

OPERATING INSTRUCTIONS



MODEL SERIES

60100	80100
61100	81100

IMPORTANT!

**Do not start this engine before reading
Section I and Section II of this manual.
It takes only a few minutes.**

Guessing how to operate this engine may cause you unnecessary inconvenience, aggravation, or failure to receive the fine performance that is built into it.

Each engine is carefully tested and adjusted at the factory before shipment and, with proper maintenance, will give you many years of satisfactory service.



SAVE THIS BOOK FOR FUTURE 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]

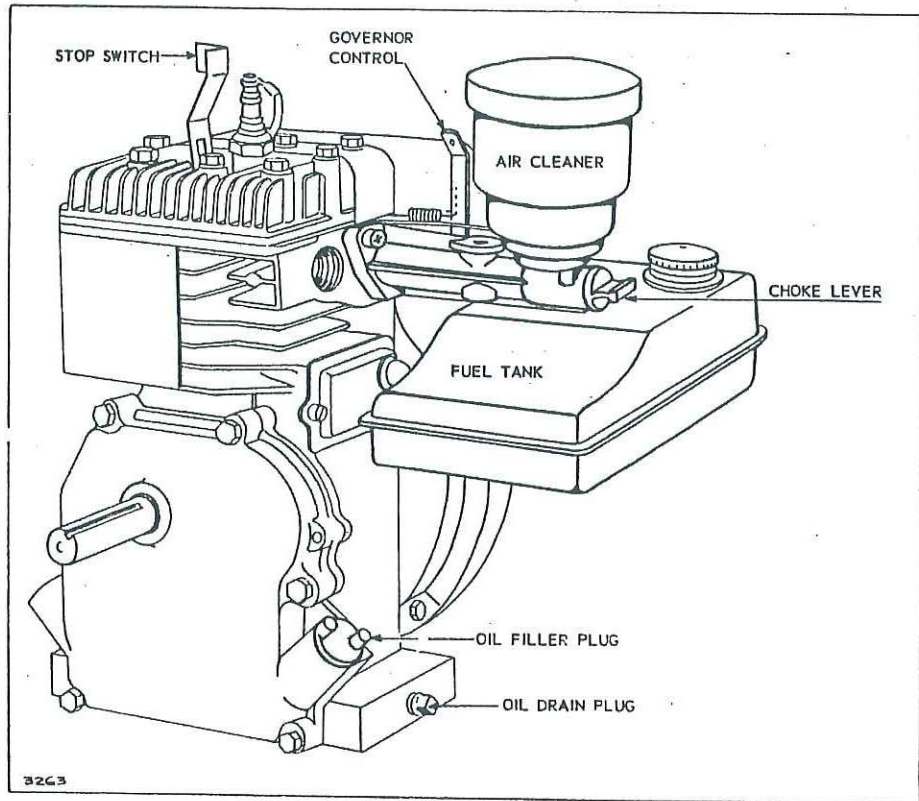
 WARNING	When working on the engine or equipment, remove spark plug wire from spark plug. For electric start, remove negative wire from battery.
	
- [11]

 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>	

Be sure you are familiar with the items illustrated below before operating engine. See Sections I and II of this manual for instructions.



CONTENTS

<i>Section</i>	<i>Page</i>
I Before Starting	3
II Starting and Stopping.....	4
III Regular Maintenance	5
IV Adjustments	8
V Parts and Service.....	11

CAUTION !

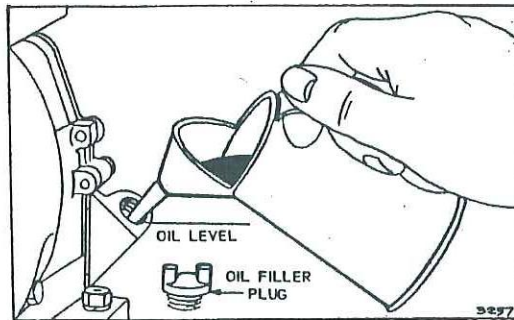
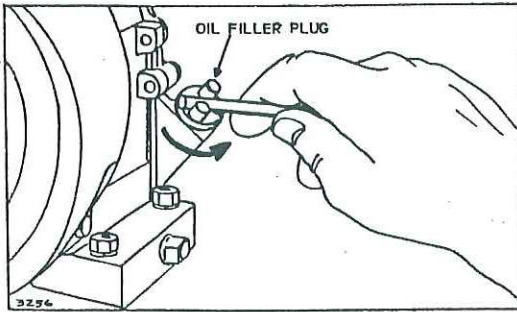
1. **PROVIDE EFFICIENT VENTILATION.** Exhaust gases contain carbon monoxide which is odorless and a deadly poison. Proper care must be taken to provide efficient ventilation.
2. **DO NOT FILL GASOLINE TANK WHILE ENGINE IS RUNNING.** Avoid spilling gasoline on a hot engine — this may cause an explosion 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. Be sure nobody is behind you when starting engine with rope starter.

