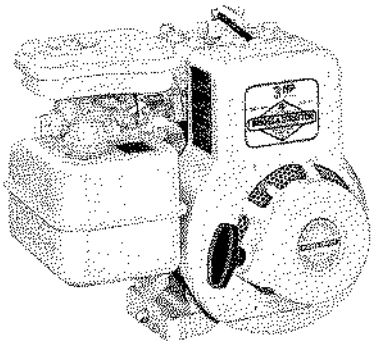


Wolseley Wizard 3hp Rotovator Manual

Thanks to Phil Lythe

This is a free download from

www.allotment-garden.org



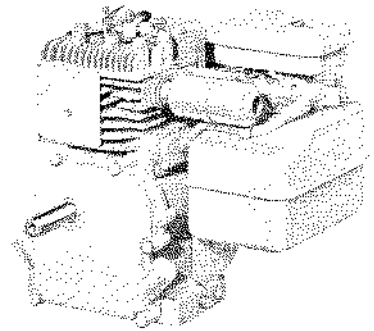
Briggs & Stratton

OPERATING AND MAINTENANCE

INSTRUCTIONS

MODELS

80200 to 80292



IN THE INTEREST OF SAFETY: DO NOT RUN ENGINE AT EXCESSIVE SPEEDS. Operating an engine at excessive speeds increases the hazard of personal injury. **DO NOT TAMPER WITH PARTS WHICH MAY INCREASE THE GOVERNED SPEED.** For rotary lawnmower safety, USA Standard Safety Specifications for Power Lawn Mowers specify a maximum blade tip speed of 19,000 feet per minute, primarily to reduce the hazard from thrown objects.

Rotary lawnmower manufacturers select the governed top speed of the engine based on the length and design of the cutter blade and design of other mower parts.

All rotary lawnmowers should be checked for conformance to the USA Standard Safety Specifications for Power Lawn Mowers on blade tip speed, if the engine is repaired or replaced, or if mower parts are changed.

Dirt and grass clippings, or other debris, in cooling fins or governor parts can affect engine speed. See cleaning instructions in Section 3.

TO PREVENT ACCIDENTAL STARTING always remove the spark plug before working on the engine or equipment driven by the engine or remove cable from spark plug and insert terminal in V-notch in cylinder head cover.

DO NOT RUN THE ENGINE IN AN ENCLOSED AREA. Exhaust gases contain carbon monoxide, an odorless and deadly poison.

DO NOT FILL GASOLINE TANK WHILE ENGINE IS RUNNING. Spilling gasoline on a hot engine may cause a fire or explosion.

IN THE INTEREST OF ENVIRONMENT: A muffler which leaks because of rust or damage can permit an increased exhaust noise level. Therefore, examine the muffler periodically to be sure it is functioning effectively. To purchase a new muffler see Section 6.

WARNING: If this engine is to be run in dry forest covered, brush covered or grassy areas which could catch fire from a spark leaving a muffler, we recommend that the engine be equipped with a spark arrester muffler. See your Briggs & Stratton dealer for spark arrester muffler options.

Section 1 BEFORE STARTING

READ THE OPERATING INSTRUCTIONS OF THE EQUIPMENT THIS ENGINE POWERS

- 1 FILL CRANKCASE WITH OIL** — Use a high quality detergent oil classified "For Service SC, SD, SE or MS". Nothing should be added to the recommended oil.

SUMMER - (Above 40° F.) Use SAE 30
If not available, Use SAE 10W-30 or 10W-40

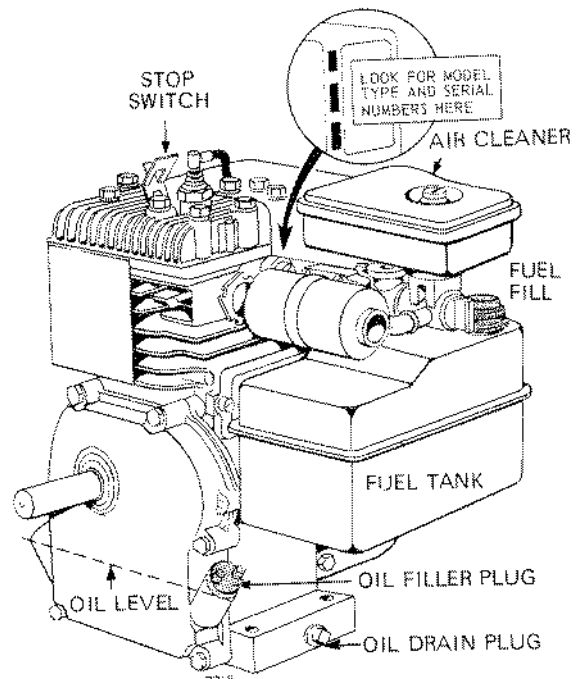
WINTER - (Under 40° F.) Use SAE 5W-20 or SAE 5W-30
If not available, Use SAE 10W or SAE 10W-30
Below 0° F, Use SAE 10W or SAE 10W-30,
Diluted 10% with Kerosene.

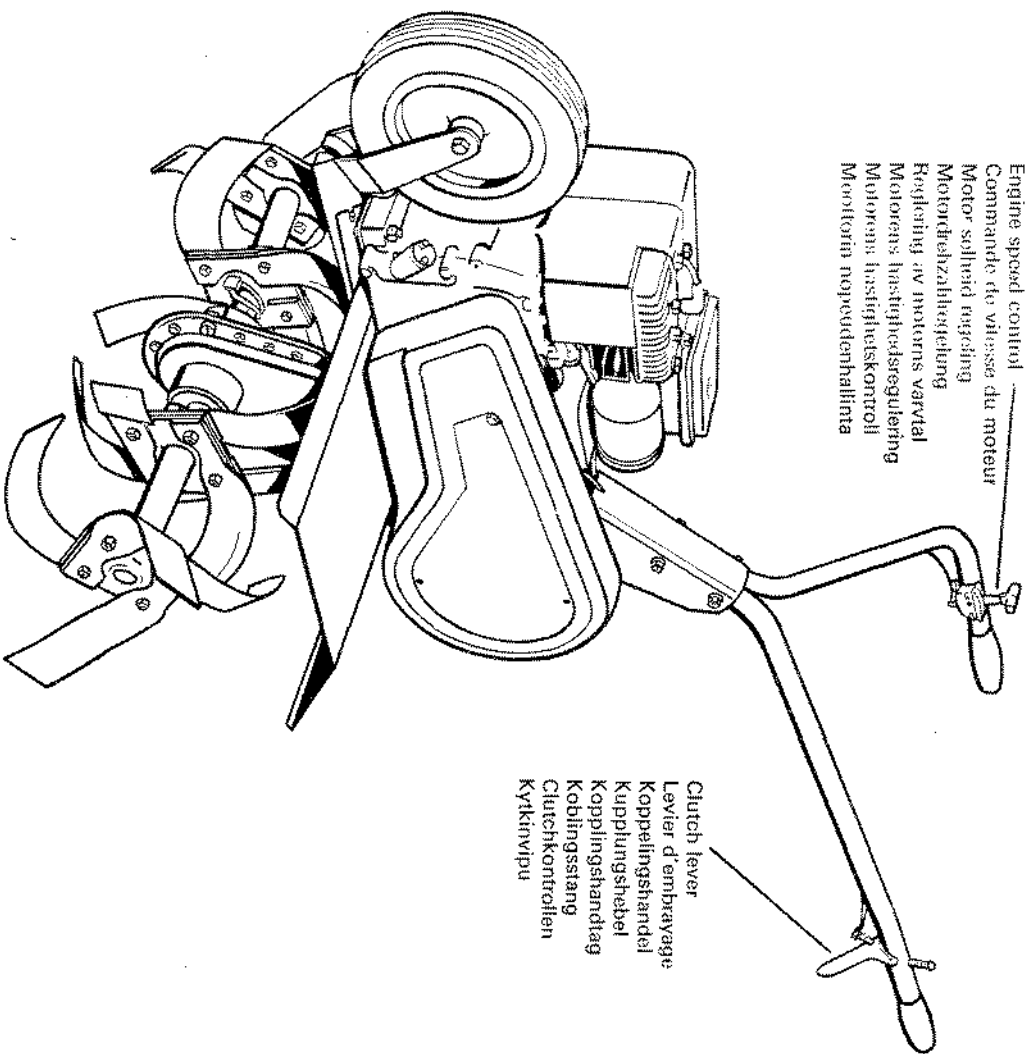
DIRECTIONS: Place engine level. Use screw driver or bar to remove oil filler plug. Fill crankcase to point of overflowing. **POUR SLOWLY.** Capacity 1-1/4 pints.

