

OPERATING INSTRUCTIONS AND PARTS LIST

BRIGGS & STRATTON

MODEL "FI" MOTOR

3/4 H.P. - 1800 R.P.M.

INCLUDING MODEL "FG"

1. **BEFORE STARTING THE MOTOR.** Fill the crankcase with MOBIL OIL ARCTIC S.A.E. NO. 20, or any other high grade oil having the same characteristics S.A.E. No. 20. A heavier oil must not be used. Remove oil filler cap, painted blue, pour in oil to the point of overflowing at the filler opening. Reservoir holds 2-3/4 pints. Fill the gasoline tank with a good grade of clean, fresh, regular gasoline. Tank holds 2-1/2 quarts. Be sure the vent hole in the cap is open. Test by blowing through it.

2. **DO NOT MIX OIL AND GASOLINE.** This 4-cycle motor is provided with an efficient lubrication system which forces a stream of oil to all moving parts of the motor. There are no external parts which require separate oiling.

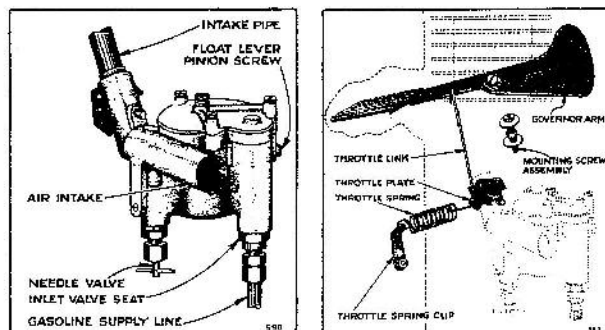
3. **KEEP THE MOTOR CLEAN.** It pays to keep the motor clean, both inside and outside. See that no dirt or water enters motor when filling with oil or gasoline. Always wipe off the gasoline cap and oil filler plug as well as around them before refilling. Dirt in the tank and motor causes trouble and even serious damage.

4. **AIR CLEANER.** Every day motor is used, the air cleaner should be removed and washed in kerosene, then dipped in oil and replaced, to make it efficient in catching dust. NOTE. If the air cleaner becomes clogged, replace with new one. Test for clogged condition by noting if motor performs better without air cleaner.

5. **CHANGE OIL FREQUENTLY.** After every twenty five hours of motor operation, drain oil completely from base. Always check oil level after each five hours of motor operation.

6. **AVOID GUMMY GASOLINE.** If you find a gummy substance in the fuel system, it usually comes from stale gasoline. This clogs the gas line, carburetor, etc. and causes further trouble. Use fresh gasoline and keep the tank filled. If you use the motor occasionally, drain the tank completely and refill when the motor is used again. Use alcohol or acetone to clean gum coated parts.

CARBURETOR AND GOVERNOR - PLATE NO. 1



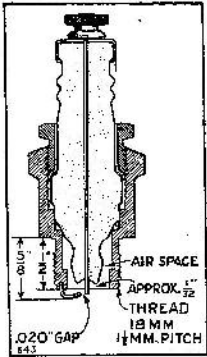
7. **TO ADJUST CARBURETOR.** Completely close needle valve by turning to right or clockwise as far as possible. Do not screw up too tight or use force, or the seat or taper of needle valve may be damaged. From the closed position, open needle valve three quarters to one turn. After the motor has been started and warmed up, with choke wide open, make final adjustment by turning the needle valve to the point at which motor operates most smoothly with a full load. This setting will also take care of starting with use of choke. When starting cold motor, if it is necessary to keep choke partially closed several minutes before motor runs smoothly, carburetor setting is too lean and needle valve should be opened slightly - turn to left.

8. **TO REMOVE AND REPLACE CARBURETOR.** Disconnect gasoline line from gas tank. Unhook throttle spring from spring clip and throttle shaft. Remove cap screw holding carburetor to crankcase. Loosen carburetor from intake pipe by working side to side. Then remove throttle link. To assemble, reverse the operations. See plate No. 1.

9. **TO CHECK FOR SPARK.** Remove the spark plug. Open the spark gap to about 1/8" and with the cable attached, place spark plug on the cylinder head. Turn motor with starter and if spark jumps this gap, the ignition is O.K. If there is no spark, try a new plug

in the same way and if still no spark, check ignition cable and magneto adjustments. Be sure to close point gap to .020", before replacing spark plug.

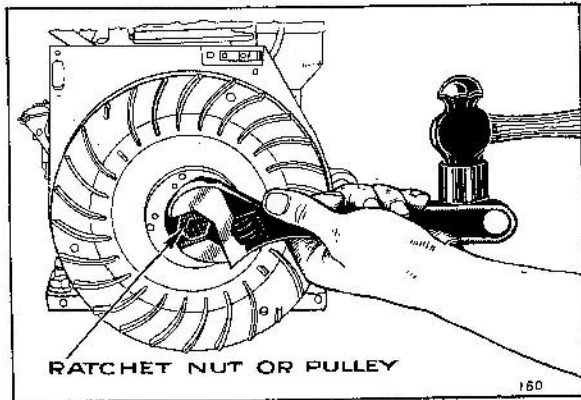
**SPARK PLUG
PLATE NO. 2**



10. SPARK PLUG ADJUSTMENT. When spark plug points burn away in normal service, the spark plug should be replaced. The points must be clean and set at .020". Be sure the porcelain is not cracked or broken which prevents the plug firing. Water on the outside of the plug will permit the high voltage current to leak over the surface of the porcelain. Dirt or carbon will do the same thing. Keep a new plug on hand. We recommend the use of a Champion No. 6M or its exact equivalent. See plate No. 2.

11. IGNITION CABLE. Insulation must not be broken or soaked with oil or water, or grounded in any where it touches the motor, or it will interfere with good ignition. Ignition cable should be soldered to secondary terminal (small brass plate coming out of coil). Avoid touching coil with hot soldering iron. See plate No. 6.