SECTION I

BEFORE STARTING

Fill Crankcase With Oil

Remove the oil filler plug.



Place the engine level. Fill the crankcase to overflowing. (Capacity 1¼ pints.) Replace the filler plug.

High quality engine oils bearing the American Petroleum Institute classification "For Service MS" should be used in your Briggs & Stratton engine.

Above 32°F

Mobiloil Arctic SAE 20-20W
or equivalent

Below 32°F

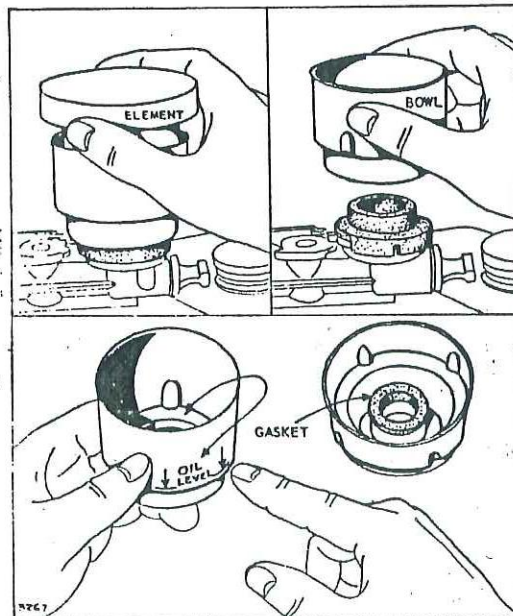
Mobiloil SAE 10W
or equivalent

The use of special additive compounds or oils not labeled "For Service MS" is not recommended.

For engines with gear reductions, see page 5. Be sure gear reduction oil is at proper level.

Put Oil In Air Cleaner

Air cleaner protects engine by removing grit and dirt from air entering carburetor. Use same grade oil as in crankcase. Turn filter element counterclockwise to unscrew. Lift off filter element. Lift off bowl. Pour oil in small bottom part of bowl to "OIL LEVEL" mark at end of arrows. Replace bowl on carburetor. Replace filter element and turn clockwise until snug. Be sure gaskets are in place.



Fill Fuel Tank

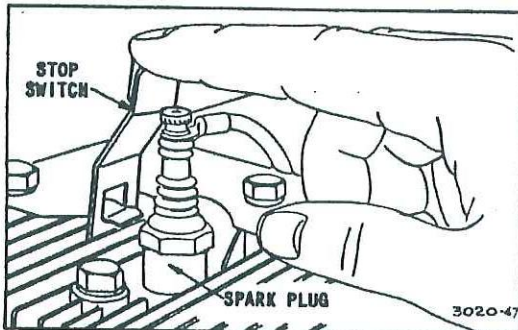
Use a good grade of regular, clean, fresh gasoline such as Mobilgas. *Never use gasoline that has been standing in a can for several months as gum may form under such conditions and may clog the carburetor, fuel tank, etc.* See that vent hole in cap is open. **DO NOT MIX OIL WITH GASOLINE.**

