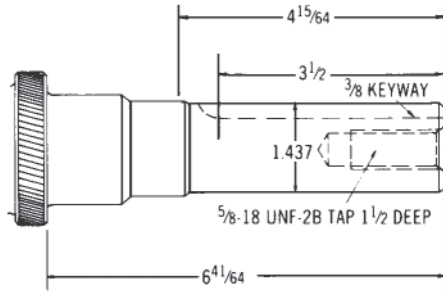
52 014 61 (Discontinued)



Common Features



52 014 69-S

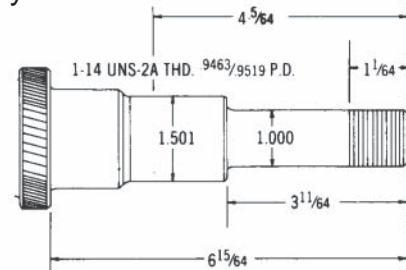


52 014 81 (use 52 142 04-S)

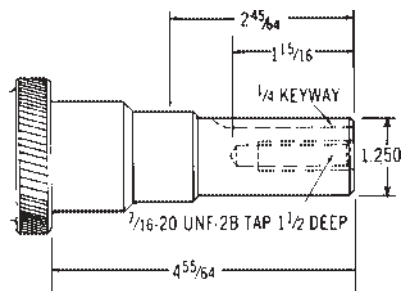
Replaced By:

82 014 04

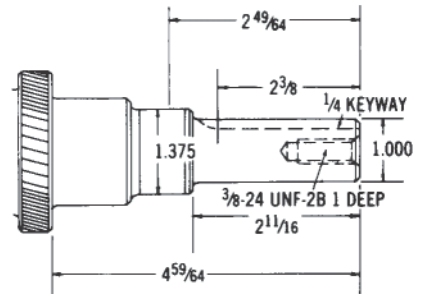
52 142 04



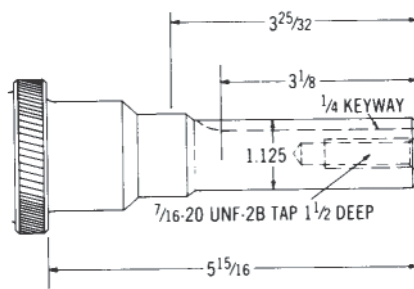
52 014 71-S



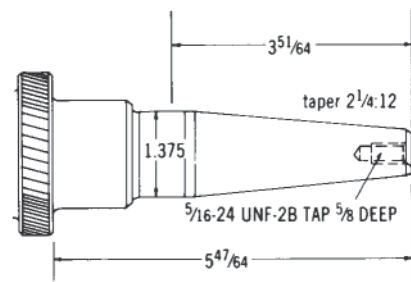
52 014 82-S



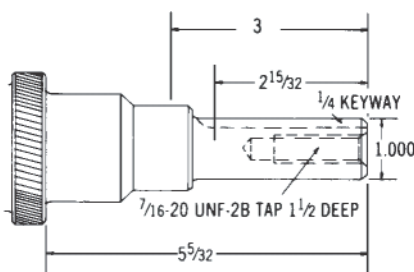
52 014 76-S



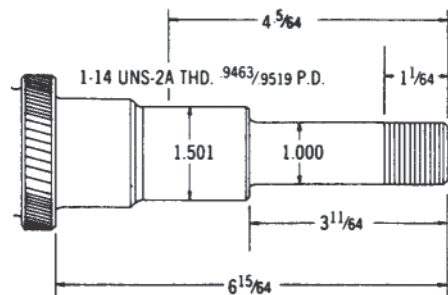
52 014 83-S



52 014 77-S

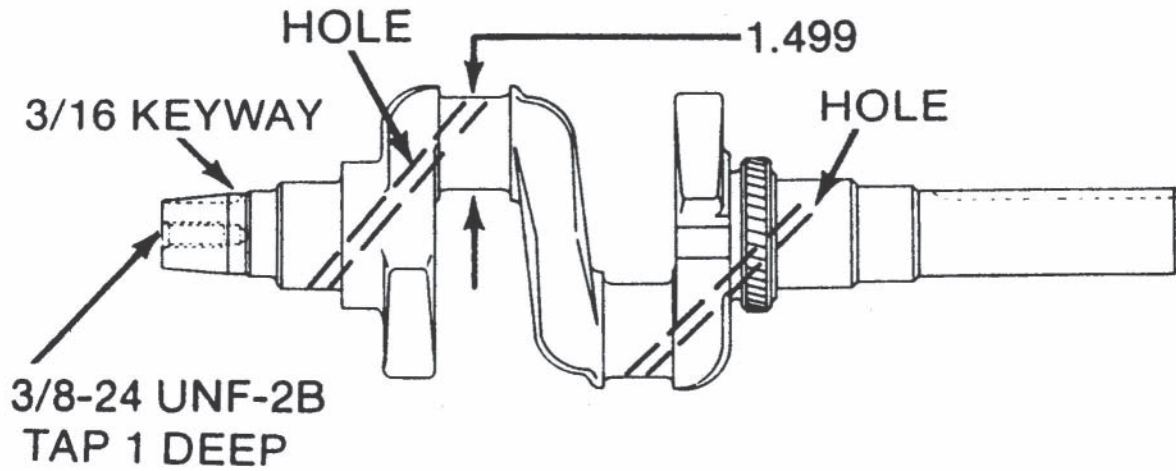


52 142 04-S

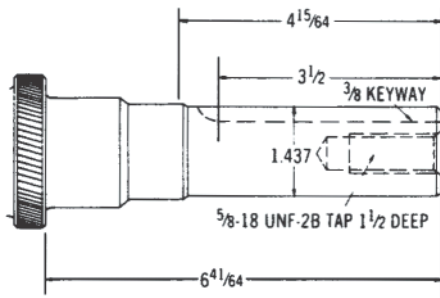


20 HP (M20, MV20)

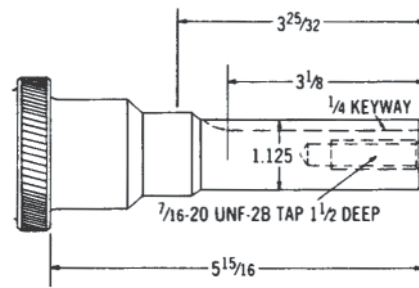
Common Features



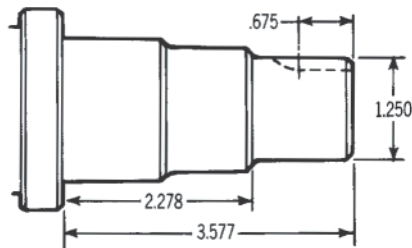
52 014 69-S



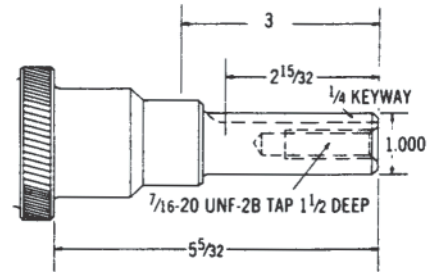
52 014 76-S



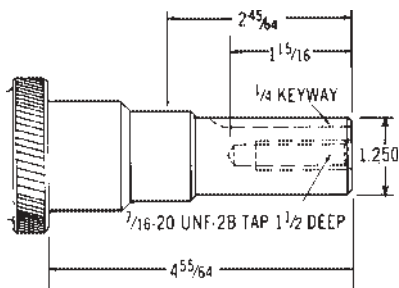
52 014 70 (Discontinued)



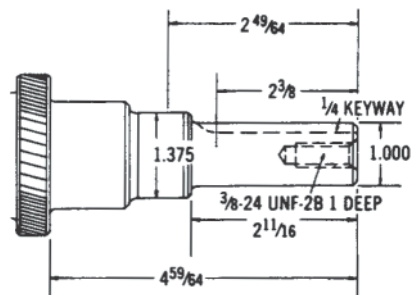
52 014 77-S



52 014 71-S

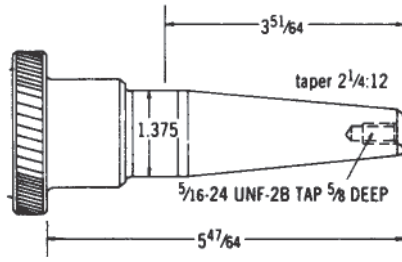


52 014 82-S

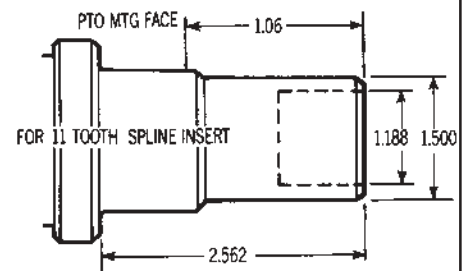


20 HP (M20, MV20)

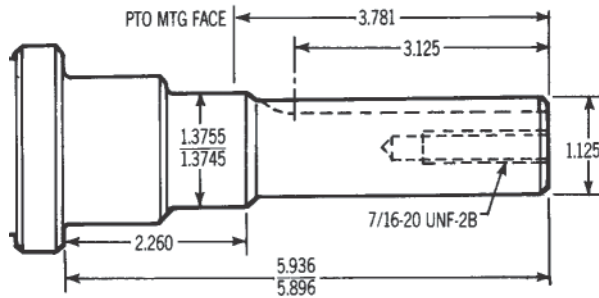
52 014 83-S



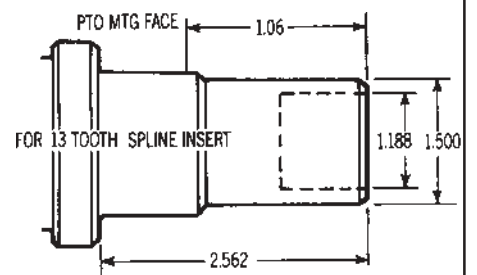
52 014 97 (Discontinued)



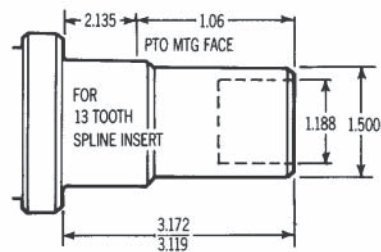
52 014 87-S



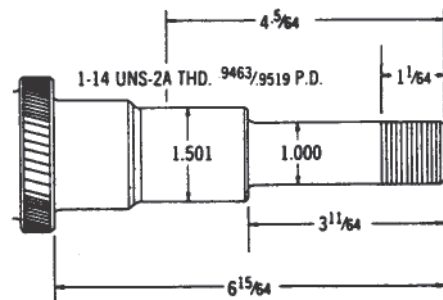
52 014 98-S



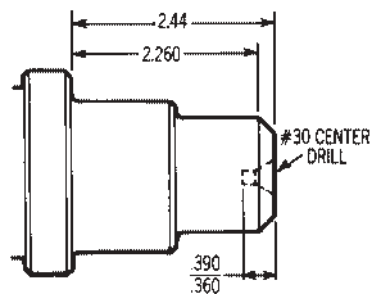
52 014 89-S



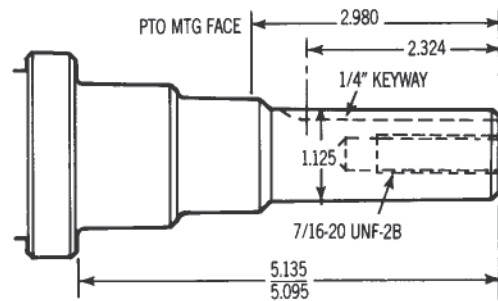
52 142 04-S



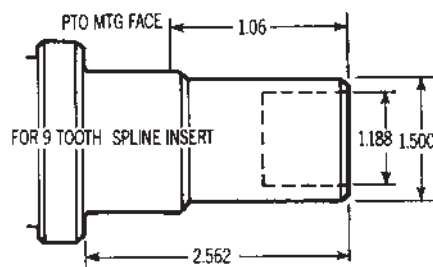
52 014 92-S



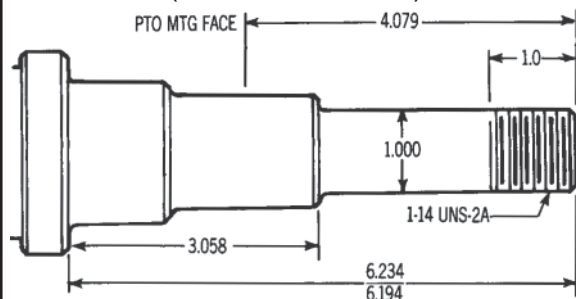
82 014 03-S



52 014 96-S

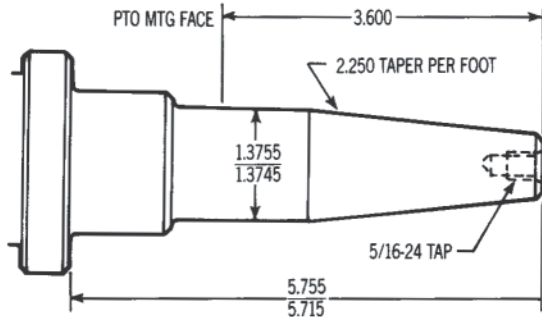


82 014 04 (use 52 142 04-S)