REMOVING FLYWHEEL - PLATE NO. 3



12. TO REMOVE AND REPLACE FLYWHEEL.

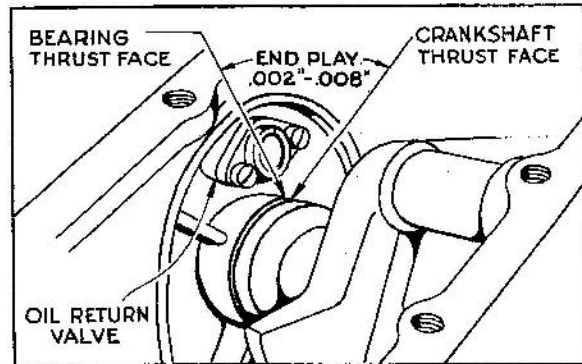
A. HAND CRANK & FOOT STARTER MOTORS. Remove starter and blower housing. Place a small wood block under flywheel fin on left side. Use a 1" open end wrench on nut. Tap end of wrench handle lightly with hammer to loosen nut. Tap carefully to prevent breaking flywheel fin. Remove ratchet, pawl and washer. Loosen flywheel by placing wood block against end of crankshaft and striking with hammer. Pull off flywheel.

B. ROPE STARTER MOTORS. Remove blower housing and place a wood block under flywheel fin on left side. Place a rod or bar through the holes in the starter pulley. Tap one end lightly to remove it. Loosen and remove flywheel, as explained in the previous paragraph.

13. To replace, locate flywheel on crankshaft with key. Reverse the operations explained in the previous paragraphs. Draw ratchet nut on starter pulley up very tight by tapping wrench handle or bar with hammer.

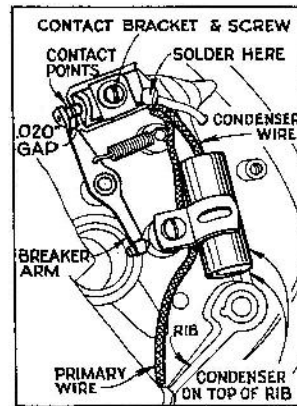
14. TO REMOVE AND REPLACE MAGNETO ASSEMBLY. Remove flywheel as explained in previous paragraphs. Detach ignition cable from spark plug and remove three magneto plate mounting screws. To replace, use the same gasket between the plate and crankcase or if damaged, a new gasket. See part numbers 13A10, 66037, 66047 of pro-

CORRECT END PLAY - PLATE NO. 4



per thickness to get correct end play of .002" to .008"

**CONTACT POINTS
PLATE NO. 5**



between magneto bearing and crankshaft thrust faces, as shown in plate No. 4.

15. Magneto is always correctly timed with the motor when the flywheel is assembled to the tapered crankshaft with a right hand threaded pulley or ratchet nut. Do not attempt to change timing by relocating any parts or filing crankshaft timing flat. Always use a soft key, part No. 66403. If steel key is used and flywheel becomes loose, it will damage the keyway in the crankshaft.

16. TO ADJUST AND CLEAN CONTACT POINTS. Remove blower housing and flywheel. Turn crankshaft by hand to see if contact points open and close properly. Points must be clean and line up squarely to make good electrical contact. Do not file the points - use a fine sandpaper or grit hone to clean points. Adjust gap to .020" by loosening the contact bracket and moving it toward or from breaker arm point. When proper gap is obtained, tighten lock screw securely. If either or both points become badly pitted or burned, they should be replaced, order part Nos. 13ME and 65489.

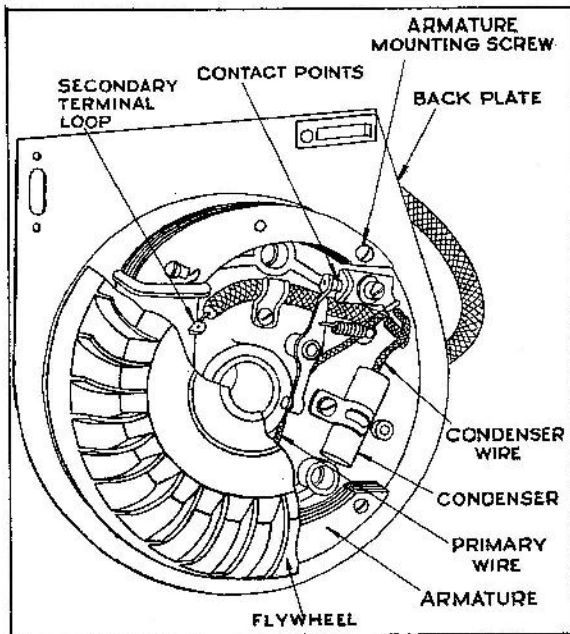
17. TO REPLACE CONDENSER. A leaky or weak condenser causes motor to start hard, sputter or misfire under load. If motor misfires after checking gasoline line, carburetor, spark plug, cable and contact points, install a new condenser.

18. If, after new condenser has been installed, the ignition system does not deliver a satisfactory spark, we recommend sending the complete magneto and flywheel to the nearest Briggs & Stratton Central Service Distributor listed on back cover, for proper adjustment.

19. TO REPLACE AND ADJUST ARMATURE. Remove primary armature and condenser lead wires from contact point bracket. Remove ignition cable from secondary terminal in coil. Save as much hydrolene as possible, to use for insulating the terminal on the new coil. Remove four armature mounting screws. To install armature, locate on mounting studs. Place loops under the armature mounting screws nearest the coil. Solder ignition cable to terminal. Fill pocket, formed with flap, with melted hydrolene. Slip insulators over armature and condenser lead wires and solder to contact bracket. Tighten armature screws. See plate No. 6.

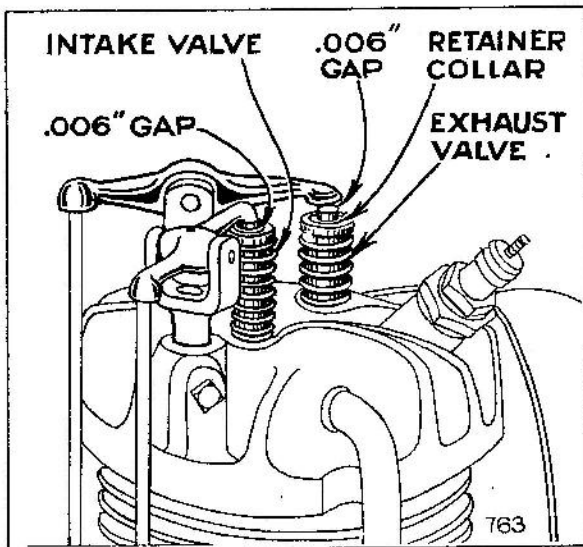
20. An air gap of .002" to .010" must be maintained between armature shoes and flywheel poles. Gap must be sufficient to prevent rubbing but not over .010" or poor ignition will result. To check for armature rub, chalk edges and mount flywheel in place. Remove spark plug to release compression. Turn flywheel several revolutions. Remove flywheel and examine edges of armature shoe. High spots will have chalk rubbed off. File high spots carefully with fine file until flywheel does not rub. Do not remove too much metal.