SECTION II

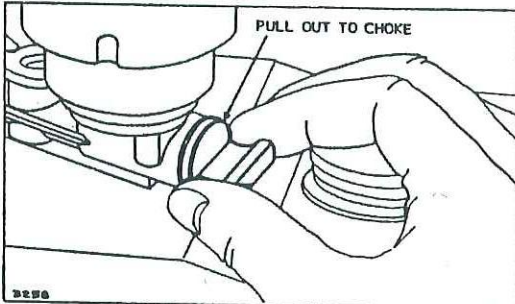
STARTING AND STOPPING

To Start Engine

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

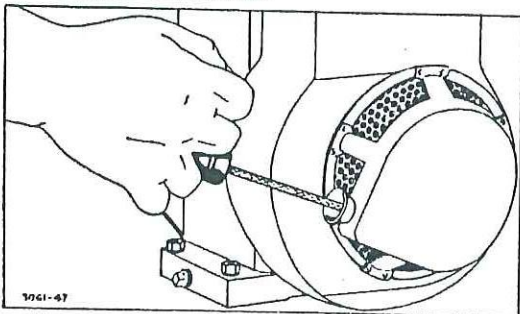


2. Close the Choke



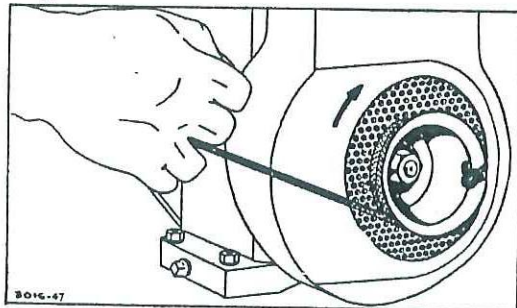
Completely close the carburetor choke by pulling out the choke knob.

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.

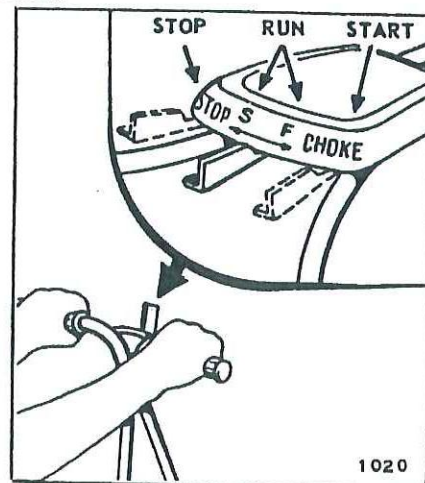
Rope Starter



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.

Choke-A-Matic Carburetor

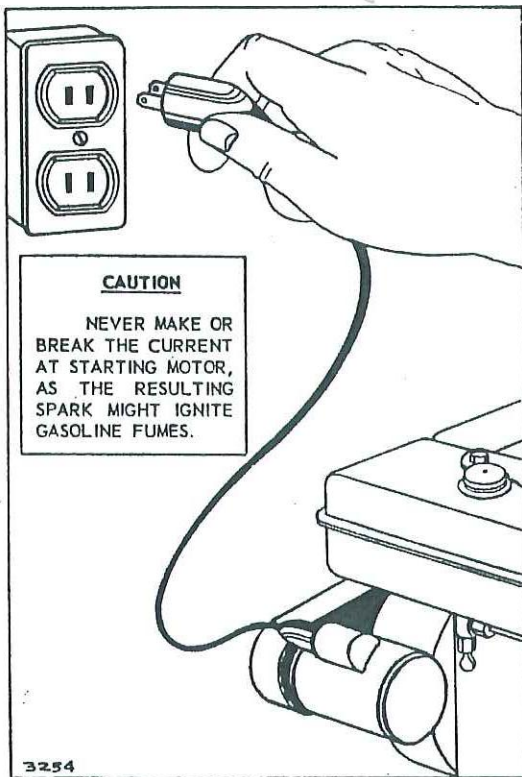
The Choke-A-Matic Carburetor permits choking, varying the engine speed, and stopping the engine by merely moving a single remote control lever to the desired position.



To start a cold engine, move the control lever to "start"—"full choke" position and pull starter cord rapidly to start engine. If engine does not start after several attempts, move control lever to "run" position and pull starter cord rapidly.

To start a warm engine, move control lever to "start" position and pull starter cord rapidly.

To stop engine, move control lever to "stop" position.



Electric Starter

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.

To Stop Engine

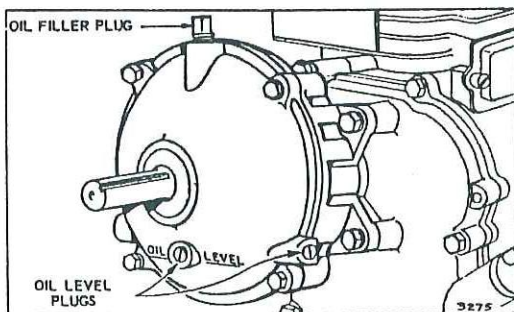
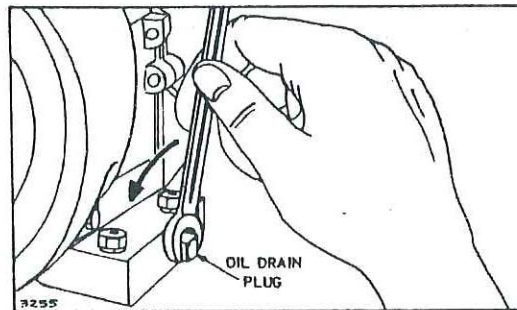
Push the stop switch against end of spark plug.