- 2 FILL FUEL TANK** — Use clean, fresh, lead-free, or leaded "regular" grade automotive gasoline. **DO NOT MIX OIL WITH GASOLINE.**

CAUTION: Gasoline is highly combustible. Do not store or use gasoline near an open flame or devices such as a stove, furnace, or water heater. Use gasoline only in well ventilated areas or outdoors.

Fill tank completely. Do not overfill or spill. Wipe up any spills immediately.





Engine speed control
 Commande de vitesse du moteur
 Motor soltvelj regjering
 Motorhastighetsreglering
 Regjering av motorens varvtal
 Motorens hastighetsreglering
 Motorrens hastighetskontroll
 Moottorin nopeudenhallinta

Clutch lever
 Lever of embrayage
 Koppplingshandel
 Kuppplingshebel
 Koppplingshandlåg
 Koblingsstang
 Clutchkontrollen
 Kytkinvipu

Introductory notes

Before using the cultivator read the instructions carefully, ensuring that you know your controls and know how to stop the engine quickly in any emergency.

The terms left hand and right hand refer to the machine when viewed from the operating position.

Assembly of the cultivator

Rotors

The rotor marked red fits on the L.H. drive shaft and that marked green on the R.H. shaft. Fit with the Rotor Pin Assembly as shown in Fig. 3 ensuring that the spring clip trails the head of the pin as shown.

Rear Skid

This is fitted to the machine as shown in Fig. 2, for adjustment see Operating Section.

Transport Wheel

Before removing the wheel frame pivot bolt from the wheel frame ensure that the spacer tube is centralised in its slots and is not likely to fly out. Locate the wheel frame assembly between the angle mount as shown in Fig. 4. Pass the wheel frame pivot bolt 'A' through the mounts and through the spacer tube at the top of the frame. Fit, but do not tighten, the washer and nut.

For use of transport wheel see Operating Section.

Handles

Fit the handles into the handle mount and secure with the bolts, nuts and washers as shown in Fig. 2.

Engine Speed Control

Fit the end of the engine speed control cable to the carburettor control arm as shown in Fig. 5. With the control set to fast ensure that the arm 'A' is right back and tighten screw 'B'.

Clutch Cable

Hook the loop in the end of the clutch cable over the spring, and the spring on to the operating lever as shown in Fig. 6. If necessary adjust as described in Adjustments and Maintenance Section.

Fenders

The fenders are fitted to the machine as shown in Figs. 8 & 9, using the wheel frame pivot bolt and the special studs 'A' at the rear of the machine.

Preparation for use

Chaincase

The chaincase requires one pint of SAE 30 oil or equivalent. Fill through oil plug hole 'B', Fig. 9.

Engine

With the engine level, fill sump with SAE 30 oil to the level of the threads in filler point hole 'A', Fig. 7. The sump holds approximately one pint (0.57 litres). (See engine manufacturers leaflet for further details).

Fill petrol tank with low grade petrol. The engine is a four stroke petrol engine and no oil should be put in the petrol tank. Add fuel before starting the engine. Avoid spilling petrol and do not refill the petrol tank while the engine is running or while you are smoking.

Store fuel in a cool place in a container specifically designed for the purpose. In general plastic containers are unsuitable.

Use of controls

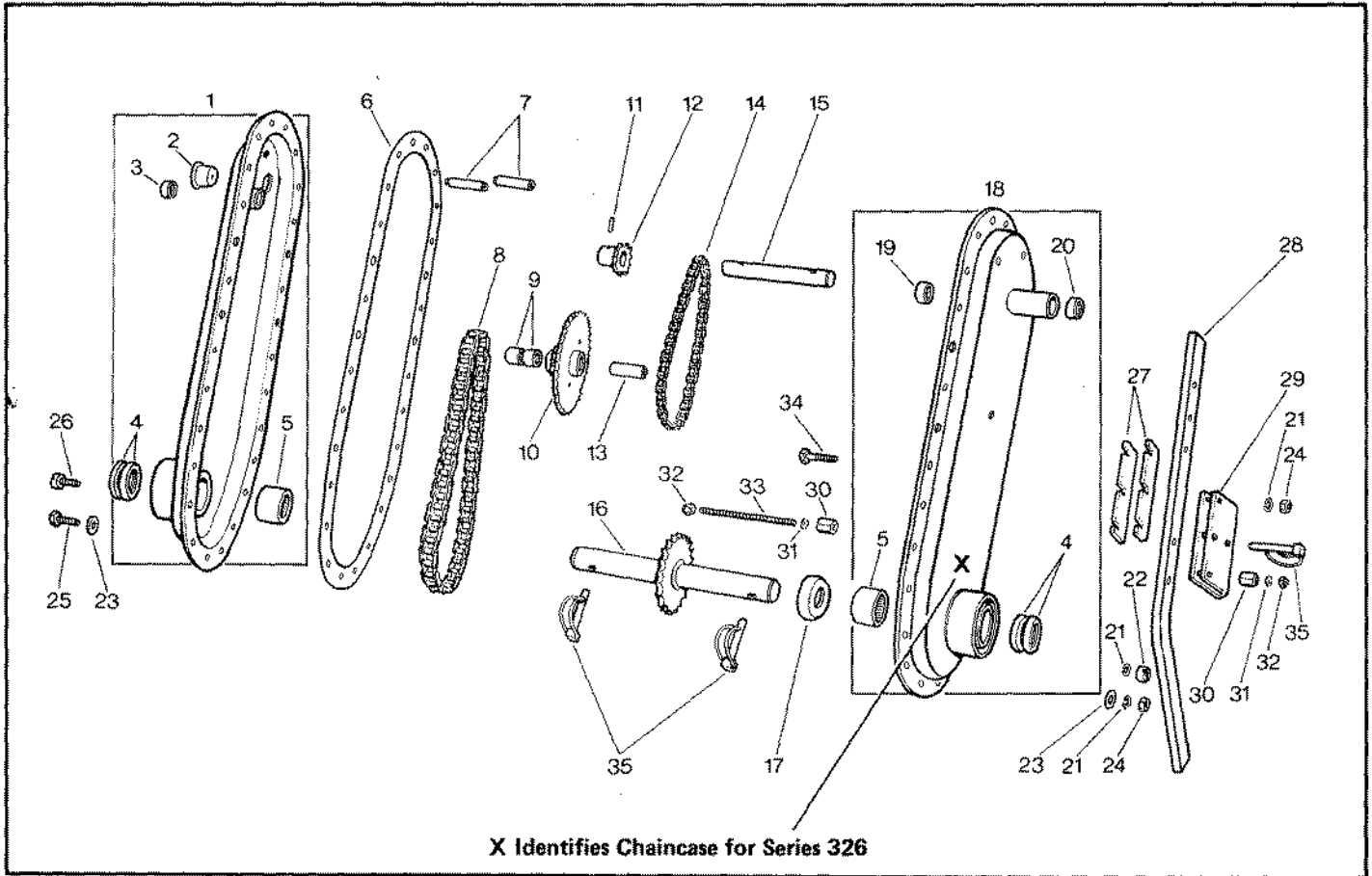
There are two main controls on the handle bar, the clutch control is located on the L.H. handle bar and with the engine running pulling up the lever will cause the rotors to rotate.

The engine speed control is situated on the R.H. handle bar. To increase engine speed move control forwards. **TO STOP ENGINE MOVE CONTROL BACKWARDS.** See Fig 1.