MAGNETO PLATE ASSEMBLY - PLATE NO. 5



21. VALVE ADJUSTMENT. The valves are operated by rocker arms through push rods from the cam gear eccentric. Rocker arm clearance is adjusted by loosening set screws and moving rocker arm to desired clearance. The clearance is set at .006", when motor is cold.

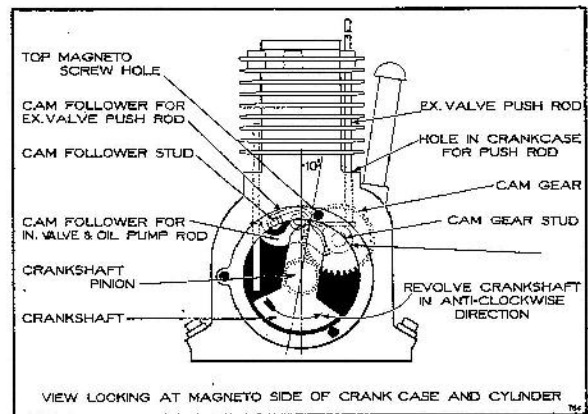
VALVE ADJUSTMENT - PLATE NO. 7



22. VALVE TIMING. With the cam followers in place, insert the exhaust valve push rod through the small hole in top of the crankcase so that the flat end of rod rests on the upper cam follower. Then place the cam gear on its stud so that the cam lobe is toward the crankcase wall and between the two cam followers. Place finger on top of push rod and press lightly (being careful not to bend rod and bind against the side of the small hole in crankcase) while rotating the cam gear to the right or clockwise several times until you become familiar with the point where push rod begins to rise.

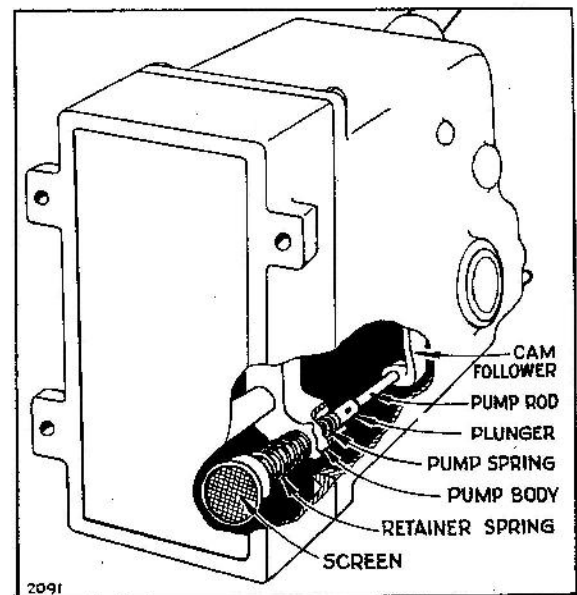
23. With the cam gear set in this position, insert crankshaft, gear-end first and with crankpin 10° to the right of center line, almost in line with top magneto screw hole. Motor will then be in correct time. See plate No. 8.

VALVE TIMING - PLATE NO. 8



24. OIL PUMP. The oil pump is assembled to the base and operated with a rod by the cam gear eccentric. See plate No. 9 for proper assembly.

OIL PUMP - PLATE NO. 9



MODEL "FI" PARTS LIST

INCLUDING MODEL "FG"

