OPERATING INSTRUCTIONS AND PARTS LIST

BRIGGS & STRATTON

MODEL "T" MOTOR

1/2 H.P. - 1800 R.P.M.

INCLUDING MODELS "TC"-"TF"

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 the oil filler cap, painted blue, pour oil in the opening until it rises to the level of the filler opening. Crankcase holds one pint. Fill the gas tank with a good grade of clean, fresh regular gasoline. Tank holds one quart. Do not use a high test gasoline, ordinarily used in lamps and stoves. This vaporizes too quickly, causing motor to stop. Be sure that the small vent hole in gas tank cap is not clogged. Air must enter the tank to allow the gasoline to flow freely to the carburetor. Test by blowing through the top.

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.

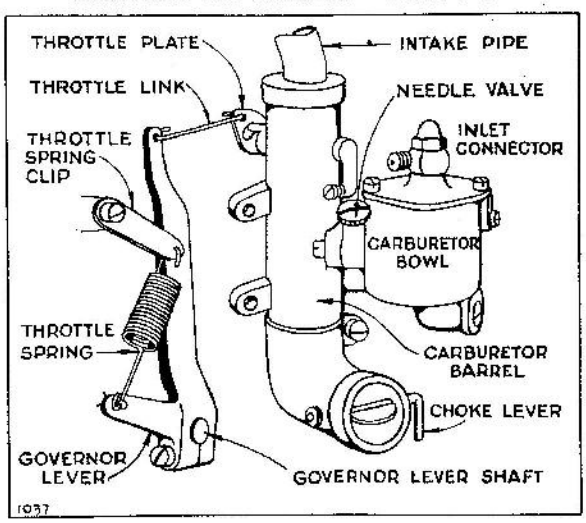
4. **AIR CLEANER. EVERY DAY MOTOR IS USED, AIR CLEANER** should be removed and the felt brushed free of dirt and washed in gasoline. Be sure felt is dry before replacing.

5. **CHANGE OIL FREQUENTLY.** After every twenty five hours of motor operation, the oil should be completely drained from the crankcase. Always check your 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. It will clog the gas line, carburetor, etc., and cause trouble. Use fresh gasoline and keep the tank filled. If you use the motor occasionally, drain the tank completely and refill when motor is used again. Use alcohol or acetone to clean any gum coated parts.

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 when closing needle valve, or needle valve or taper seat may be damaged. From closed position, open needle valve to one and one quarter turns. After motor has been started and warmed up make final adjustments with choke wide open by turning the needle valve to point at which motor runs smoothly with a full load. This setting will also take care of starting with 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. The needle valve should be opened a notch or two - turn to left.

CARBURETOR AND GOVERNOR - PLATE NO. 1

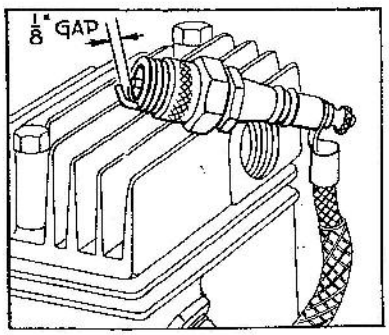


8. **TO REMOVE AND REPLACE CARBURETOR.** Disconnect gasoline line from the carburetor and gasoline tank. Unhook the throttle spring from spring clip. Remove two screws and lockwashers holding carburetor to crankcase. Loosen the carburetor from the intake pipe by working from side to side. With carburetor in right hand, hold governor lever with left and turn carburetor to the right. Bring carburetor toward the governor lever permitting the open end of throttle link to slip out of the hole in the throttle plate. To replace, reverse the operations. Be sure the open ends of throttle link are toward crankcase. See plate No. 1.

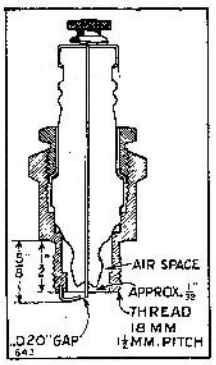
9. RESETTING GOVERNOR LEVER. With carburetor attached to motor and throttle link hooked in governor lever and throttle plate, loosen set screw holding governor lever to governor shaft. Push the upper end of governor lever toward carburetor as far as it will go. Hold in this position and turn governor shaft to right or down, with pliers, until it strikes a stop in crankcase. Release governor shaft but hold governor lever until you tighten the set screw. Be sure that neither governor lever or shaft move while you tighten the screw. See plate No. 1.

10. 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. See plate No. 2. 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.