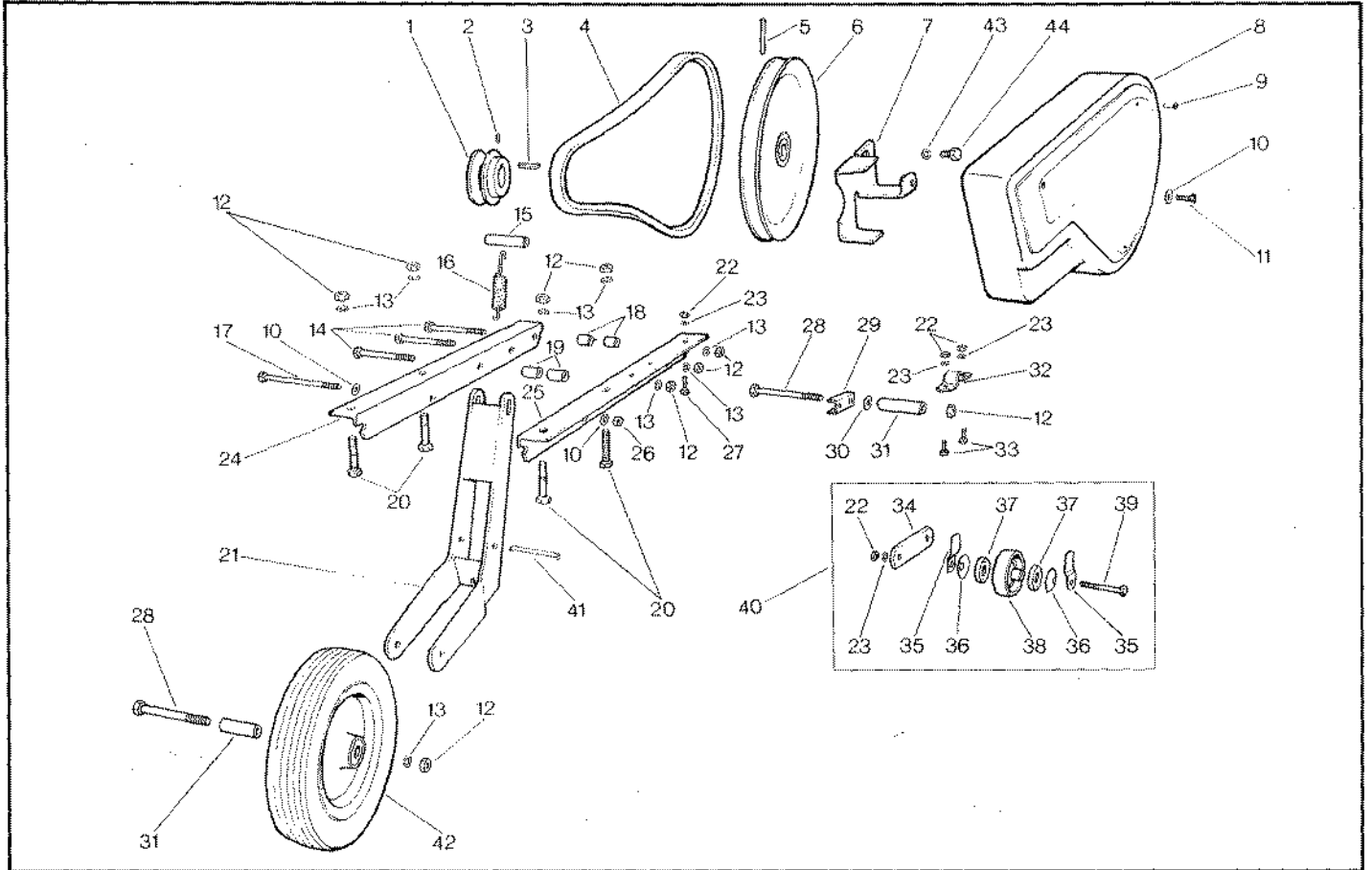
Transport Wheel

The wheel has two positions as shown in Figs. 3 & 4, giving a transport position as shown in Fig. 4 when the wheel frame is hooked over the stud 'C', Fig. 3, and a rest position for when the machine is in use, Fig. 3, i.e., the wheel frame is engaged in the slots 'B' in the front of the engine mounts. Fig. 4.

CHAINCASE ASSEMBLY & DEPTH SKID



ENGINE MOUNT ASSEMBLY



Wizard

Boek no. 100 V 1983 (Quality)
225629

GARDEN CULTIVATOR

MOTOCULTEUR

TUINFREES

MOTORKULTIVATOR

JORDFRÄS

HAVERFRAESER

HAGE-EIERENS JORDFRESER

PUUTARHAJYRSIN

AC 3502

(Series 171)