| MASTER PART NUMBER | NAME | SELLING PRICE EACH | MASTER PART NUMBER | NAME | SELLING PRICE EACH |
|---|--|--------------------------|---|--|--------------------------|
| 21435 | Cam Gear | \$ 1.50 | 85431 | Control Lever Base | \$.45 |
| 21440 | Control Lever | .50 | Note: No. 21441 Control Lever Base (Clamp Type) | | |
| 22350 | Throttle Spring Clip - 13/64" Mounting Hole | .05 | Includes: No. 82282 Screw - 10-24 x 1/2" Rd. Hd. .05 No. 82289 Screw - 10-24 x 7/8" Rd. Hd. .05 No. 85631 Control Lever Base | | |
| Note: No. 68182 Throttle Spring Clip - 17/64" Mounting Hole ... | | .05 | Used on motors with left hand control. | | |
| 22355 | Contact Bracket Washer | .05 | 85437 | Push Rod Packing | .05 |
| 22356 | Cork Washer | .05 | 85451 | Compression Ring - Standard | .40 |
| 22368 | Control Lever Spring Washer | .10 | 85468 | Control Lever Assembly | 1.35 |
| 22371 | Connecting Rod Shim | .05 | Note: No. 89583 Control Lever Assembly .. | | |
| 22372 | Control Casing Clamp | .05 | Uses Clamp Type Base. | | |
| 22373 | Contact Point Bracket | .50 | No. 85589 Control Lever Assembly (Left Hand Control)..... | | |
| 22374 | Contact Bracket Insulator | .05 | 85489 | Contact Breaker Arm | .75 |
| 23561 | Tappet Stud | .10 | 85499 | Gas Tank Cap (Screw Type) | .80 |
| 23562 | Cam Gear Stud | .10 | Note: No. 88961 Gas Tank Cap (Bayonet Joint Type)..... | | |
| 23571 | Control Lever Swivel | .20 | 85509 | Cylinder Head Gasket | .10 |
| 23580 | Control Lever Bushing | .10 | 85516 | Starter Pawl Spring | .10 |
| 23581 | Ignition Cable Clamp | .05 | 85522 | Blower Case Bracket | .10 |
| 25400 | Valve Spring | .15 | 85542 | Blower Case Bracket | .10 |
| Note: No. 28401 Intake Valve Spring ... | | .15 | 85546 | Throttle Link | .15 |
| Used on Model "FG" Motors. | | | 85582 | Valve Washer | .05 |
| 28403 | Breaker Arm Spring | .05 | 85626 | Intake Rocker Arm | 1.00 |
| 26413 | Oil Pump Spring | .10 | 85646 | Cam Follower | 1.00 |
| 27090 | Spark Plug Gasket | .05 | Note: No. 86042 Cam Follower | | |
| 27094 | Base Gasket | .05 | Used on Model "FG" Motors | | |
| 27095 | Exhaust Valve Spring Gasket | .05 | 85656 | Oil Screen Spring | .05 |
| 27099 | Magneto Plate Gasket - .015" Thick | .05 | 85717 | Tank Cap Gasket | .05 |
| 27104 | Armature Insulator | .10 | 85725 | Armature Lead Insulator | .05 |
| 29330 | Gasoline Tank | 4.00 | 85735 | Condenser Lead Insulator | .05 |
| Note: No. 87819 Gas and Kerosene Tank .. | | 7.50 | 85736 | Starter Return Spring | .20 |
| The following gas lines and connections used with No. 87819 Gas and Kerosene Tank: | | | Note: No. 85836 Starter Return Spring ... | | |
| | No. 85254 Check Valve Plug | .05 | Used on motors with left hand starters. | | |
| | No. 86939 Tee Elbow | .50 | 85861 | Exhaust Rocker Arm | 1.00 |
| | No. 87053 Drain Nut | .10 | 85863 | Piston Pin - Standard | .30 |
| | No. 87759 Tee | .80 | 85903 | Valve Retainer Collar | .10 |
| | No. 89002 Gasoline Line - 4" lg. | .30 | Note: No. 23553 Intake Valve Collar | | |
| | No. 89003 Gasoline Line - 2 1/2" lg. | .30 | Used on Model "FG" Motors. | | |
| 29552 | Condenser | .50 | 85913 | Valve Collar | .10 |
| 29557 | Armature | 5.00 | 86037 | Magneto Plate Gasket - .005" Thick | .05 |
| 37345 | Rivet - 1/8 x 1/4" Tubular | .05 | 86047 | Magneto Plate Gasket - .009" Thick | .05 |
| 61009 | Oil Ring - .010" Oversize | .50 | 86142 | Ignition Cable Clamp | .05 |
| 61010 | Compression Ring - .010" Oversize | .40 | 86246 | Piston Pin Lock | 2 for .05 |
| 61011 | Piston - .010" Oversize | 3.00 | 86283 | Connecting Rod Bushing | .40 |
| 61012 | Compression Ring - .020" Oversize | .40 | 86312 | Air Guide (Governor Side) | .50 |
| 61013 | Compression Ring - .030" Oversize | .40 | 86322 | Air Cleaner Clip | .15 |
| 61014 | Piston - .020" Oversize | 3.00 | 86336 | Control Wire - 49-1/4" long | .25 |
| 61015 | Piston - .030" Oversize | 3.00 | Note: If longer wire is needed specify length in inches; if a shorter wire is needed order No. 86336 and cut to re- quired length. | | |
| 61016 | Oil Ring - .020" Oversize | .50 | 86346 | Control Wire Casing - 45-1/2" long | .40 |
| 61017 | Oil Ring - .030" Oversize | .50 | Note: If a longer casing is needed specify length in inches; if a shorter casing is needed order No. 86346 and cut to required length. | | |
| 63436 | Piston Pin - .005" Oversize | .40 | 86403 | Flywheel Key | .05 |
| 85014 | Breaker Arm Tip | .05 | 86411 | Rope Starter Pulley | 1.00 |
| 85075 | Ground Wire | .10 | Note: No. 88691 Rope Starter Pulley | | |
| 85124 | Carburetor Gasket | .05 | Used on motors with starter on governor side. | | |
| 85128 | Throttle Spring | .15 | 86432 | Governor Arm Washer | .05 |
| 85134 | Carburetor Gasket | .05 | 86492 | Starter Lever Washer | .10 |
| 85194 | Contact Bracket Washer | .05 | 88629 | Connecting Rod | 3.25 |
| 85229 | Rocker Arm Assembly (Exhaust) | 1.50 | | | |
| 85232 | Rocker Arm Slug | 2 for .05 | | | |
| 85256 | Crankshaft | 8.00 | | | |
| 85263 | Governor Arm Bushing | .05 | | | |
| 85303 | Rocker Arm Pin | .10 | | | |
| 86314 | Bracket Insulator | .05 | | | |
| 86357 | Ratchet Nut Felt | .05 | | | |
| 86387 | Needle Valve Packing | .05 | | | |
| 86397 | Carburetor Cover Gasket | .10 | | | |

MODEL "FI" PARTS LIST

INCLUDING MODEL "FG"