CHECKING SPARK
PLATE NO. 2



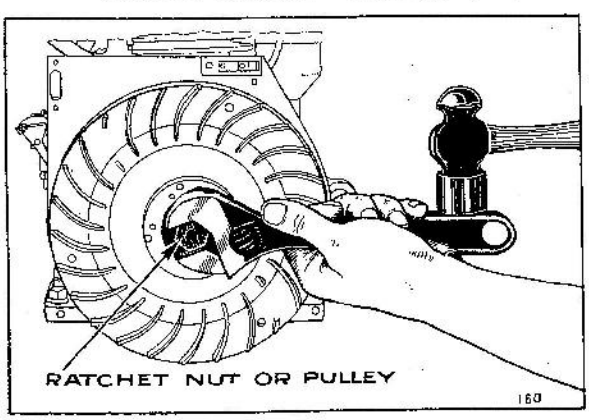
SPARK PLUG
PLATE NO. 3



11. 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. 3.

12. 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. 7.

REMOVING FLYWHEEL - PLATE NO. 4



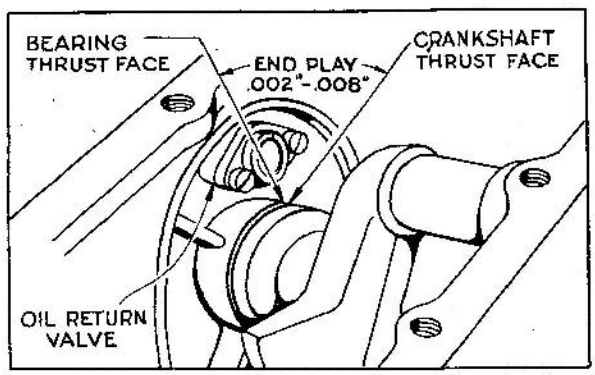
13. TO REMOVE AND REPLACE FLYWHEEL.

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.

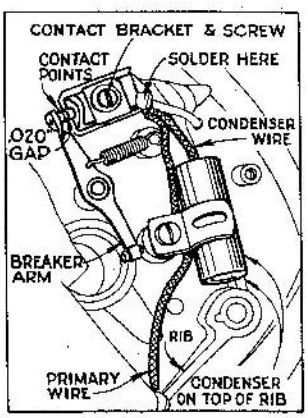
14. To replace, locate flywheel on crankshaft with key. Reverse the operations explained in the previous paragraphs. Draw ratchet nut on starter pulley up very tight by tapping wrench handle on bar with hammer.

CORRECT END PLAY - PLATE NO. 5



15. 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 proper thickness to get correct end play of .002" to .008" between magneto bearing and crankshaft thrust faces, as shown in plate No. 5.

CONTACT POINTS
PLATE NO. 6



16. 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.

17. 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.

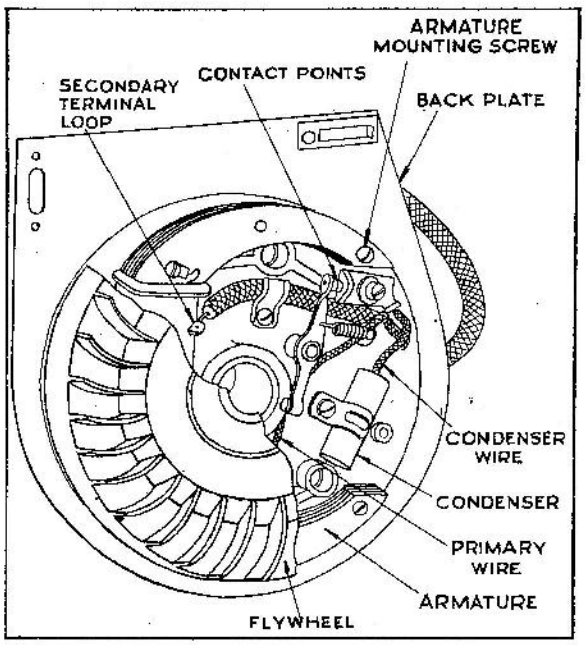
18. TO REPLACE CONDENSER. A leaky or weak condenser causes motor to start hard, sputter or misfire under load. If motor misfires after checking gasoline line, carburetor, spark plug, cable and contact points, install a new condenser.

19. 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.

20. 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. 7.

21. 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. 7



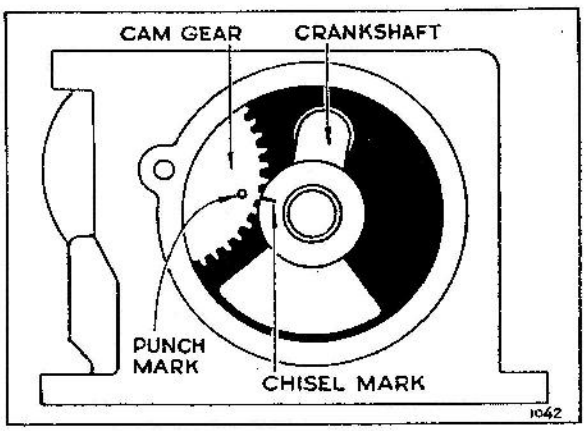
22. VALVE ADJUSTMENT. To check valve clearance, remove valve cover plate. The correct clearance on the exhaust valve is .008", and on the intake is .006", when motor is cold. Tappet clearance is adjusted by grinding required amount from end of valve stem. End of stem must be square with stem proper.