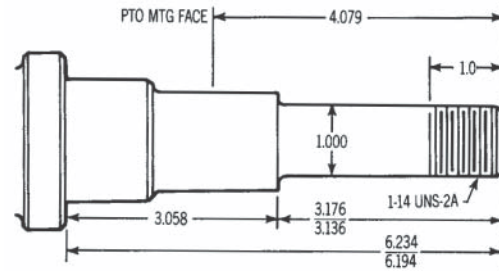


20 HP (M20, MV20)

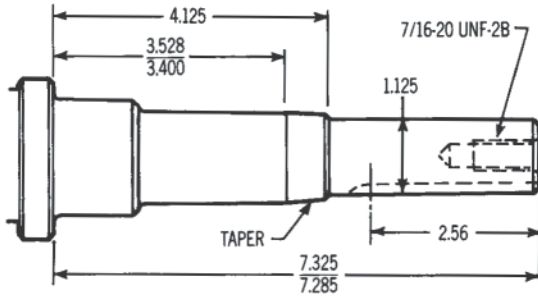
82 014 06-S



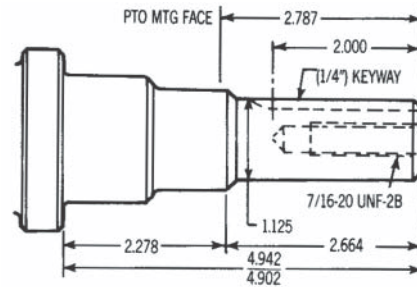
82 014 15-S



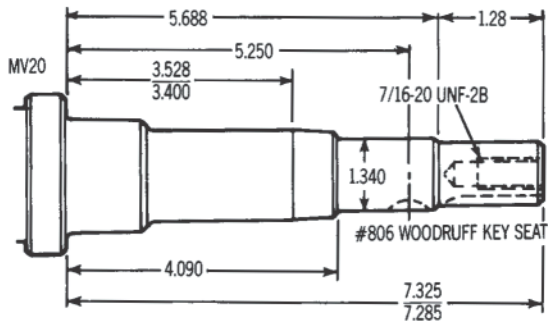
82 014 07-S



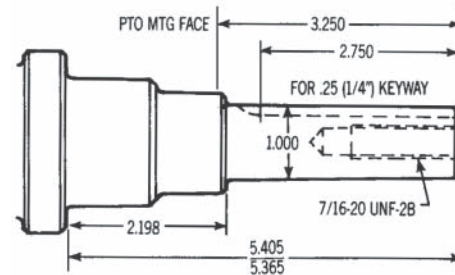
82 014 17-S



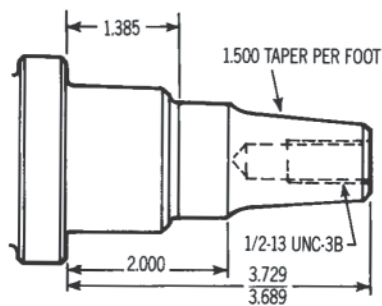
82 014 09-S



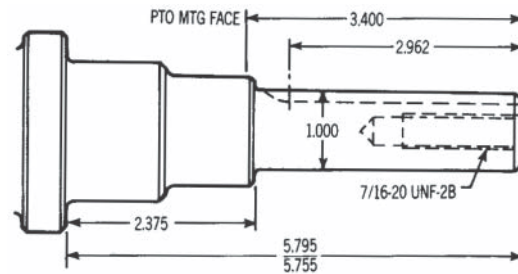
82 014 18-S



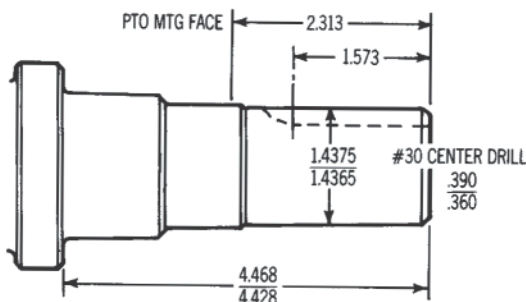
82 014 11-S



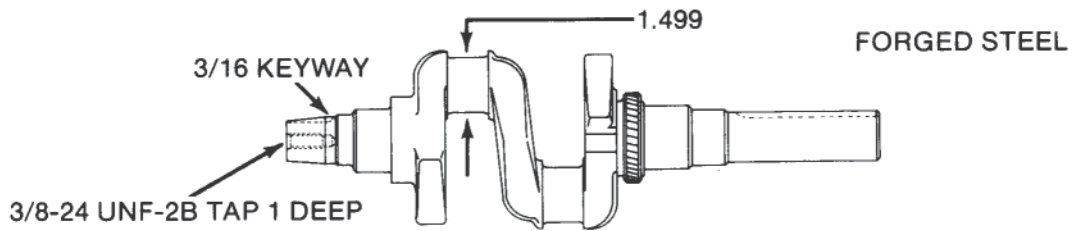
82 014 21-S



82 014 12-S



Common Features

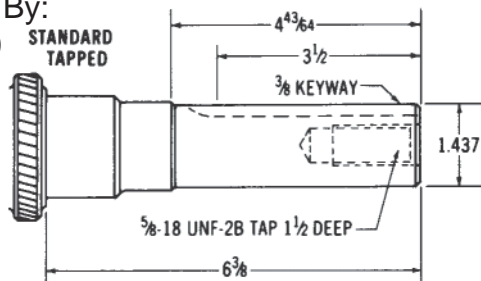


52 014 21 (use 52 014 51*)

Replaced By:

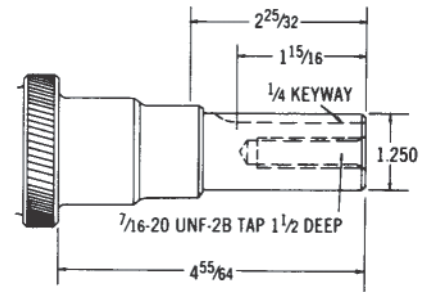
52 014 40

52 014 51



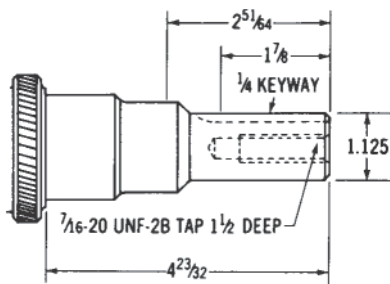
*Kit Discontinued.

52 014 41 (use 52 014 49*)

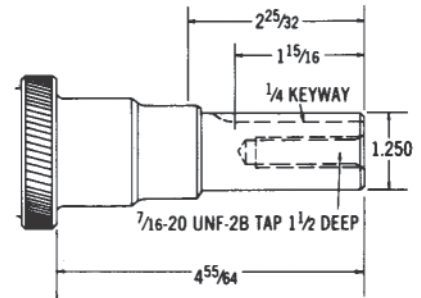


*Kit Discontinued.

52 014 22 (Discontinued)



52 014 49 (Discontinued)

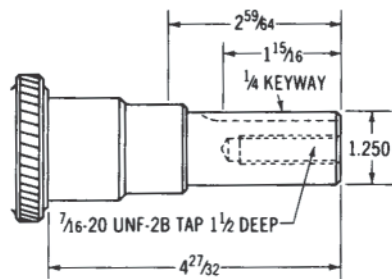


52 014 33 (use 52 014 49*)

Replaced By:

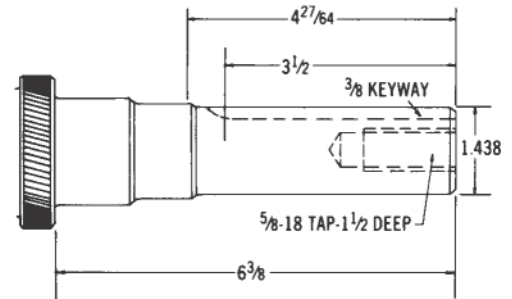
52 014 41

52 014 49

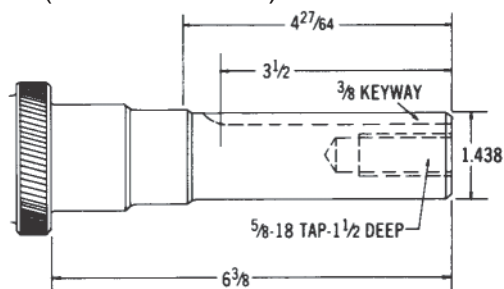


*Kit Discontinued.

52 014 51 (Discontinued)



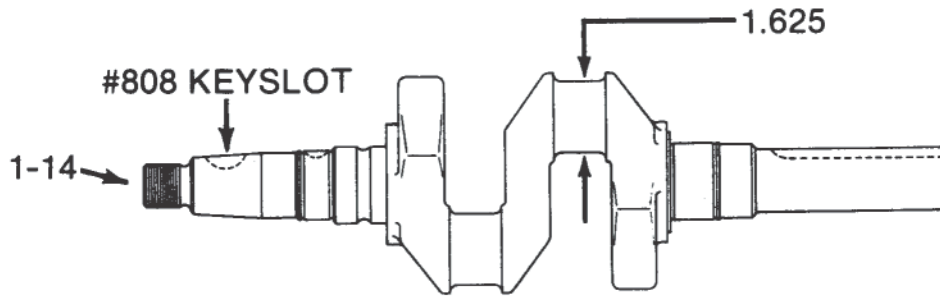
52 014 40 (use 52 014 51*)



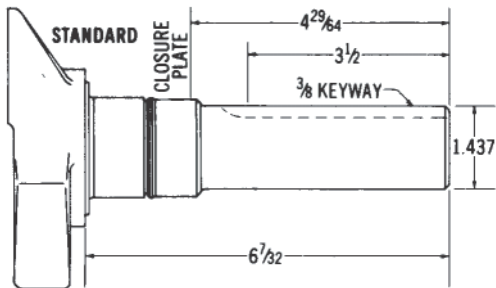
*Kit Discontinued.

20 HP (K532) 23 HP (K582)

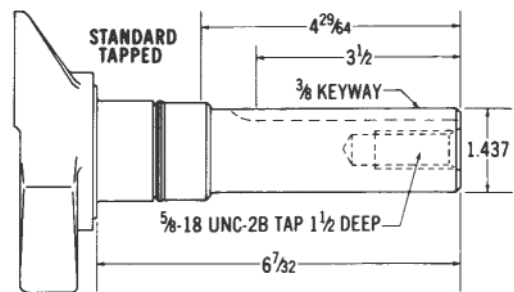
Common Features



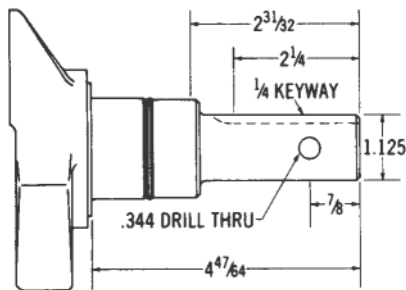
277624 (use 48 014 01-S)



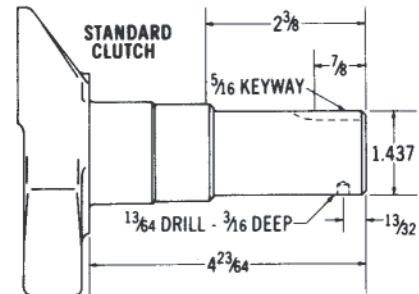
48 014 01-S



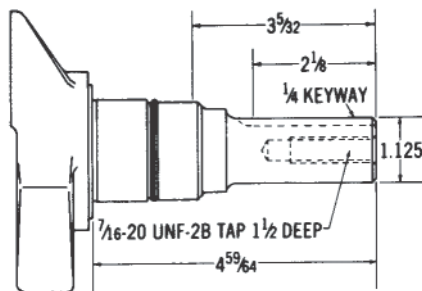
277659-S



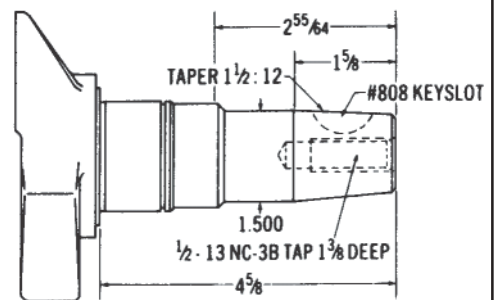
48 014 02-S



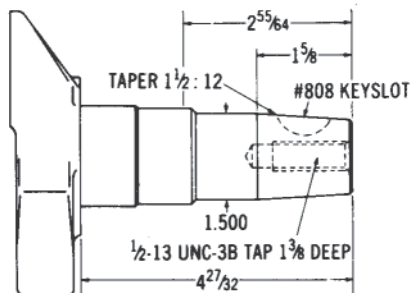
277690-S



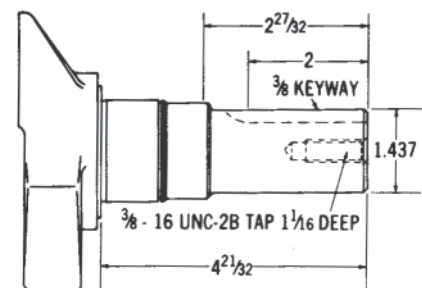
48 014 04 (Discontinued)



277696-S

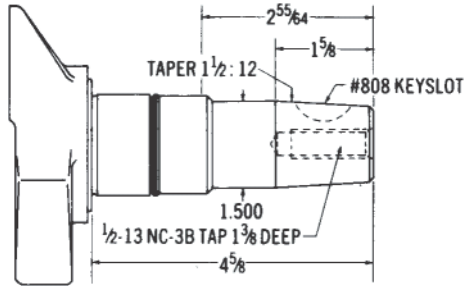


48 014 05-S

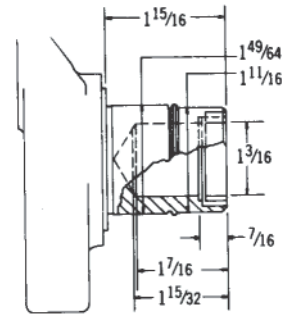


20 HP (K532) 23 HP (K582)

48 014 06 (Discontinued)

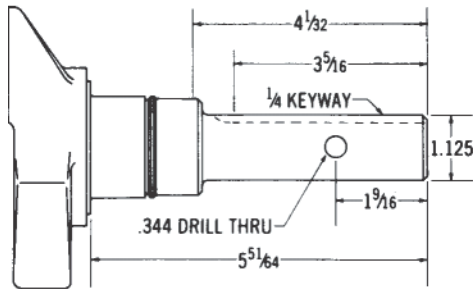


48 014 18-S*

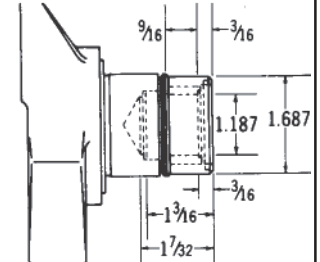


*Spline has 11 teeth and is $\frac{3}{4}$ " diameter.

48 014 07-S

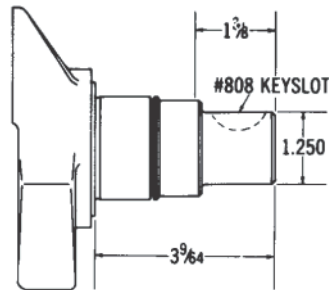


48 014 19-S*

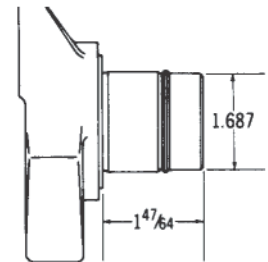


*Spline has 13 teeth and is $\frac{7}{8}$ " diameter.

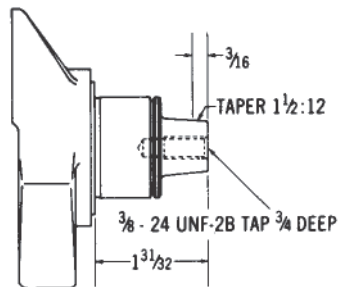
48 014 11-S



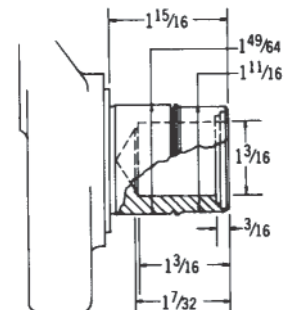
48 014 20 (Discontinued)



48 014 13-S

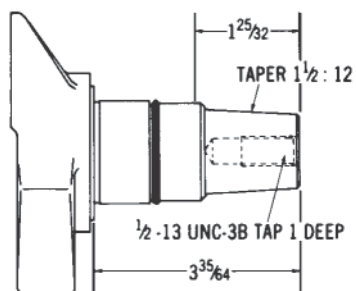


48 014 21-S*



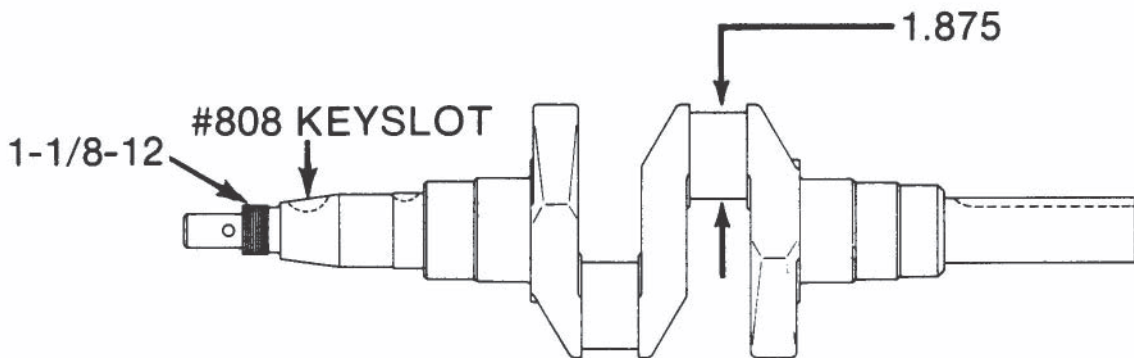
*Spline has 11 teeth and is $\frac{3}{4}$ " diameter.