OPERATING INSTRUCTIONS

INSTRUCTIONS D'EMPLOI

BEDIENINGSVOORSCHRIFTEN

GEBRAUCHSANWEISUNG

INSTRUKTION

INSTRUKTION I BETJENING

INSTRUKSIJONSHEFTE

KAYTTOOHJEET

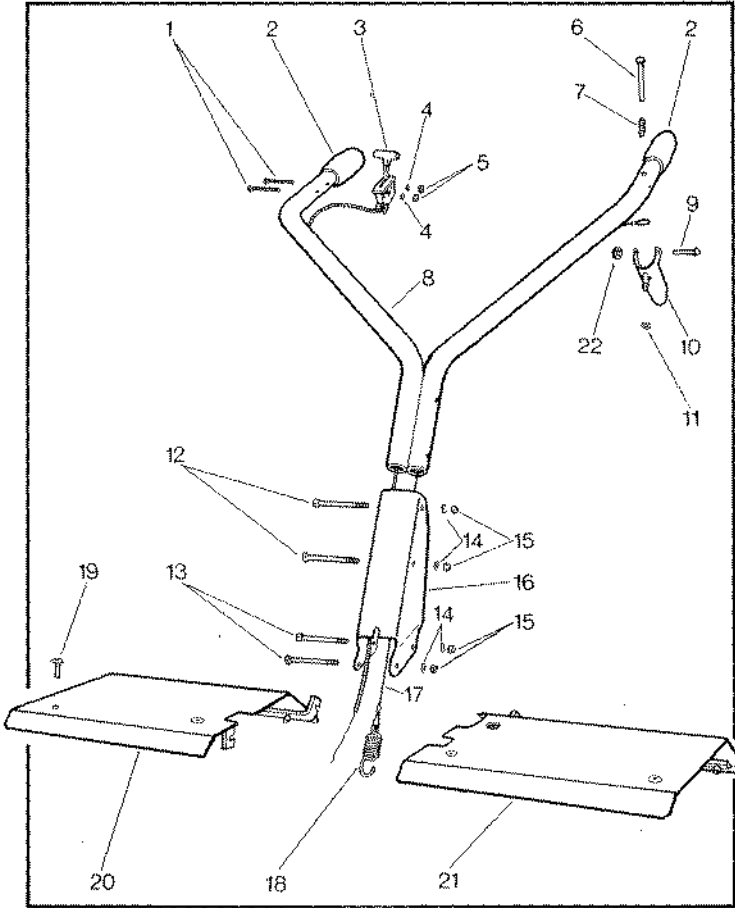


GARDEN CULTIVATOR

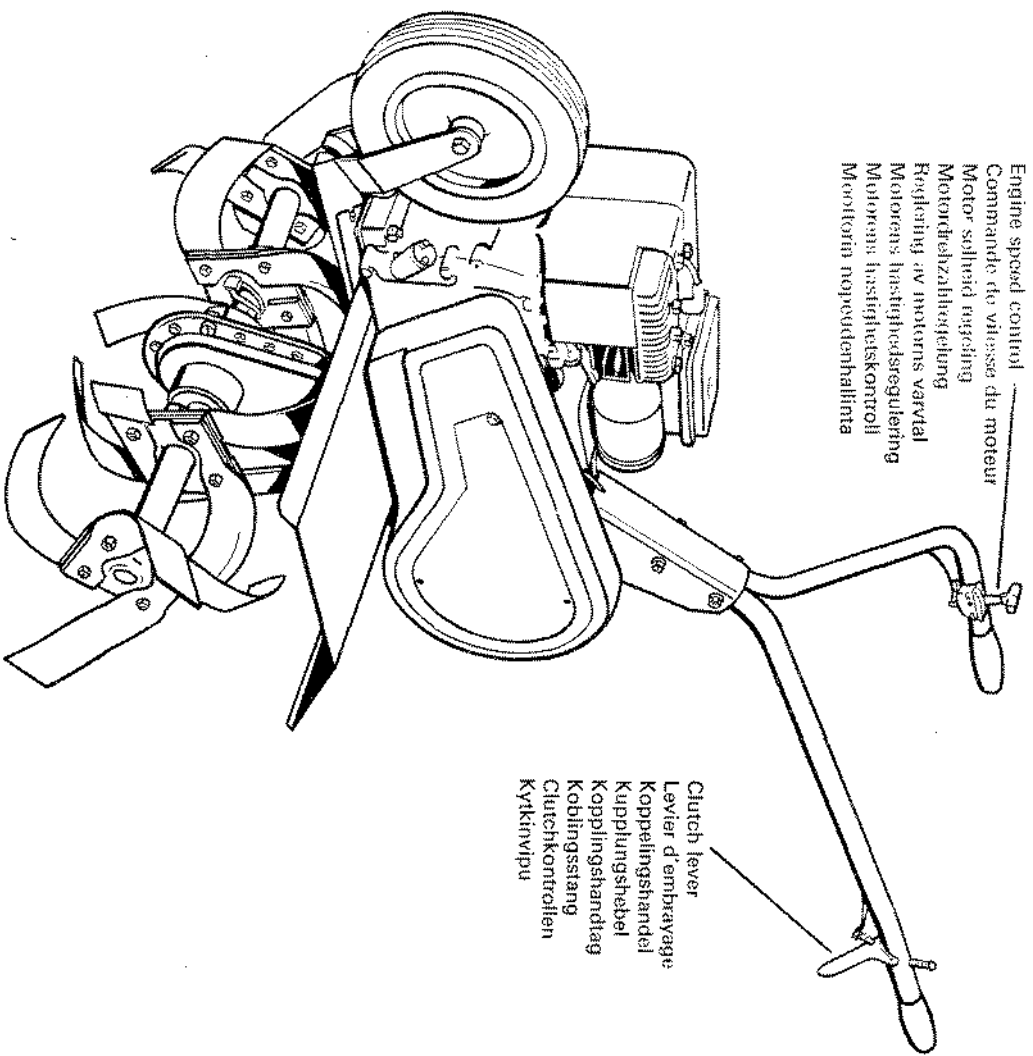
AC 3504 5H.P.
(Series 326)

SPARE PARTS MANUAL

HANDLES & FENDERS



ITEM No.	PART No.	PART NAME	Quantity
1	2BAS/0600/24	Screw	2
2	EC.0063 B	Handle Grip	2
3	EC.0336 A	Throttle Control	1
4	2 BA FD INT	Washer – Shakeproof	2
5	2 BAN/0200	Nut	2
6	MT.3330	Rivet	1
7	MT.3058	Spring	1
8	EC.0110 N	Handle Assy. Inc. Items 2, 6, 7, 9, 10 and 22	1
9	EC.0356 B	Rivet	1
10	EC.0064 B	Clutch Lever	1
11	EC.0090 A	'E' Ring	1
12	MB.0106/65	Bolt	2
13	MB.0106/60	Bolt	2
14	MW6/12.5/0.8	Washer	4
15	MN.1406	Nut – Nylock	4
16	EC.0034 N	Handle Bracket	1
17	EC.0088 A	Clutch Cable	1
18	MT.152	Clutch Spring	1
19	EC.0412 A	Rivet	8
20	EC.0005 N	R.H. Fender	1
21	EC.0004 N	L.H. Fender	1
22	LM.1372	Starloc Washer	1



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ITEM No.	PART No.	PART NAME	Quantity
1	MT.777/1	Pulley	1
2	CL.311	Allen Screw	1
3	MT.4007	Key	1
4	EC.0093 A	Belt	1
5	EC.0052 A	Spirol Pin	1
6	EC.0049 N	Pulley	1
7	EC.0339 B	Belt Control Bracket	1
8	EC.0037 A	Belt Guard	1
9	EC.0094 A	Pop Rivet	2
10	MW6/12.5/1.6	Washer	3
11	MS.0106/10	Hex. Screw	1
12	MN.0108	Nut	9
13	LWM.8	Washer	8
14	MB.0108/60	Hex. Bolt	3
15	EC.0068 B	Pivot Tube	1
16	EC.0069 B	Spring	1
17	MB.0106/75	Hex. Bolt	1
18	EC.0353 B	Spacer Tube	2
19	EC.0058 B	Spacer Tube	2
20	MB.0108/35	Hex. Bolt	4
21	EC.0071 N	Wheel Arm	1
22	MN.0106	Nut	4

ITEM No.	PART No.	PART NAME	Quantity
23	MT.4565	Lockwasher	4
24	EC.0329 N	Motor Mount R.H.	1
25	EC.0338 N	Motor Mount L.H.	1
26	MN.1406	Nut	1
27	MS.0106/20	Hex. Screw	1
28	MB.0108/70	Hex. Bolt	2
29	EC.0044 B	Operating Lever	1
30	MW8/17/1.0	Washer	1
31	EC.0045 B	Pivot Tube	2
32	EC.0041 B	Jockey Strap	1
33	MS.0106/16	Hex. Screw	2
34	EC.0043 B	Clutch Arm	1
35	MT.4306	Guide Plate	2
36	MT.3611	Dished Washer	2
37	MT.4036	Felt Washer	2
38	MT.333	Jockey Wheel	1
39	MB.0106/45	Hex. Bolt	1
40	EC.0042 A	Jockey Pulley Assy.	1
41	EC.0070 A	Spirol Pin	1
42	EC.0067 A	Wheel	1
43	LW.8	Lock Washer	1
44	UFS.0108/10	Hex. Screw	1

ITEM No.	PART No.	PART NAME	Quantity
—	EC.0331 N	Chaincase Assy. Inc. Items 1 — 26	1
1	EC.0334 N	Chaincase Half R.H.	1
2	MT.3735	Oil Filler Plug	1
3	MT.3263	Bearing	1
4	EC.0022 A	Oil Seal	4
5	EC.0021 A	Needle Bearing	2
6	MT.105	Gasket	1
7	EC.0016 A	Distance Tube	2
8	MT.347	Chain	1
9	MT.351	Needle Bearing	2
10	MT.1085	Intermediate Sprocket Inc. Item 9	1
11	MT.3779	Spirol Pin	1
12	MT.927	Sprocket	1
13	MT.352	Inner Race	1
14	MT.348	Chain	1
15	EC.0012 A	Input Shaft Inc. Items 11 and 12	1
16	EC.0335 A	Rotor Shaft	1

ITEM No.	PART No.	PART NAME	Quantity
17	EC.0342 A	Spacer	1
18	EC.0333 N	Chaincase Half L.H.	1
19	MT.3262	Needle Bearing	1
20	EC.0348 A	Needle Bearing	1
21	MT.4565	Lock Washer	25
22	EC.0060 B	Wheel Location Nut	1
23	W4SH	Washer	8
24	MN.0106	Nut	24
25	MS.0106/14	Hex Screw	23
26	EC.0059 B	Wheel Location Screw	1
27	EC.0351 B	Kicking Plate	2
28	EC.0349 J	Depth Skid	1
29	EC.0350 B	Hitch Bracket	1
30	EC.0104 B	Spacer Nut	2
31	MW/12.5/1.6	Washer	2
32	MN.1406	Nut — Nylock	2
33	EC.0096 B	All Thread	1
34	MB.0106/30	Hex Screw	1
35	EC.0085 A	Rotor Pin	3

Rear Skid

The rear skid may be adjusted up or down to give different depths of cultivation. (See Operating Section).

Starting the engine

Before starting the engine ensure that the oil is up to the prescribed level and that there is sufficient fuel in the petrol tank.

Ensure that the clutch lever is down. Pull out choke plunger, Fig. 5 and set the engine speed control to the fast position. Pull the starter cord evenly and without jerking.

Never allow the starter rope to fly back into its housing. Once the engine starts, push in the choke plunger 'C' and reduce the engine speed to give the ideal speed for the conditions prevailing. Do not overspeed the engine or alter governor settings. Excessive engine speed is dangerous and shortens cultivator life.

Using the cultivator

Set the rear skid such that the depth to be cultivated is roughly equal to the length of skid projecting below the rotor shafts.

