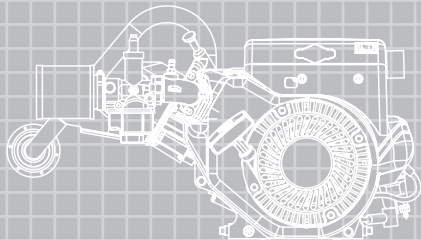




Performance GUIDE & Racing Log



Briggs & Stratton
World Formula Racing Engine

WARNING

- **DEATH, SERIOUS INJURY OR PROPERTY DAMAGE CAN OCCUR WHEN ENGINE IS OPERATED AND DURING RACING EVENTS.**
- Do not change, modify, alter or detach any engine parts. Engine changes or modifications can result in failure; causing death, serious injury or property damage.
- This engine does not have a Governor. Before operating this engine a Return to Idle Spring must be attached to the throttle linkage and/or cable.
- Do not disconnect or modify the installed rev limiter. Engine overspeeding can result in flywheel failure or part failure, causing death, serious injury or property damage.
- This engine is equipped with a stock flywheel. Follow Briggs & Stratton's Repair Manual (P/N **272147**) instructions when removing or installing the flywheel.
- Special mechanical skills and knowledge are required to prepare the engine for competitive racing events. All replacement parts should be genuine Briggs & Stratton with the same part number as the original part.




This guide is only intended to provide a basic overview on the Briggs & Stratton World Formula racing engine. All final setup and competition details are the sole responsibility of the consumer to be in compliance to the CIK organizational guidelines. This engine is intended for sanctioned CIK racing only and is not designed nor intended to be used in any form or vehicle outside of "racing kart" as defined by CIK.

IT IS VITAL THAT YOU READ, UNDERSTAND AND FOLLOW ALL SAFETY INSTRUCTIONS SUPPLIED ON THE ENGINE, IN THE ILLUSTRATED PARTS LIST, WITH THE ACCOMPANYING COMPONENT SUPPLIERS' PRODUCTS (PREMIER CLUTCH), AND ALSO RESTATED AS PART OF THIS GUIDE. FAILURE TO DO SO COULD LEAD TO SERIOUS INJURY AND/OR DEATH.





BEFORE OPERATING ENGINE


- Read entire Guide AND the instructions for the equipment this engine powers.*
- Failure to follow instructions 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.**

THESE INSTRUCTIONS CONTAIN SAFETY INFORMATION TO

- Make you aware of hazards associated with engines
- Inform you of the risk of injury associated with those hazards, and
- Tell you how to avoid or reduce the risk of injury.



WARNING



The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

- * Briggs & Stratton does not necessarily know what equipment this engine will power. For that reason, you should carefully read and understand the operating instructions for the equipment on which your engine is placed.

HAZARD SYMBOLS & MEANINGS



Fire



Explosion



Toxic Fumes



Hot Surface



Moving Parts



Kickback



Shock



WARNING



Engines give off carbon monoxide, an odorless, colorless, poison gas.

Breathing carbon monoxide can cause nausea, fainting or death.

- Start and run engine outdoors.
- Do not start or run engine in enclosed area, even if doors or windows are open.



WARNING

Briggs & Stratton does not approve or authorize the use of these engines on 3-wheel All Terrain Vehicles (ATVs), motor bikes, aircraft products or vehicles intended for use in competitive events. Use of these engines in such applications could result in property damage, serious injury (including paralysis), or even death.



WARNING



Rapid retraction of starter cord (kickback) will pull hand and arm toward engine faster than you can let go.

Broken bones, fractures, bruises or sprains could result.

- When starting engine, pull cord slowly until resistance is felt, then pull rapidly.
- Remove all external equipment/engine loads before starting engine.
- Direct coupled equipment components such as, but not limited to, blades, impellers, pulleys, sprockets, etc., must be securely attached.



WARNING



Gasoline and its vapors are extremely flammable and explosive.