48 014 14-S

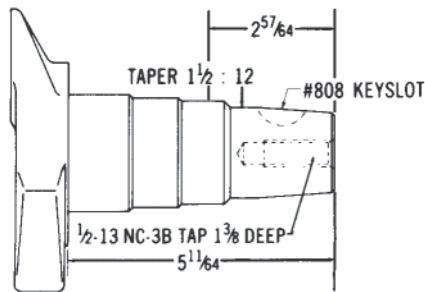


24 HP (K662)

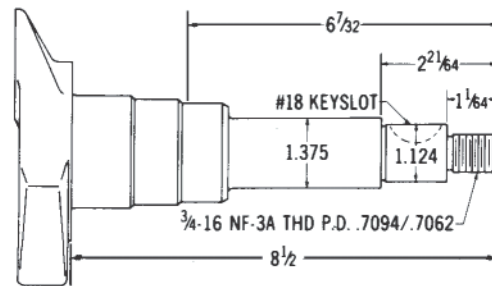
Common Features



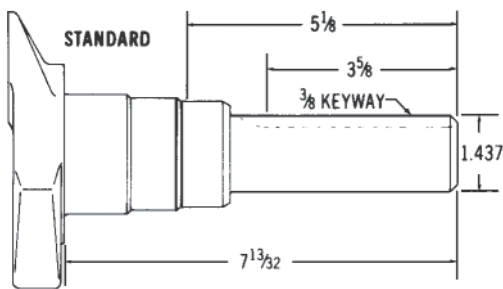
270381 (Discontinued)



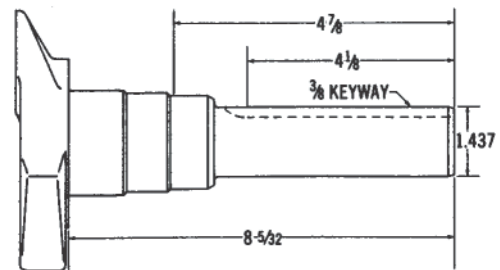
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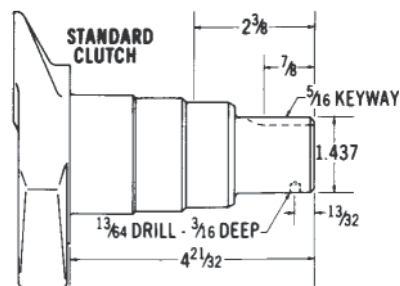
270624 (use 271548-S)



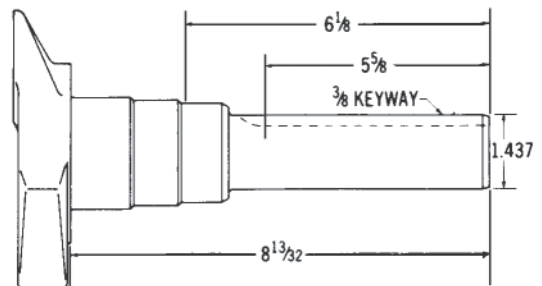
270639 (Discontinued)



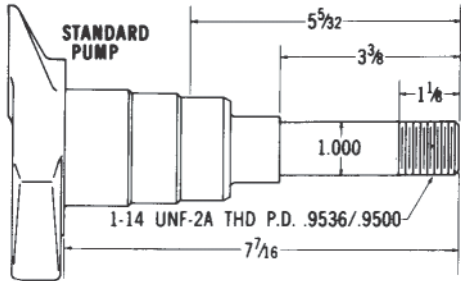
270633-S



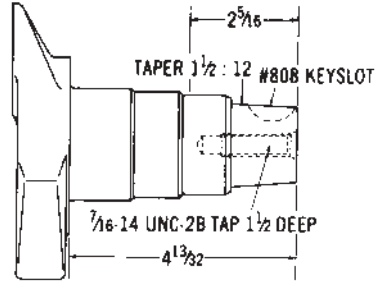
270671 (Discontinued)



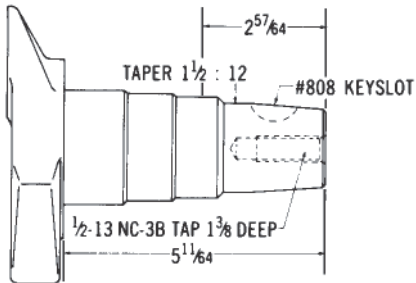
270681 (Discontinued)



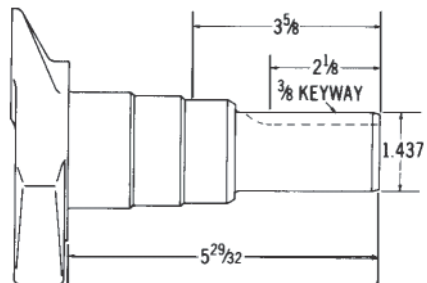
271339 (Discontinued)



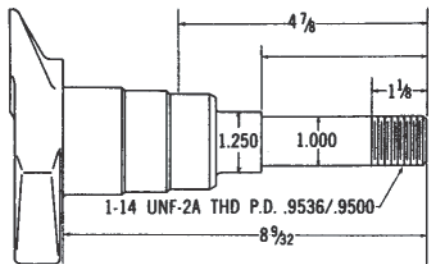
270682-S



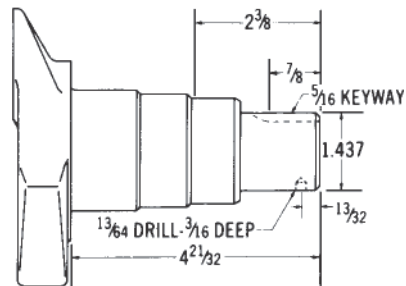
271385 (Discontinued)



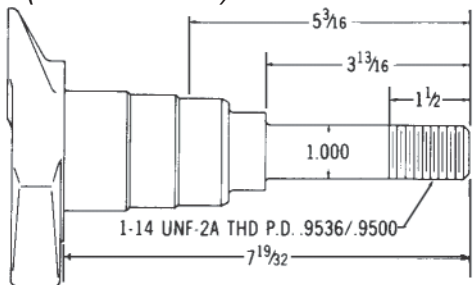
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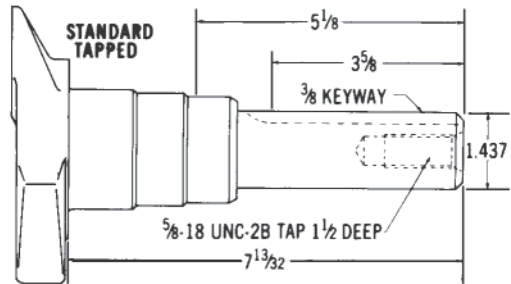
271491 (Discontinued)



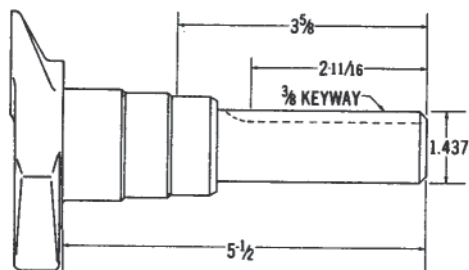
271049 (Discontinued)



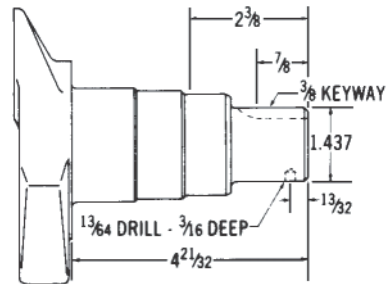
271548-S



A-271121 (Discontinued)

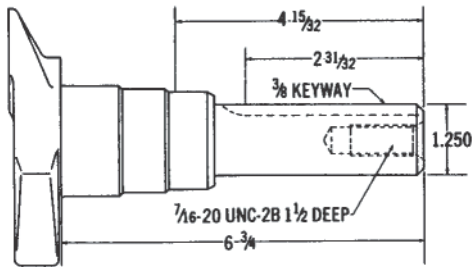


271659 (Discontinued)

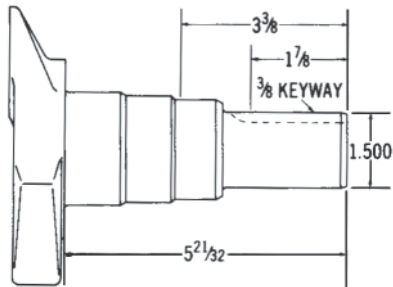


24 HP (K662)

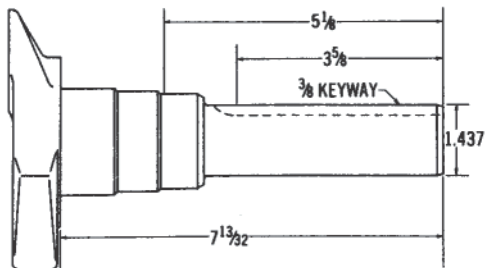
271764 (Discontinued)



271861-S



272040 (Discontinued)



Section 4

Command/Pro

Single Cylinder

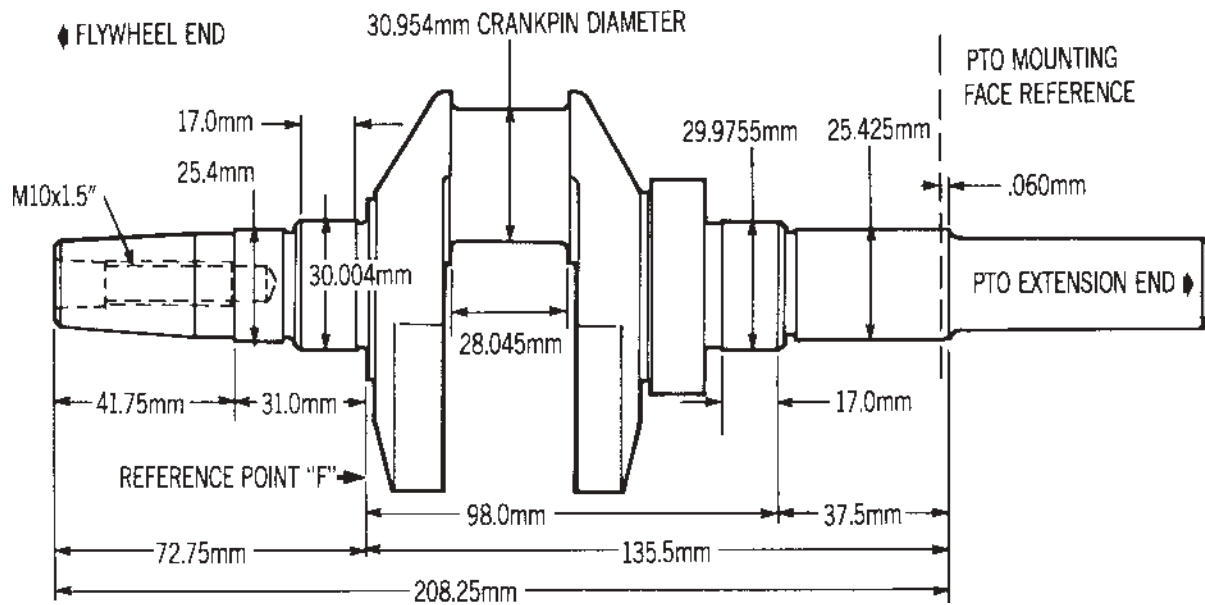
Crankshafts

Table of Contents

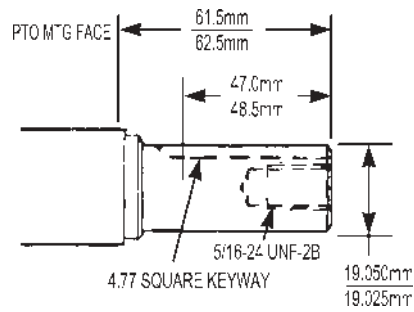
| | |
|--|-----|
| 5 & 6 HP (CH5 & CH6) | 4.2 |
| 4 & 6 HP (CS4 & CS6) | 4.4 |
| 8.5, 10, 12 HP (CS8.5-12) | 4.5 |
| 11-18 HP (CH11-16, CV11-16, CV460-495) | 4.6 |

5 & 6 HP (CH5 & CH6)

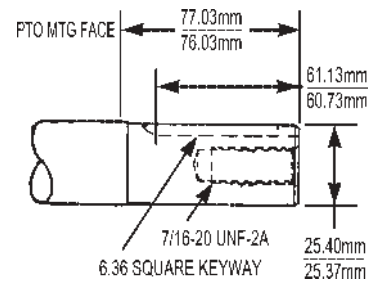
Common Features



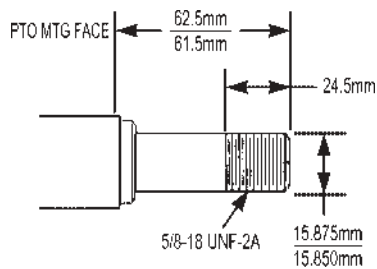
15 014 04-S



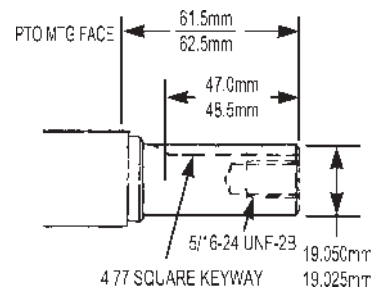
15 014 10-S



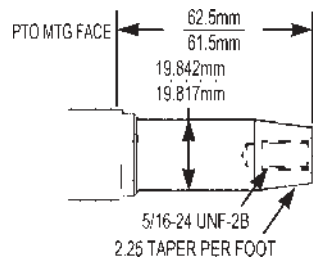
15 014 05-S



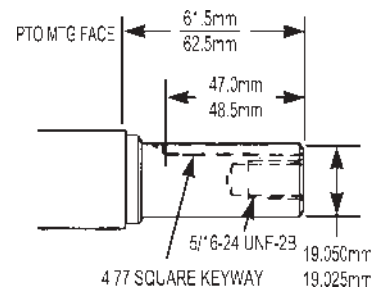
15 014 23-S



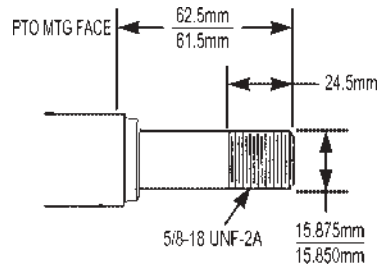
15 014 06-S



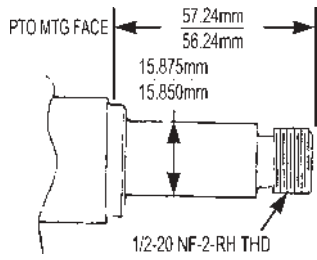
15 014 29-S



15 014 30-S

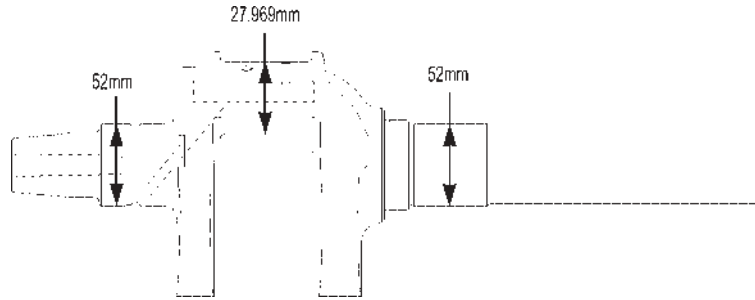


15 014 31-S

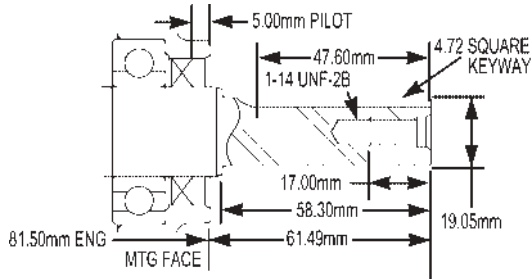


4 & 6 HP (CS4 & CS6)

