

OPERATING INSTRUCTIONS



MODEL "6B-HS"

TYPE NO. 900060 AND UP

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KEEP THIS BOOK FOR HANDY REFERENCE

IMPORTANT SAFETY INFORMATION AND INSTRUCTIONS FOR ENGINE SELECTION ENGINE INSTALLATION ENGINE OPERATION

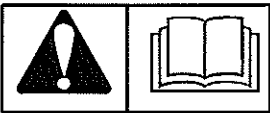
In the USA and Canada,
our 24 hour hotline is:

18002333723

Briggs & Stratton Corporation
Milwaukee, Wisconsin 53201

www.briggsandstratton.com

Keep these instructions for future reference.





Before installing and operating this engine read and observe all warnings, cautions and instructions on both sides of this sheet, on the engine, and in the operating & maintenance instructions.


NOTE: This sheet of instructions and safety information is not meant to cover all possible conditions and situations that may occur. Read entire Operating & Maintenance Instructions for this engine AND the instructions for the equipment this engine powers. Failure to follow instructions and safety information could result in serious injury or death.

The safety alert symbol () is used to identify safety information about hazards that can result in personal injury.

A signal word (DANGER, WARNING, or CAUTION) is used with the alert symbol to indicate the likelihood and the potential severity of injury. In addition, a hazard symbol may be used to represent the type of hazard.

 **DANGER** indicates a hazard which, if not avoided, will result in death or serious injury.

 **WARNING** indicates a hazard which, if not avoided, could result in death or serious injury.

 **CAUTION** indicates a hazard which, if not avoided, might result in minor or moderate injury.

CAUTION, when used without the alert symbol, indicates a situation that could result in damage to the engine.

HAZARD SYMBOLS AND MEANINGS



Fire



Explosion



Moving Parts



Toxic Fumes



Hot Surface



Shock



Kickback

(OVER)

FORM MS-6445-01/03

ENGINE SELECTION



 WARNING

Failure to select the correct engine could result in fire or explosion.



- Some engines are unique and designed for specific applications or types of equipment. If this engine will be used to build new equipment, contact Briggs & Stratton to ensure that the engine is appropriate for the intended use.
Note: For all Go-karts use only a model 136200 series engine, which offers improved safety and performance.
- Replacement engines should be the same model as the original engine, or be the Briggs & Stratton designated replacement engine. Refer to the Operation & Maintenance Instructions for engine identification information.
Note: For all Go-karts use only a model 136200 series engine, which offers improved safety and performance.
- Do not use Briggs & Stratton engines on 3-wheel All-Terrain Vehicles (ATVs), motor bikes, air craft products, or vehicles intended for use in competitive events. Briggs & Stratton does not approve of or authorize such uses.

ENGINE INSTALLATION



- [1] Do not attempt to install this engine if you do not have the appropriate tools and knowledge of small engine installation procedures. Use only Briggs & Stratton parts. Contact your Authorized Service Dealer for assistance.
- [2] Do not modify the engine in any way without Briggs & Stratton factory approval. Any such modification is at the owner's sole risk.
- [3] If the exhaust system on the old engine was supplied by the equipment manufacturer, you must transfer the exhaust system and related components (original muffler and related pipes, brackets, clamps, and shields) to the new engine. All components must be in good condition.
- [4]

 WARNING


 Install muffler (and muffler deflector if used) so outlet points away from operator, fuel tank, and equipment, and so muffler heat will not damage or deform engine and components.
- [5]



 WARNING


 Ensure all fuel lines and fittings are properly assembled and do not leak. Replacement parts must be the same model as the original.
- [6]



 WARNING


 Ensure all wiring, including safety switches and engine shut-off components are completely installed and functioning properly.
- [7] Set engine speed to equipment manufacturer's specification. Refer to equipment manufacturer's manual. Do not tamper with governor springs, or other parts that will increase engine speed above specification.



- [8]

 WARNING




 All engine parts, including fuel cap, spark plug, muffler, air cleaner, and covers and guards for drive components (gears, belts, shafts, couplings, etc.) must be in place before attempting to start engine.
- [9]

 WARNING


 If engine is installed on walk behind lawn mower, all mower components, including cutting blade, must be correctly installed before attempting to start engine.
- [10]







 WARNING


 When working on the engine or equipment, remove spark plug wire from spark plug. For electric start, remove negative wire from battery.
- [11]

 WARNING


 Do not check for spark with spark plug removed. Use Briggs & Stratton spark tester #19368.

ENGINE OPERATION

	 WARNING
	When adding fuel:
<p>Turn engine off and let engine cool at least 2 minutes before removing gas cap.</p> <p>Fill fuel tank outdoors or in well-ventilated area. Fill tank to about 1 inch below lowest portion of neck to allow for fuel expansion.</p> <p>Keep gasoline away from sparks, open flames, pilot lights, heat, and other ignition sources.</p>	
	 WARNING
	When starting engine:
<p>Remove all external equipment/engine loads.</p> <p>Wait until spilled fuel is evaporated. Start engine outdoors.</p> <p>Pull cord slowly until resistance is felt, then pull rapidly.</p> <p>If engine floods, set choke to OPEN/RUN, place throttle in FAST and crank until engine starts.</p>	
	 WARNING
	When operating equipment:
<p>Do not tip engine or equipment at angle which causes gasoline to spill.</p> <p>Run engine outdoors. Do not run in enclosed area, even if doors or windows are open.</p> <p>Do not choke carburetor to stop engine.</p>	

IMPORTANT!

Read these instructions carefully before operating this engine for the first time.