Fire or explosion can cause severe burns or death.

WHEN ADDING FUEL

- Turn engine OFF and let engine cool at least 2 minutes before removing gas cap.
- Fill fuel tank outdoors or in well-ventilated area.
- Do not overfill fuel tank. Fill tank to approximately 1-1/2 inches below top of neck to allow for fuel expansion.
- Keep gasoline away from sparks, open flames, pilot lights, heat, and other ignition sources.
- Check fuel lines, tank, cap, and fittings frequently for cracks or leaks. Replace if necessary.

WHEN STARTING ENGINE

- Make sure spark plug, muffler, fuel cap and air cleaner are in place.
- Do not crank engine with spark plug removed.
- If fuel spills, wait until it evaporates before starting engine.
- If engine floods, set choke to OPEN/RUN position, place throttle in FAST and crank until engine starts.

WHEN OPERATING EQUIPMENT

- Do not tip engine or equipment at angle which causes gasoline to spill.
- Do not choke carburetor to stop engine.

WHEN TRANSPORTING EQUIPMENT

- Transport with fuel tank EMPTY or with fuel shut-off valve OFF.

WHEN STORING GASOLINE OR EQUIPMENT WITH FUEL IN TANK

- Store away from furnaces, stoves, water heaters or other appliances that have pilot light or other ignition source because they can ignite gasoline vapors.



WARNING



Unintentional sparking can result in fire or electric shock.

Unintentional start-up can result in entanglement, traumatic amputation, or laceration.

BEFORE PERFORMING REPAIRS OR ADJUSTMENTS

- Disconnect spark plug wire and keep it away from spark plug.
- Disconnect battery at negative terminal (only engines with electric start).

WHEN TESTING FOR SPARK

- Use approved spark plug tester.
- Do not check for spark with spark plug removed.



WARNING



Running engines produce heat. Engine parts, especially muffler, become extremely hot.

Severe thermal burns can occur on contact.

Combustible debris, such as leaves, grass, brush, etc. can catch fire.

- Allow muffler, engine cylinder and fins to cool before touching.
- Remove accumulated combustibles from muffler area and cylinder area.
- Install and maintain in working order a spark arrester before using equipment on forest-covered, grass-covered, brush-covered unimproved land. The state of California requires this (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal land.



WARNING



Rotating parts can contact or entangle hands, feet, hair, clothing, or accessories.

Traumatic amputation or severe laceration can result.

- Operate equipment with guards in place.
- Keep hands and feet away from rotating parts.
- Tie up long hair and remove jewelry.
- Do not wear loose-fitting clothing, dangling drawstrings or items that could become caught.



WARNING



Starting engine creates sparking.

Sparking can ignite nearby flammable gases.

Explosion and fire could result.

- If there is natural or LP gas leakage in area, do not start engine.
- Do not use pressurized starting fluids because vapors are flammable.



WARNING



Replacement parts for fuel system (cap, hoses, tanks, filters, etc.) must be the same as original parts, otherwise fire can occur.



WARNING

DO NOT strike the flywheel with a hammer or hard object because the flywheel may later shatter during operation.

CONGRATULATIONS on your purchase of a Briggs & Stratton World Formula Racing Engine. This engine has been designed for sanctioned racing only and for use at only sanctioned tracks. It is vital for the longevity and dependability of this product that you read the following, as the initial usage of this engine will affect its life overall.

WE RECOMMEND that all modifications and setup of this engine be done by a reputable source of supply with the proper knowledge needed to work on a racing engine.