23. To remove valves, remove cylinder head, and if not dismantled, drain oil from crankcase. Invert cylinder. Compress the spring with spring compressor No. 69189-T3 with end of screw driver pry out split collars. Release spring compressor. Tilt cylinder back far enough to allow valve to drop, permitting stem to clear spring. Pry spring out with end of screw driver.

24. To replace valves and valve springs, compress spring in spring compressor tool. Turn tool to inverted position with retainer washer on top. Drop the split collar in place one at a time. When first collar is placed in valve, push it around to the back of the valve stem to allow easy placing of second half. Special spring compressor tool, part No. 69189-T3, is available at the factory at $1.25 net.

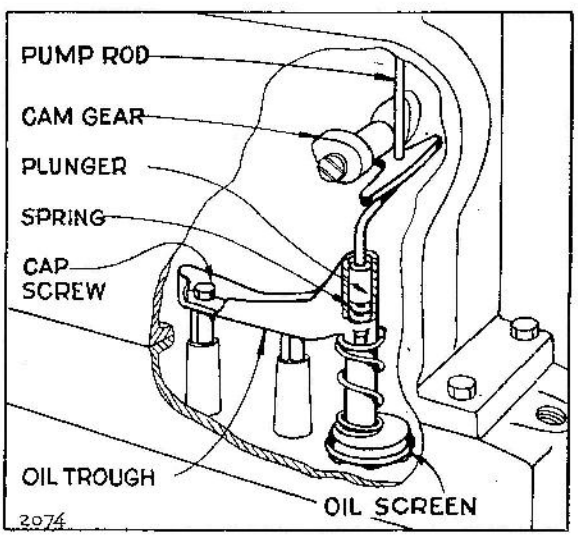
25. Grind valves in the same manner as automobile valves. If valves stick they may be coated with gum or carbon. To remove gum use alcohol or acetone. Clean valve stems thoroughly with wire brush or emery cloth. Scrape carbon from valve ports.

VALVE TIMING - PLATE NO. 8



26. TIMING. The timing is taken care of by meshing of the cam shaft gear with the gear on the crankshaft. The gears are properly meshed when the mark on the cam shaft gear is in line with the mark on the crankshaft collar. See plate No. 8.

OIL PUMP - PLATE NO. 9



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

TO FIND THE CORRECT NUMBER OF THE PART YOU NEED

1. Refer to page illustrating parts and locate the Master Part Number by comparing your old part with the illustrations.
2. After the Master Part Number has been identified, refer to the following Parts Lists where these Master Part Numbers are listed in numerical order.

   The Master Part is used on all models of motors except those described and listed under "Note."

3. If a "Note" appears below the Master Part Number, this means that this part is made different from the Master Part for certain types and if your part is described under "Note," order the part referred to.
4. If two or more parts are bracketed (——) under "Note," they are used to replace the Master Part on the type numbers shown.
5. When ordering parts — or writing for service information — always specify the MODEL LETTER and SERIAL NUMBER of your motor.

PRICES — All prices in this book are subject to change without notice. In case of change in prices, orders will be filled at current prices.

Parts List

MODELS "T" — "TC" — "TF"