Guessing how to run it may cause you unnecessary inconvenience, aggravation, or failure to receive the fine service that is built into it. **There is a right way to operate this engine. This book tells you how.**

Each engine is carefully tested and adjusted at the factory before packing for shipment, and with reasonable care should give you many years of satisfactory service.

DO NOT START THIS ENGINE UNTIL YOU HAVE READ CAREFULLY THE INSTRUCTIONS ON PREPARING THE ENGINE, PAGE 3.

For Maintenance Adjustments, see pages 6 to 9.

If you have difficulty in operating your engine and you need outside help, contact your dealer or nearest member of our Authorized Service Organization. See back cover.

Briggs & Stratton manufactured only the engine on your powered equipment. For other service or parts, write to the manufacturer of the complete equipment or see the dealer from whom purchased.

CAUTION!

1. **PROVIDE EFFICIENT VENTILATION.** Exhaust gases contain carbon monoxide which is odorless and a deadly poison. Proper care must be taken to provide efficient ventilation.
2. **DO NOT FILL GASOLINE TANK WHILE ENGINE IS RUNNING.** Avoid spilling gasoline on a hot engine—this may cause an explosion and serious injury.
3. **KEEP ENGINE CLEAN.** This engine is air cooled. If cooling system becomes clogged, serious damage may result. Therefore, keep the blower screen, fins on flywheel, cylinder head and block free from grass or dirt.
4. When tipping engine on side for service, either carburetor or cylinder head must be in upward position to prevent loss of oil through breather tube.
5. Be sure nobody is behind you when starting engine with rope starter.

GENERAL INFORMATION

This engine is a single cylinder, I-Head, air-cooled type; bore 2 3/16" and stroke 1 1/2". It is rated at:

1.25 H.P. at 2200 R.P.M.
1.55 H.P. at 2700 R.P.M.

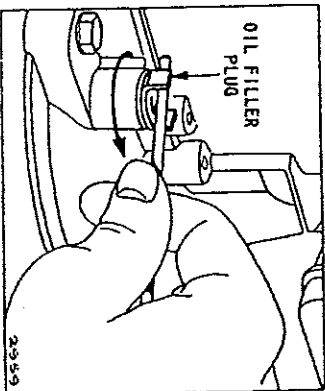
1.75 H.P. at 3200 R.P.M.

The horsepower ratings listed above are established by standard I.C.E.I.L. procedures. For practical operation, the horsepower loading should not exceed 85 per cent of these ratings. Engine power will decrease 3 1/2 per cent for each 1,000 feet above sea level, and 1 per cent for each 10 degrees above 60 degrees F.

PREPARATION OF ENGINE BEFORE STARTING

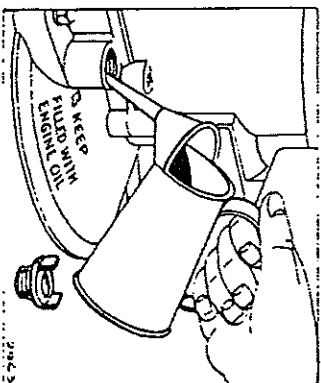
Fill Oil Sump With Oil

Remove the oil filler plug located on the base of the oil sump. Use screwdriver or bar.



For temperatures 32° and above use Mobiloil Arctic (S. A. E. No. 20) oil or equivalent.

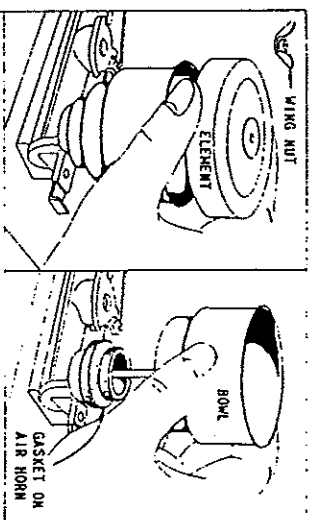
For temperatures below 32° use Mobiloil 10W (S. A. E. No. 10W) oil or equivalent.



Place the engine level. Pour oil in the opening to point of overflowing. Capacity 1 1/4 pints. Replace the filler plug. Screw it down tight.

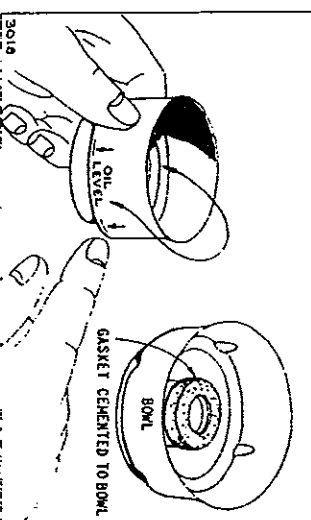
Put Oil In Air Cleaner

Air cleaner protects engine from grit and dirt. Use the same oil as in the crankcase. Remove wing nut. Lift out filter element. Lift off bowl. Pour oil in small bottom part of bowl to "oil level" mark at end of arrows. Replace bowl, element, and wing nut. Be sure gaskets are in place.