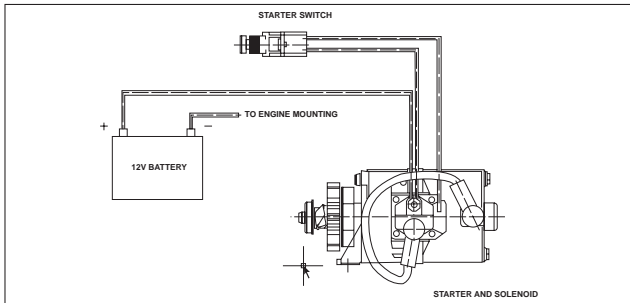


ELECTRICAL SCHEMATIC

This system is designed for a 12-volt power supply. For most racing applications, a high-quality, gel cell battery (determined by your authorized sanctioning body) with at least an 8-amp hour rating is recommended. An 8mm positive battery cable is required between the battery and starter solenoid.

The rocker switch, Part #555564, will turn the ignition OFF, and is located on the plastic engine cover, Part #555570.

See starter wiring schematic for starter switch and battery cable connections.



CAUTION: This engine is shipped without oil.

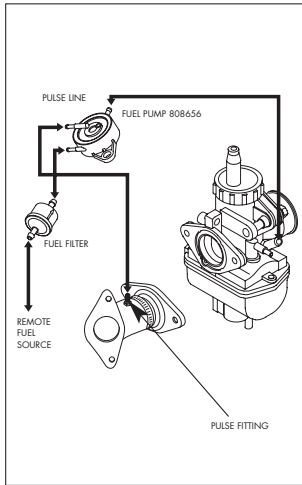
Electric Starter Wiring Schematic

FUEL PUMP

The following diagram shows the recommended layout for attaching the fuel pump to your World Formula racing engine.

A Mikuni fuel pump is supplied. The fuel pump should be installed as recommended by your local CIK organization. We recommend that this fuel pump be placed in a location that isn't affected by heat. The pulse line is marked with a "P" on the fuel pump. This should be connected with a non-collapsible fuel line (specifically made for fuel applications) to the fitting on the top of the intake manifold. The other two fittings on the fuel pump have arrows to show the inlet and outlet of the pump. Please refer to the accompanying diagram.

CAUTION: WE HIGHLY RECOMMEND THAT YOU USE A 75 MICRON FUEL FILTER. THIS SHOULD BE PLACED IN-LINE BETWEEN THE TANK AND THE FUEL PUMP.

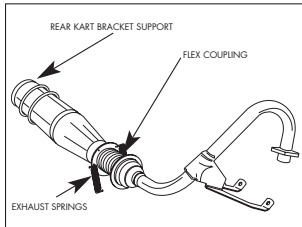


Fuel Pump

EXHAUST SYSTEM

The header pipe has been tuned and designed to be run with the following parts:

- A) 50 mm diameter x 57 mm length flex coupling (not included)
- B) CIK approved 50/90 "2-stroke" muffler (not provided)
- C) Three (3) exhaust springs (not provided)



Exhaust System

FOR LONG ENGINE LIFE AIR FILTER MAINTENANCE IS ESSENTIAL FOR YOUR RACING PERFORMANCE GREEN FILTER.

(Special maintenance required for your Green Air Filter.)

- There is a difference in technology with a standard paper air filter and your new Green High Performance Air Filter.
- Paper filters stop dirt by being made up of small holes which allow the air to pass but not the dirt. Unfortunately this is very restrictive to your engine. After each particle of dirt is stopped the filter becomes that much more restrictive, until air flow is halted to almost nothing, starving your engine of air. This drastically decreases your engine's performance.

For best performance it is recommended your Green Filter be cleaned and oiled between each race.

- Green Filter is made of woven cotton that

MUST be oiled. A Green Filter stops dirt differently than a paper air filter. Green High Performance Air Filters are designed to be oiled. The oil creates a positive (+) magnetic charge with the stainless steel mesh, which attracts the negatively (-) charged dust particles. The dust and dirt builds around the mesh to form a tunnel. This allows the cotton to remain cleaner for maximum air flow, but still stops the dirt. That is why it is important to keep your Green Air Filter properly oiled.