| MASTER PART NUMBER | NAME | SELLING PRICE EACH | MASTER PART NUMBER | NAME | SELLING PRICE EACH |
|--------------------|---|--------------------|--------------------|--|--------------------|
| 66651 | Governor Flywheel | \$ 4.00 | 57731 | Starter Handle | \$.75 |
| | Note: No. 61002 Governor Flywheel | 4.50 | | Nats: No. 68761 Starter Handle 18-3/4" long with 7-5/8" bend and 1-3/16" left hand offset | 1.00 |
| | Face of hub drilled to use No. 66303 Dowel Pins | | | | |
| 66679 | Magneto Flywheel | 9.20 | 57753 | Flywheel Washer | .05 |
| 66713 | Carburetor Intake Pipe | 1.00 | 57851 | Starter Lever (Right Hand) | 1.00 |
| 66733 | Starter Ratchet | .60 | | Note: No. 68481 Starter Lever (Left Hand) | 1.50 |
| 66743 | Starter Ratchet Nut | .30 | 57881 | Starter Chain Sprocket | .20 |
| 66773 | Stuffing Box Nut | .15 | 68043 | Starter Shaft | .35 |
| 66783 | Stuffing Box Gland | .25 | | Note: No. 68433 Starter Shaft | .40 |
| 66791 | Carburetor Cover | .25 | | Used on motors with left hand starter. | |
| 66793 | Float Lever Screw | .10 | 68143 | Control Tube Spacer | .10 |
| 66803 | Carburetor Inlet Seat | .50 | 68149 | Oil Screen Housing | .35 |
| 66809 | Gas Line Connector | .25 | 68159 | Upper Push Rod | .20 |
| 66813 | Carburetor Vent Screw | .20 | 68161 | Oil Ring - Standard | .50 |
| 66833 | Carburetor Venturi | .15 | 68171 | Piston - Standard | 2.50 |
| 66851 | Starter Pedal | .75 | 68189 | Cylinder Head Assembly | 7.00 |
| 66879 | Starter Rope | .50 | | Note: No. 69564 Cylinder Head | 6.75 |
| 66982 | Cam Follower | .25 | | Used on Model "FG" Motors. | |
| | Note: No. 22344 Cam Follower (Exhaust) | .20 | 68209 | Blower Housing | 1.35 |
| | Used On Model "FG" Motors. | | | Note: No. 69456 Blower Housing | 1.50 |
| 67062 | Cork Washer Retainer | .05 | | Used on motors with left hand starter. | |
| 67072 | Contact Bracket Washer | .05 | 68219 | Intake Rocker Arm Assembly | 1.50 |
| 67133 | Exhaust Valve | 1.50 | 68249 | Oil Trough | 1.00 |
| 67183 | Oil Pump Rod | .10 | | Note: No. 67059 Oil Pump Assembly | 2.00 |
| | Note: No. 66373 Oil Pump Rod | .10 | | Used on Model "FG" Motors. | |
| | Used on Model "FG" Motors. | | | Includes: No. 26413 Spring | .10 |
| 67193 | Intake Valve | 1.00 | | No. 66363 Retainer Stud | .10 |
| | Note: No. 23555 Intake Valve | .75 | | No. 66659 Oil Trough | .35 |
| | Used on Model "FG" Motors. | | | No. 67049 Oil Pan | 1.85 |
| 67203 | Lower Push Rod | .10 | | No. 69576 Plunger | .20 |
| 67219 | Carburetor Assembly | 7.75 | 68269 | Cylinder Head Assembly - Complete with Rocker Arms | 10.00 |
| 67222 | Oil Deflector | .10 | | Note: No. 65299 Cylinder Head (Complete) | 8.35 |
| 67229 | Gasoline Line | .35 | | Used on Model "FG" Motors. | |
| 67239 | Control Casing Tube | .75 | 68513 | Cylinder Bearing | 1.00 |
| 67249 | Air Cleaner | 1.50 | | Note: No. 66263 Cylinder Bearing | 1.50 |
| 67301 | Drive Pulley - 3" Dia. (Flat Belt) | 4.25 | | Used on motors before Serial No. 3670. | |
| | Note: No. 61003 Drive Pulley - 3-1/2" Dia. Flat Belt | 4.25 | | No. 68203 Cylinder Bearing | 1.50 |
| | | | | Used on motors between Serial Nos. 3670 and 7430. | |
| 67339 | Governor Arm | .50 | 68652 | Spark Plug Wrench | .20 |
| 67349 | Inlet Needle Valve | 1.00 | 68689 | Breather Tube | 1.00 |
| 67359 | Carburetor Float | 1.00 | | Note: No. 65419 Breather Tube | 1.90 |
| 67399 | Magneto Air Guide | .75 | | Used on early model motors with slant fin cylinders before Serial No. 3400. | |
| 67409 | Magneto Plate Assembly (Stop Switch on Exhaust Side) | 11.00 | 68692 | Oil Retainer Ring | .05 |
| | Note: No. 69176 Magneto Assembly | 10.50 | 69011 | Rocker Arm Fork | .50 |
| | (No stop switch) | | 69022 | Pedal and Lever Assembly | 4.15 |
| | Uses: No. 65679 Ground Wire | .15 | | Note: No. 69086 Pedal and Lever Assembly (Left Hand Offset Lever) | 4.75 |
| | Used on Model "FG" Motors. | | 69031 | Starter Chain | 1.25 |
| 67429 | Starter Pawl Assembly | .70 | 69035 | Hand Lever Assembly | 4.15 |
| | Note: No. 68719 Starter Pawl Assembly | .70 | | Note: No. 69299 Hand Lever Starter Assembly 18-3/4" long. Hand lever with 7-5/8" bend and 1-3/16" left hand offset | 4.40 |
| | Used on motors with starter on governor side | | 69048 | Blower Housing | 1.50 |
| 67432 | Spring Lock Lever | .10 | | Note: No. 68199 Blower Housing | 1.35 |
| 67512 | Thrust Washer | .15 | | Used on Rope Starter Motors. | |
| 67549 | Gas Shut-off Valve | 1.35 | 69052 | Piston Assembly - Standard | 3.90 |
| 67569 | Chain Connecting Link | .05 | 69054 | Magneto Plate | 3.50 |
| 67571 | Base (Cast Iron) | 6.00 | 69095 | Cylinder Assembly | 12.75 |
| | Note: No. 66781 Base (Cast Iron) | 6.00 | | Note: No. 67329 Cylinder | 17.00 |
| | Used on Model "FG" Rope Starter Motors. | | | Used on Model "FG" Motors. | |
| | No. 67221 Base (Cast Iron) | 6.00 | 69160 | Piston Assembly - .010" Oversize | 4.40 |
| | Used on Rope Starter Motors. | | 69163 | Piston Assembly - .020" Oversize | 4.40 |
| | No. 68131 Base (Cast Iron) | 6.00 | 69164 | Piston Assembly - .030" Oversize | 4.40 |
| | Used on Foot or Hand Lever Starter Motors with 1/4" dia. hole for mounting control casing tube. | | | | |
| 67632 | Oil Trough Washer | .05 | | | |