Fill Fuel Tank

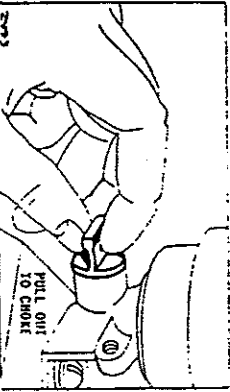
Use a good grade of regular, clean, fresh gasoline such as Mobilgas. *Never use gasoline that has been standing in a can for several months as gum may form under such conditions and may clog the carburetor, fuel tank, etc. See that vent hole in cap is open. DO NOT MIX OIL WITH GASOLINE.*



USING THE ENGINE

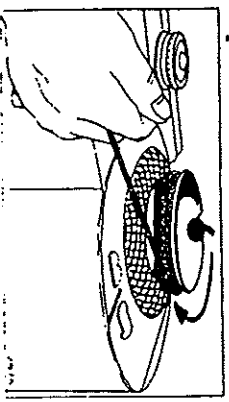
To Start Engine

1. Be Sure the Stop Switch Is Away from Spark Plug
2. Close the Choke



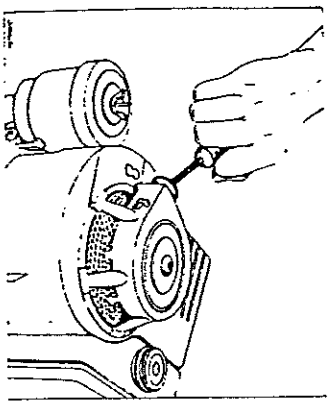
Completely close the carburetor choke by pulling out the choke button.

Rope Starter



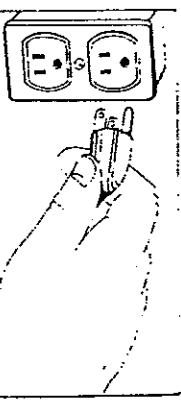
Wind the starter rope around the pulley in direction shown by arrow. Then turn the pulley in the opposite direction (counter-clockwise) until compression is felt. Pull the rope with a quick full arm stroke. Repeat if necessary, with choke opened slightly. When engine starts open choke gradually.

Rewind Starter

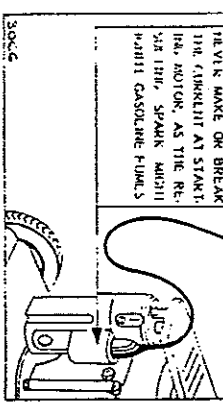


Pull rope slowly until starter clutch engages, then pull until the resistance of compression is felt. Continue to pull slowly about 2 or 3 inches until compression ceases. Allow starter rope to recoil and again pull out slowly until starter clutch engages. Then pull with a quick full arm stroke to start engine. Hold starter grip and allow rope to recoil. Repeat if necessary with choke opened slightly. When engine starts open choke gradually.

Electric Starter



CAUTION
NEVER MAKE OR BREAK THE CIRCUIT AT START. VIA THE SPARK SWITCH HANDLE GASOLINE FUMES



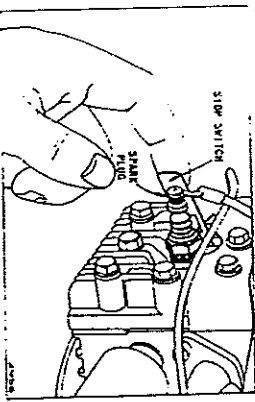
Attach electrical cord to engine starting motor. To start engine, plug starter cord into wall receptacle. When engine starts, remove plug from wall receptacle. Open choke gradually. A warm engine will require little or no choking. Detach cord at engine.

Note: Do not run the starter motor continuously for more than sixty seconds at a time. If the engine does not start after two or three attempts, open choke wide, wait a few seconds, then repeat.

USING THE ENGINE

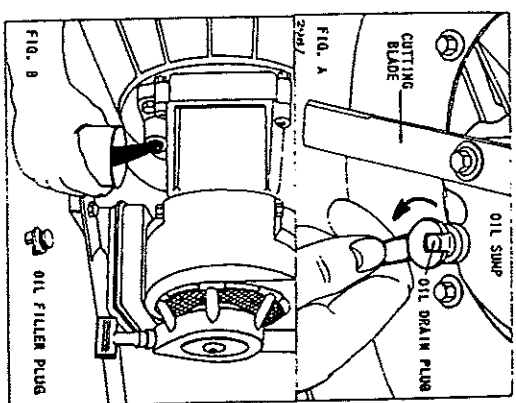
To Stop Engine

Push the stop switch against the end of spark plug.



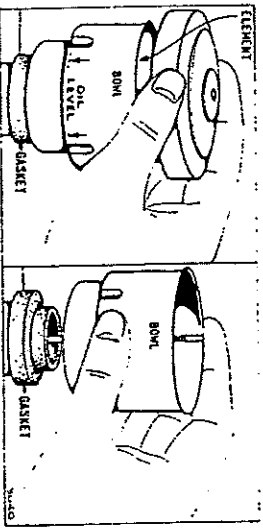
Change Oil (Oil Sump) →

Change oil after first 5 hours of operation while engine is warm. The oil drain plug is on bottom of oil sump. When draining by tipping or tilting engine, first remove air cleaner. Engine may then be drained through oil drain (Fig. A) or oil filler opening shown in Fig. B. Be sure to replace drain plug, oil filler cap, and air cleaner. Add oil regularly after each 5 hours of operation. Thereafter change oil every 25 hours of operation while engine is warm.



Change Oil (Air Cleaner)

Clean the air cleaner frequently (every few hours) under extremely dusty conditions. Clean and refill at least every 25 hours under normal conditions.



1. Remove Wing Nut
2. Lift Out Element
3. Lift Off Bowl
4. Pour out old oil. Wash the filter element by swishing in gasoline and shake dry. Clean bowl, wipe dry. Replace bowl. Pour oil in small bottom part of bowl to "oil level" mark shown. Replace filter element and wing nut. Be sure gaskets are in place.