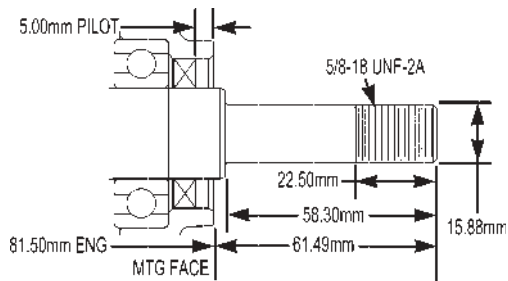
Common Features



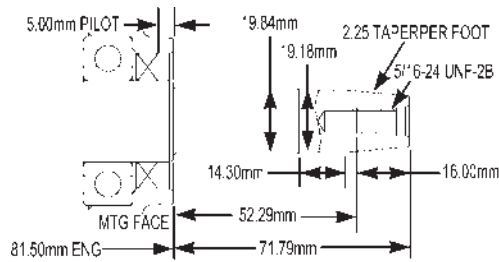
63 014 05-S



63 014 06-S

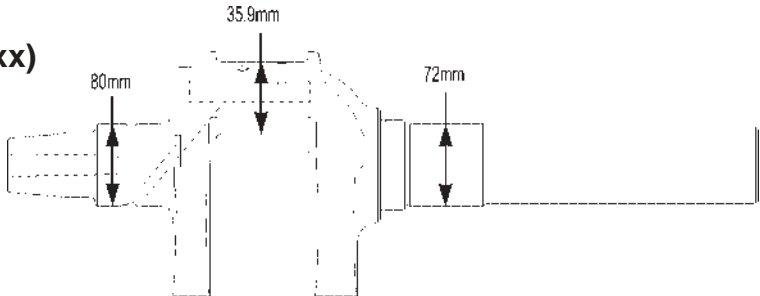


63 014 07-S

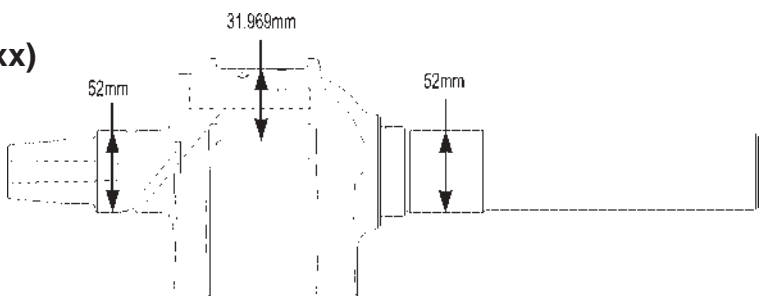


Common Features

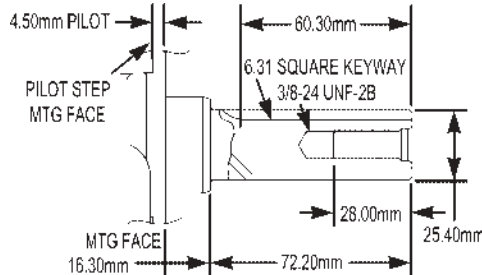
CS8.5
(spec 92xxxx)
CS10-12



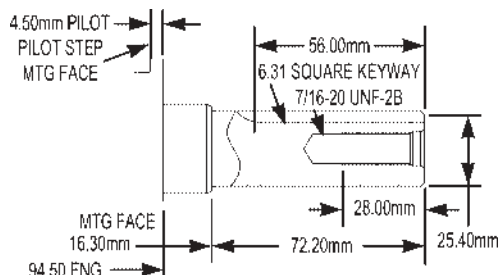
CS8.5
(spec 95xxxx)



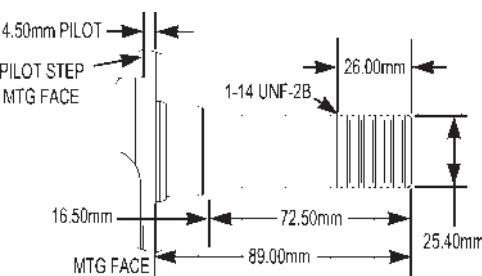
63 014 01-S



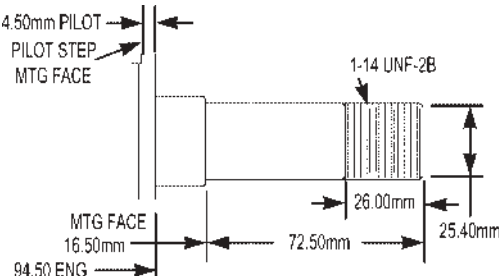
63 014 12-S



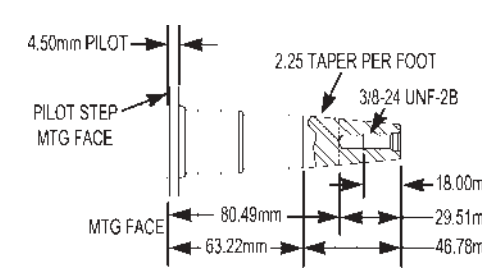
63 014 02-S



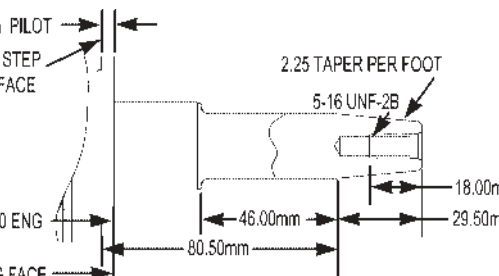
63 014 13-S



63 014 03-S

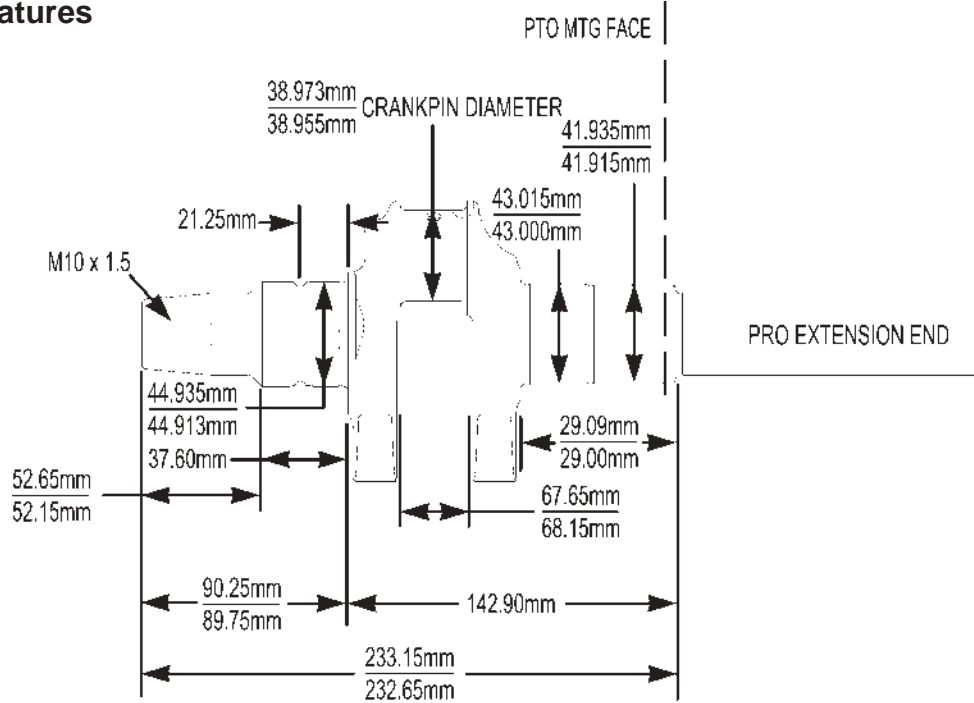


63 014 15-S

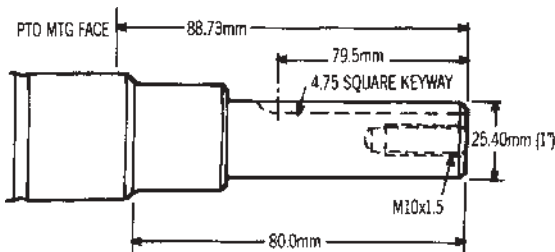


11-18 HP (CH11-16, CV11-16, CV460-495)

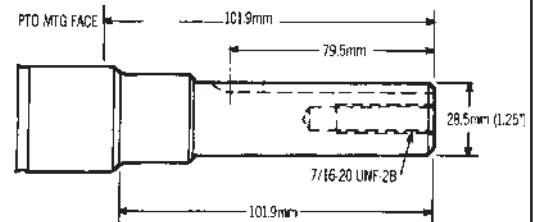
Common Features



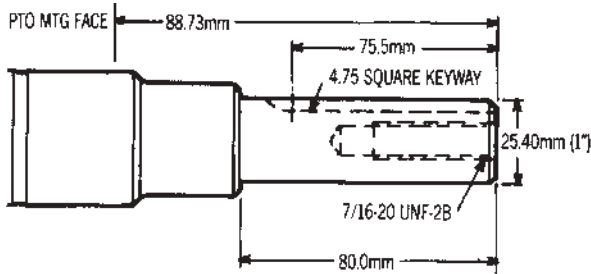
12 014 02-S



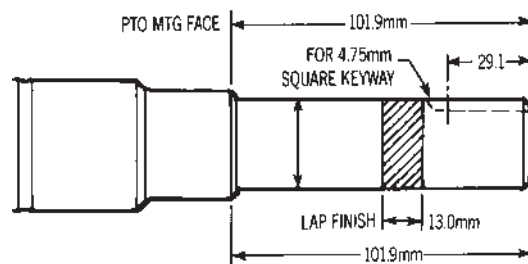
12 014 08-S



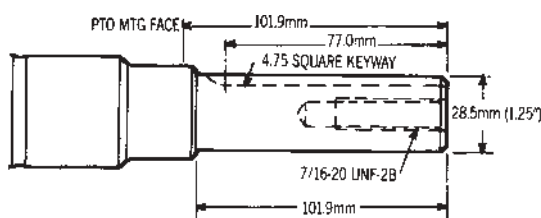
12 014 04-S



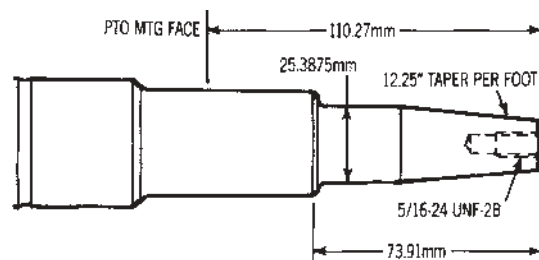
12 014 10-S



12 014 06-S

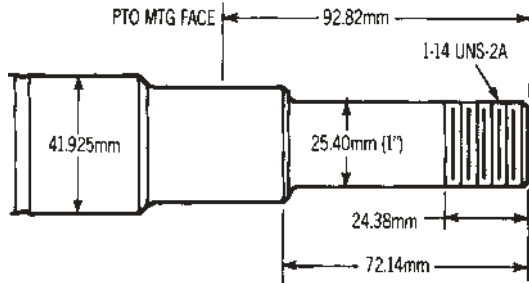


12 014 12-S

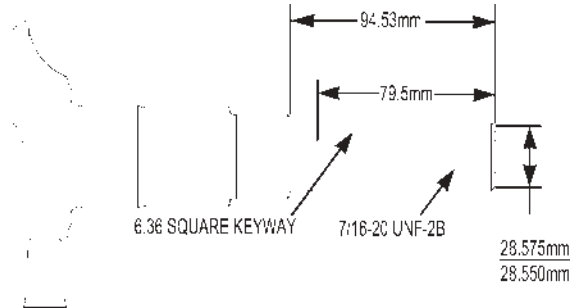


11-18 HP (CH11-16, CV11-16, CV460-495)

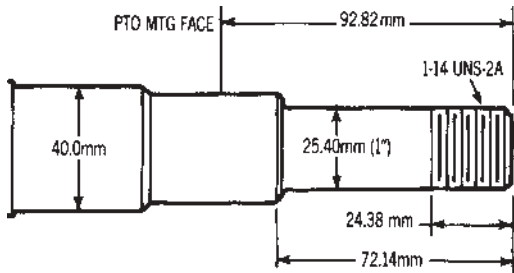
12 014 14-S



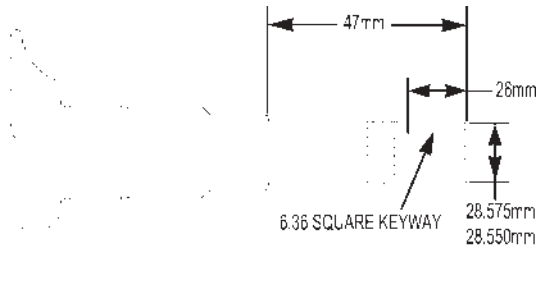
12 014 32-S



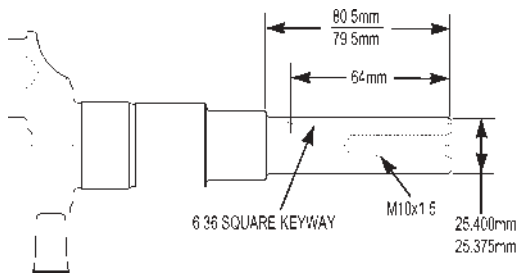
12 014 16-S



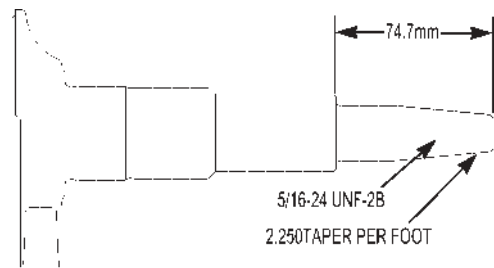
12 014 33-S



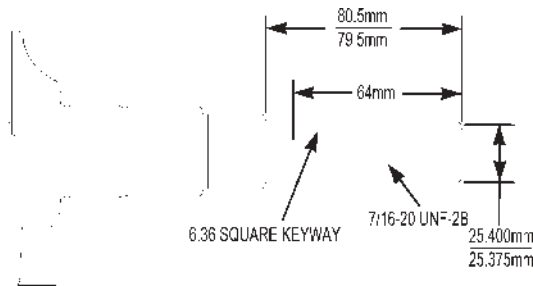
12 014 29-S



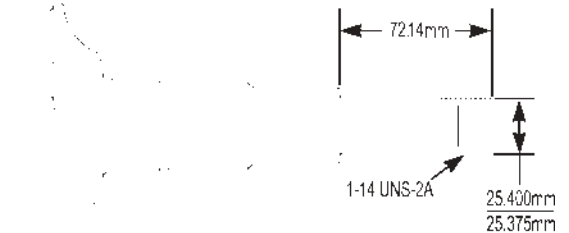
12 014 34-S



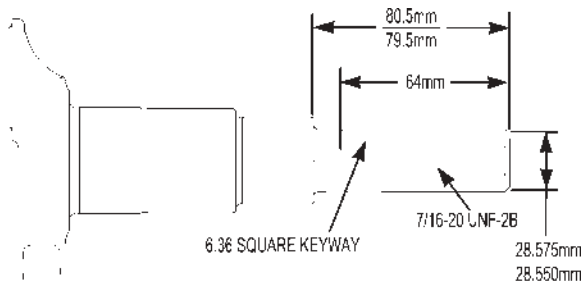
12 014 30-S



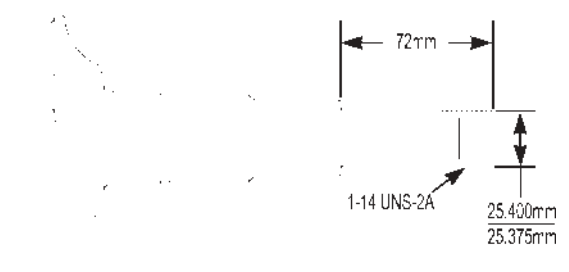
12 014 35-S



12 014 31-S



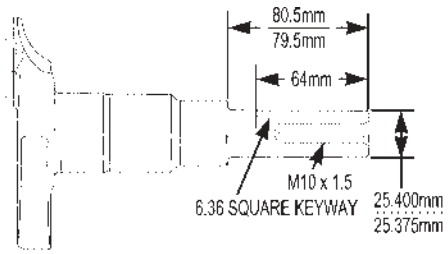
12 014 36-S



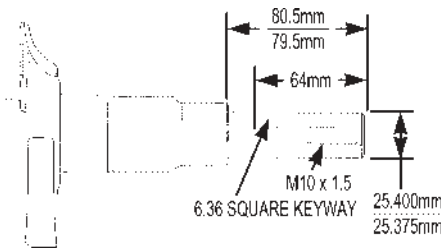
11-18 HP (CH11-16, CV11-16, CV460-495)