SECTION III

REGULAR MAINTENANCE

Change Oil (Crankcase)

Change oil after first 5 hours of operation and every 25 hours thereafter. Remove the oil drain plug. Drain oil while engine is warm. Replace drain plug. Remove oil filler plug and refill crankcase with new oil. Replace oil filler plug. Check oil level regularly after each 5 hours of operation.



Check Oil (Gear Reduction)

6-TO-1 GEAR REDUCTION MODELS. Remove one of the oil plugs in lower half of gear cover every 100 hours of operation to check the oil level. To refill, pour oil (same grade as used in crankcase) into oil filler hole until oil runs out of lower hole. Replace both oil plugs.

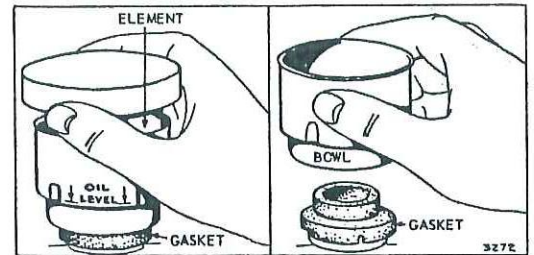
SECTION III

REGULAR MAINTENANCE (Cont'd)

Clean and Refill the Air Cleaner

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

1. Turn filter element counterclockwise to unscrew. Lift off filter element.
2. Lift off bowl. Pour out old oil.
3. Wash the filter element and bowl by swishing in gasoline and shake dry or wipe dry.
4. Pour oil in small bottom part of bowl to "OIL LEVEL" mark shown at end of arrows.
5. Replace filter element and turn clockwise until snug. Be sure gaskets are in place.

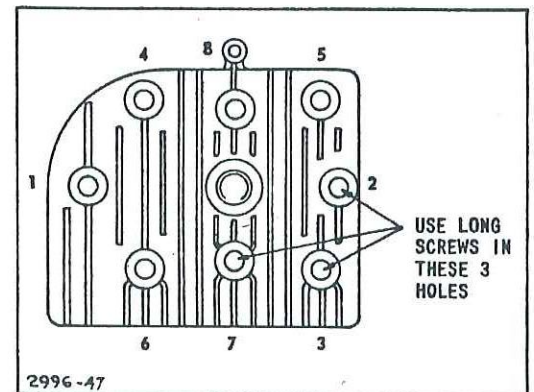


Cylinder Head — Combustion Chamber Clean-Out

The industrial engine generally operates at constant speed and at relatively constant load. The use of regular automotive fuels under these conditions results in a gradual build-up of Tetra-Ethyl Lead deposits in the combustion chamber. This causes the engine to lose power and prevents the valves from seating properly. Removing the deposits is easy and will pay big dividends in reliability and increased valve life.

Clean Combustion Chamber Every 100-300 Hours of Operation

1. Remove cylinder head screws. Be sure to note if screws are of different length and have steel washers as they must be replaced in original position.
2. Turn crankshaft until piston is at top of cylinder bore and both valves are closed. Scrape and wire brush the lead and carbon deposits from cylinder head combustion chamber, top of piston, and around both valves.



Blow off or use soft brush to remove loose deposits.

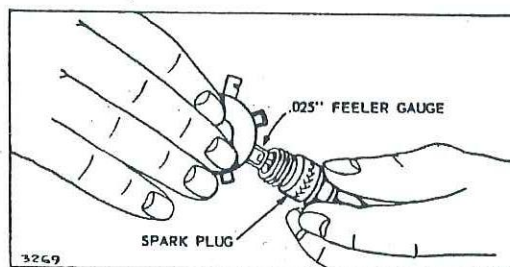
SECTION III

REGULAR MAINTENANCE (Cont'd)

3. Re-use cylinder head gasket only if in good condition. Reassemble cylinder head, gasket, head cover, washers and head screws. Turn each screw in with wrench until screw head is lightly seated.
4. Use socket wrench with 6" handle and turn all screws $\frac{1}{4}$ turn. Tighten screws in sequence illustrated. Run engine approximately 5 minutes and retighten all screws *snugly* (approximately $\frac{1}{4}$ turn). Always tighten evenly in sequence shown to avoid warping cylinder head.