MASTER PART NUMBER	NAME	SELLING PRICE EACH
21202	Center Compression Ring – Std.	$ .40
21203	Top Compression Ring – Std.	.40
21219	Top Compression Ring – .010" O.S.	.40
21220	Center Compression Ring – .020" O.S.	.40
21221	Center Compression Ring – .030" O.S.	.40
21222	Center Compression Ring – .010" O.S.	.40
21223	Top Compression Ring – .020" O.S.	.40
21224	Top Compression Ring – .030" O.S.	.40
21440	Control Lever	.50
22353	Valve Cover Plate Washer. 3 for	.05
22355	Contact Bracket Washer. 3 for	.05
22368	Control Lever Washer.	.10
22371	Connecting Rod Shim	.05
22372	Control Casing Clamp.	.05
22373	Contact Bracket	.50
22374	Contact Bracket Shim.	.05
23571	Control Lever Swivel.	.20
23580	Control Lever Bushing	.10
23581	Cable Clamp	.05
26403	Breaker Arm Spring.	.05
26413	Oil Pump Spring	.10
27090	Spark Plug Gasket	.05
27099	Magneto Plate Gasket – .015" Thick.	.05
29208	Bell Crank.	.25
29652	Condenser	.50
29657	Armature.	5.00
37346	Rivet – 1/8x1/4" Tubular. 3 for	.05
61057	Governor Lever.	.50
61131	Gas Tank Bracket.	1.00
61136	Oil Filler Cap.	.25
61142	Hand Starter Lever.	1.50
	Note: No. 61137 Foot Starter Pedal – Straight	1.50
61157	Air Cleaner Elbow	1.25
61186	Carburetor Cover.	.25
61505	Oil Ring – Std. – 3/16" Wide.	.60
	Note: No. 68161 Oil Ring–Std–1/8" Wide Used on earlier model motors.	.50
61747	Oil Ring – .010" O.S.–3/16" Wide.	.60
	Note: No. 61008 Oil Ring–.010" O.S.1/8" Wide Used on earlier model motors.	.50
61748	Oil Ring – .020" O.S.–3/16"Wide	.60
	Note: No. 61016 Oil Ring–.020" O.S.1/8" Wide Used on earlier model motors.	.50
61749	Oil Ring – .030" O.S. – 3/16" Wide.	.60
	Note: No. 61017 Oil Ring–.030" O.S.1/8" Wide Used on earlier model motors.	.50
62000	Chain Link Washer 2 for	.05
62015	Starter Chain Guard	.25
62034	Gas Tank Strap.	.35
	Note: No. 62058 Gas Tank Strap (Red).	.35
62039	Air Cleaner Shell	.75
62154	Valve Cover Plate	.20
62189	Bell Crank Washer	.05
63033	Carburetor Float Lever Pin.	.05
63067	Bell Crank Bushing.	.05
63092	Mounting Spacer	.05
63155	Carburetor Intake Pipe.	.45
63157	Carburetor Air Bleed Screw.	.10
63185	Headless Pipe Plug.	.05
63182	By-Pass Nozzle.	.25