| | |
|---|--|
| <p>12 014 37-S</p> <p>80.5mm 79.5mm 64mm 6.36 SQUARE KEYWAY 7/16-20 UNF-2B 25.400mm 25.375mm</p> | <p>12 014 50-S</p> <p>36.8mm 1.200 TAPER PER FOOT 3/8-24 UNF-2B</p> |
| <p>12 014 39-S</p> <p>71.75mm 70.75mm 49.8mm 6.36 SQUARE KEYWAY 7/16-20 UNF-2B 25.400mm 25.375mm</p> | <p>12 014 52-S</p> <p>38.8mm 2.250 TAPER PER FOOT 7/16-14 UNC-2B</p> |
| <p>12 014 42-S</p> <p>80.5mm 79.5mm 3/4-18 UNF-2B 35.38mm 34.92mm</p> | <p>12 014 54-S</p> <p>4.0mm PTO MTG FACE 28.6mm 6.36 SQUARE KEYWAY 31.750mm 31.725mm</p> |
| <p>12 014 46-S</p> <p>38.8mm 2.250 TAPER PER FOOT 7/16-14 UNC-2B</p> | <p>12 014 56-S</p> <p>79.5mm 80.5mm 3/8-24 UNF-2B 25.400mm 25.375mm</p> |
| <p>12 014 48-S</p> <p>94.53mm 79.5mm 6.36 SQUARE KEYWAY 7/16-20 UNF-2B 28.575mm 28.550mm</p> | <p>12 014 57-S</p> <p>80.50mm 79.75mm 64.0mm PTO MTG FACE 7/16-20 UNF-2B 6.36 SQUARE KEYWAY 25.400mm 25.375mm</p> |

12 014 61-S



12 014 63-S



Section 5

Command, Aegis, Triad

Twin Cylinder

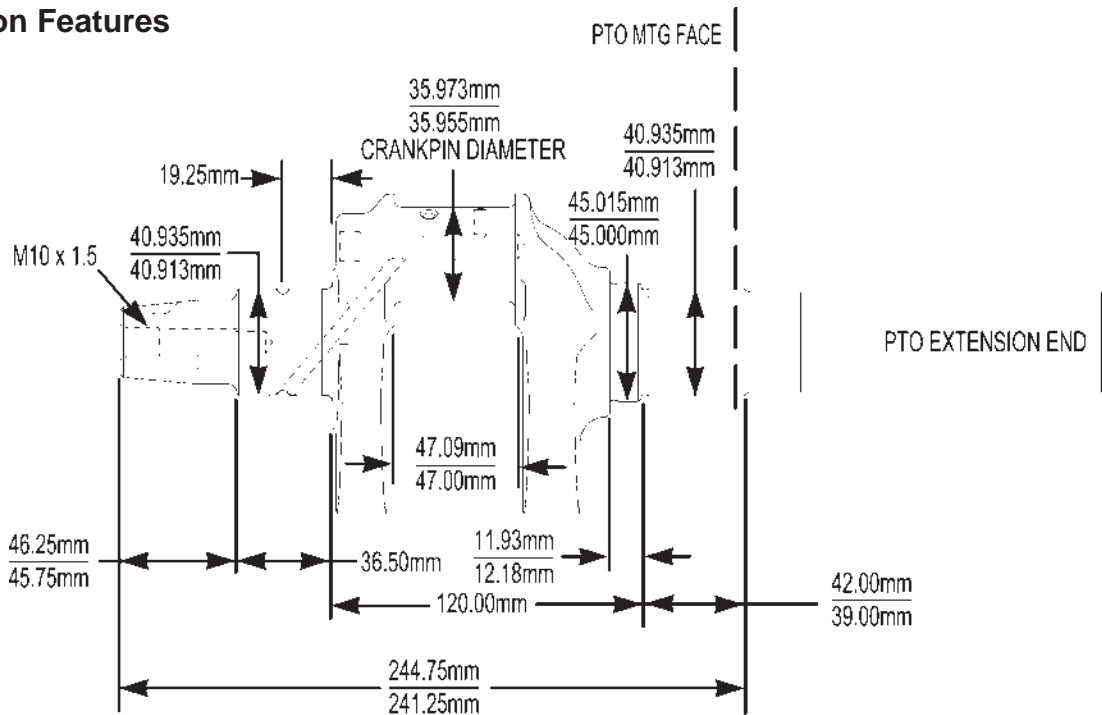
Crankshafts

Table of Contents

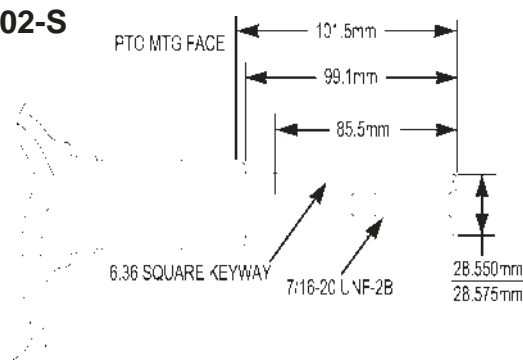
| | |
|---|------|
| 17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745) | 5.2 |
| 20-29 HP (LV625-675, LH630-765) Aegis | 5.7 |
| 16 & 18 HP (TH16 & TH18) Triad | 5.11 |

17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745)

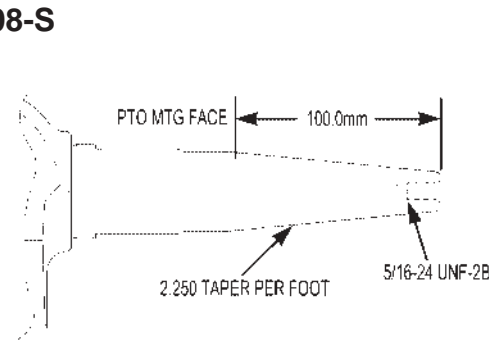
Common Features



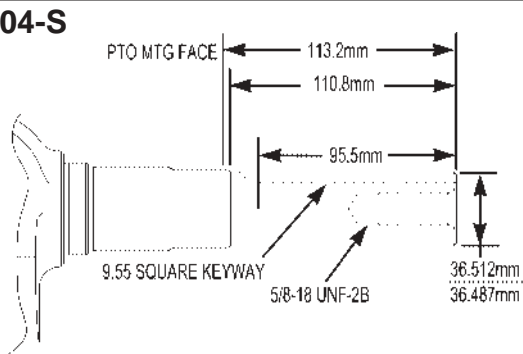
24 014 02-S



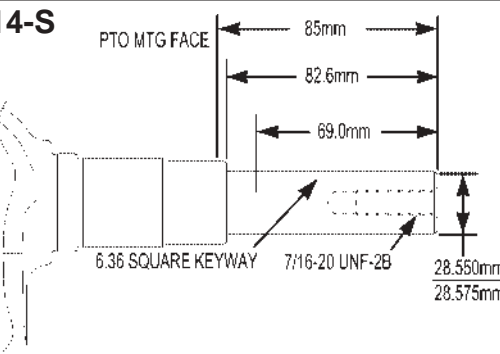
24 014 08-S



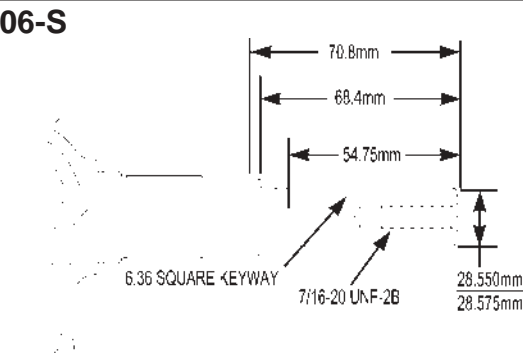
24 014 04-S



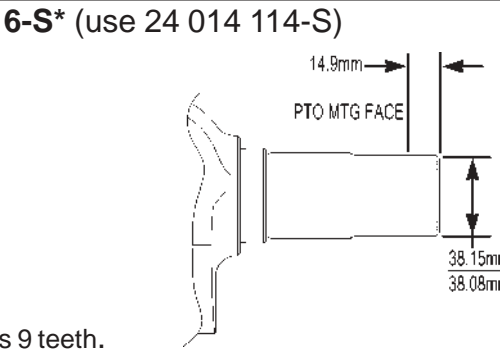
24 014 14-S



24 014 06-S



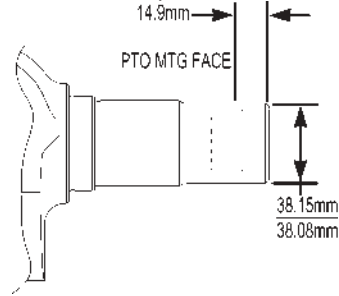
24 014 16-S* (use 24 014 114-S)



*Spline has 9 teeth.

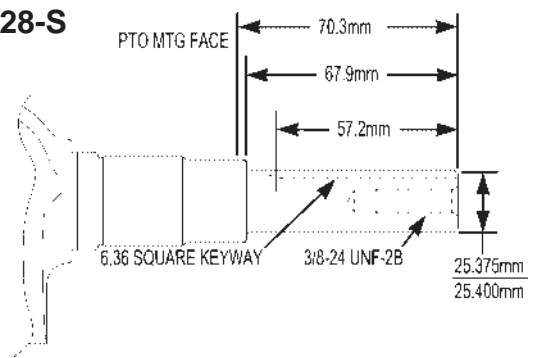
17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745)

24 014 18-S* (use 24 014 112-S)

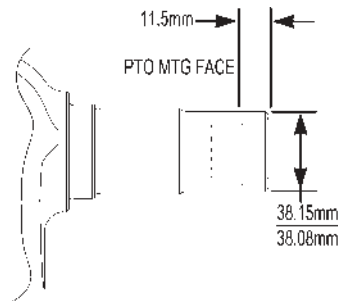


*Spline has 11 teeth.

24 014 28-S

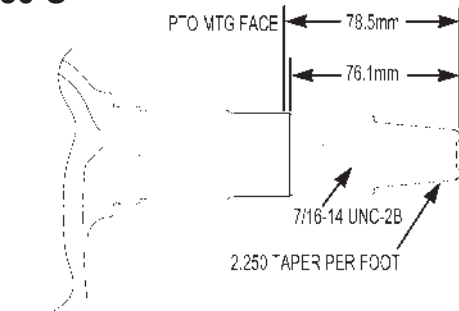


24 014 20-S* (use 24 014 116-S)

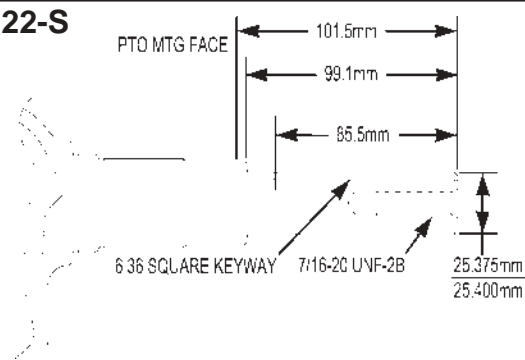


*Spline has 13 teeth.

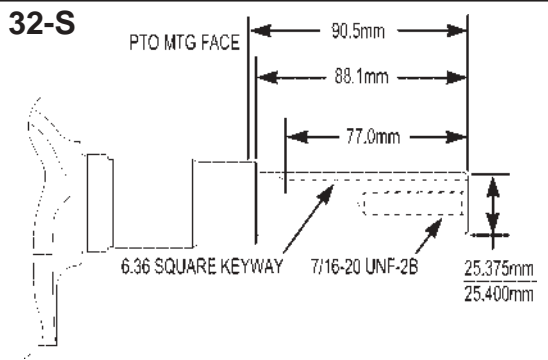
24 014 30-S



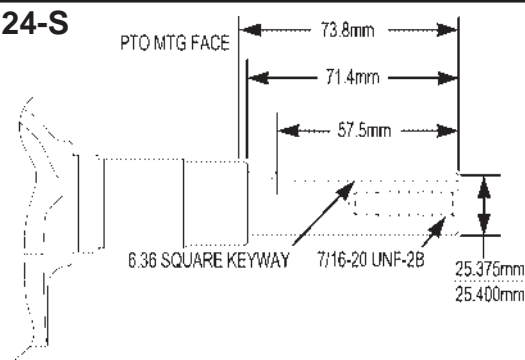
24 014 22-S



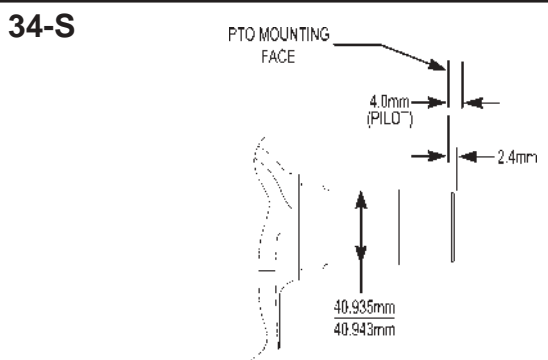
24 014 32-S



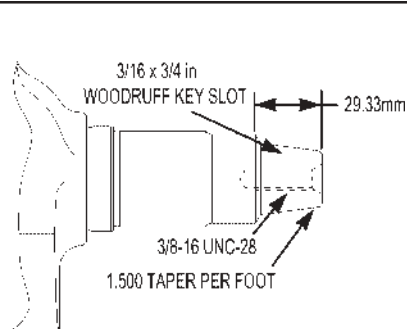
24 014 24-S



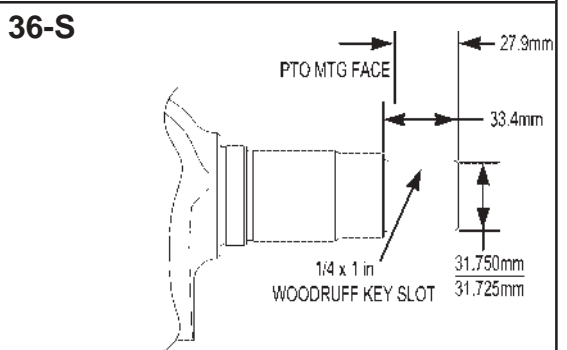
24 014 34-S



24 014 26-S



24 014 36-S



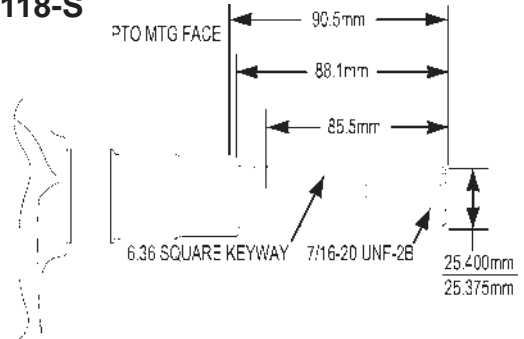
17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745)