Start the engine and set to about half speed. Push down on the handles and lift the clutch lever to start the rotors. When the machine has dug to the required depth release the pressure on the handles and the machine will move forward. Maintain sufficient pressure on the handles to keep the machine at the required depth.

Hints and tips

When you are first learning to use your cultivator it is not unlikely that it will tend to buck and move from side to side. This tendency will soon be overcome with use.

To acquire the knack of letting the machine do the work without effort on the part of the operator we offer the following suggestions:

1. Concentrate on keeping your arms relaxed.
2. When working across a slope turn the machine slightly uphill.
3. Operate at reduced throttle settings when the ground is rough or hard.

4. Adjustment of the rear skid may help to give a better operating height.
5. Proceed at a slow walk to give the machine time to do the work.
6. It is better to release the clutch and go over hard ground again if the machine starts to run away.
7. Do not cultivate when the ground is frozen or waterlogged.
8. Cultivate at a different depth each season to prevent 'panning' in the subsoil.

Adjustments and maintenance

Remove spark plug lead before carrying out any adjustment.

Chaincase

Providing there are no oil leaks the level of the oil in the chaincase will remain constant. It is suggested that the oil is changed each season as it will tend to lose its lubricating properties after a time.

Clutch adjustment

The clutch should engage when the lever is raised about two thirds. When disengaged, i.e., lever released, the belt should be completely slack and not binding on the engine pulley.

IMPORTANT

Always use the correct belt as supplied by the manufacturer. The belt supplied is specially made with a non-rubberised case to give the correct clutch control.

Adjustment

Do not adjust the clutch with the engine running. Remove the belt guard by releasing the two screws.

Loosen Nut 'A', Fig. 6, this locks the Jockey arm 'B' in relation to the spindle.

Adjust the Jockey arm in relation to the spindle to take up some of the slack in the belt. Retighten nut 'A' and replace the belt guard.

Engine maintenance

Refer to engine manufacturer's leaflet supplied.

Changing Engine Oil

After the initial filling the engine oil should be changed after the first five hours' use, thereafter change the engine oil after every 25 hours' use.

To change the engine oil, remove drain plug 'A', Fig. 8, leave for a time to drain off then replace drain plug. Refill with fresh SAE 30 oil. The oil level should be checked after every five hours' use and topped up as required.

Air Filter 'D' (Fig. 5).

This should be serviced at the same time as the engine oil change is carried out.

The foam rubber element of the air filter should be washed in soapy water, squeezed dry, then lightly oiled with engine oil and refitted. In dusty conditions clean the air filter more regularly. Never use the cultivator without the air filter.

Lubrication

Oil sparingly at points 'X', Fig's. 4 & 6.

Storage

When the machine is not to be used for any length of time it should be thoroughly cleaned. Examine the belt, operating cables, etc. for any signs of wear or damage which may require rectification.

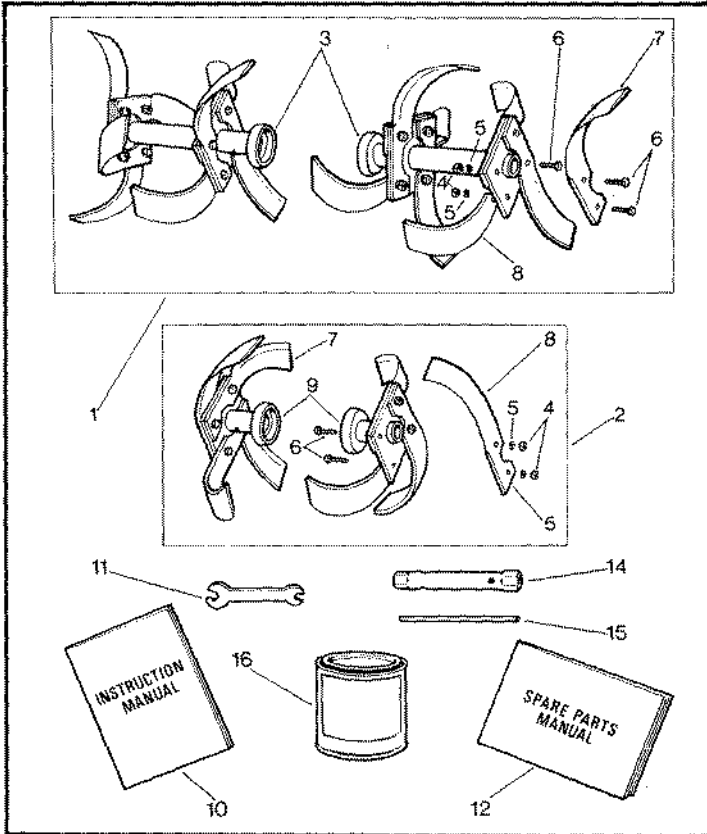
To protect the engine from internal corrosion empty the fuel tank and run the engine until the carburettor is dry. Inject a small amount (5 ml) of oil through the spark plug hole and rotate the engine a few times by hand. Replace spark plug. The cultivator should be stored in a dry place.

Service

When the machine requires servicing we advise that this be entrusted to a competent repairer. Further information regarding servicing facilities and spare parts can be obtained from the manufacturer.

In any communication regarding the machine the model number and machine number, as specified on the serial number plate, should be quoted.