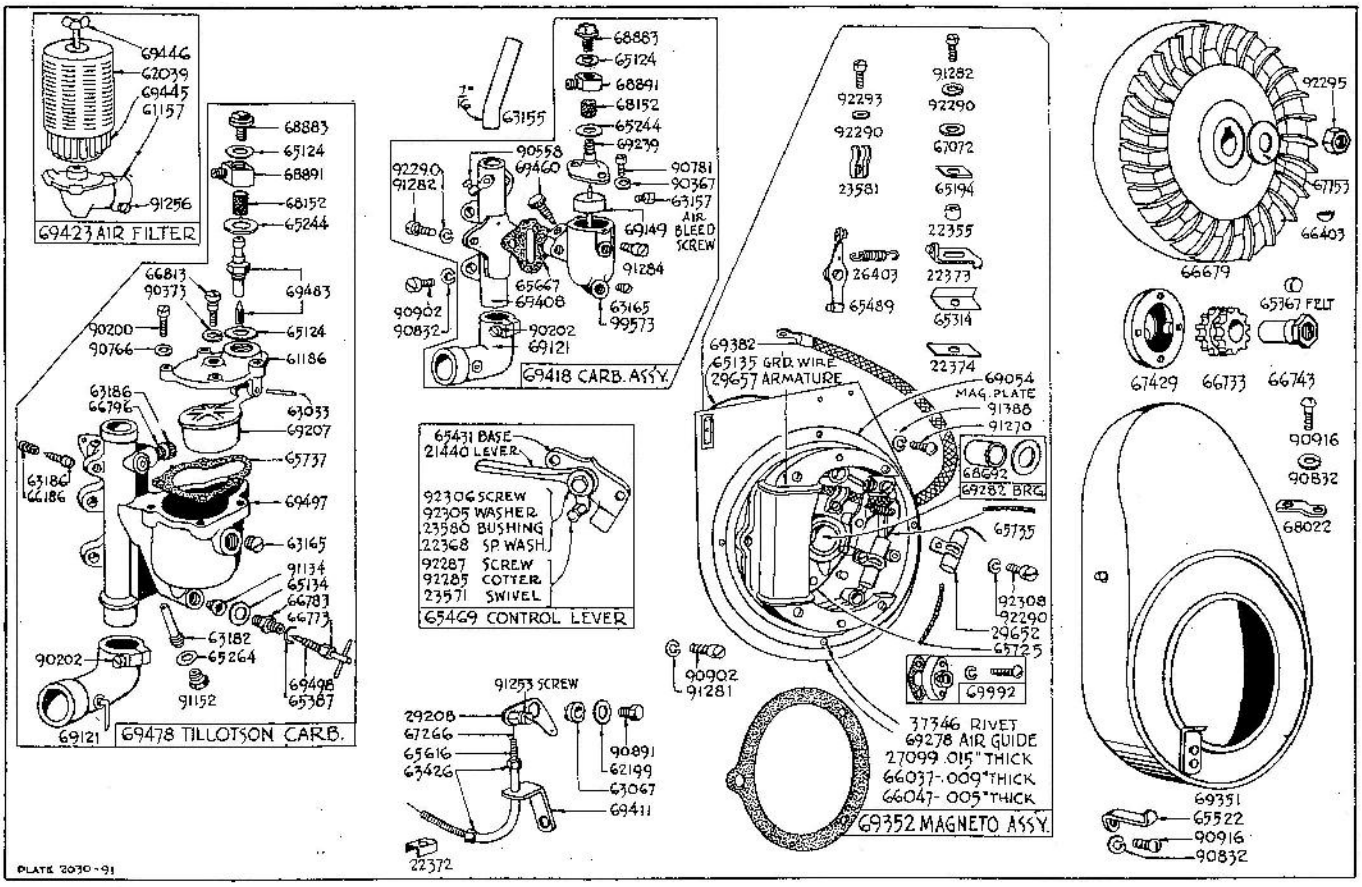
MASTER PART NUMBER	NAME	SELLING PRICE EACH
63186	Throttle Adjusting Screw.	$ .10
63426	Control Casing Locknut.	.05
63436	Piston Pin – .005" O.S.	.40
64139	Starter Chain Connecting Pin.	.10
65124	Fibre Washer.	.05
65126	Throttle Spring	.15
65134	Fibre Washer.	.05
65135	Stop Switch Ground Wire	.10
65194	Contact Bracket Washer.	.05
65244	Fibre Washer.	.05
65264	By-Pass Tube Gasket	.05
65314	Contact Bracket Insulator	.05
65324	Drain Plug Gasket	.05
65367	Ratchet Nut Felt.	.05
65387	Needle Valve Packing.	.05
65431	Control Lever Base.	.45
	Note: No. 65631 Control Lever Base. Used on motors with left hand control.	.45
65469	Control Lever Assembly.	1.35
	Note: No. 65589 Control Lever Assembly. Used on motors with left hand control.	1.50
65489	Contact Breaker Arm	.75
65499	Gas Tank Cap (Screw Type)	.60
	Note: No. 69961 Gas Tank Cap (Bayonet Type).	.35
65522	Blower Housing Bracket.	.10
65534	Oil Filler Cap Gasket	.05
65616	Control Wire Casing – 72" Long.	.55
	Note: If a longer casing is needed specify length in inches: if a shorter casing is needed order No. 65616 and cut to required length.	
65617	Valve Cover Gasket.	.10
65697	Carburetor Gasket	.05
65687	Base Gasket	.20
65717	Tank Cap Gasket	.05
65725	Armature Lead Insulator	.05
65735	Condenser Lead Insulator.	.05
65737	Carburetor Gasket	.10
65883	Piston Pin – Standard	.30
65906	Valve Spring.	.15
65986	Throttle Link	.10
66037	Magneto Plate Gasket – .005" Thick.	.05
66047	Magneto Plate Gasket – .009" Thick.	.05
66056	Starter Return Spring	.50
66185	Throttle Adjusting Spring	.10
66246	Piston Pin Lock 2 for	.05
66403	Flywheel Key.	.05
66411	Starter Pulley.	1.00
66576	Crankshaft.	7.00
	Spur Gear–With flat on Power Take–off end.	
	Note: No. 67006 Crankshaft.	7.00
	Spur Gear–With 3/16" Keyway.	
	No. 67476 Crankshaft.	7.00
	Helical Gear–With 3/16" Keyway.	
66679	Magneto Flywheel.	9.80
66733	Starter Ratchet	.60
66743	Starter Ratchet Nut	.30
66773	Stuffing Box Nut.	.15
66783	Stuffing Box Gland.	.25
66796	Idle Adjustment Spring.	.05