MAINTENANCE ADJUSTMENTS

Carburetor Adjustments

2. Adjust carburetor with fuel tank *half* full of summer grade "regular" gasoline.

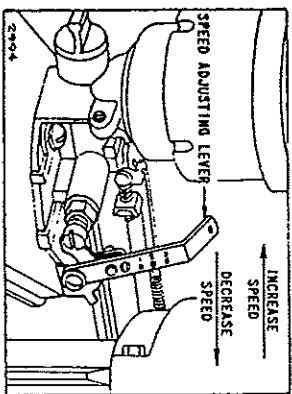
With engine running at normal operating speed (approximately 3300 R.P.M., no load) turn the needle valve in until engine starts to lose speed, indicating a lean mixture. Then open needle valve (turn counterclockwise) very slowly, past the point of smooth operation, until engine just begins to run unevenly. This mixture should be rich enough for good performance under full load.

b. Place throttle in idling position. Engine should idle no slower than 1750 R.P.M. Turn idle speed adjusting screw until this speed is reached.

c. Then test the engine under full load.

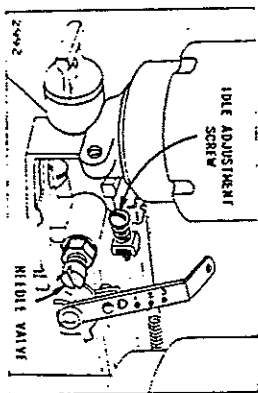
Governor Adjustments

The correct operating speed range is 2200 to 3600 R.P.M. Idle speed is 1750 R.P.M. The illustrations below show standard controls used on special models.



MANUAL FRICTION-TYPE GOVERNOR CONTROL. To increase engine speed, move speed adjusting lever as shown.

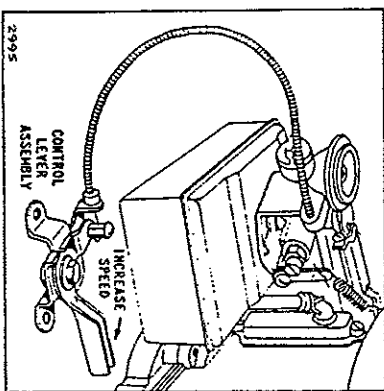
To decrease engine speed, move speed adjusting lever as shown.



If it does not carry the load satisfactorily, it usually indicates that the mixture is still too lean and it may be necessary to open the needle valve more in order to further richen the mixture. This richer mixture will cause a slight unevenness in idling.

If carburetor throttle acts sluggish or engine does not govern smoothly, it is usually caused by a dirty or gummy throttle.

Parts may be deleted or special hookups used on special models.

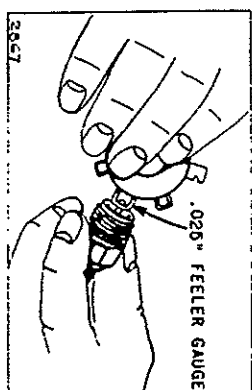


REMOTE GOVERNOR CONTROL. To increase speed move lever on control lever assembly as shown above.

MAINTENANCE ADJUSTMENTS (Cont'd)

To Check Spark Plug Gap

Spark plug is 14mm (USE CHAMPION J-8 OR EQUIVALENT). Keep a fresh plug on hand. Clean and reset the gap at .025" every 100 hours of operation. Use some graphite grease on threads when replacing spark plug.

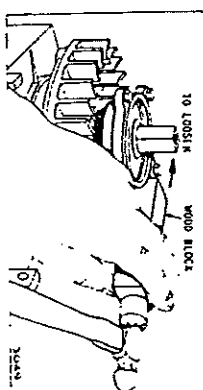


To Adjust and Clean Contact Points

Blower housing, flywheel, and magneto point dust cover must be removed.

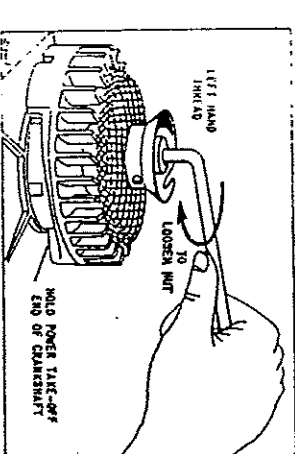
To Remove Flywheel

Recoil Starter
Take off blower housing with starter attached. Remove 4 screws and screen from clutch housing. Hold the power take-off end of crankshaft to prevent rotation, or use Flywheel Holder No. 19059. Place a block of wood in close against one of the screw lugs. Use a hammer and drive clutch housing to the LEFT to loosen it or use Starter Church Wrench Nos. 19114 or 19161.



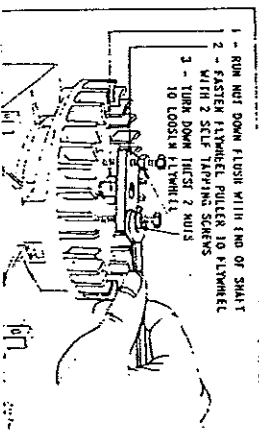
To Remove Flywheel

Rope Starter
Remove blower housing. Hold the power take-off end at crankshaft to prevent rotation, or use Flywheel Holder No. 19059. Use a large wrench. Turn to RIGHT to loosen nut. Crankshaft has LEFT hand thread.



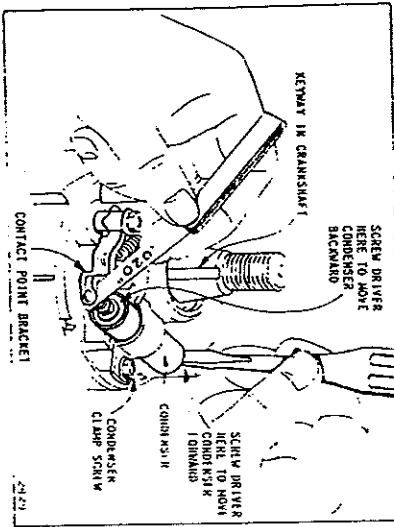
To Remove Flywheel With Flywheel Puller

Screw the nut back on shaft until it is flush with threads. Fasten flywheel puller to flywheel by screwing two self-capping screws into holes provided in flywheel. Turn down the two nuts gradually until flywheel is loosened. Pull off flywheel. Save key.