ROTORS & MISCELLANEOUS ITEMS

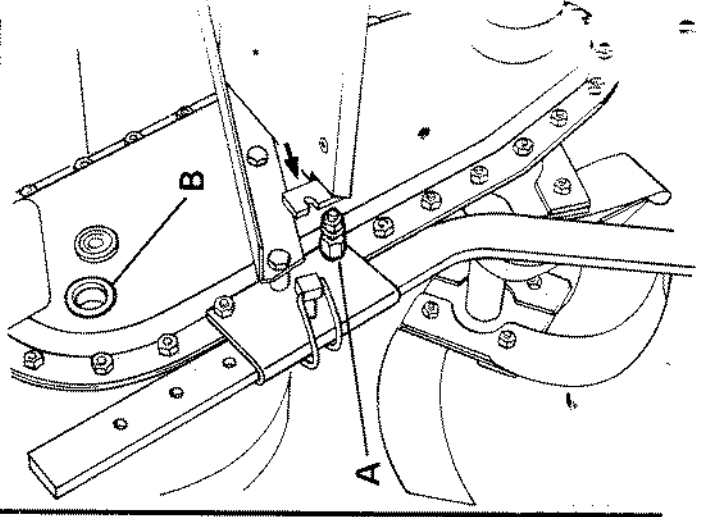
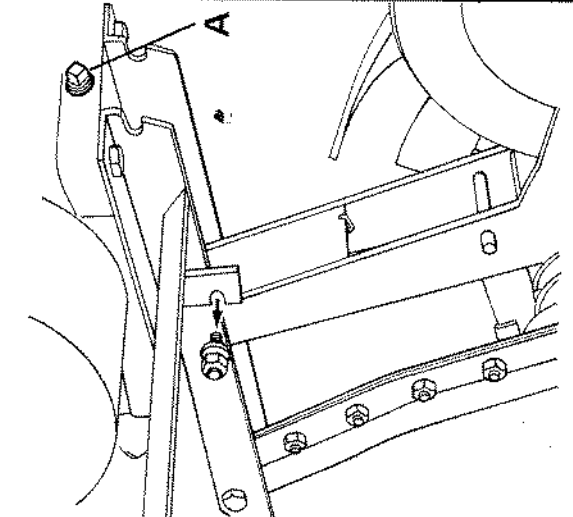
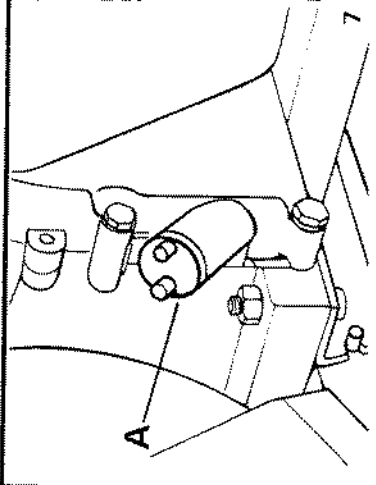
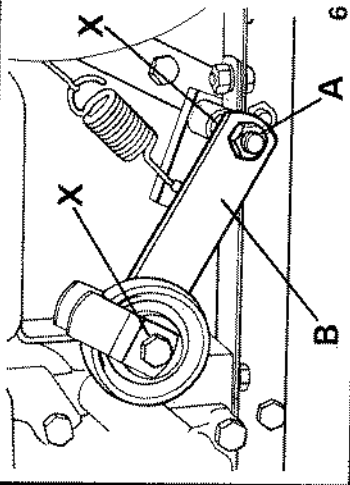
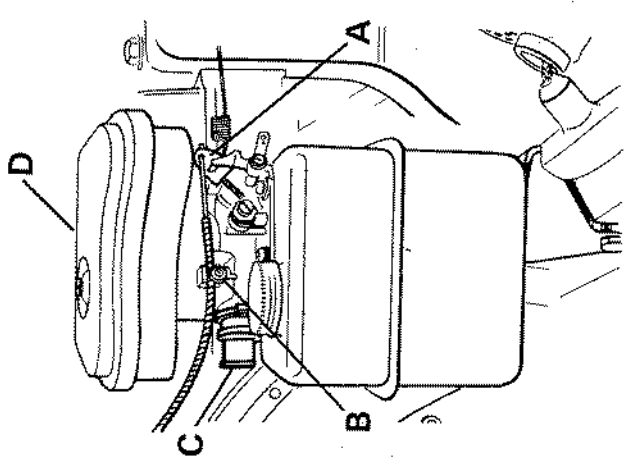
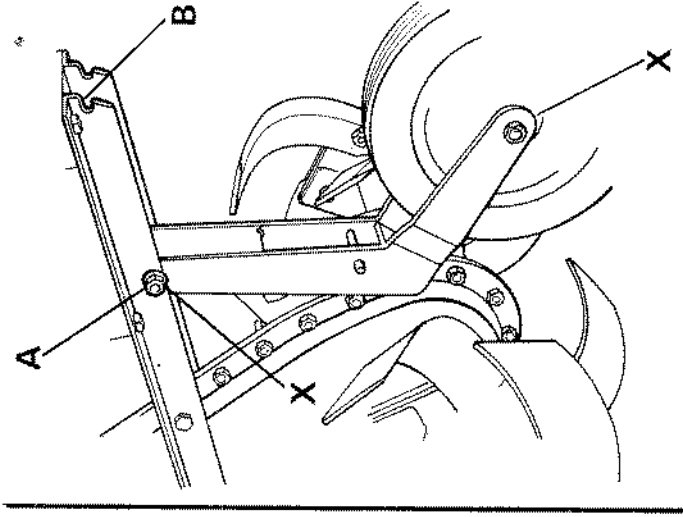
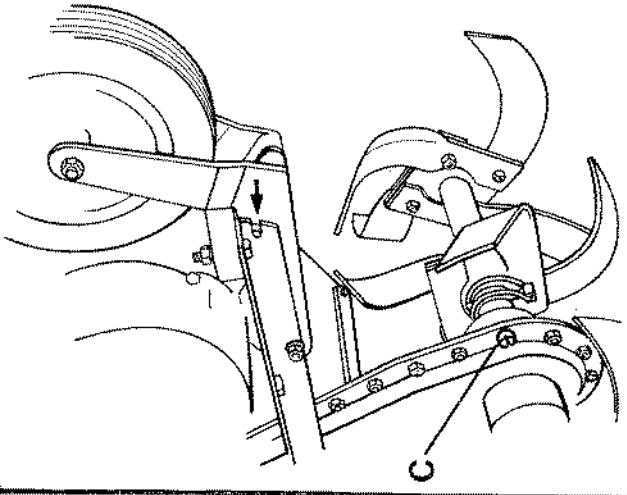
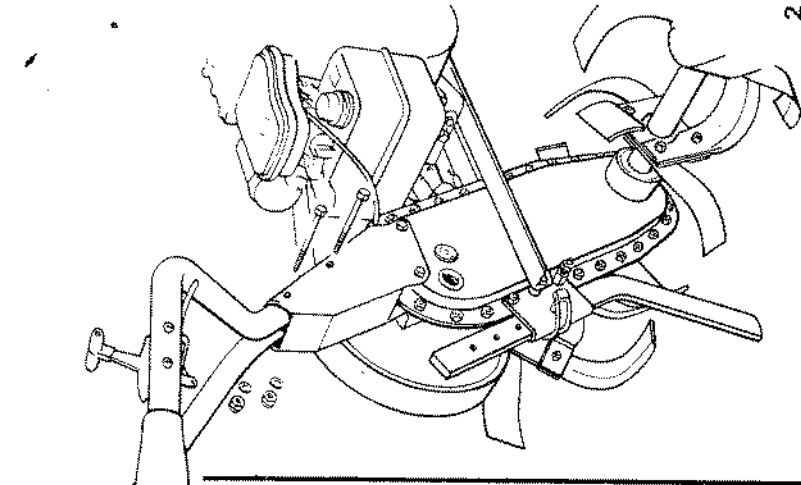
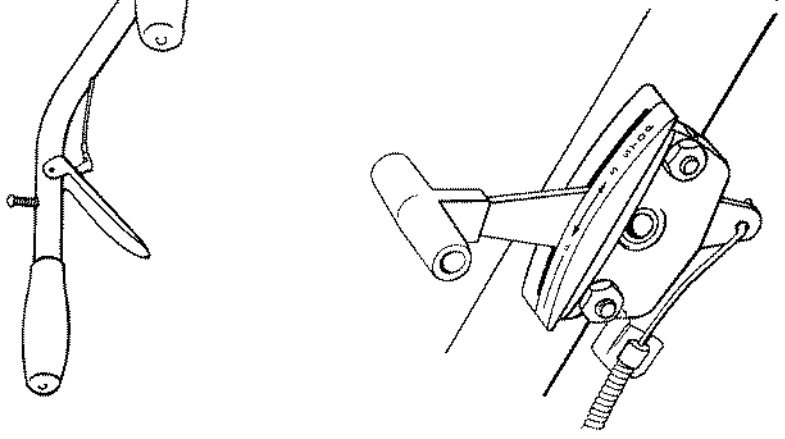


ITEM No.	PART No.	PART NAME	Quantity
1	BC.0002	Slasher Rotor (pair)	1
2	BC.0001	Narrow Slasher Rotor (pair)	1

THE TWO ITEMS ABOVE ARE SUPPLIED AS ACCESSORIES AND SHOULD BE ORDERED SEPARATELY FROM SPARE PARTS.

3	EC.0007 J	Rotor Tube Assembly	2
4	MN.0108	Nut	
5	LWM.8	Lock Washer	
6	MS.0108/25	Hex. Screw	
7	EC.0008 A	L.H. Blade	
8	EC.0009 A	R.H. Blade	
9	EC.0107 J	Rotor Tube Assembly	2
10	EC.0117 A	Instruction Manual	1
11	EC.0091 B	Spanner	2
12	EC.0419 A	Parts Manual	1
13	EB.0334 A	Emblem (Belt Guard)	1
14	MT.4301	Box Spanner	1
15	MT.4575	Tommy Bar	1
16A	EB.0516 N	Paint ½ Litre	
16B	EB.0517 N	Paint ½ Litre	
16C	EV.0518 N	Paint 1 Litre	

Wolseley Webb Limited
 Electric Avenue, Witton, Birmingham, England B6 7JA
 Telephone: 021-328 1314 Telex: 339388 Telegrams: Wolweb, Birmingham Telex



Section 4 ADJUSTMENTS (cont'd)

REMOTE CONTROL

Controls on powered equipment should move speed lever in a direction that will elongate governor spring to increase speed.