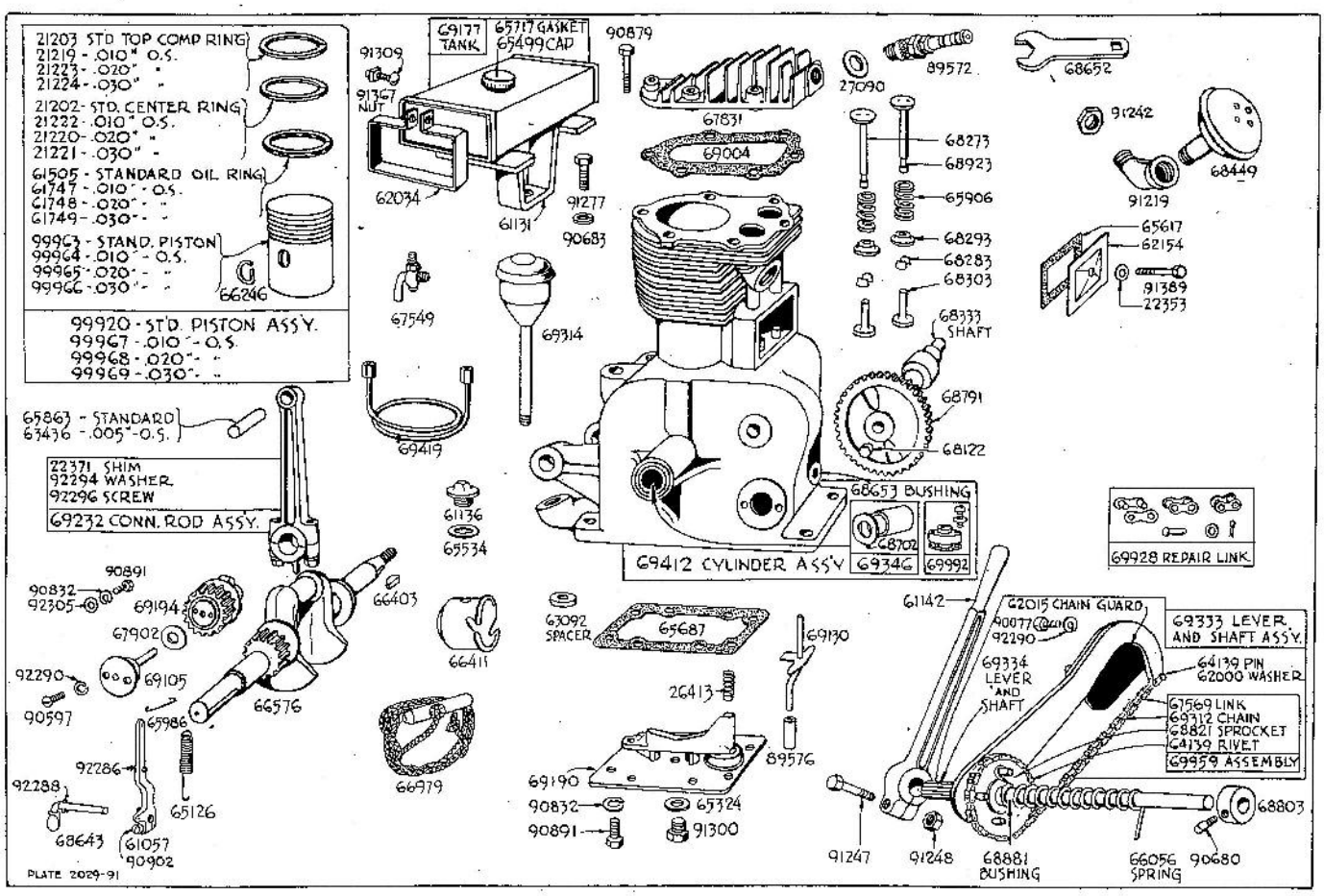
MASTER PART NUMBER	NAME	SELLING PRICE EACH
66813	Carburetor Vent Screw	.20
66979	Starter Rope	.50
67072	Contact Bracket Washer	.05
67266	Control Wire – 79" Long	.30
	Note: Longer Wire–Give length in inches. Shorter Wire – Cut 67266 to length.	
67429	Starter Pawl Assembly	.70
67549	Gasoline Shut–off Valve	.90
67563	Chain Link	2 for .05
67753	Flywheel Washer	.05
67831	Cylinder Head	5.50
67902	Governor Gear Washer	.10
68022	Blower Housing Bracket	.10
68122	Cam Shaft Plug	.05
68152	Carburetor Inlet Screen	.10
68273	Exhaust Valve	1.50
68283	Valve Spring Collar	.10
68293	Valve Spring Retainer	.10
68303	Valve Tappet	1.00
	Note: No. 63277 Valve Tappet. Used on Model "TC" motors.	.35
68333	Cam Shaft	.40
68449	Muffler	1.25
68643	Governor Crank	.80
68652	Spark Plug Wrench	.20
68653	Governor Crank Bushing	.20
68682	Oil Retaining Ring	.05
68702	Oil Retaining Ring	.05
68791	Cam Gear	6.00
	Note: No, 61187 Cam Gear (Helical Teeth). Used on Model "TC" motors.	3.00
68803	Starter Shaft Collar	.30
68821	Starter Chain Sprocket	.25
68881	Starter Spring Bushing	.05
68883	Inlet Connector Screw	.10
68891	Inlet Connector	.25
68923	Intake Valve	.60
69004	Cylinder Head Gasket	.25
69054	Magneto Plate	3.50
69105	Governor Gear Shaft	.40
69121	Carburetor Air Horn	.80
69130	Oil Pump Rod	.30
69149	Carburetor Float	.65
69177	Gasoline Tank (Screw Type Cap)	3.00
	Note: No. 69488 Gasoline Tank (Painted Red–With Bayonet Joint Type Cap)	3.00
69190	Oil Trough and Base	2.00
69194	Governor Gear	1.50
	Note: No. 69665 Governor Gear (Helical Teeth Used on Model "TC" motors	1.50
69207	Carburetor Float	1.00
69252	Connecting Rod	2.50
69259	Carburetor Cover	1.00
69278	Air Guide (With Stop Switch on Carb.Side)	.60
69282	Magneto Plate Bearing Includes: No. 68692 Oil Retaining Ring	1.25
69312	Starter Chain	1.25
69314	Breather Tube	.80
69333	Starter Lever and Shaft	3.50
69334	Lever and Shaft	2.00
69346	Cylinder Bearing. Includes: No. 68702 Oil Retaining Ring	1.25
69351	Blower Housing	1.50
69352	Magneto Plate Assembly	18.50
69382	Ignition Cable	.40
	Note: No. 65847 Ignition Cable Sleeve	.10
	No. 69275 Ignition Cable. Used on earlier model motors.	.30
69408	Carburetor Barrel	1.80
69411	Control Casing Tube	.65
	Clamp is bent up at an angle. Upper end of tube is extended vertically from clamp. Lower end is horizontal with clamp but 23° to one side.	
	Note: No. 69263 Control Casing Tube	.50
	Flat bracket. Lower end of tube is 90° from longitudinal center line.	
	No. 69525 Control Casing Tube	.50
	Flat bracket. Lower end of tube is parallel with clamp.	
69412	Cylinder	18.50
69415	Carburetor Assembly	7.00
69419	Gasoline Line 13½" Long	.40
	For other length specify:	
	No. 69500 Gasoline Line 14" Lg.	.40
69423	Air Cleaner Assembly	4.50
69445	Air Cleaner Filter	2.00
69446	Stem and Wing Nut	.50