- Your Green Filter comes pre-oiled from the factory, but after each 5-10 hours of racing the filter should be checked for clogging and re-oiled. (This is based on normal race conditions. If racing is on a dirt track or in dirty conditions the filter must be cleaned more frequently. Extreme cases clean every 1-2 hrs. of race time).

Cleaning instructions:

1. Remove as much dirt from the filter as

possible by tapping it on a hard surface.

2. Using the Green Filter Cleaning & Re-Oil Kit (Part #2000), spray the filter with Green Filter cleaner. Allow the solution to soak into the filter for about 15 minutes. Or dilute the cleaner in a bucket of water and soak the filter.

CAUTION: Never use strong detergents, high pressure water, or gasoline.

3. Rinse the filter with warm water, inside first and then outside. (Let the water run from the clean side to the dirty side.)
 4. Allow the filter to dry completely. It is best to allow the filter to dry naturally. Don't use heat, this might shrink the cotton.
 5. Re-oil the filter using Green Filter oil ONLY (kit #2000). Don't use other cotton filter oils, the color is different (Green oil is colored green and is specially formulated for Green Filters).
- * You will know when the filter is correctly

oiled by the cotton changing from white to Green. (It will look wet.)

* **CAUTION:** Be sure not to over oil your filter, which can damage your sensors and engine.

Allow filter to dry for 1/2 hour. If you place your Green Filter on a piece of cardboard for 10 minutes and it leaves oil stains, you have over oiled your filter. Clean and start over.



WARNING: Never use motor oil, transmission fluid, WD 40. Failure to follow instructions can cause fires resulting in death, bodily injury or property damage.

The Green Filter cleaning and re-oil kit is Part #2000. For more information and/or questions, please visit www.greenfilterusa.com.

ENGINE MOUNTING

This engine is designed to be mounted FLAT on the kart. Because of the carburetor setup and oiling system, we DO NOT recommend mounting the engine with any degree of angle.



Oil is the lifeline of any engine and using good quality oil is a must! We recommend running no less than 18 ounces of SAE-rated, synthetic 30-weight oil. It is important that oil is changed and monitored on a regular basis as dirt and other contaminants such as fuel, etc. will adversely affect the life of this engine.

NOTE: For your engine break-in period use ONLY a high grade SAE-rated non-synthetic 30 weight oil. Use of synthetic oil during this process could prevent proper "seating" of the piston rings, etc.

ENGINE BREAK-IN (RUNNING IN)

The first 30 minutes of this engine's life are the most important to ensure trouble-free racing. After mounting to the kart, we recommend that the engine be broken in using any high grade non-synthetic SAE-rated 30 weight oil. Run the engine, no load, at idle (800-1,200 rpm) to allow the engine to reach normal operating temperature (5-8 minutes). Shut the engine off and allow to return to room temperature.

Again start up the engine and bring up to temperature (5-8 minutes). Shut off engine and change the oil. Replace the oil (18-20 ounces) and it is time to place 'load' on the engine. To apply a load on the engine the easiest way to

CAUTION: It is important that during break-in that the engine clutch remain engaged. Clutch engagement begins at 4,300 RPM. Repeated locking and unlocking of the clutch will lead to excessive heat build-up in the clutch, possibly leading to premature failure.

do this is to run the engine on the track. Running not higher than 6,000 rpm, take several laps (depending on course length). With the oil still warm drain and replace the oil...repeat and slowly begin to bring the engine up to speed.

CLUTCH

Your World Formula engine is equipped with a Premier racing clutch. For proper assembly and warnings, please refer to the instructions provided by Premier that are contained with the clutch packaging. If this information is lost or you need additional support, please refer to www.premierindustriesltd.com.