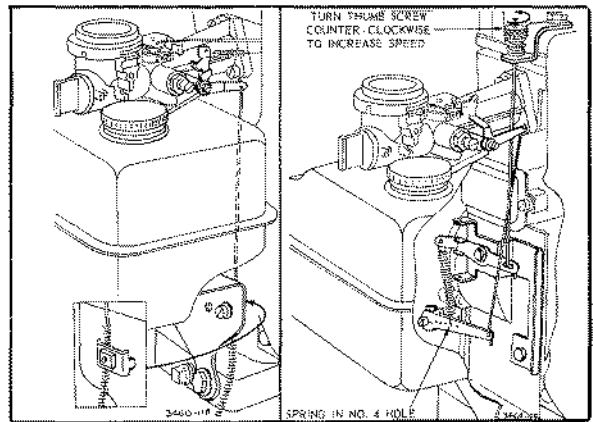
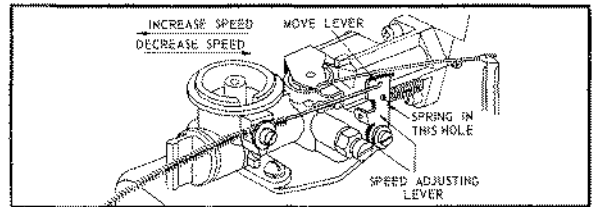
To Adjust:

Loosen clamp screw on carburetor or fuel tank bracket and move casing in or out to obtain proper speed. Maximum recommended speed is 3600 RPM.

MECHANICAL GOVERNOR ADJUSTMENTS

Standard Speed Governor

Speed adjusting thumb nut is located on top of engine. To increase speed turn adjusting thumb nut counter-clockwise.



REMOTE GOVERNOR CONTROL

MECHANICAL GOVERNOR STANDARD SPEED

Section 5 GENERAL INFORMATION

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

MODEL SERIES

80200 to 80292

Bore 2 3/8"
 Stroke 1 3/4"
 Displacement 7.75 cu. in.
 Horsepower 3.00 max. @ 3600 RPM
 Torque (Ft. Lbs.) 4.39 @ 3400 RPM

The horsepower ratings listed above are established in accordance with the Society of Automotive Engineers Test Code-J607. For practical operation, the horsepower loading should not exceed 85% of these ratings. Engine power will decrease 3½% for each 1,000 feet above sea level and 1% for each 10° above 60° F.

Major engine repairs should not be attempted unless you have the proper tools and a thorough knowledge of internal combustion engines.

TUNE-UP SPECIFICATIONS

	A.C.	Autolite	Champion
Spark Plug Type	CS-45	A7N	CJ-8
Short Plug	GC-46	A71	J-8
Long Plug			
Spark Plug Gap030"		
Ignition Point Gap020"		
Intake Valve Clearance005" - .007"		
Exhaust Valve Clearance009" - .011"		

STORAGE INSTRUCTIONS

Engines to be stored over 30 days should be completely drained of fuel to prevent gum deposits forming on essential carburetor parts, fuel filter, fuel lines and tank.

- All fuel should be removed from the tank. Run the engine until it stops from lack of fuel. The small amount of fuel that remains in the sump of the tank should then be removed by absorbing it with a clean dry cloth.
- While engine is still warm, drain oil from crankcase. Refill with fresh oil.
- Remove spark plug, pour one ounce (2 or 3 tablespoons) of SAE 30 oil into cylinder and crank slowly to distribute oil. Replace spark plug.
- Clean dirt and chaff from cylinder, cylinder head fins and blower housing.

CARBURETOR ADJUSTMENTS

Minor carburetor adjustment may be required to compensate for differences in fuel, temperature, altitude and load.

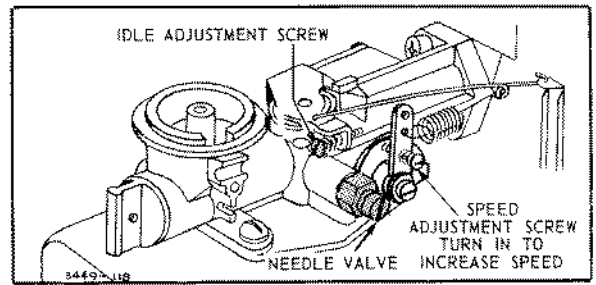
Note: Adjust carburetor with fuel tank half full of regular grade gasoline.

Initial Adjustment:

Close needle valve (turn clockwise) then open 1-1/2 turns (turn counterclockwise). This initial adjustment will permit the engine to be started and warmed up before making final adjustment.

Final Adjustment:

With engine running at normal operating speed (approximately 3000 RPM 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 RPM). 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.



CHOKE-A-MATIC CONTROL ADJUSTMENTS

Proper choke and stop switch operation is dependent upon proper adjustment of remote controls on the powered equipment.

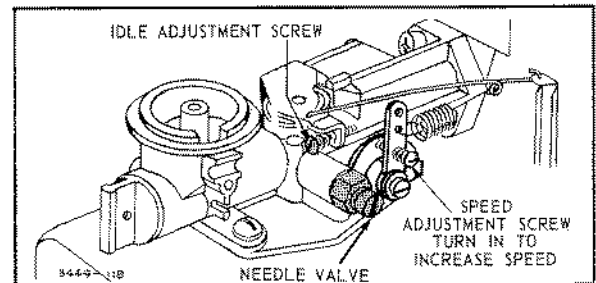
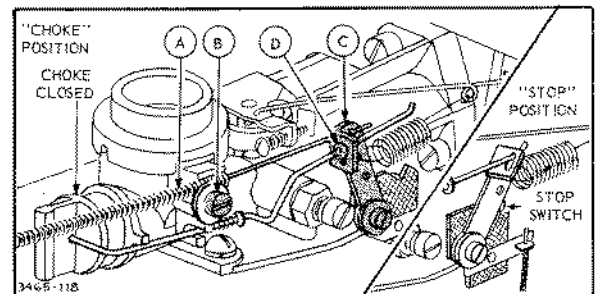
To Check Operation:

Remove Air Cleaner. Move remote control lever to CHOKE position. The carburetor choke should then be closed. Move the remote control lever to STOP. Speed lever on carburetor should then make good contact with stop switch to short out ignition.

To Adjust:

Place remote control lever on equipment in FAST (high speed) position. Loosen control casing clamp screw (B) on carburetor. Move control casing (A) and wire forward or backward until speed lever (C) just touches the choke operating link at (D). Tighten casing clamp screw (B) on carburetor.

Recheck operation of controls after adjustment. Replace air cleaner.



SPEED CONTROL ADJUSTMENTS

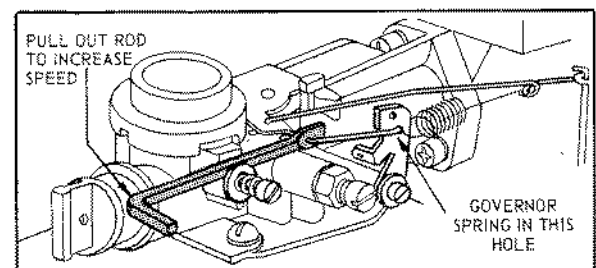
Standard Control

To increase engine speed, turn speed adjusting screw clockwise.

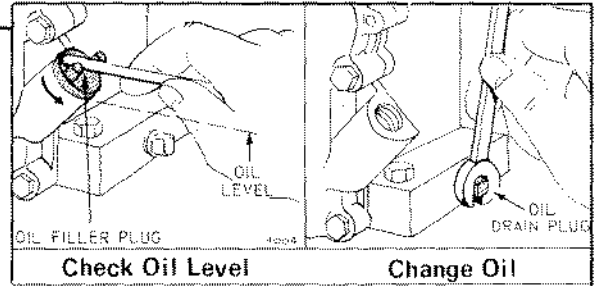
To decrease engine speed, turn speed adjusting screw counterclockwise.

Manual Friction Control

To increase or decrease engine speed, move speed adjusting rod as shown.



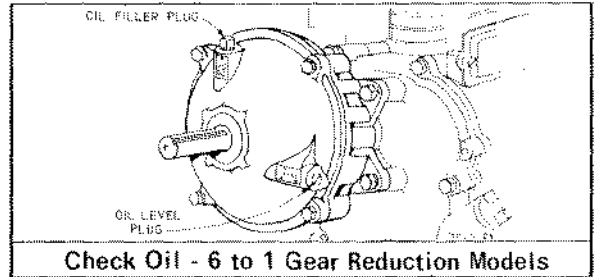
1 **CHECK OIL LEVEL** regularly – at least after each 5 hours of operation. (Take care to remove dirt around filler plug). Be sure oil level is maintained FULL TO POINT OF OVERFLOWING.



Check Oil Level

Change Oil

2 **CHECK OIL** (6 to 1 Gear Reduction Models Optional) by removing the oil plug in lower half of gear cover every 100 hours. Add SAE 10W-30 oil at upper oil filler plug until oil runs out of lower hole. Replace both plugs.