MAINTENANCE ADJUSTMENTS (Cont'd)

To Adjust and Clean Contact Points



Remove dust cover. Points must be clean and line up squarely to make good contact. Do not file points—use fine sandpaper or hone to dress the points. Turn the crankshaft until points open to widest gap, or until keyway on crankshaft lines up with the plunger. Tighten the condenser clamp screw. Move condenser forward or backward with screwdriver until gap of .020" is obtained. If either or both points become

badly pitted or burned, replace with complete new Contact Point Bracket and Condenser. Replace dust cover.

To Reassemble Flywheel

Clean flywheel hole and tapered end of crankshaft thoroughly. Place keyway of crankshaft up. Put flywheel on shaft and align keyways. Insert the key into keyways and push it securely into place. (If key is partially sheared or damaged, replace with a new Briggs & Stratton Key No. 61760. This is a soft metal key. DO NOT USE A STEEL KEY.)

Recoil Starter

Put the spring washer on the crankshaft with hollow side against flywheel. Then screw on the clutch housing (RIGHT hand thread). Hold the power take-off end of crankshaft. Place a block of wood in close against one of the screw lugs on clutch housing. Use heavy blows with the hammer to tighten clutch housing, or use Starter Clutch Wrench Nos. 19114 or 19166. Replace screen, and blower housing with starter.

Note: Flywheel key may shear if nut or clutch housing are not properly tightened. All Briggs & Stratton Service Organizations are equipped with special tools to tighten nut and clutch housing.

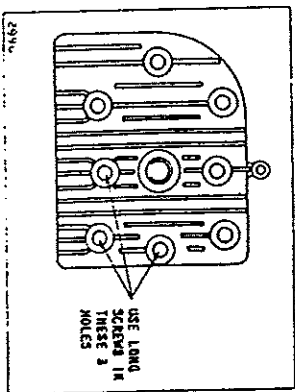
Rope Starter

Reassemble pulley and spring washer with hollow side next to pulley. Put on nut. Hold power take-off end of crankshaft, or use flywheel holder No. 19059. Apply pressure on wrench—seventy pounds at end of 10" handle—to tighten nut.

MAINTENANCE ADJUSTMENTS (Cont'd)

Cylinder Head

Cylinder head is held in place with eight screws. Use the three long screws at the three holes shown.



STORAGE INSTRUCTIONS

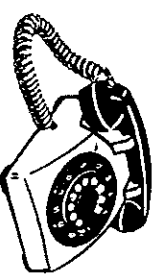
- Engines stored any length of time should be completely drained of fuel to prevent gum deposits forming on essential parts such as the carburetor, fuel lines, and tank.
- While engine is still warm, drain and clean the oil sump. Refill with fresh oil.
- Replace tank and carburetor.
- Remove spark plug, pour one ounce of S.A.E. No. 20 oil into cylinder and crank slowly to spread oil. Replace spark plug.
- Clean dirt and chaff from cylinder and cylinder head fins, blower housing, etc.

Such deposits may affect the operation of the engine when again used. Therefore, it is important to follow these instructions before storing the engine:

- Remove tank and carburetor from unit and drain completely.
- Clean tank and carburetor from unit and drain completely.
- Clean dirt and chaff from cylinder and cylinder head fins, blower housing, etc.

IMPORTANT NOTICE

This book includes only necessary information for running your engine. Unless you have a thorough knowledge of internal combustion engines and proper tools, we do not recommend that you attempt to make major engine repairs. This does not mean that you shouldn't make necessary adjustments and simple repairs. For parts and service we advise you to get in touch with the nearest member of our Nation-wide Service Organization.



See yellow pages of your classified telephone directory for nearby engine service under heading "Engines—Gasoline" or "Gasoline Engines."

PARTS SECTION INDEX

How to Find the Correct Number of Part You Need..... (See below)