| | |
|--|--|
| <p>24 014 38-S</p> <p>PTO MTG FACE</p> <p>73.0mm</p> <p>70.6mm</p> <p>85.5mm</p> <p>9.55 SQUARE KEYWAY</p> <p>36.512mm 36.487mm</p> | <p>24 014 78-S</p> <p>PTO MTG FACE</p> <p>68.3mm</p> <p>65.9mm</p> <p>23.0mm</p> <p>9.55 SQUARE KEYWAY</p> <p>35.512mm 36.487mm</p> |
| <p>24 014 42-S</p> <p>PTO MTG FACE</p> <p>84.3mm</p> <p>81.9mm</p> <p>65.8mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 JNF-2B</p> <p>25.375mm 25.400mm</p> | <p>24 014 80-S</p> <p>PTO MTG FACE</p> <p>97.0mm</p> <p>94.6mm</p> <p>78.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>25.375mm 25.400mm</p> |
| <p>24 014 44-S</p> <p>PTO MTG FACE</p> <p>84.3mm</p> <p>81.9mm</p> <p>65.8mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>28.550mm 28.575mm</p> | <p>24 014 82-S</p> <p>PTO MTG FACE</p> <p>76.0mm</p> <p>73.6mm</p> <p>62.9mm</p> <p>6.36 SQUARE KEYWAY</p> <p>3/8-24 UNF-2B</p> <p>25.375mm 25.400mm</p> |
| <p>24 014 68-S</p> <p>PTO MTG FACE</p> <p>78.5mm</p> <p>28.6mm</p> <p>13.2mm</p> <p>6.36 SQUARE KEYWAY</p> <p>31.750mm 31.725mm</p> | <p>24 014 84-S</p> <p>PTO MTG FACE</p> <p>70.3mm</p> <p>67.9mm</p> <p>57.2mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>25.375mm 25.400mm</p> |
| <p>24 014 72-S</p> <p>PTO MTG FACE</p> <p>113.2mm</p> <p>110.8mm</p> <p>97.2mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 JNF-2B</p> <p>28.550mm 28.575mm</p> | <p>24 014 86-S</p> <p>PTO MTG FACE</p> <p>92.84mm</p> <p>72.14mm</p> <p>1-14 UNS-2</p> <p>25.400mm 25.375mm</p> |

17-28 HP (CH18-26, CH730-745, CV17-26, CV675-745)

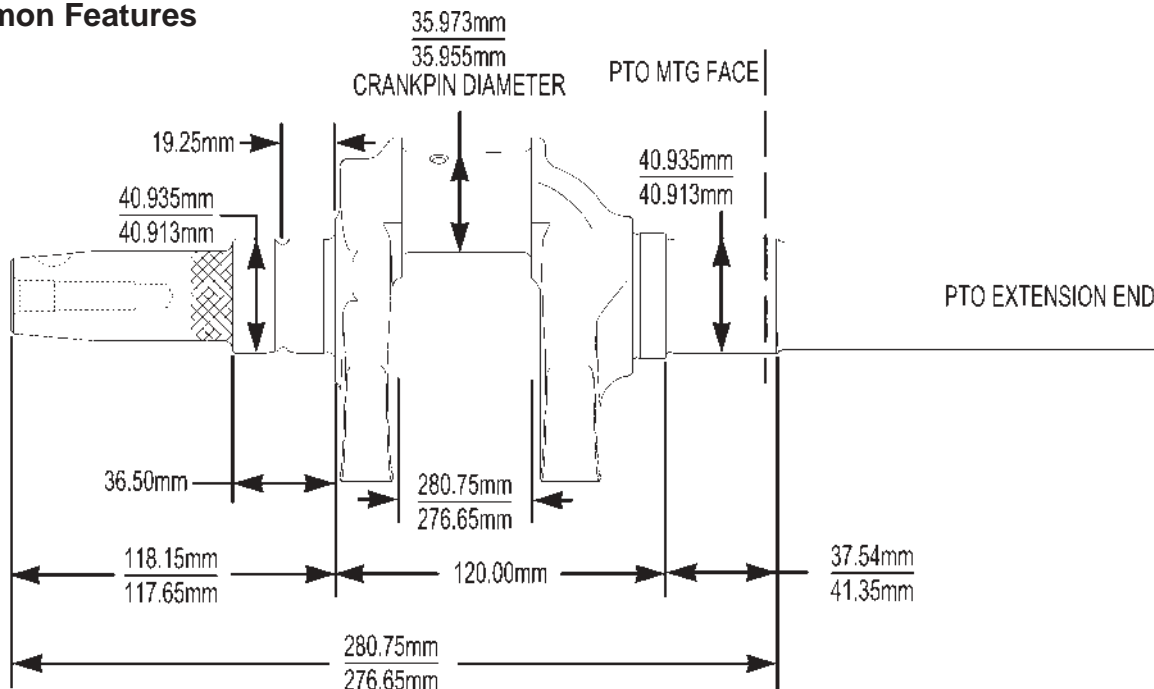
| | |
|---|--|
| <p>24 014 90-S</p> <p>PTO MTG FACE</p> <p>50.6mm</p> <p>48.2mm</p> <p>37.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>3/8-24 UNF-2B</p> <p>25.375mm</p> <p>25.400mm</p> | <p>24 014 108-S</p> <p>PTO MTG FACE</p> <p>72.4mm</p> <p>62.5mm</p> <p>48mm</p> <p>7.95 SQUARE KEYWAY</p> <p>36.512mm</p> <p>36.487mm</p> |
| <p>24 014 96-S</p> <p>PTO MTG FACE</p> <p>84.3mm</p> <p>81.9mm</p> <p>65.8mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>25.375mm</p> <p>25.400mm</p> | <p>24 014 110-S</p> <p>PTO MTG FACE</p> <p>112.50mm</p> <p>95.1mm</p> <p>31.750mm</p> <p>31.725mm</p> |
| <p>24 014 101-S</p> <p>PTO MTG FACE</p> <p>92.84mm</p> <p>88.14mm</p> <p>25.400mm</p> <p>25.375mm</p> <p>1-14 UNS-2</p> | <p>24 014 112-S*</p> <p>14.9mm</p> <p>PTO MTG FACE</p> <p>38.15mm</p> <p>38.08mm</p> <p>*Spline has 11 teeth.</p> |
| <p>24 014 103-S</p> <p>PTO MTG FACE</p> <p>78.62mm</p> <p>99.1mm</p> <p>85.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>1.200 TAPER PER FOOT</p> | <p>24 014 114-S*</p> <p>14.9mm</p> <p>PTO MTG FACE</p> <p>38.15mm</p> <p>38.08mm</p> <p>*Spline has 9 teeth.</p> |
| <p>24 014 106-S</p> <p>3/16 x 3/4 in WOODRUFF KEY SLOT</p> <p>29.33mm</p> <p>3/8-16 UNC-28</p> <p>1.500 TAPER PER FOOT</p> | <p>24 014 116-S*</p> <p>11.5mm</p> <p>PTO MTG FACE</p> <p>38.15mm</p> <p>38.08mm</p> <p>*Spline has 13 teeth.</p> |

17-27 HP (LV625-675, LH630-765) Aegis

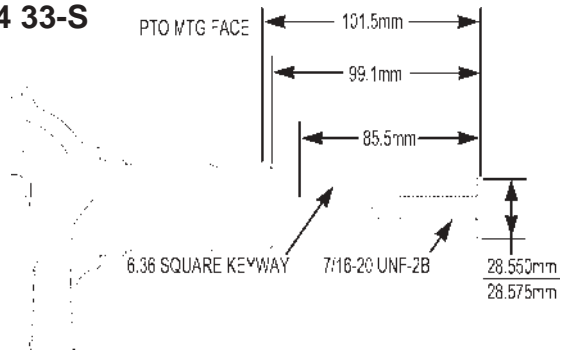
| | |
|--|--|
| <p>24 014 118-S</p>  <p>PTO MTG FACE</p> <p>90.5mm</p> <p>88.1mm</p> <p>85.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>25.400mm</p> <p>25.375mm</p> | |
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20-29 HP (LV625-675, LH630-765) Aegis