Premier Performance, Inc.
2151 Hwy 175 / PO Box 213
Richfield, WI 53076
Ph: (262) 628-1680
Fax: (262) 628-1780

TORQUE SPECIFICATIONS

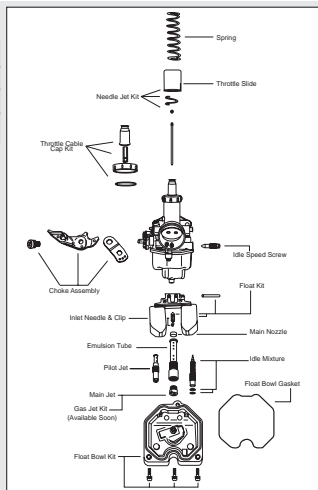
Bowl Screws	17 – 20 in-lbs
Pilot Jet	9 – 12 in-lbs
Needle Jet	14 – 16 in-lbs
Main Jet	9 – 11 in-lbs

PZ 26 CARBURETOR GENERAL SPECIFICATIONS

Gasoline	
Main Jet	#96
Pilot Jet	(Slow Jet) #38
Jet Needle	CDB 3rd notch
Main Nozzle Diameter	2.6 mm
Idle Mixture Screw turns out	1-1/2
Float Height*	14.0 mm

*To check float height:

1. Remove float bowl.
2. Tilt carburetor so that the float is resting on the inlet needle, but not depressing the spring under the inlet valve pin.
3. Measure from the fuel bowl mating surface to the bottom edge of the float.
4. Bend tab where it makes contact with the inlet needle as needed to obtain the correct float height.



PZ 26 Carburetor Parts Diagram

WALBRO PZ CARBURETOR

The Walbro PZ 26 has been specifically calibrated for this application. The following guide should help you with set-up and maintenance. Replacement components are available through your authorized source of supply. An additional jet kit is also available at 557012 – This kit was specifically designed to cover the majority of your gasoline jetting requirements.

CAUTION: After connecting the throttle cable to the throttle slide valve or after EVERY TIME the throttle slide is removed, always remove air filter and visually check that the throttle slide closes fully and moves freely in the bore.

STARTING

This carburetor is equipped with a choke valve for starting. When the engine is cold, lift choke lever to start engine. As engine warms push choke lever down to open choke for normal operation.

FLOAT HEIGHT

The float height controls the fuel level in the float bowl, which can also affect carburetor performance. Set float height according to specification before any other tuning.

IDLE / LOW SPEED

Tuning of the engine at idle and low speeds is accomplished by adjusting the Idle Mixture Screw or changing the size of the Pilot Jet (also called Slow Jet). The jet size or diameter in millimeters is stamped on the jet (38 = .38mm orifice). The Idle Mixture Screw is a fuel adjustment, so closing the screw or turning it clockwise will lean the fuel mixture, and opening the screw or turning it counterclockwise will richen the fuel mixture.

To adjust the Idle Mixture Screw proceed as follows. Turn the Idle Mixture Screw in until it lightly seats or stops. Back the Screw out the specified number of turns. Warm the engine and set the Idle Speed Screw

slightly higher than the desired idle rpm. Turn the Idle Mixture Screw in or out to obtain the highest rpm. Turn the Idle Speed Screw to the desired idle rpm. A slightly rich idle mixture is usually better for acceleration.

If a smooth idle cannot be obtained with the Idle Mixture screw between 1/4 – 2 turns out from closed, a different size Pilot Jet may be needed. The proper size Pilot Jet will allow for smooth acceleration from an idle and steady engine speed up to 1/4 throttle opening.

MIDRANGE / PART THROTTLE

The Jet Needle primarily controls fuel flow between 1/4 and 3/4 throttle opening. The Jet Needle has five notches and a C-clip on the top of it. To richen the part throttle operation, move the clip to the next lower notch. This will hold the needle farther out of the nozzle. To lean the part throttle operation, move the clip to the next

higher position. The highest notch (farthest from the narrow tip) is considered the 1st position. Needle taper reference letters are stamped on the needle for identification.