Check Oil - 6 to 1 Gear Reduction Models

Note: Filler plug has vent hole and must be placed in top opening.

3 **CHANGE OIL** after first 5 hours of operation. Thereafter change oil every 25 hours of operation. Remove drain plug and drain oil while engine is warm. Replace drain plug. Remove oil filler cap and refill with new oil of proper grade. Replace filler cap.

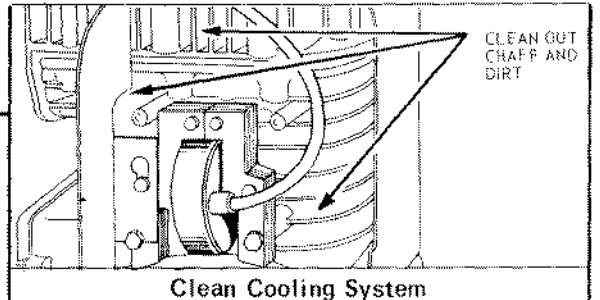
4 **CLEAN AND RE-OIL AIR CLEANER** and element every 25 hours under normal conditions. The capacity of the "Oil-Foam" air cleaner is adequate for a full season's use without cleaning in average homeowner lawnmower service. (Clean every few hours under extremely dusty conditions.



Clean and Re-Oil Air Cleaner

1. Remove screw.
2. Remove air cleaner carefully to prevent dirt from entering carburetor.
3. Take air cleaner apart.
4. A – Wash foam element in kerosene or liquid detergent and water to remove dirt.
- B – Wrap foam in cloth and squeeze dry.
- C – Saturate foam in engine oil. Squeeze to remove excess oil.
- D – Assemble parts – fasten to carburetor with screw.

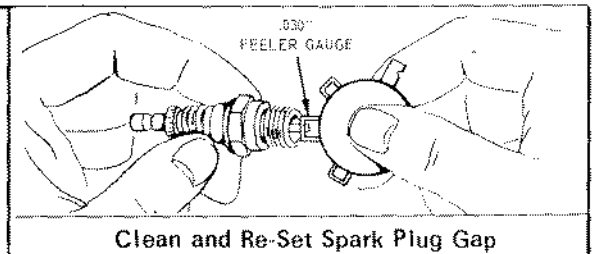
5 **CLEAN COOLING SYSTEM** – Grass or chaff may clog cooling system after prolonged service in cutting tall dry grasses or hay. Continued operation with a clogged cooling system causes severe overheating and possible engine damage. Remove blower housing and clean regularly.



Clean Cooling System

6 **SPARK PLUG** – Clean and reset gap at .030" every 100 hours of operation.

CAUTION: Blast cleaning of spark plugs in machines that use abrasive grit is not recommended. Spark plugs should be cleaned by scraping or wire brushing and washing with a commercial solvent.



Clean and Re-Set Spark Plug Gap

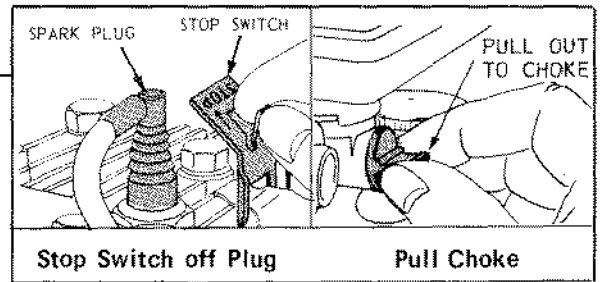
7 **REMOVE CARBON DEPOSITS** – Clean combustion chamber, top of piston and around both valves every 100-300 hours of operation.

Section 2 STARTING

- 1 **CHOKE ENGINE** – Engine may be equipped with either manual or Choke-A-Matic controls.

a. **Manual Choke and Stop**

Be sure stop switch is away from spark plug. Pull choke as illustrated.



b. **Choke-A-Matic Control**

Move control on equipment as far as possible toward "choke" or "start" position.

- 2 **START ENGINE** – Engine may be equipped with rewind or rope starter.

CAUTION: ALWAYS KEEP HANDS AND FEET CLEAR OF MOWER BLADE OR OTHER ROTATING MACHINERY.

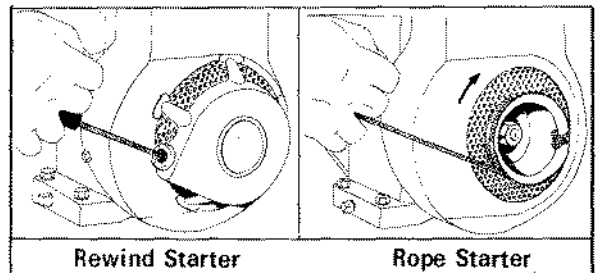
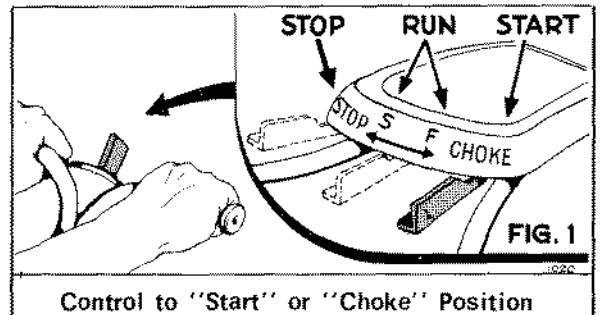
a. **Rewind Starter**

Grasp starter as illustrated and pull out cord rapidly. Repeat if necessary with choke opened slightly. When engine starts, open choke gradually.

b. **Rope Starter**

Wind rope around pulley in direction shown by arrow.

Pull the rope with a quick full arm stroke. Repeat if necessary with choke open slightly. When engine starts open choke gradually.



NOTE: ENGINE MAY NOT START if controls on powered equipment do not close choke fully. See Choke-A-Matic adjustment instructions in Section 4 of this manual.

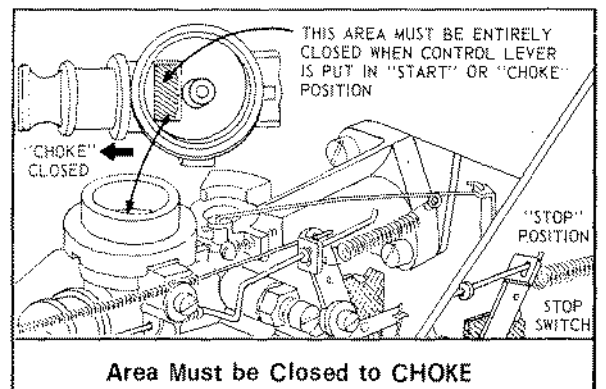
- 3 **STOP ENGINE**

a. **Manual Control**

Push stop switch against end of spark plug.

b. **Choke-A-Matic Control**

Move control lever to "Stop" position.



**Section
6**

SERVICE & REPAIR INFORMATION

If service or repair is needed, contact an Authorized Briggs & Stratton Service Center. To serve you promptly and efficiently, the Service Center will need the model, type and code number on your engine. (See Section 7).

Each Authorized Service Center carries a stock of original Briggs & Stratton repair parts and is equipped with special service tools. Trained mechanics assure expert repair service on all Briggs & Stratton engines.

Your nearest service center is listed in the 'Yellow Pages' under "Engines, Gasoline" or "Gasoline Engines". He is one of over 15,000 authorized dealers available to serve you.



This illustrated book includes "Theories of Operation", common specifications, and detailed information covering the adjustment, tune-up and repair procedures for 2 through 16 H.P. models. It is available from any Authorized Briggs & Stratton Service Center. Order as Part Number 270962.

BRIGGS & STRATTON ENGINES ARE MADE UNDER ONE OR MORE OF THE FOLLOWING PATENTS:

2,669,322	2,796,453	3,114,851	3,149,518	3,194,224	3,252,449	DESIGN
2,698,769	2,998,491	3,118,433	3,165,094	3,236,937	3,276,439	D-191,806 D-196,017 D-197,175 D-213,476
2,698,791	2,998,562	3,144,097	3,168,936	3,242,741	3,378,099	OTHER PATENTS PENDING
					3,415,237	