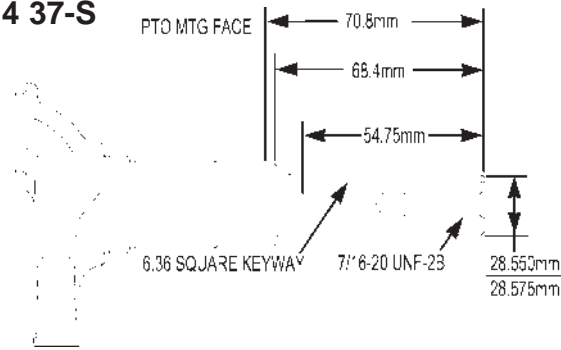
Common Features



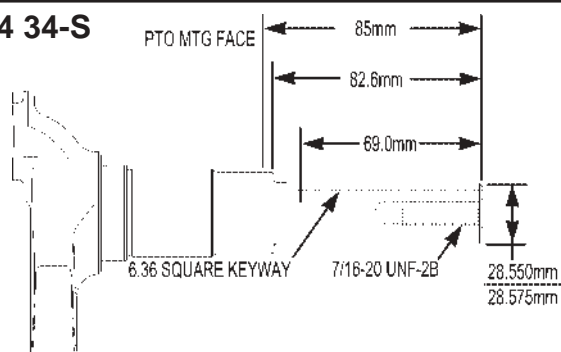
66 014 33-S



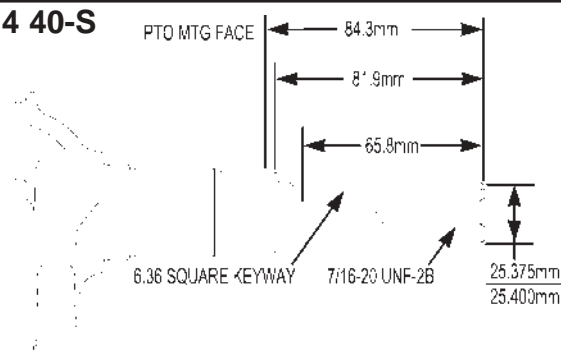
66 014 37-S



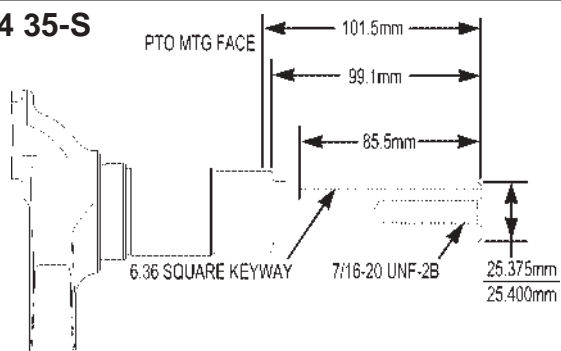
66 014 34-S



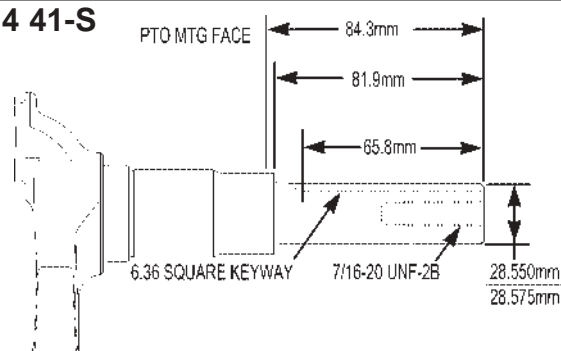
66 014 40-S



66 014 35-S



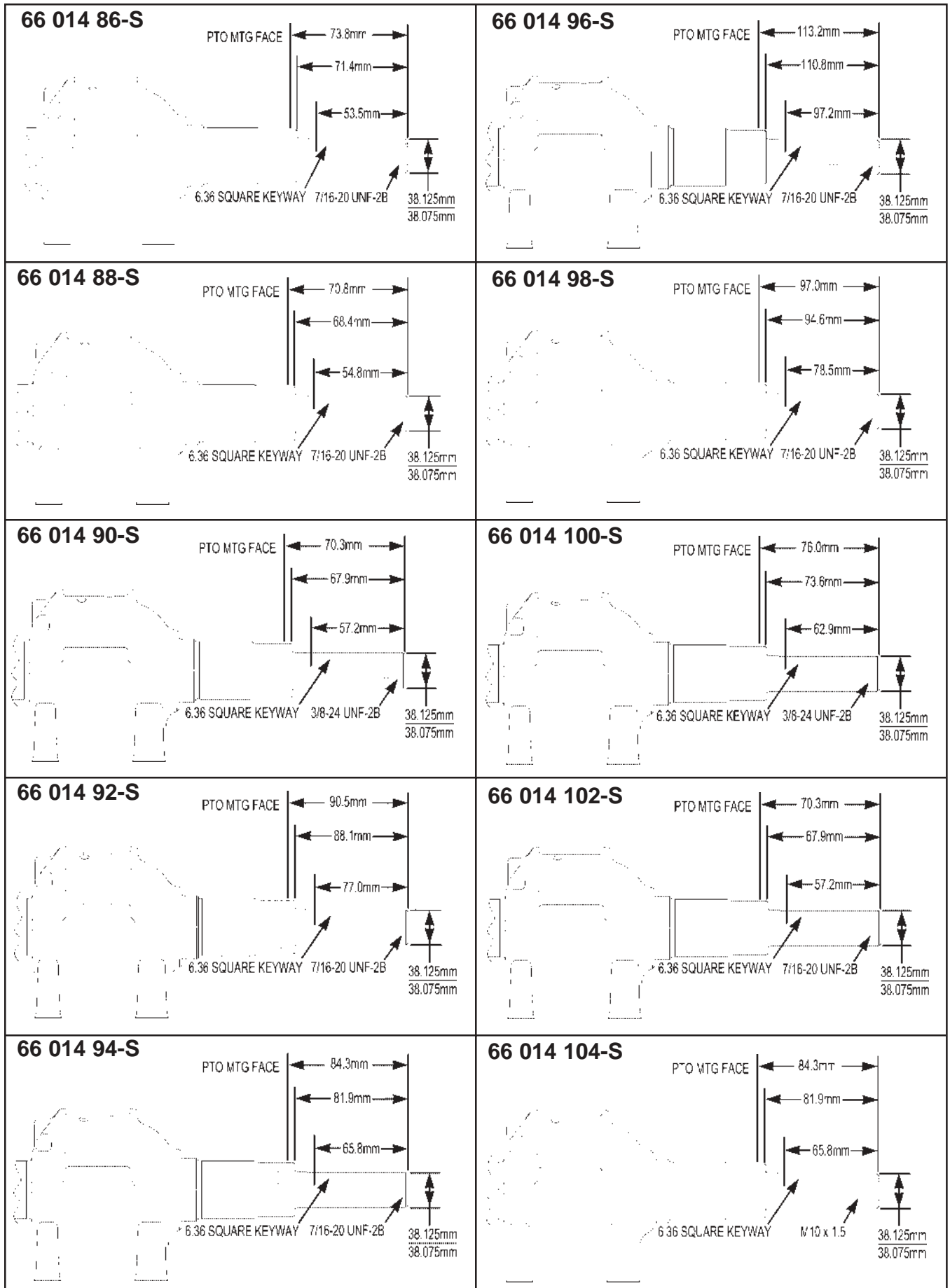
66 014 41-S



20-29 HP (LV625-675, LH630-765) Aegis

| | |
|--|---|
| <p>66 014 42-S</p> <p>PTO MTG FACE</p> <p>101.5mm</p> <p>110.8mm</p> <p>97.2mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>28.550mm 28.575mm</p> | <p>66 014 72-S*</p> <p>PTO MTG FACE</p> <p>14.9mm</p> <p>4.0mm</p> <p>38.15mm 38.05mm</p> <p>*Spline has 13 teeth.</p> |
| <p>66 014 57-S</p> <p>PTO MTG FACE</p> <p>2.4mm</p> <p>24.4mm</p> <p>38.125mm 38.075mm</p> | <p>66 014 78-S</p> <p>PTO MTG FACE</p> <p>113.2mm</p> <p>110.8mm</p> <p>95.5mm</p> <p>9.55 SQUARE KEYWAY</p> <p>5/8-18 UNF-2B</p> <p>38.125mm 38.075mm</p> |
| <p>66 014 61-S</p> <p>PTO MTG FACE</p> <p>113.2mm</p> <p>110.8mm</p> <p>95.5mm</p> <p>9.54 SQUARE KEYWAY</p> <p>5/8-18 UNF-2B</p> <p>36.512mm 36.487mm</p> | <p>66 014 80-S</p> <p>PTO MTG FACE</p> <p>101.5mm</p> <p>99.1mm</p> <p>85.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>38.125mm 38.075mm</p> |
| <p>66 014 68-S*</p> <p>PTO MTG FACE</p> <p>14.9mm</p> <p>4.0mm</p> <p>38.15mm 38.05mm</p> <p>*Spline has 11 teeth.</p> | <p>66 014 82-S</p> <p>PTO MTG FACE</p> <p>85.0mm</p> <p>82.6mm</p> <p>69.0mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>38.125mm 38.075mm</p> |
| <p>66 014 70-S*</p> <p>PTO MTG FACE</p> <p>14.9mm</p> <p>4.0mm</p> <p>38.15mm 38.05mm</p> <p>*Spline has 9 teeth.</p> | <p>66 014 84-S</p> <p>PTO MTG FACE</p> <p>101.5mm</p> <p>99.1mm</p> <p>85.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>38.125mm 38.075mm</p> |

20-29 HP (LV625-675, LH630-765) Aegis

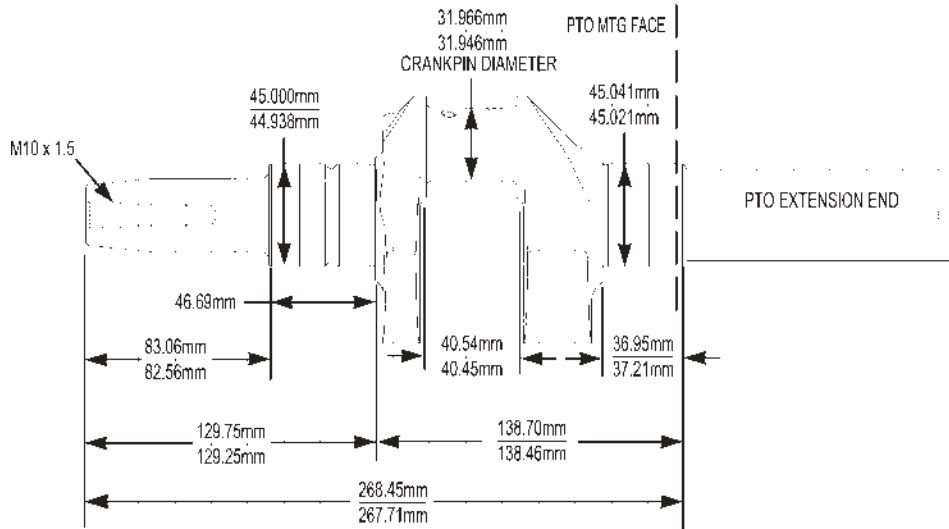


20-29 HP (LV625-675, LH630-765) Aegis

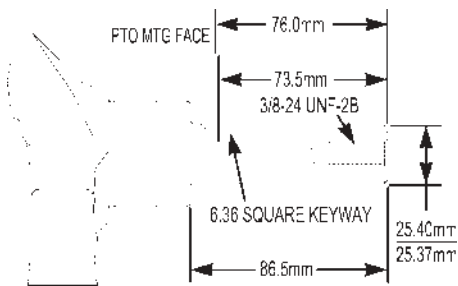
| | |
|---|--|
| <p>66 014 106-S</p> <p>PTO MTG FACE</p> <p>50.6mm</p> <p>48.2mm</p> <p>37.5mm</p> <p>6.36 SQUARE KEYWAY</p> <p>3/8-24 UNF-2B</p> <p>38.125mm 38.075mm</p> | |
| <p>66 014 108-S</p> <p>PTO MTG FACE</p> <p>84.3mm</p> <p>81.9mm</p> <p>65.8mm</p> <p>6.36 SQUARE KEYWAY</p> <p>7/16-20 UNF-2B</p> <p>38.125mm 38.075mm</p> | |
| <p>66 014 110-S</p> <p>PTO MTG FACE</p> <p>4.0mm</p> <p>24.4mm</p> <p>38.125mm 38.075mm</p> | |
| | |
| | |

16 & 18 HP (TH16 & TH18) Triad

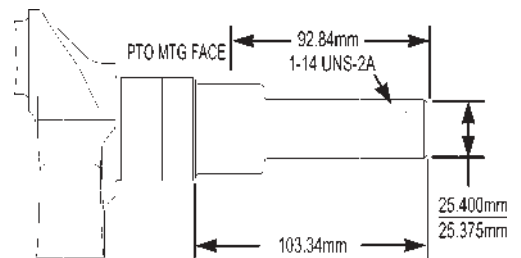
Common Features



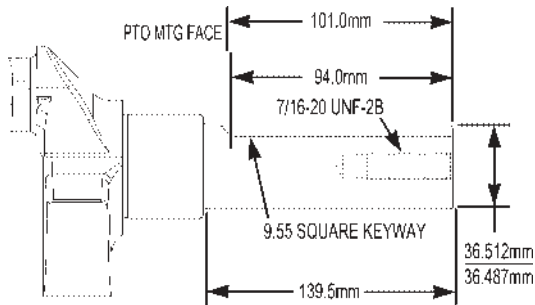
28 014 02-S



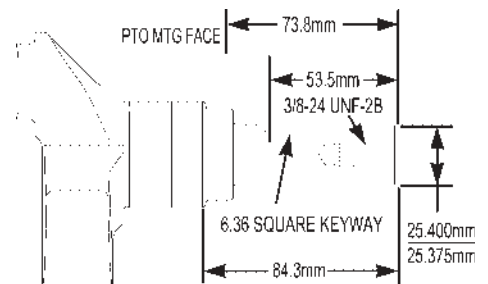
28 014 08-S



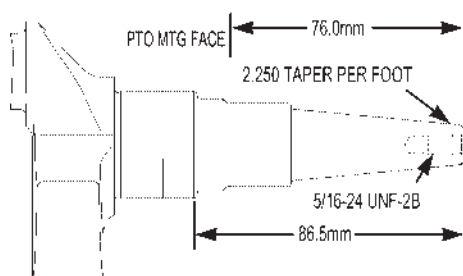
28 014 04-S



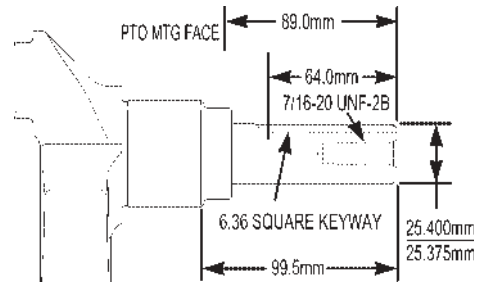
28 014 10-S



28 014 06-S

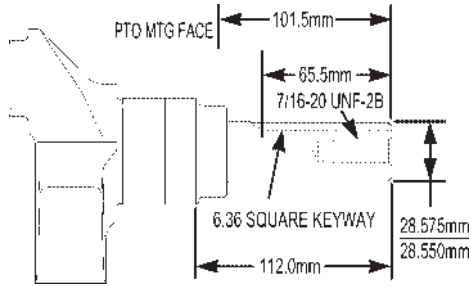


28 014 12-S

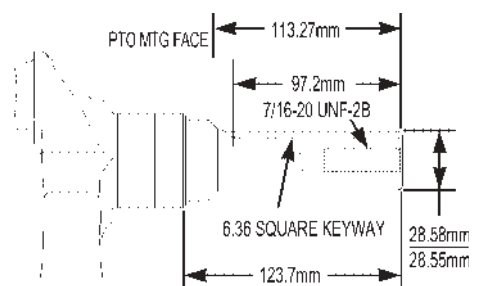


16 & 18 HP (TH16 & TH18) Triad

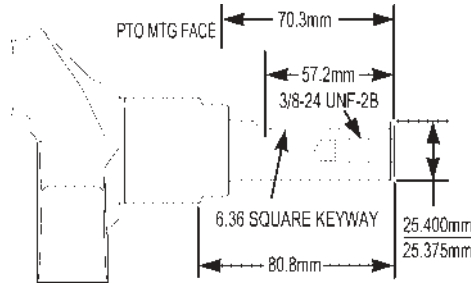
28 014 14-S



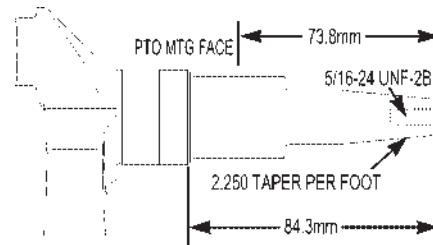
28 014 24-S



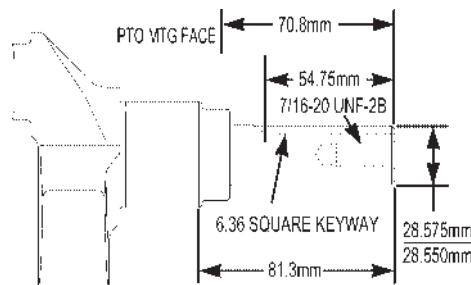
28 014 16-S



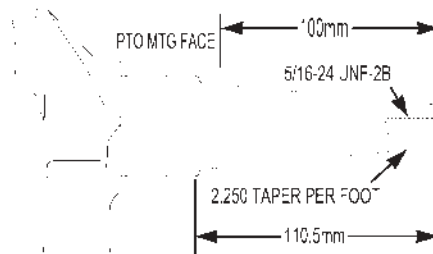
28 014 26-S



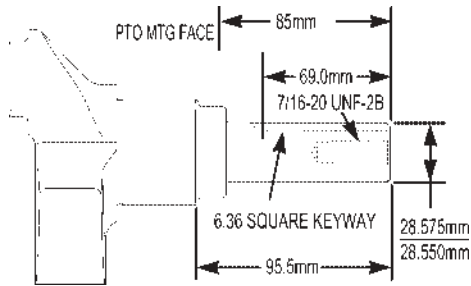
28 014 18-S



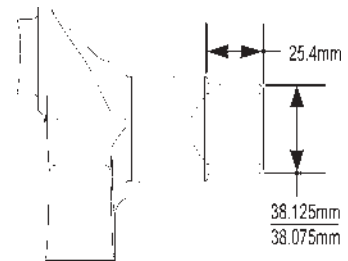
28 014 28-S



28 014 20-S

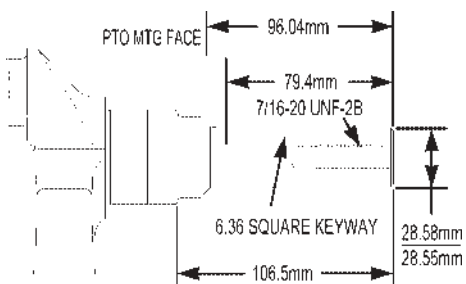


28 014 30-S* (Use 28 014 94-S)

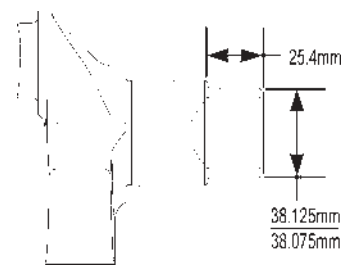


*Spline has 9 teeth.

28 014 22-S



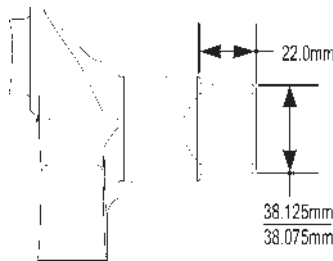
28 014 32-S* (Use 28 014 92-S)



*Spline has 11 teeth.

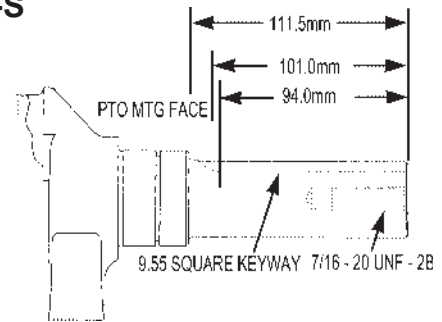
16 & 18 HP (TH16 & TH18) Triad

28 014 34-S* (Use 28 014 98-S)

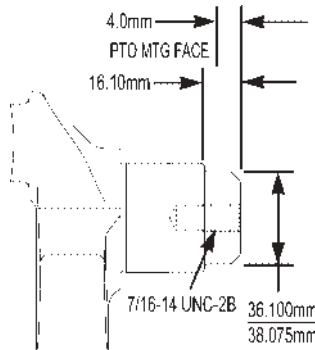


*Spline has 13 teeth.