MASTER PART NUMBER	NAME	SELLING PRICE EACH
69460	Carburetor Needle Valve	.30
	Note: 63150 Needle Valve. On earlier models.	.30
69478	Carburetor Assembly	9.50
69483	Inlet Valve and Seat	1.00
69487	Carburetor Body	3.50
69498	Carburetor Needle Valve	.65
69928	Chain Repair Link	.35
69959	Starter Sprocket and Chain Assembly	1.50
69992	Oil Return Valve	.35
69572	Spark Plug with Gasket	.65
69576	Oil Pump Plunger	.20
90077	Screw – 10–32x1/4" Rd. Hd.	.05
90200	Screw – 8–32x1/2" Rd. Hd.	.05
90202	Screw – 10–32x1/2" Fill. Hd.	.05
90367	Lockwasher	2 for .05
90373	Lockwasher	4 for .05
90558	Screw – 6–32x1/2" Fill. Hd.	2 for .05
90597	Screw – 10–32x1/2" Rd. Hd.	2 for .05
90680	Screw – 5/16–18x1/2" Sq. Hd.	.05
90883	Lockwasher – 1/2x11/64x1/8"	2 for .05
90766	Lockwasher – #8	4 for .05
90781	Screw – 8–32x5/16" Fill. Hd.	.05
90832	Lockwasher – 1/4x3/32x5/64"	4 for .05
90879	Cylinder Head Screw	.10
90891	Screw – 1/4–20x1/2" Hex. Hd.	.05
90902	Magneto Mounting Screw	.05
90916	Screw – 1/4–20x1/2" Rd. Hd.	.05
91134	Air Bleed Screw	.10
91152	Plug Screw	.20
91219	Exhaust Street Elbow – 45 Deg.	.40
	Note: No. 91246 Exhaust Elbow – 45°	.40
91242	Exhaust Elbow Locknut	.05
91247	Bolt – 1/2–20x2" Hex. Hd.	.15
91248	Nut – 1/2–20x3/4"–7/16" Hex.	.05
91253	Screw – 6–32x5/16" Fill. Hd.	2 for .05
91256	Screw – 1/4–20x1 Fill. Hd.	.05
91270	Screw – 1/4–20x1" Rd. Hd.	.05
91277	Screw – 1/2–20x1" Hex. Hd.	.10
91281	Lockwasher – 1/4x3/32x3/32"	3 for .05
91282	Screw – 10–32x5/8" Fill. Hd.	.05
91284	Screw – 10–32x1/4" Fill. Hd.	.05
91300	Oil Drain Plug	.05
91309	Screw – 1/4–20x7/8" Rd. Hd.	.05
91367	Nut – 1/4–20	.05
91388	Lockwasher – 5/16x3/32x3/32"	.05
91389	Valve Cover Plate Screw	.05
92285	Cotter Pin – No. 18x1/4"	4 for .05
92286	Cotter Pin – 1/16x3/8"	4 for .05
92287	Screw – 10–32x1/4" Rd. Hd.	2 for .05
92288	Cotter Pin – 1/16x1/2"	4 for .05
92290	Lockwasher – 13/64x1/16"	3 for .05
92293	Cable Clamp Screw	2 for .05
92294	Connecting Rod Washer	4 for .05
92295	Flywheel Nut	.05
92296	Connecting Rod Screw	.05
92305	Washer	.05
92306	Screw – 1/4–20x5/8" Hex. Hd.	.05
	Note: No. 90802 Screw	.05
	No. 92278 Nut	2 for .05
	Used on motors with L.H. throttle control.	
92308	Condenser Mounting Screw	.05
99573	Carburetor Bowl	1.25
99920	Piston Assembly – Standard	3.85
99963	Piston – Standard	2.25
	Note: Pistons for earlier models had 1/8" wide oil groove. For replacement order.	
	No. 61505 Oil Ring – Standard	.60
	No. 99963 Piston – Standard	2.25
99964	Piston – .010" Oversize	3.00
	Pistons for earlier models had 1/8" wide oil groove. For replacement order.	
	No. 61747 Oil Ring – .010" Oversize	.60
	No. 99964 Piston – .010" Oversize	3.00
99965	Piston – .020" Oversize	3.00
	Note: Pistons for earlier models had 1/8" wide oil groove. For replacement order.	
	No. 61748 Oil Ring – .020" Oversize	.60
	No. 99965 Piston – .020" Oversize	3.00
99966	Piston – .030" Oversize	3.00
	Note: Pistons for earlier models had 1/8" wide oil groove. For replacement order.	
	No. 61749 Oil Ring – .030" Oversize	.60
	No. 99966 Piston – .030" Oversize	3.00
99967	Piston Assembly – .010" Oversize	4.40
99968	Piston Assembly – .020" Oversize	4.40
99969	Piston Assembly – .030" Oversize	4.40