MODEL "FI" PARTS LIST

INCLUDING MODEL "FG"

| MASTER PART NUMBER | NAME | SELLING PRICE EACH | MASTER PART NUMBER | NAME | SELLING PRICE EACH |
|--------------------|---|--------------------|--------------------|--|--------------------|
| 69185 | Needle Valve and Nozzle | \$.55 | 90977 | Screw - 5/16-18 x 3/4" Sq. Hd. | \$.05 |
| 69227 | Carburetor Body | 3.25 | 91084 | Oil Filler Plug | .10 |
| 69282 | Magneto Plate Bearing | 1.25 | 91165 | Rivet - 1/8 x 5/8" Rd. Hd.4 for | .05 |
| | Includes; No. 68882 Oil Retainer Ring | | 81172 | Screw - 5/16-18 x 3/4" Hex. Hd. | .05 |
| | Note: No. 65793 Magneto Plate Bearing .. | 1.25 | 91176 | Screw - 3/8-24 x 1-1/4" Hex. Hd. | .05 |
| | Used on motors before Serial No. 11825 | | 91183 | Nut - 3/8-24 Hex. | .05 |
| 69382 | Ignition Cable - 17-7/8" long | .50 | 91213 | Screw - 8-32 x 7/32 Headless | .05 |
| | Note: No. 68385 Ignition Cable 20 1/2" long | .45 | 91281 | Lockwasher - 1/4"3 for | .05 |
| | No. 88584 Ignition Cable | .35 | 91282 | Screw - 10-32 x 5/8" | .05 |
| | No. 66107 Cable Sleeve | .10 | 92271 | Screw - 5/16-18 x 1" Hex. Hd. | .05 |
| | Used on earlier model motors. | | 92278 | Nut - 1/4-20 Hex.2 for | .05 |
| 69802 | Cylinder Head | 3.00 | 92281 | Lockwasher - 5/16"4 for | .05 |
| | Note: No. 69803 Cylinder Head..... | 3.00 | 92283 | Cotter Pin - 3/32 x 5/8"4 for | .05 |
| | Used on Model "FG" Motors. | | 92285 | Cotter Pin - No. 184 for | .05 |
| 69920 | Starter Chain Repair Link | .35 | 92287 | Swivel Screw - 10-32 x 1/4" Long | |
| 69982 | Oil Return Valve | .35 | | Rd. Hd.2 for | .05 |
| 88567 | Muffler (Tubular Type) | 2.00 | 92280 | Lockwasher - 13/64"3 for | .05 |
| | Note: No. 68448 Muffler (Mushroom Type). | 1.25 | 92283 | Screw - 10-32 x 3/8" Fill. Hd.2 for | .05 |
| 89572 | Spark Plug with Gasket | .65 | 92284 | Lockwasher - 17/64"4 for | .05 |
| 89576 | Oil Pump Plunger | .20 | 92285 | Nut - 9/16" - 18 Hex. | .05 |
| 90200 | Screw - 8-32 x 1/2" Fill. Hd. | .05 | 92286 | Connecting Rod Screw | .05 |
| 90202 | Screw - 10-32 x 1/2" Fill. Hd. | .05 | 92302 | Lockwasher - 19/32"2 for | .05 |
| 90354 | Lockwasher - 3/8"4 for | .05 | 92305 | Control Lever Washer | .05 |
| 90680 | Screw - 5/16-18 x 1/2" Sq. Hd. | .05 | 92306 | Control Lever Screw - | |
| 90698 | Lockwasher - 1/4 x 5/64 x 1/16"....3 for | .05 | | 1/4-28 x 5/8" Hex. Hd. | .05 |
| 90700 | Screw - 1/4-20 x 3/4" Hex. Hd. | .05 | | Note: No. 22368 Washer | .10 |
| 90766 | Lockwasher - No. 84 for | .05 | | No. 90802 Screw - 1/4-20 x 1-1/2" | |
| 90790 | Cylinder Head Screw | .05 | | Hex. Hd. | .05 |
| 90832 | Lockwasher - 1/4"4 for | .05 | | No. 92278 Nut - 1/4-20 Hex...2 for | .05 |
| 90870 | Nut - 10-32 Hex..... | .05 | | No. 92305 Washer | .05 |
| 90878 | Oil Drain Plug | .10 | | Used to mount control lever to | |
| 90881 | Screw - 1/4-20 x 1/2" Hex. Hd. | .05 | | control lever base on motors with | |
| 90902 | Magneto Plate Screw | .05 | | left hand control. | |
| 90916 | Screw - 1/4-20 x 1/2" Rd. Hd. | .05 | 92307 | Contact Bracket Screw | .05 |
| 90917 | Cylinder Head Screw | .05 | 92308 | Screw - 10-32 x 1/4" Fill. Hd. | .05 |

Briggs & Stratton Gasoline Motors are precision built and require **original** Briggs & Stratton replacement parts in order to obtain satisfactory results. Service that is not reliable or continuous becomes expensive at any price.

Users will find that the prices paid for **original** repair parts are well worth the investment when the service delivered is compared with that afforded by substitute parts. **Original** Briggs & Stratton repair parts can be obtained through all Authorized Central Service Distributors.