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.



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.

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

- a. Remove tank and carburetor from unit and drain completely.
- b. While engine is still warm, drain and clean the oil sump. Refill with fresh oil.
- c. Replace tank and carburetor.
- d. Remove spark plug, pour one ounce of S.A.E. No. 20 oil into cylinder and crank slowly to spread oil. Replace spark plug.
- e. Clean dirt and chaff from cylinder and cylinder head fins, blower housing, etc.

SECTION IV ADJUSTMENTS

Carburetor Adjustments

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

Initial Adjustment

Close needle valve (turn clockwise) then open $1\frac{1}{2}$ turns (turn counterclockwise). See illustration below. This initial adjustment is intended only to enable the engine to be started and run for several minutes to allow engine to warm up before making final adjustment.

Final Adjustment

With engine running at normal operating speed (approximately 3000 R.P.M. without load) close the needle valve (turn

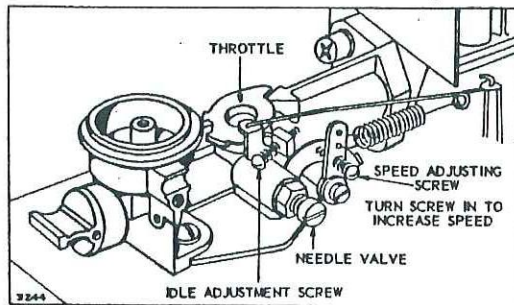
clockwise) until engine starts to lose speed (lean mixture). Then slowly open needle valve (turn counterclockwise), past the point of smoothest operation, until engine just begins to run unevenly. This mixture should be rich enough for best performance under load.

Hold throttle in idling position. Turn idle speed adjusting screw until fast idle is obtained (1750 R.P.M.).

Test the engine under full load. If engine tends to stall or die out, it usually indicates that the mixture is slightly lean and it may be necessary to open the needle valve slightly to provide a richer mixture. This richer mixture may cause a slight unevenness in idling.

Governor Adjustments

The correct operating speed range is 2200 to 3600 R.P.M. The standard speed-setting (no load) is 3000 R.P.M. Idle speed is 1750 R.P.M.

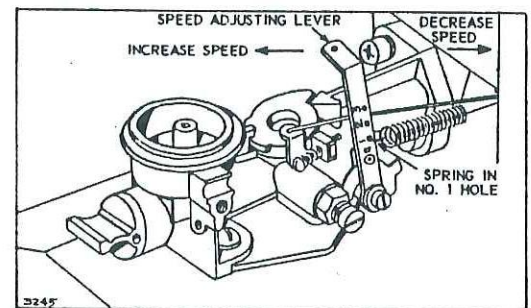
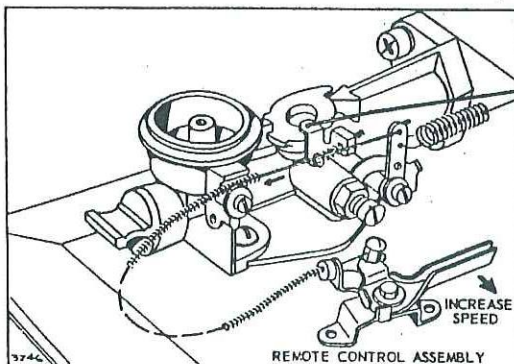


STANDARD GOVERNOR CONTROL.

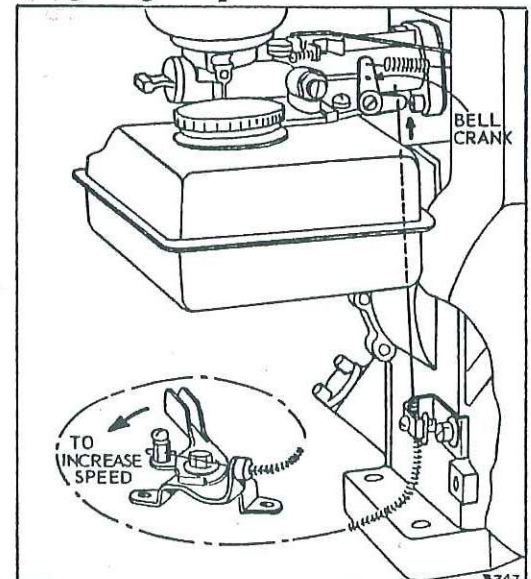
To increase engine speed, turn speed adjusting screw clockwise.