HIGH SPEED / FULL THROTTLE

The Main Jet controls the fuel flow at throttle positions of 1/2 to full throttle. The jet size or diameter in millimeters is stamped on the jet. Altitude and weather conditions can affect the engine operation enough to require changing the size of the Main Jet. High air temperature, humidity, or altitude could require a smaller Main Jet. Low temperature, humidity, or altitude would require a larger diameter Main Jet.

CAUTION: Running the engine with an improper Main Jet could result in a loss of power, high engine temperatures, or engine damage.



This engine was designed for 98 Octane (RON) or 93 Octane (RON+MON/2) pump gas. The use of lower octane fuels could cause engine detonation and/or adversely affect your engine's life.

MAXIMUM RECOMMENDED RPM

Your engine has been equipped with a governor system that will limit the RPM of this engine to around 7,100 RPM \pm 50 RPM. This does not take away from the need to have a return to idle mechanism. Removal or tampering of this system could lead to reduced engine life, and/or serious injury, possibly even death. Also, we do not recommend repetitive use of the rev limiter as a limiting factor of RPM. This rev limiter works by actively 'shorting' the ignition system of your engine. In repetitive situations fuel

loading as well as increased internal stress load of the engine can occur, greatly reducing engine life.

REV LIMITER - PART #555700



WARNING

Do not disconnect or modify the installed rev limiter. Engine overspeeding can result in flywheel failure or part failure, causing death, serious injury or property damage.

Oil Capacity:	18-20 fl. oz. (.5-.6 liters)
Armature Air Gap	.006/.014 in. (.15/36mm)
Compression ratio	9.7 to 1
Factory Timing	29.5 degrees BTDC
Starter battery requirements	At least 12 Volt, 8 Amp Hour Rating is Recommended
Exhaust system requirements	50 mm x 57 mm flex coupling / 50/90 2-cycle canister muffler
Fuel requirements	98 Octane (RON)
Filter specs	GREEN Filter
Rev limiter specs	7100 ± 50 RPM
Torque Specifications:	
Flywheel nut	55 - 75 ft. lbs. (74.5 - 101 Nm)
Flywheel holder	Part #19372
Starter clutch tool	Part #19244
Cylinder Head	180 - 220 in. lbs. (20 - 25 Nm)
Connecting Rod	90 - 110 in. lbs. (10 - 12 Nm)
Crankcase Cover or Sump	95 - 125 in. lbs (11 - 14 Nm)
Cylinder Head Plate (Fig. 1)	70 - 90 in. lbs. (8 - 10 Nm)
Rocker Arm Stud	70 - 110 in. lbs. (8 - 12.5 Nm)
Valve Cover	30 - 60 in. lbs. (3.5-7 Nm)
Spark Plug	95 - 145 in lbs. (11-16 Nm)
Valve Lash (Cold)	
Both Intake and Exhaust	.005 - .007 in. (.127 - .178 mm)
• Measure when piston is between TDC or 22.76 degrees ATDC (Piston is down .103 in. or 2.62 mm)	
Spark Plug	95 - 145 in lbs. (11-16 Nm)