U. S. A. Prices. Prices outside of U. S. A. subject to local import duties, taxes, etc.

Before ordering parts, read instructions top page 2.





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.

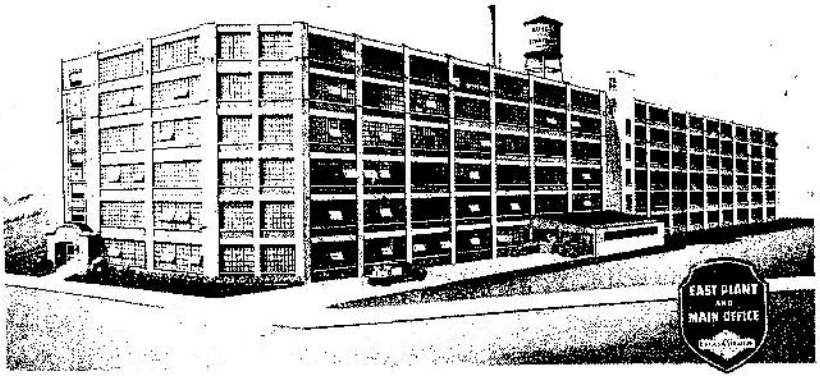
Authorized Central Service Distributors

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.	930 Van Ness Ave.
Colorado	Denver	Spitzer Electrical Company	43 W. 9th Ave.
Florida	Jacksonville	Spencer Electric, Inc.	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 So. 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 Selden 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 No. 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. 60th 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 Polk Ave.
Texas	San Antonio	S. X. Callahan	425 N. Flores St.
Utah	Salt Lake	Motor Equipment Company	605-609 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.

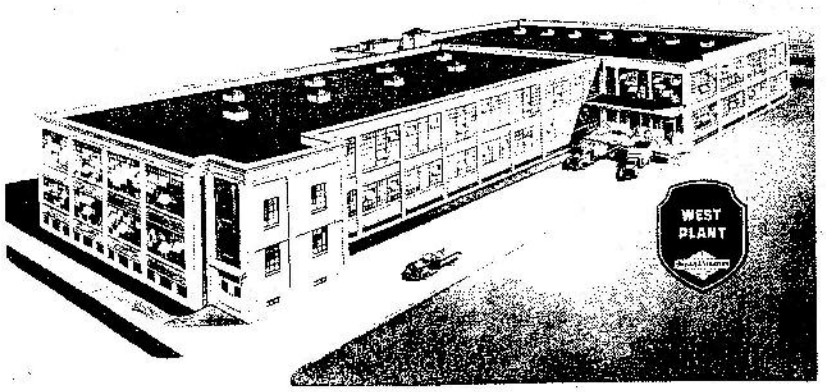
BRIGGS & STRATTON CORP.
MILWAUKEE, WIS., U. S. A.



WHERE BRIGGS AND STRATTON MOTORS ARE MADE

THESE large and modern factory buildings, located in Milwaukee, Wisconsin, are complete with all modern equipment and machinery for precision construction, economical production, rigid inspection and thorough testing of Briggs & Stratton 4-cycle gasoline motors.

Briggs & Stratton Corp. produces more small 4-cycle air-cooled gasoline motors than any other manufacturer in the world.



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