To decrease engine speed, turn speed adjusting screw counterclockwise.

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



MANUAL FRICTION TYPE CONTROL. Move lever as shown above to change engine speed.



SECTION IV

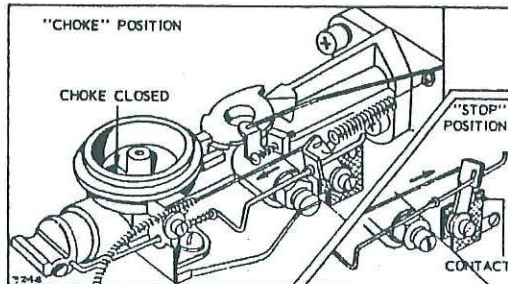
ADJUSTMENTS (Cont'd)

Governor Adjustments

Choke-A-Matic Carburetor

For the engine to function properly, the remote control assembly must be installed on the engine so that when the remote control lever is moved to "Full Choke" position, the choke on the carburetor must be fully closed. When the remote control lever is moved to "stop" position, the speed adjusting lever at the carburetor must make good contact with the stop switch.

To adjust, move control lever on handle bars to "fast" ("high speed") position. Loosen control casing clamp screw on carburetor, and move control casing forward to backward until speed lever just touches the choke operating link, but choke must be open. Tighten casing clamp mounting screw.



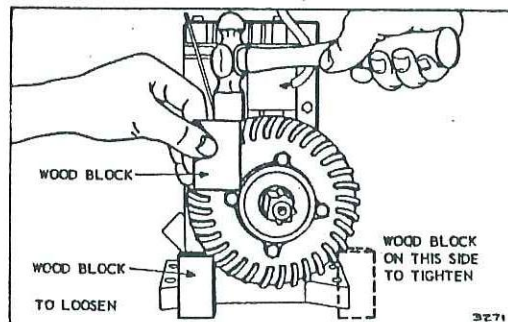
To Adjust and Clean Contact Points

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

To Remove Flywheel

Rewind Starter

Take off blower housing with starter attached. Remove 4 screws and screen from clutch housing. Replace screws in housing. Place a block of wood under fin on left side of flywheel. Hold 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.

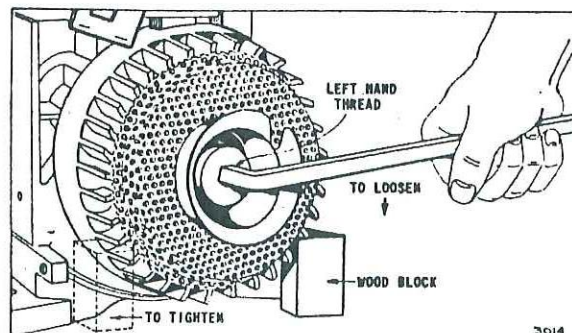


Rope Starter

Remove blower housing. Place a block of wood under flywheel fin on the right side, close to the flywheel to hold it solid. Use a large wrench, turn to right to loosen. Crankshaft has LEFT hand thread.

Never Try to Pry Off Flywheel

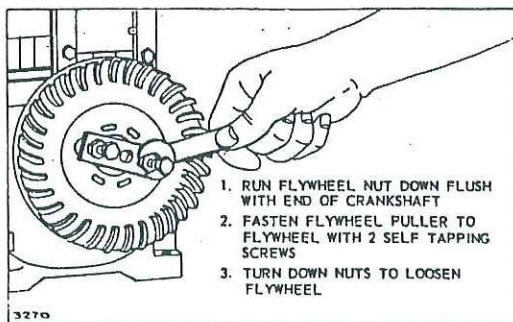
After removing nut, washer and pulley, loosen flywheel by using Flywheel Puller No. 19069.



SECTION IV

ADJUSTMENTS (Cont'd)

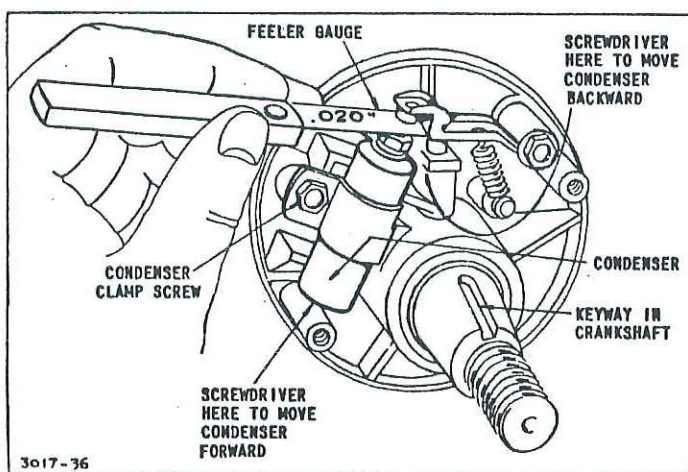
To Remove Flywheel With Flywheel Puller



Rope starter models only. Screw the nut back on shaft until it is flush with threads.