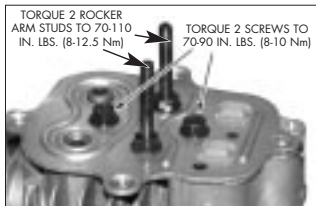


Fig. 1 - Installing Cylinder Head Plate

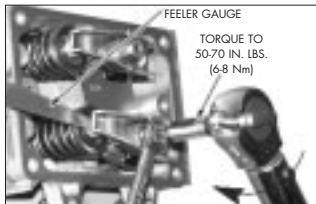


Fig. 2 - Adjusting Valve Clearance

EUROPE & AFRICA**1) Austria**

Briggs & Stratton
Austria GmbH
Wals

2) Bahrain

Bhatia & Co. (Bahrain)
W.L.L.
Manama

3) Belgium

Denserc S.A.
Bruxelles

4) Cyprus

Nemitsas Ltd.
Limassol

5) Czech Republic

Briggs & Stratton
Czech Republic s.r.o.
Praha 5

6) Denmark

Axel Ketner Brødby
A/S
Brødby

7) Egypt

Gisco
Cairo

8) Finland

Oy. Promotor AB
Helsinki

9) France

Briggs & Stratton
France, S.A.R.L.
Quentin en Yvelines
Cedex

10) Germany

Briggs & Stratton
Germany GmbH
Viernheim

11) Ghana

Agria Machinery
Services and Company
Ltd.
Accra

12) Greece

Technellas, SA
Athens

13) Israel

Trigon Trading &
Engineering (1998)
Ltd.
Holon

14) Italy

RAMA MOTORI S.p.A.
Reggio Emilia

15) Jordan

Al Ghanem Trading &
Contracting Co., Ltd.
Amman

16) Kenya

Car & General (Kenya)
Ltd.
Nairobi

17) Kuwait

Agricultural Supplies &
Equipment Co.
Safat

18) Lebanon

Michel Andraas & Co.
S.A.L.
Beirut

19) Luxembourg

Denserc S.A.
Bruxelles

20) Mauritius

DDS Energy & Services
Ltd.
Port Louis

21) Morocco

LeMonde du Jardin
Casablanca

22) The Netherlands

Motor Snelco, B.V.
Emmeloord

23) Nigeria

Boulos Enterprises
Lagos

24) Norway

Safe Motor A/S
Oslo

25) Portugal

Equipamentos
Industriais e Agricolas,
Lda.
Batalha Codex

26) Qatar

Mona Trading
Doha

27) Romania

Motor Center SRL
Bucuresti

28) Russia

Briggs & Stratton AG
Moscow

29) Saudi Arabia

Kulbi For Petroleum &
Industrial Equip.
Jeddah

30) Slovakia

Briggs & Stratton
Czech Republic s.r.o.
Praha 5

31) South Africa

Briggs & Stratton RSA
Pty. Ltd.
Strydon Park

32) Spain

Industrias Fita, S.A.
Figueras

33) Sri Lanka

Hayley's Engineering
Co. Ltd.
Colombo

34) Sweden

Briggs & Stratton
Sweden AB
Skaerholmen

35) Switzerland

Klaus-Haerberlin A.G.
Uster

36) Syria

Al-Cham Trading &
Contracting Co.
Damascus

37) Tunisia

Espace Vert SARL
Tunis

38) Turkey

Silkar Otomotiv Sanayi
Ve Ticaret AS
Istanbul

39) United Arab**Emirates****BRIGGS &****STRATTON****CORPORATION-****DUBAI****AFRICA/MID EAST****REGIONAL OFFICE****DUBAI****40) United Kingdom****& England**

