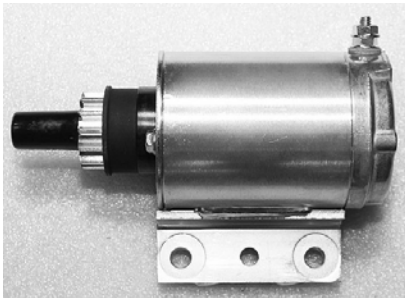


L-16 High-Mount Starter Conversion *By Bob O.*

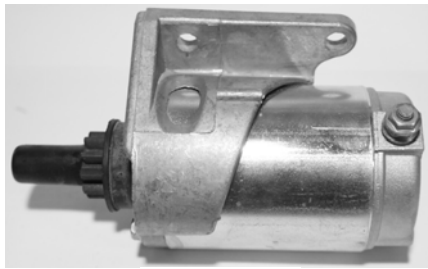
KOHLER OFFERED many variants (“specifications”) in their K-series engine line. Depending on the specific application, different external components were used, for example to provide clearance for engine-mounted fuel tanks and so on.

When I replaced my original K-301 engine with a K-341, the specific engine I found had a “low-mount” starter. This arrangement hangs the starter from a cast-aluminum bracket. Over the years I have had several of these brackets fail due to cracks (see L-15). I decided to convert my engine over to the “high-mount” configuration, which uses a much stronger steel tab welded along the full length of the starter body.

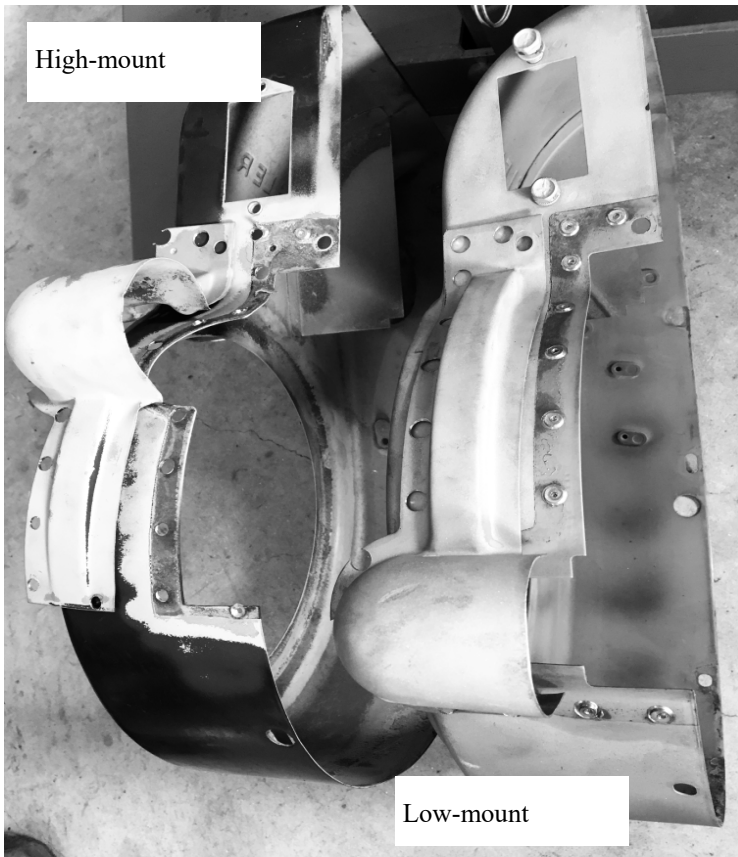
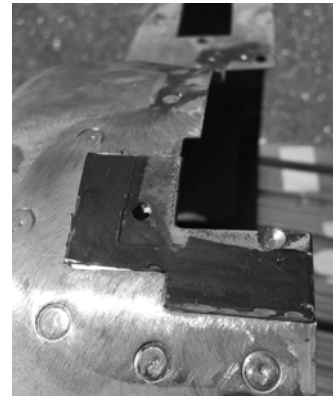
The high-mount starter bolts directly to the block with no modifications, but the shrouding must be replaced or modified since there is a spot-welded cover over the starter that is different between the two setups. I already had some spare tins from a high-mount engine which I could have simply bolted on, but my low-mount shroud was in better shape. So I removed both covers with a spot-weld cutter, then welded the high-mount cover to my existing shroud. I filled a remaining gap with a small piece cut from the donor shroud and ground all the welds smooth. ◻



High-mount



Low-mount



High-mount

Low-mount