Fasten flywheel puller to flywheel by screwing two self-tapping screws into holes provided in flywheel. Turn down the two nuts gradually until flywheel is loosened. Pull off flywheel. Save key.

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 key, Part No. 61760. This is a soft metal key. DO NOT USE STEEL KEY.)

Rewind Starter

Put the spring washer on the crankshaft with hollow side against flywheel; then screw on the clutch housing. (Right hand thread.) Place a wood block under fin on right side of flywheel, hold a block in close against one of the screw lugs on clutch housing. Use heavy blows with a hammer or use Starter Clutch Wrench Nos. 19114 or 19161 to tighten clutch housing securely. Replace screen and then blower housing with starter.

Rope Starter

Assemble pulley and spring washer with hollow side next to pulley. Put on nut. Place the wood block under fin on left side of flywheel. Apply heavy pressure on wrench—seventy pounds at end of 10" wrench handle—to tighten nut. Replace blower housing.

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.

SECTION V

PARTS & SERVICE

GENERAL INFORMATION

These engines are single-cylinder, L-head, air-cooled type.

	MODEL SERIES 60100 and 61100	MODEL SERIES 80100 and 81100
Bore	2 $\frac{3}{16}$ "	2 $\frac{3}{8}$ "
Stroke	1 $\frac{1}{2}$ "	1 $\frac{3}{4}$ "
Displacement	6.3 cu. in.	7.75 cu. in.
Horsepower	2.0 HP max. at 3600 RPM	2.5 HP max. at 3600 RPM
Torque (Ft.-Lbs.)	3.14 max. at 3000 RPM	4.04 max. at 2900 RPM

The horsepower ratings listed above are established by standard I.C.E.I. procedures. For practical operation, the horsepower loading should not exceed 85% at these ratings. Engine power will decrease 3 $\frac{1}{2}$ % for each 1,000 ft. above sea level and 1% for each 10 degrees above 60 degrees F.

IMPORTANT NOTICE

This book includes all of the information normally required for operating and maintaining your engine. This includes instructions on normal adjustments and simple repairs. 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.

For parts and service, we advise you to get in touch with the nearest member of our Nation-Wide Service Organization. See Page 15.

An illustrated parts list, if required, is available from any member of our Authorized Service Organization.



See yellow pages of your Classified Telephone Directory for near-by engine service under heading "Engines—Gasoline" or "Gasoline Engines."

MEMO

MEMO

MEMO

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 Authorized Registered 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, assuring 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.

All gratis work done under the warranty 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 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 F.O.B. 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 Authorized Engine Service Organization in your locality, or refer to the yellow classified advertising pages of your telephone directory.

BRIGGS & STRATTON ENGINE WARRANTY

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

THE WARRANTY

For **ONE YEAR** from purchase date, Briggs & Stratton Corp. will replace for the original purchaser, **FREE OF CHARGE**, any part, or parts, found upon examination by any Factory Authorized Service Outlet, or by the Factory at Milwaukee, Wisconsin, to be defective in material and workmanship.

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

There is no other Warranty express or implied. Briggs & Stratton Corp. shall in no event be liable for consequential damages.

WARRANTY INSTRUCTIONS

When sending an engine, or engine parts, to a Briggs & Stratton Authorized Service Organization for service, at the same time always send by mail the following information:

Model Number, Type Number, and Serial Number that are stamped on engine blower housing.

Date purchased.

Kind of equipment engine is used on.

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.

AUTHORIZED SERVICE ORGANIZATION

There is a member of the Briggs & Stratton Service Organization in your neighborhood who is fully qualified to take care of your service needs. Refer to the yellow pages of your telephone directory. If none are listed write to the nearest Central Distributor listed below, they will be glad to supply you with name and address.