Briggs & Stratton U.K.
Ltd.
Romford

41) Zimbabwe

G. North & Son (Pvt.)
Ltd.
Harare

LATIN AMERICA**42) Argentina**

Sociedad Industrial
Argentina S.I.A.
Buenos Aires

43) Barbados, West**Indies**

Charles McEneaney &
Co., Ltd.
Bridgetown

44) Belize

Power Plus, Ltd.
Belize City

45) Bermuda

Masters Ltd.
Hamilton

46) Bolivia

Hansa, Ltda., Division
Industrial
La Paz

47) Brazil

Dimor Comercial E
Industrial Ltda.
Sao Paulo

48) Cayman Islands,**W.I.**

Scott's Industries, Ltd.
George Town

49) Chile

Commercial TGC
Santiago

50) Colombia

Consorcio Industrial
Ltda.
Medellin

51) Costa Rica

Ortiz y Cia., S.A.
San José

52) Dominican**Republic**

Ferreteria Americana
Santo Domingo

53) Ecuador

Ivan Bohman, C.A.
Guayaquil

54) Guadeloupe

SAD
Baie Mahault

55) Honduras

Maquinas y
Servicios Tecnicos
S. de R.L. de
San Pedro

56) Jamaica

Will's Battery Co.
Kingston

57) Mexico

Briggs & Stratton
Mexico S.A. de
C.V.
Tlalnepantla

58) Paraguay

Fabrica Paraguaya
de Sierras S.A.
Asunción

59) Peru

Cia. Importadora
Derteano &
Stucker, S.A.
Lima

**60) Puerto Rico,
Leeward &
Windward
Islands**

Grekory Equipment
Corporation
San Juan

**61) Republica de
Panama**

Cardoze & Lindo,
S.A.
El Dorado

62) Trinidad

West Bend Sales
Ltd.
Port of Spain

63) Uruguay

Roxymar S.A.
Montevideo

64) Venezuela

Ferrelago, C.A.
Maracaibo

ASIA

65) Indonesia

P.T. Pioneer
Trading Co., Ltd.
Jakarta

66) Japan

Yanase & Co.,
Ltd., Trading
Division
Tokyo

67) Maylasia

Semplice Sdn.
Bhd.
Kuala Lumpur

68) Philippines

Allied Machinery
Products, Inc.
Cupang

**69) Republic of
Korea**

Yurah Corporation
Seoul

70) Taiwan

Wing Hwa
Development Co.
Ltd.
Taipei

71) Thailand

Nova Machinery
Co. Ltd.
Bangkok

72) Vietnam

Apcie, Inc.
HAI DUONG, LTD.
Ho Chi Minh City

AUSTRALASIA

73) Australia

Briggs & Stratton
Australia Pty. Ltd.
Victoria

74) New Zealand

Briggs & Stratton
New Zealand Ltd.
Auckland

NORTH AMERICA

**75) British
Colombia**

Briggs & Stratton
Canada Inc.
Delta

76) Oregon

Brown & Wiser,
Inc.
Tualatin

77) California

Power Equipment
Company
Visalia

78) Hawaii

Small Engine
Clinic, Inc.
Aiea (Honolulu)

79) Montana

Original
Equipment, Inc.
Billings

80) Utah

Frank Edwards
Company
West Valley City

81) Arizona

Power Equipment
Company
Phoenix

82) Colorado

Pacific Power
Equipment Co.
Englewood

83) Nebraska

Midwest Engine
Warehouse of
Omaha
Omaha

84) Kansas

Diamond Engine
Sales
Edwardsville

85) Oklahoma

Engine
Warehouse, Inc.
Norman
(Oklahoma City)

86) Texas

Grayson
Company, Inc.
Dallas

87) Texas

Engine
Warehouse, Inc.
Houston

88) Minnesota

Wisconsin
Magneto, Inc.
Anoka

89) Wisconsin

Wisconsin
Magneto, Inc.
Milwaukee

90) Illinois

Midwest Engine
Warehouse
Elmhurst (Chicago)

91) Tennessee

Engine Power
Distributors
Memphis

92) Louisiana

Grayson Company
Kenner
St. Rose

93) Kentucky

Commonwealth
Engine, Inc.
Louisville

94) Ohio

Central Power
Systems
Columbus

95) Pennsylvania

Three Rivers
Engine Distributors,
Inc.
Pittsburgh

96) Ontario

Briggs & Stratton
Canada Inc.
Mississauga
(Toronto)

97)

Massachusetts
Atlantic Power
Castleton

98) Virginia

RBI Corporation
Ashland
(Richmond)

**99) North
Carolina**

Preferred Power,
Inc.
Charlotte

100) Georgia

Sedco, Inc.
Norcross (Atlanta)

101) Florida

Central Power
Systems of Florida
Tampa



www.briggsracing.com

***Additional information on the
World Formula engine can be obtained at www.Briggsracing.com.***

Additional air filter information: www.greenfilterusa.com

For additional clutch information please contact Premier Industries, Ltd.: www.premierindustriesltd.com.

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