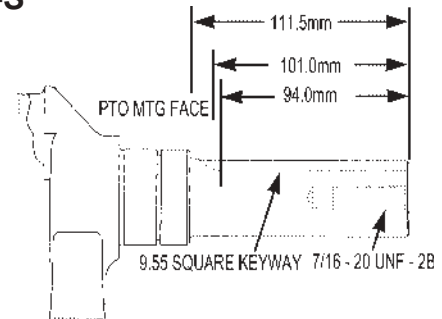
28 014 44-S



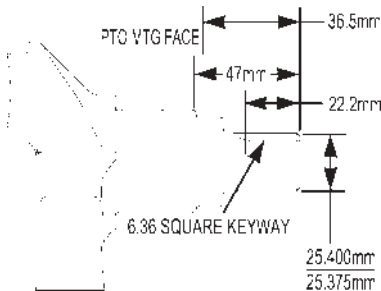
28 014 36-S



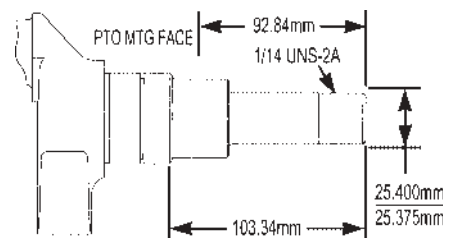
28 014 46-S



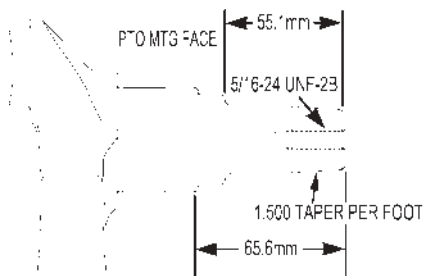
28 014 38-S



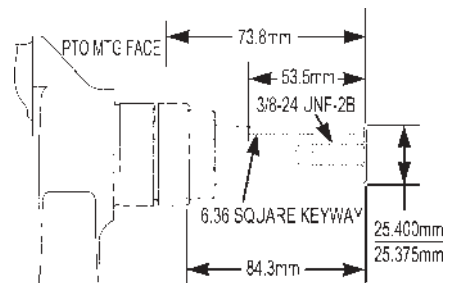
28 014 48-S



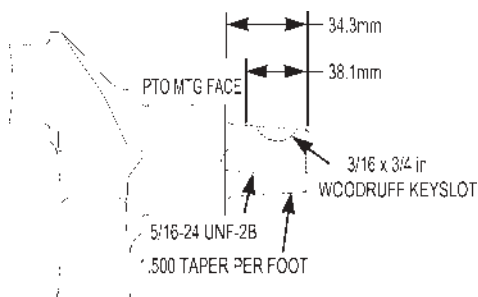
28 014 40-S



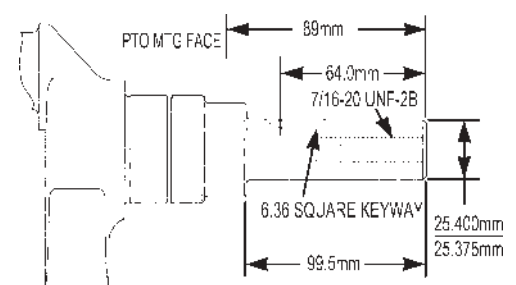
28 014 50-S



28 014 42-S

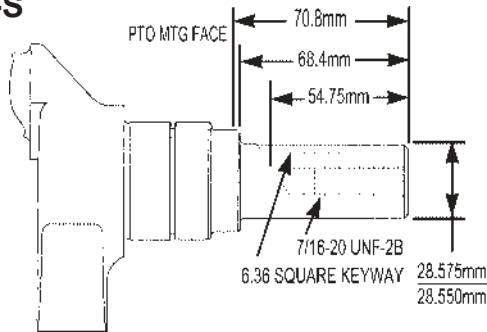


28 014 52-S

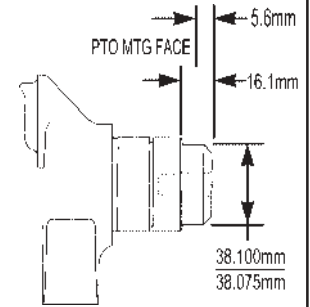


16 & 18 HP (TH16 & TH18) Triad

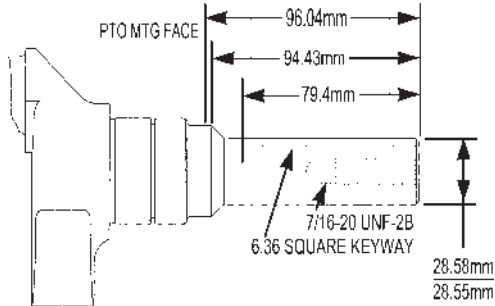
28 014 58-S



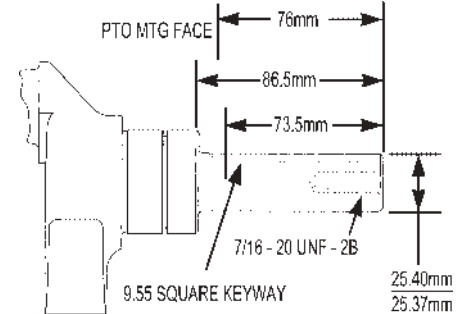
28 014 76-S



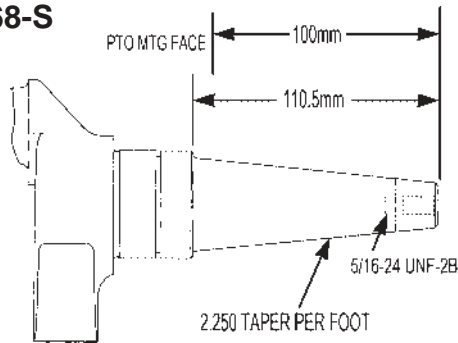
28 014 62-S



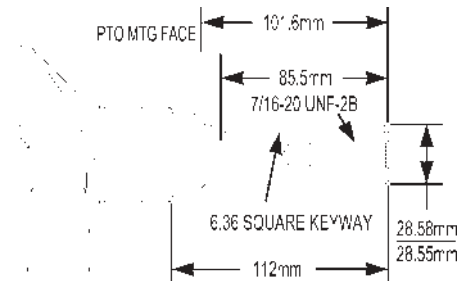
28 014 84-S



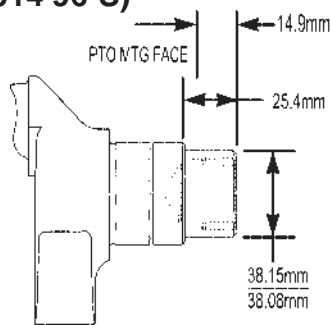
28 014 68-S



28 014 86-S

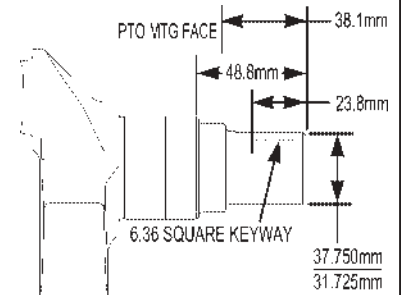


28 014 70-S* (use 28 014 96-S)

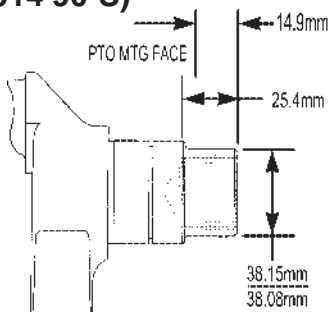


*Spline has 9 teeth.

28 014 88-S

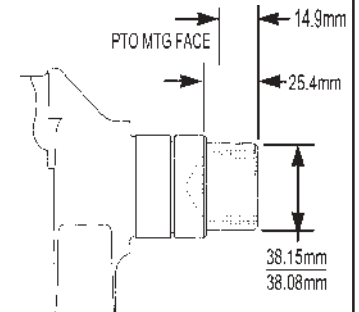


28 014 72-S* (use 28 014 90-S)



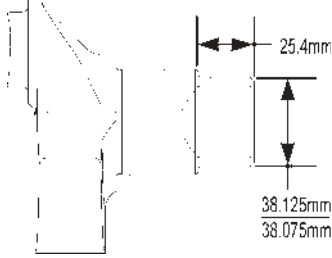
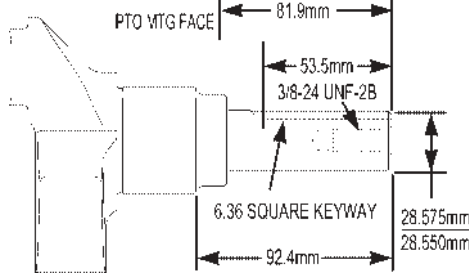
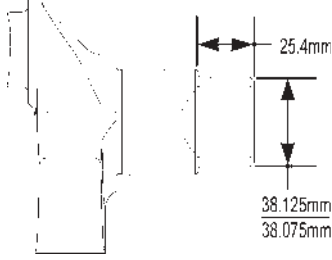
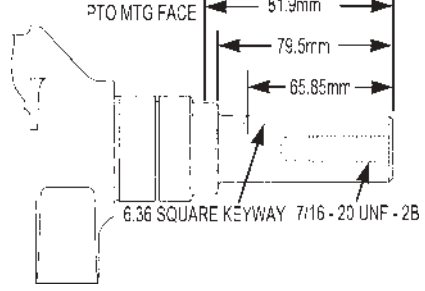
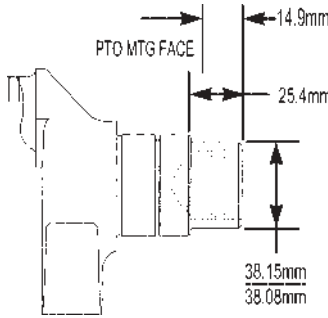
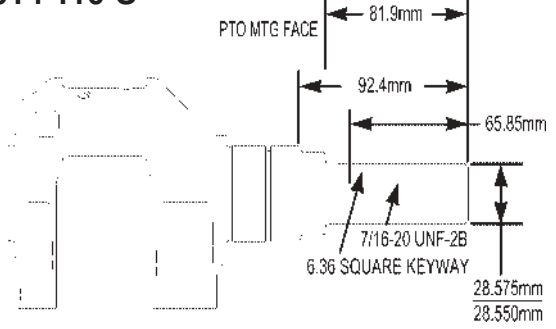
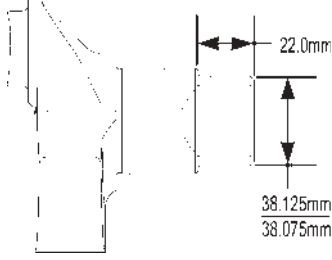
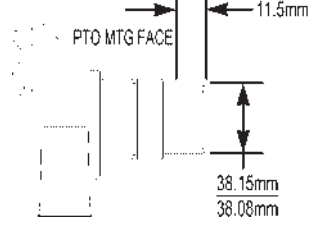
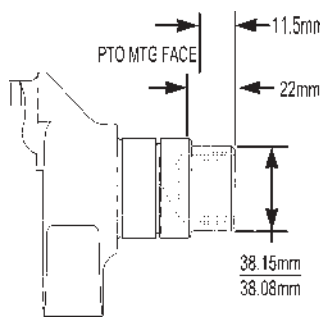
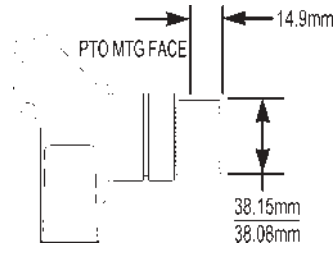
*Spline has 11 teeth.

28 014 90-S*



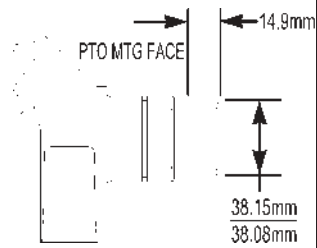
*Spline has 11 teeth.

16 & 18 HP (TH16 & TH18) Triad

| | |
|--|--|
| <p>28 014 92-S*</p>  <p>*Spline has 11 teeth.</p> | <p>28 014 106-S</p>  |
| <p>28 014 94-S*</p>  <p>*Spline has 9 teeth.</p> | <p>28 014 108-S</p>  |
| <p>28 014 96-S*</p>  <p>*Spline has 9 teeth.</p> | <p>28 014 110-S</p>  |
| <p>28 014 98-S*</p>  <p>*Spline has 13 teeth.</p> | <p>28 014 114-S*</p>  <p>*Spline has 13 teeth.</p> |
| <p>28 014 100-S*</p>  <p>*Spline has 13 teeth.</p> | <p>28 014 116-S*</p>  <p>*Spline has 9 teeth.</p> |

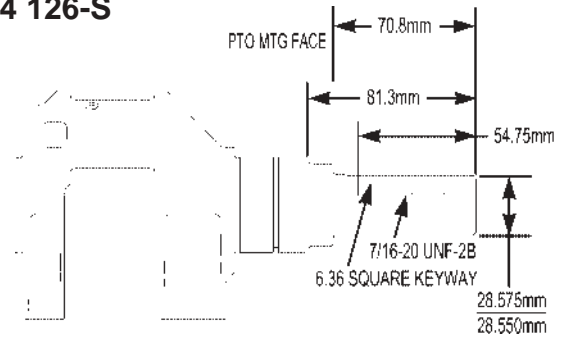
16 & 18 HP (TH16 & TH18) Triad

28 014 118-S*

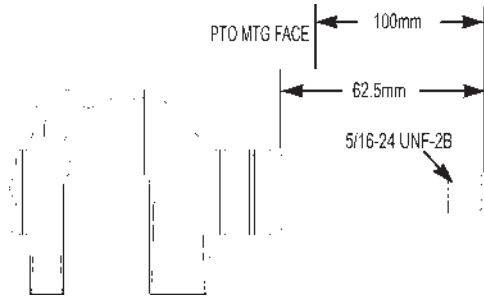


*Spline has 11 teeth.

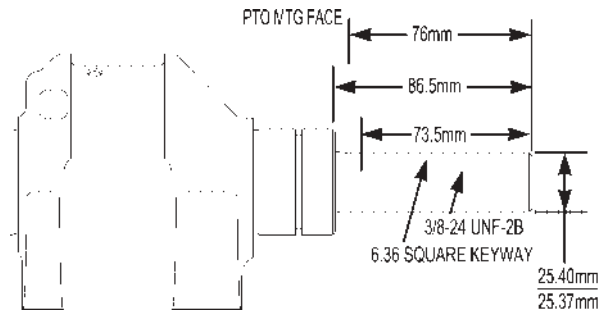
28 014 126-S



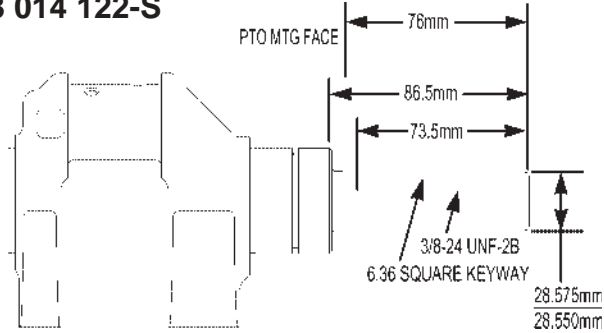
28 014 120-S



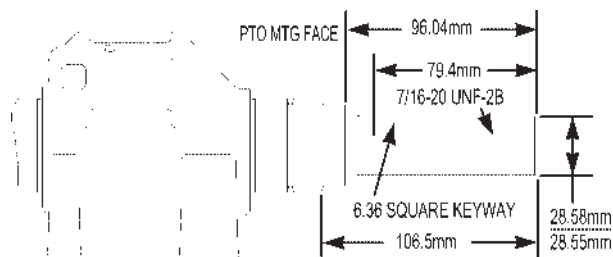
28 014 127-S



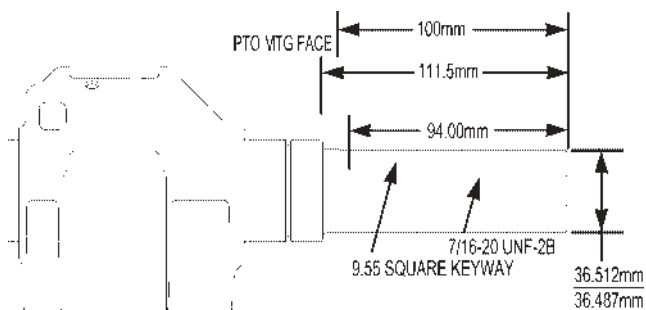
28 014 122-S



28 014 124-S



28 014 125-S



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