STATE	CITY	NAMB	LOCATION
Alabama	Birmingham 3	Birmingham Electric Battery Co.	Ave. B at 23rd St.
Arizona	Phoenix	Motor Supply Co.	402-414 N. Central Ave.
Arizona	Tucson	Motor Supply Co.	33 W. 3rd St.
California	Burlingame	Frank Edwards Co.	1541 Adrian Road
California	Los Angeles 15	Electric Equipment Co.	1611 S. Hope St.
Colorado	Denver 1	Spitzer Electric Company	43 W. 9th Ave.
Florida	Jacksonville 1	Spencer Electric, Inc.	40 W. Beaver St.
Florida	Miami 42	Electrical Equipment Co.	1415 N.W. 21st Terrace
Florida	Tampa 1	Spencer Auto Electric, Inc.	607-11 E. Cass St.
Georgia	Atlanta 3	Auto Electric & Magneto Co.	477 Spring St., N. W.
Illinois	Chicago 16	Mid-States Auto Electric Co.	1905 S. Michigan Ave.
Indiana	Indianapolis	Gulling Auto Electric Inc.	1201 Stadium Drive
Iowa	Des Moines 9	Magneto Carburetor & Electric Co., Inc.	1308 Grand Ave.
Kentucky	Louisville 2	Central Service Sales Div.	737 S. 3rd St.
Louisiana	New Orleans 1	A. C. Suhren Co.	4640 So. Carrollton Ave.
Louisiana	Shreveport	Chain Battery & Automotive Supply, Inc.	Spring at Fannin St.
Massachusetts	Boston 64	W. J. Connell Co.	210 Needham St.
Michigan	Detroit 38	Auto Electric & Service Corporation	15550 Woodrow Wilson Ave.
Minnesota	Minneapolis 16	Reinhard Brothers Co., Inc.	4301 Highway No. 7
Missouri	Kansas City 8	The E. S. Cowie Electric Co.	1819 Wyandotte St.
Missouri	St. Louis 3	Medart Auto Electric Co., Inc.	3134 Washington Blvd.
Montana	Billings	Original Equipment, Inc.	905 Second Ave. No.
Nebraska	Omaha 2	Carl A. Anderson, Inc.	16th and Jones St.
New Mexico	Albuquerque	Spitzer Electrical Co. of New Mexico	3rd and Mountain Rd.
New York	Buffalo 14	The Battery & Starter Co., Inc.	2505 Main St.
New York	New York 19	The Durham Co., Inc.	606 W. 49th St.
New York	Syracuse 4	F. A. Crossman, Inc.	943 W. Genesee St.
North Carolina	Charlotte 1	Automotive Electric Associates, Inc.	306-14 N. Graham St.
Ohio	Columbus	Gardner, Inc.	122 N. Grant Ave.
Oklahoma	Oklahoma City 2	American Electric Ignition Co.	124 N.W. 8th St.
Oregon	Portland 9	Tracey & Co., Inc.	N. W. 10th and Glisan
Pennsylvania	Philadelphia 30	Auto Equipment & Service Co., Inc.	12th and Glenwood
Pennsylvania	Pittsburgh 24	Pitt Auto Electric Company	5135 Baum Blvd.
Tennessee	Knoxville 7	R. T. Clapp Company	2016 Magnolia Ave., N.E.
Tennessee	Memphis 4	Automotive Electric Service Co.	982 Linden Ave.
Texas	Amarillo	Beard & Stone Electric Company, Inc.	700 E. 10th St.
Texas	Dallas 1	Beard & Stone Electric Company, Inc.	3909 Live Oak St.
Texas	El Paso	Motor Supply Co.	308 Chihuahua St.
Texas	Houston 1	Beard & Stone Electric Company, Inc.	Milam at Polk Ave.
Texas	San Antonio 6	S. X. Callahan	425 N. Flores St.
Utah	Salt Lake City 13	Frank Edwards Co.	551 So. State St.
Virginia	Richmond 21	Richmond Battery & Ignition Co.	2912 W. Leigh St.
Washington	Seattle 4	Charles Stewart, Inc.	1741 First Ave. South
Washington	Spokane	Sunset Electric Co.	N. 703 Division St.
Wisconsin	Milwaukee 2	Wisconsin Magneto Co.	918 N. Broadway
DOMINION OF CANADA			
British Columbia	Vancouver	Auto Electric Service (Pacific) Ltd.	1025 Howe St.
Manitoba	Winnipeg	Auto Electric Service (Western) Ltd.	170 Fort St.
Ontario	Toronto 5	Auto Electric Service Company, Limited	1009 Bay St.

BRIGGS & STRATTON CORP., Milwaukee 1, Wis., U. S. A.