Numerical Parts List..... 14-18

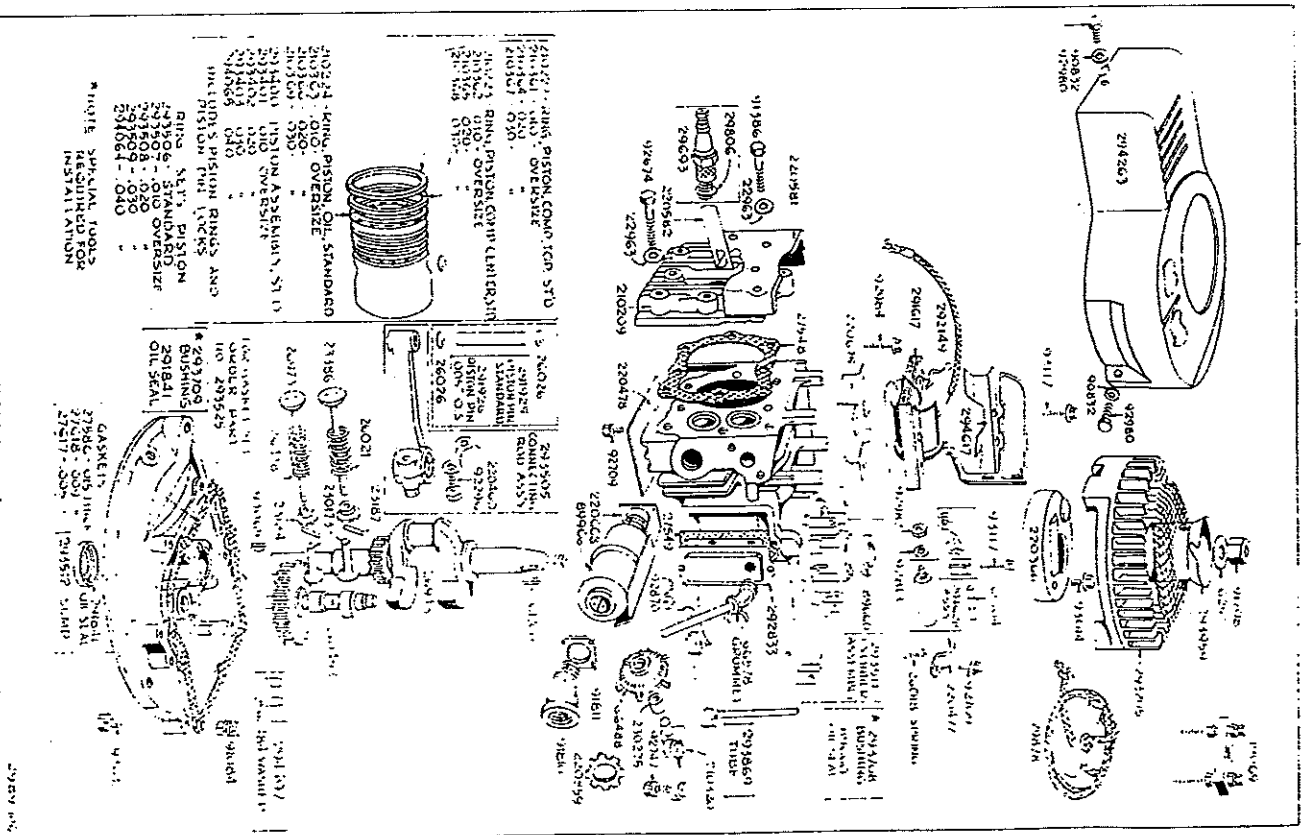
Page

Illustrations of Parts Groups:

- Cylinder, Base, Piston, Connecting Rod, Crankshaft, Flywheel, Blower Housing and Magneto Parts..... 11
- Fuel System and Recoil Starter Parts..... 12
- Electric Starter..... 13

HOW TO FIND THE CORRECT NUMBER OF THE PART YOU NEED

- a. Make a note of your engine MODEL AND TYPE NUMBER (not the Serial number) that appears on the metal nameplate attached to blower housing.
- b. Refer to pages illustrating parts and locate the Master Part Number by comparing your old part with illustrations. Assemblies include all part numbers shown in frames in illustration. All parts shown in assembly frames on which part numbers are given can be purchased separately.
- c. After the Master Part Number has been identified, refer to the following Parts List where these Master Part Numbers are listed in numerical order. **THE MASTER PART IS USED ON ALL TYPES OF ENGINES EXCEPT THOSE TYPES LISTED UNDER "NOTE!"**
- d. If a "Note" appears below the Master Part Number, this means that this part is made differently from the Master Part for certain types, and if your type is listed under "Note" order the part referred to.
- e. If your Engine Type Number does not appear after any part number listed under "Note," order the Master Part Number.
- f. When ordering parts — or writing for service information — always specify the MODEL NUMBER — TYPE NUMBER — and SERIAL NUMBER of your engine.
- g. All parts should be ordered from the nearest member of our Nation-wide Service Organization. (See back cover.) In ordering parts by mail, selling prices will be furnished on request or parts will be shipped at prevailing prices.



CYLINDER, BASE, PISTON, CONNECTING ROD, CRANKSHAFT, FLYWHEEL, BLOWER HOUSING AND MAGNETO PARTS — Assemblies include all parts shown in frames.

PARTS SECTION
NUMERICAL PARTS LIST

MASTER PART No.	NAME	SHIPPING WEIGHT Lbs.	QTY.
19066	Puller—Flywheel (Optional Accessory)	8	1
22031	Lock—Clutch Housing	2	1
22233	Washer—Needle Valve	1	1
22368	Washer—Control Lever	1	1
22723	Washer—Control Lever	1	1
22954	Washer—Spacer	1	1
22963	Washer—Cylinder Head	1	1
23184	Retainer—Valve Spring	1	1
23187	Pin—Valve Spring Retainer	2	1
23188	Valve—Intake	1	1
23451	Nut—Needle Valve	1	1
23452	Seat—Needle Valve	1	1
23453	Valve—Needle	1	1
25016	Spring—Breaker Arm	1	1
25021	Spring—Intake Valve	1	1
25028	Lock—Piston Pin	1	1
25032	Spring—Clutch Retainer	1	1
25032	Wire—Control—5 1/2" long	2	1
25099	Note: If longer wire is needed, specify length in inches; if shorter wire is needed order No. 25099 and cut to required length.		
25336	Spring—Needle Valve	1	1
25478	Spring—Exhaust Valve	1	1
25657	Spring—Throttle Adjustment	1	1
25848	Crankshaft		
	Note: No. 25876 Crankshaft 900135, 900151, 900154, 900157.		
	Used on type Nos. 900144, 900147, 900149, 900151, 900154, 900157.		
	No. 25877 Crankshaft 900132, 900137.		
	Used on type Nos. 900112, 900137.		
	No. 25878 Crankshaft 900091, 900094, 900094, 900113, 900146.		
	Used on type Nos. 900071, 900090, 900094, 900113, 900146.		
	No. 25880 Crankshaft 900125, 900130, 900131, 900138, 900140, 900169, 900182, 900186, 900171, 900172, 900173, 900176, 900176, 900176, 900180, 900181, 900185, 900186, 900188, 900188, 900190, 900191, 900194, 900196, 900200, 900202, 900208, 900212, 900216, 900218, 900221.		
	Note: 25888 Crankshaft 900215.		
	Used on type Nos. 900075, 900166.		
	No. 25890 Crankshaft 900079, 900091, 900143.		
	Used on type Nos. 900079, 900091, 900143.		
	No. 25890 Crankshaft 900097.		
	Used on type No. 900097.		
	No. 25892 Crankshaft 900067, 900095, 900163.		
	Used on type Nos. 900067, 900095, 900163.		
	No. 25893 Crankshaft 900117, 900127, 900134, 900179.		
	Used on type Nos. 900117, 900127, 900134, 900179.		
	No. 25894 Crankshaft 900076, 900078, 900088, 900167, 900168, 900172, 900174, 900207, 900219.		
	Used on type Nos. 900076, 900078, 900088, 900167, 900168, 900172, 900174, 900207, 900219.		
	No. 25895 Crankshaft 900073, 900082, 900116, 900126, 900132, 900165, 900170, 900177, 900184, 900193, 900195, 900197, 900199, 900201, 900205, 900209, 900211, 900214, 900215, 900217.		
	Used on type Nos. 900073, 900082, 900116, 900126, 900132, 900165, 900170, 900177, 900184, 900193, 900195, 900197, 900199, 900201, 900205, 900209, 900211, 900214, 900215, 900217.		
	No. 25896 Crankshaft 900081, 900118, 900128, 900169, 900182, 900185, 900204, 900206.		
	Used on type Nos. 900081, 900118, 900128, 900169, 900182, 900185, 900204, 900206.		
	No. 25897 Crankshaft 900074.		
	Used on type No. 900074.		
	No. 25897 Crankshaft 900155.		
	Used on type No. 900155.		
	No. 25898 Crankshaft 900133, 900178.		
	Used on type Nos. 900133, 900178.		