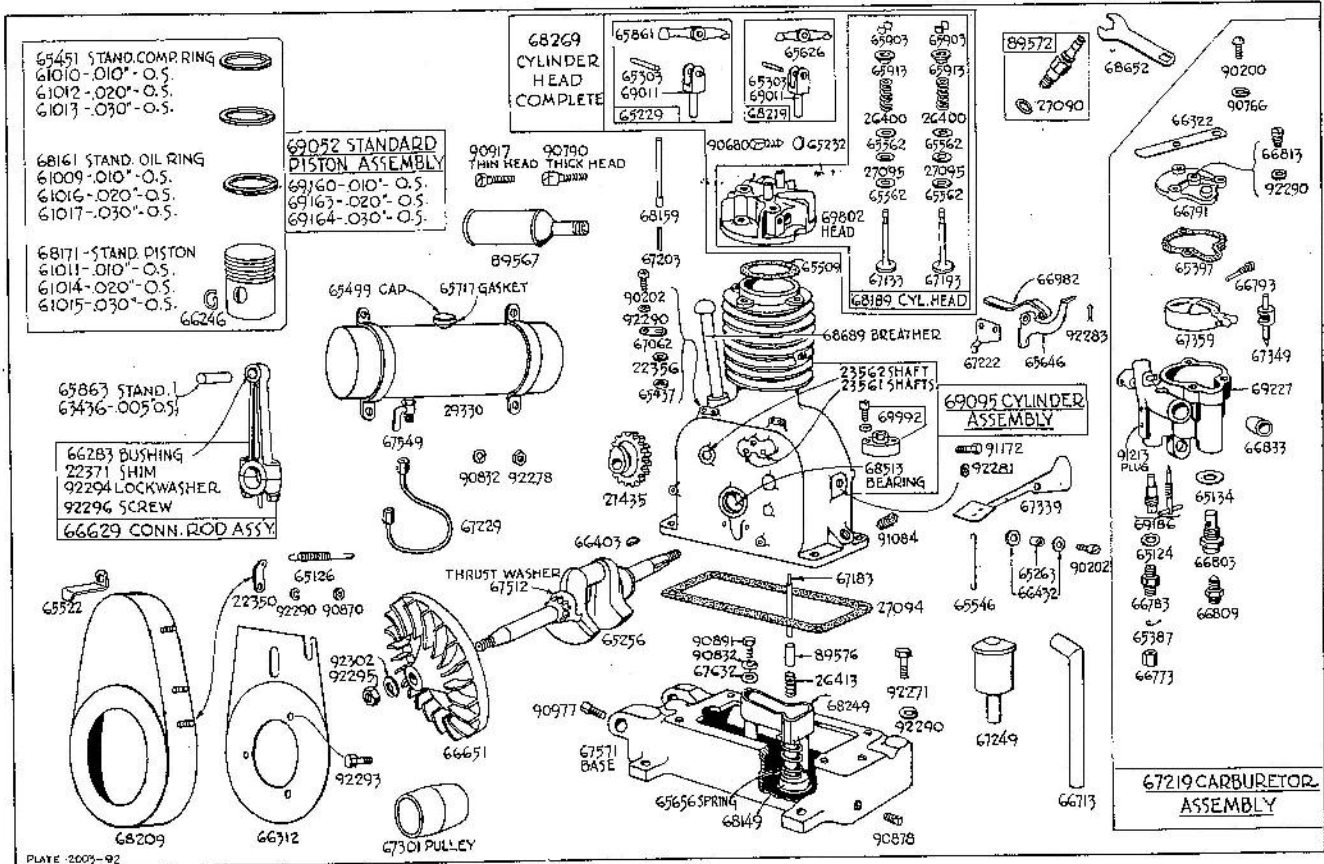


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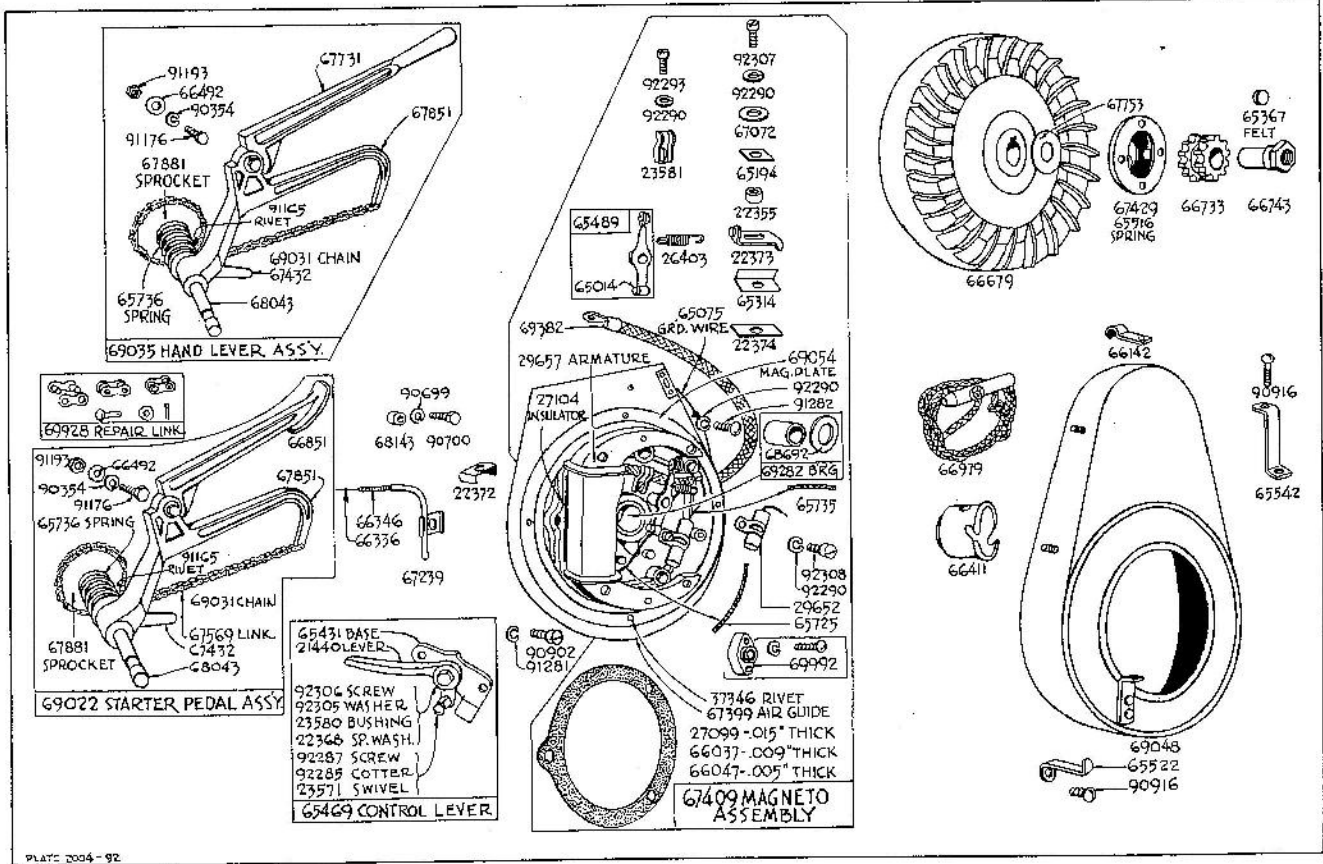


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ASSEMBLIES INCLUDE ALL PARTS SHOWN IN BRACKETS

NATION-WIDE SERVICE ORGANIZATION

To provide prompt and efficient service on Briggs & Stratton motors, Authorized Central Service Distributors and Motor Service Stations are located in the principal cities of the United States and Canada.