(See following page)

PARTS SECTION
NUMERICAL PARTS LIST

MASTER PART No.	NAME	SHIPPING WEIGHT Lbs.	QTY.
25033	No. 25033 Crankshaft 900130, 900148.	1	1
	Used on type No. 900148.		
	No. 25040 Crankshaft 900156.	1	1
	Used on type No. 900156.		
	No. 25022 Crankshaft 900187, 900203.	1	1
	Used on type Nos. 900187, 900203.		
	No. 25024 Crankshaft 900213.	1	1
	Used on type No. 900213.		
	No. 25025 Crankshaft 900192, 900198.	1	1
	Used on type Nos. 900192, 900198.		
	No. 25027 Crankshaft 900156.	1	1
	Used on type No. 900156.		
	No. 25027 Crankshaft 900210.	1	1
	Used on type No. 900210.		
25073	Valve—Exhaust	3	1
27355	Bracket—Intake Ribbow Mounting	1	1
27402	Bracket—Air Cleaner	1	1
27404	Bracket—Fuel Tank Mounting	1	1
27538	Bracket—Cylinder Head	1	1
27540	Bracket—Valve Cover	1	1
27586	Bracket—Pumpcase—015" Thick (Standard)	1	1
27617	Bracket—Pumpcase—005" Thick	1	1
27618	Bracket—Pumpcase—009" Thick	1	1
27660	Bracket—Air Cleaner Mounting	1	1
	Note: No. 27665 Bracket—Air Cleaner 900070, 900102, 900186.		
	Used on type Nos. 900065, 900066, 900070, 900102, 900186.		
	No. 27666 Bracket—Air Cleaner 900076, 900152, 900186.		
	Used on type Nos. 900076, 900086, 900086, 900076, 900152, 900186.		
28085	Plug—Spark—with Gasket	3	1
28086	Gasket—Spark Plug	6	1
28078	Note: No. 48952 Rope—Starter 900099.	1	1
	Used on type No. 900099.		
32418	Washer—Chain Guard Mounting	1	1
41760	Key—Flywheel	1	1
42377	Washer—Flywheel	1	1
43426	Lacknut—Control Wire Clamping	1	1
43770	Ball—Clutch	1	1
45704	Pin—Starter	1	1
45787	Gasket—Needle Valve Nut	1	1
45878	Washers—Needle Valve	1	1
46384	Rope—Starter	1	1
46404	Washer—Plain	1	1
46484	Washer—Oil Filler Plug	1	1
46488	Slinger—Oil	1	1
46529	Bumper—Stator Pulley	1	1
46578	Bracket—Belt Cover	1	1
46718	Washer—Ratchet Sealing (Used with Square Shaft Ratchet)	1	1
46728	Washer—Starter Clutch, Thrust	1	1
46738	Washer—Starter Rope	1	1
46738	Washer—Ratchet Sealing (Used with 7-Tooth Shaft Ratchet)	1	1
46886	Clamping—Control Wire—48" long	8	1
	Note: If a longer clamping is needed, specify length in inches; if a shorter clamping is needed order No. 6586 and cut to required length.		
89060	Seal—Oil	1	1
89066	Number	4	1
	Note: No. 29284 Number 900087, 900094, 900131, 900142, 900148, 900156, 900176, 900184, 900202, 900213.		
	Used on type Nos. 900087, 900094, 900131, 900142, 900148, 900156, 900176, 900184, 900202, 900213.		
	No. 29444 Number 900086, 900170, 900178, 900183.		
	Used on type Nos. 900086, 900170, 900178, 900183.		

* Included in Gasket Set - Part No. 29322.

(See following page)

PARIS SECTION

PART No.	NAME	SHIPPING WEIGHT	
		Lbs.	Oz.
2933208	Housing—Blower (connecting)	14	
2933205	Red Assembly—Connecting	10	
2933206	Ring Set Standard Piston	3	
2933207	Ring Set .010" O.S. Piston	3	
2933208	Ring Set .020" O.S. Piston	3	
2933209	Ring Set .030" O.S. Piston	3	
2933210	Cylinder	3	
2933211	Sump—Oil	10	
2933212	Cleaver Assembly—Air	1	
2933213	Bracket Set	4	
2933214	Clutch Assembly—Starter	1	
2933215	Tank Assembly—Fuel	8	
2933216	Housing—Blower and Starter (4 1/2" diameter intake hole)	1	
2933217	Note: No. 293016 Housing—Blower and Starter	2	
2933218	Used on type Nos. 900076, 900076, 900082, 900188.		
293700	Pipe—Fuel	1	
293701	Insulating—Cylinder	3	
293702	Require Special Tools for Installation	3	
293703	Brushing—Oil Sump	3	
293704	(Require Special Tools for Installation)		
293835	Carburetor Assembly	1	
293836	Note: No. 293835 Carburetor Assembly	1	
293837	Used on type Nos. 900078, 900079, 900083, 900098, 900096, 900097, 900137, 900141, 900143, 900146, 900147, 900152, 900168, 900169, 900171, 900174, 900182, 900183, 900188, 900204, 900205, 900206, 900219, 900221.		
293838	No. 293838 Carburetor Assembly	1	
293839	Used on type Nos. 900066, 900070, 900186.	2	
293840	Tube—Breather	4	
293841	Note: No. 293842 Breather Tube and Spacer		
293842	Used on type Nos. 900066, 900070, 900182, 900188.		
293843	Used between air cleaner and carburetor)		
293844	Starter Pulley with Screen	8	
293845	Used on engines after Serial No. 433828.		
293846	Note: No. 293845 Starter Pulley with Screen	8	
293847	Used on engines before Serial No. 433828.		
293848	Body Assembly—Air Cleaner	6	
293849	Support—Control Wire Gauge	2	
293850	Ring Set—.040" O.S. Piston	8	
293851	Piston Assembly—.040" O.S.	8	
293852	Pulley—Recall Starter	1	
293853	Recall—Recall Starter (with Square Shaft)	8	
293854	Motor—Electric Starter	8	
293855	Clutch—Electric Starter	2	
293856	Chain—Electric Starter	6	
293857	Screen—Electric Starter Rotating	3	
293858	Housing—Blower (6" diameter intake hole)	2	
293859	Note: No. 293858 Housing—Blower	2	
293860	Used on type Nos. 900186, 900187, 900170, 900174, 900178, 900182, 900193, 900195, 900198, 900208, 900213, 900216, 900218, 900219.		
293861	No. 293858 Housing—Blower	2	
293862	Used on type No. 900217.		
293863	Housing—Blower (6" diameter intake hole)	14	
293864	Used on engines after Serial No. 433828.		
293865	Note: No. 293862 Housing—Blower (4 1/2" diameter intake hole)	14	
293866	Used on engines before Serial No. 433828.		
294201	Clutch Assembly—Recall Starter	1	
294202	Housing—Blower (Electric Starter)	3	
294203	Spring—Starter	1	
294204	Adapter—Shaft	4	
294205	Sprocket—Electric Starter	8	
294206	Pin—Oil Filter	2	
294207	Blade—Governor	2	
294208	Breaker—Points and Condenser Set	2	

NATION-WIDE SERVICE ORGANIZATION

To provide prompt and efficient service on Briggs & Stratton engines, Central and Authorized Service Distributors are located in principal cities of the United States and Canada in addition to thousands of Regional Service Dealers located in almost every community.

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

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 Warranty.

BRIGGS & STRATTON ENGINE WARRANTY
BE SURE TO FILL IN AND MAIL WARRANTY REGISTRATION
CARD WHICH ACCOMPANIED ENGINE AT TIME OF PURCHASE

THIS WARRANTY—For Ninety Days from purchase date, Briggs & Stratton Corporation will replace for the original purchaser, FREE OF CHARGE, any part or parts found, upon examination at any factory Authorized Service Distributor or at our factory at Allwaukee, Wisconsin, or at any Authorized Service Distributor's place of business, to be defective under normal use and service, on account of defects in material or workmanship.

All transportation charges on part or parts submitted for replacement under this warranty must be borne by purchaser.

WHAT THIS WARRANTY DOES NOT INCLUDE—This warranty does not cover the free replacement of parts inseparable because of wear occasioned by use. It does not cover the labor cost of replacing parts, neither is it effective if the engine has been the subject of our Allwaukee Factory or at any factory-approved Service Station. In any way which, in our judgment, reflects its condition or operation.

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.

(Name Briggs & Stratton service will assume continuous engine satisfaction. Our long experience in engine maintenance prompts us to urge that all service work be done by an Authorized Service Organization. Mechanics unfamiliar with Briggs & Stratton engines, or without proper tools, should not be permitted to make major repairs.

Parts and repair work are P.O.M. any Authorized Briggs & Stratton Service Organization. The Central Service Distributor nearest you (see back page) will be glad to give you the name of our Engine Service Organization in your locality, or refer to the yellow classified advertising pages of your telephone directory.

WARRANTY INSTRUCTIONS

When sending an engine, or engine parts, to a Briggs & Stratton Service Organization for service, at the same time always send by mail the following information: Model Letter (or Number), Type Number, and Serial Number of the engine. (Take from metal plate on engine.)
 Name or trademark of manufacturer.
 Name and address of dealer from whom purchased.
 Approximate number of hours engine has run since equipment was bought.
 Also, give complete report of trouble experienced and special servicing instructions.
 The above information is necessary to insure prompt and proper service.