Each Authorized Service Organization carries a complete stock of original Briggs & Stratton repair parts. Each is equipped with special factory service tools and factory-trained mechanics, assuring expert repair service on all Briggs & Stratton motors.

All Authorized Service Organizations are instructed by the factory to replace free of charge all parts found to be defective in either material or workmanship, according to the conditions of the Briggs & Stratton Guarantee.

All gratis work done under the guarantee is the responsibility of the Authorized Service Organization until all the material involved and supporting facts are submitted to and approved by the factory.

In a difference of opinion regarding a Service Organization's decision, their terms should be accepted and, either through them or direct, have all materials and supporting facts submitted to the factory for review.

Genuine Briggs & Stratton service will assure continuous motor satisfaction. Our long experience in motor maintenance prompts us to urge that all service work be done by an Authorized Service Organization or at our factory. Mechanics unfamiliar with Briggs & Stratton products, or without proper tools, should not be permitted to make major repairs.

Parts and repair work are F. O. B. Factory or any Authorized Briggs & Stratton Central Service Distributor, or Motor Service Station. The Central Service Distributor nearest you (see list below) will be glad to give you the name of our Motor Service Station in your locality. Space does not permit listing here.

Authorized Central Service Distributors

| STATE | CITY | NAME | LOCATION |
|----------------|---------------|---|-------------------------|
| Alabama | Birmingham | Birmingham Electric Battery Co. | Ave. B. at 23rd St. |
| Arizona | Phoenix | Motor Supply Co. | 315 N. Central Ave. |
| California | Los Angeles | Electric Equipment Company | 1611 S. Hope St. |
| California | San Francisco | Automotive Service Co. | 1414 Van Ness Ave. |
| Colorado | Denver | Spitzer Electrical Company | 43 W. 9th Ave. |
| Florida | Jacksonville | Spencer Electric Co. | 40 W. Beaver St. |
| Florida | Miami | Electrical Equipment Co. | 42-58 N. W. 4th St. |
| Florida | Tampa | Spencer Auto Electric, Inc. | 607-11 E. Cass St. |
| Georgia | Atlanta | Auto Electric & Magneto Co. | 477 Spring St., N. W. |
| Illinois | Chicago | Mid-States Auto Electric Co. | 1905 S. Michigan Ave. |
| Indiana | Indianapolis | Gulling Auto Electric Co. | 450 N. Capitol Ave. |
| Iowa | Des Moines | Magneto Carburetor & Electric Co., Inc. | 1308 Grand Ave. |
| Kansas | Wichita | The E. S. Cowie Electric Co. | 230 S. Topeka Ave. |
| Kentucky | Lexington | Kentucky Ignition Co., Incorporated | Rose and Vine Sts. |
| Louisiana | New Orleans | Suhren, Inc. | 1319 St. Charles Ave. |
| Louisiana | Shreveport | Chain Battery & Automotive Supply, Inc. | Marshall at Cotton Sts. |
| Massachusetts | Boston | Wm. H. Flaherty Co. | 48-52 Cummington St. |
| Michigan | Detroit | Auto Electric & Service Corporation | 90 Seiden Ave. |
| Minnesota | Minneapolis | Reinhard Brothers Co., Inc. | 11 S. Ninth St. |
| Missouri | Kansas City | The E. S. Cowie Electric Co. | 1819 Wyandotte St. |
| Missouri | St. Louis | Medart Auto Electric Co., Inc. | 3134 Washington Blvd. |
| Montana | Billings | Pasley & Spitzer Co. | 20 N. 33rd St. |
| Nebraska | Lincoln | Carl A. Anderson, Inc. | 1637 P Street |
| Nebraska | Omaha | Carl A. Anderson, Inc. | 16th and Jones St. |
| New York | Buffalo | The Battery & Starter Co., Inc. | 2505 Main St. |
| New York | New York | The Durham Co., Inc. | 17 W. 80th St. |
| New York | Syracuse | The Durham Co., Inc. | 601 W. Genesee St. |
| North Carolina | Charlotte | Carolina Rim & Wheel Co. | 312 N. Graham St. |
| North Dakota | Fargo | Reinhard Brothers, Inc. | 109 Roberts St. |
| Ohio | Toledo | The Electric Power Maintenance Co. | 26-30 Seventeenth St. |
| Oklahoma | Oklahoma City | American Electric Ignition Co. | 725 N. Broadway |
| Oregon | Portland | Tracey & Co., Inc. | N. W. 10th and Glisan |
| Pennsylvania | Philadelphia | Auto Equipment & Service Co., Inc. | 1522-24 Fairmount Ave. |
| Pennsylvania | Pittsburgh | Pitt Auto Electric Company | 5135 Baum Blvd. |
| South Dakota | Aberdeen | Reinhard Brothers Co., Inc. | 317 S. Lincoln St. |
| Tennessee | Knoxville | R. T. Clapp Company | 401-7 N. Broadway |
| Tennessee | Memphis | Automotive Electric Service Co. | 1095 Union Ave. |
| Texas | Amarillo | The E. S. Cowie Electric Co. | 700 Van Buren St. |
| Texas | Dallas | Beard & Stone Electric Co., Inc. | 2101 Bryan St. |
| Texas | El Paso | Motor Supply Co. | 308 Chihuahua St. |
| Texas | Houston | Beard & Stone Electric Company, Inc. | Milam at Palk Ave. |
| Texas | San Antonio | S. X. Callahan | 425 N. Flores St. |
| Utah | Salt Lake | Motor Equipment Company | 605-809 So. State St. |
| Washington | Seattle | Sunset Electric Co. | 300 Westlake North |
| Wisconsin | Milwaukee | Wisconsin Magneto Co. | 918 N. Broadway |

DOMINION OF CANADA

| | | | |
|----------|-----------|---------------------------------------|--------------|
| Manitoba | Winnipeg | Beattie Auto Electric Limited | 176 Fort St. |
| Ontario | Toronto-5 | Auto Electric Service Company Limited | 1009 Bay St. |

BRIGGS & STRATTON CORP.
MILWAUKEE, WIS., U. S. A.