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Comstock/Comstock/Getty Images Briggs and Stratton are manufacturer of small engines for commercial and residential use in outdoor power equipment such as lawnmowers, tractors, chipper shredders and log splitters. Briggs and the Stratton company have produced a variety of engines in a variety of horsepower sizes and axle configurations. One of their newest models, as of 2010, is the Intek series of engines, available in a variety of different horsepower. The Intek series comes in horizontal and vertical shaft motors - vertical axles are usually used for lawn tractors, while horizontal shaft motors are often used for snow throwers or chipper shredders and other types of equipment. The maximum nominal horsepower of Briggs and Stratton 8 horsepower engine is eight horsepower; However, the maximum recommended horsepower of this engine is only about 6.5 horsepower. This represents a difference between how the small motor horse forces are ranked without load versus the assessment under operating conditions and under load. Briggs and Stratton Intek 8 horsepower engine has a maximum controlled peak revolutions per minute rating of 3600, so the engine cannot over-revved or overrun by the operator since it is mechanically controlled. The Briggs and Stratton 8 horsepower engine is a single cylinder, L-head style engine with a cast iron sleeve lining aluminum cylinder drilling area for maximum engine life. The engine has a bore of 3.12 inches and a stroke, or maximum movement of the piston, of 2.43 inches. The displacement of this engine is 18.6 cubic inches, or 305 cubic centimeters. It has an internal oil sump that holds 28 grams of engine oil. In addition to these specifications, the Intek 8 horsepower engine has an air vent system for cooler operation and reduced emissions, as well as a two-year commercial warranty on all the mechanical parts of the engine. Briggs and Stratton 8 horsepower engine is available with either a horizontal or vertical shaft, and with standard mounting bolt locations molded into the bottom of the engine so that it can be mounted on a variety of different power equipment using standard mounting holes. The body of the engine is cast aluminum, which makes it light, but since the cylinder is fronted with cast iron, it has a long service life. Two racing endurance karts image of Nicola Gavin from Fotolia.com Briggs & Stratton have produced high quality engines for lawnmowers, snow throwers and custom racing since 1908 and is currently the largest manufacturer of small petrol engines in the world. Briggs & Stratton has offered 5 horsepower engines since the introduction of the Raptor, which was the primary engine of the company's racing line before it was removed from production in 1999 to comply with new environmental regulations. Briggs & Stratton continues the tradition of raptor 5 horsepower model with its Animal, 206 and World Formula racing engines. The Briggs & Stratton The engine has a bore between 2.56125 and 2.5625 inches and a stroke of 2.438 inches. This corresponds to a total engine displacement of 12.48 cubic inches per engine cycle. More modern Briggs & Stratton 5 horsepower engines have the same 12.48 cubic inches of engine displacement, but achieve that volume of displacement using a wider drilling and a shorter stroke. The manufactured Animal, 206 and World Formula engines have a bore between 2.6875 and 2.6885 inches and a stroke of 2.2 inches. The original Raptor series of engines had a compression ratio - the ratio of the length of the stroke and the length of the combustion chamber - of 6.5 to 1. Despite their shorter strokes, modern Briggs & Stratton engines also have shorter combustion chambers and thus have higher compression ratios. The world formula has a compression ratio of 9.5 to 1, 206 has a compression ratio of 9 to 1, and Animal has a compression ratio of 8.5 to 1. The factory-specified optimal ignition time for the Raptor engine is 22 degrees before the peak of the dead center (BTDC). Animal, 206 and World Formula engines are factory designed for a ignition time of 29 degrees BTDC. Many users are changing their Briggs & Stratton racing engines to improve on, or stretch the limits of, engine performance. If you purchase a used Briggs & Stratton engine, ask the seller for any modifications made and how they may affect engine performance. How do I know I can trust these reviews about Briggs and Stratton? How do I know I can trust these reviews about Briggs and Stratton? 2,472,940 reviews on ConsumerAffairs.com please visit our FAQ. Ray of Hopkinsville, KY Verified Reviewer Original Review: September 16, 2020I bought a Husqvarna with a B&S 18.5 ltek engine 03/24/19. The garage kept oil, and the filter changed 3 times and a lot of good it did. The mower looks brand new, but still has a compression problem. The engine simply will not start. Now I have to find a mechanic, and they have to take off the engine to find the broken part. My garden is less than a 1/2 acre, but still this is just too much for this Husqvarna with 18.5 item cliffs. IT'S MY FIRST AND LAST. I haven't been able to talk to a real person about this yet. Jon of Cleveland, OH Verified Reviewer Resolution Response: June 10, 2020My error. Briggs and Stratton were not part of my dissatisfaction with my TORO zero swing mower. Original review: June 10, 2020Bought a Toro zero turn with a BRIGGS and Stratton 24hp engine. I have a level 7500 square meters a lot that I cut often and still only have 30 hours on a 3 year old lawnmower. The mower is held a shed and not exposed to the elements. Recently, the Briggs engine started smoking a strong smell of unburned gas. Had it taken in for repairs (about a month before the 3 year warranty expires). After dismantling, the workshop said the cylinders were rusted. (?) As far as I know, I've never used high-content ethanol gas. Toro and Briggs rejected a warranty claim that the water in the ethanol was rotting the cylinders. My \$4,000 zero trip now needs a \$2,000 repair. The guys I work with laughed when I told them I bought a Toro mower and laughed harder when I said it had a Briggs and Stratton engine on it. Owen by Stoystown, PA Verified reviewer Original review: 09.06.2020Craftsman Lawn tractor 21hp Briggs & Stratton Single cylinder Blown motorpole went through the block. Terrible engine. Only used the tractor 6 times. Bought brand new. What a disappointment. They need a recall on this garbage! Matthew of Bay City, MI Verified reviewer Original review: May 2, 2020Long story card, a mower I bought in the fall is 100% dead come spring. I took proper care and maintenance and the end of the lawn season. It's rubbish. Went and bought another but not a Briggs & Stratton. Jason by Monessen, PA Verified Reviewer Original review: April 11, 2020I have a 21 HP single cylinder Briggs and cut half acre it's a pretty steep slope at least 2 times a week plus some other people's yard I do and it happens 11. Not a single problem with that. Run like the day it was bought, and my lawnmowers have Briggs wearing too. Never had any problems, so I don't understand why all you have problems. Do not maintain them properly. My neighbor had a mower he bought 12 years ago. Used and never changed oil, and it is still running today. I would not own anything other than a Briggs. Edmund from Kansas City, MO Verified Reviewer Original review: Feb. 9, 2020I bought this mower from brandnewengines.com on March 20th, 2019 with my understanding it had a 2 year warranty. In the autumn, the mower began to run very rough (chocking). I'm contacting brandnewengine about where to take it for warranty work. They said Ball Equipment in Parkville, Mo. was the closest simplicity authorized agreement. In early December 2019, I took it to Ball Power Equipment. When I told them the problem they said it should be covered by my guarantee. In early January, they finally called and said my mower was ready and the bill was \$500+ dollars. When I asked why it wasn't covered by the warranty the girl said she didn't know and the owner Mr. \*\* would call me probably the next day. After 3 days, Mr. \*\* called and said the spindles that he replaced were destroyed because they didn't have fat in them. Impossible mower was fully serviced by brand new engines before delivery, and I lubricated it several times in the 9 months I used (the manual only requires lubrication once a year (12 months)). He said that the fuel pump was destroyed by me running ethanol fuel in it (manual say up to 10% is safe). He also said the blade needed to be replaced. So I warranty work. A man (Ron?) Called me and said he spoke to Mr. \*\* and that that told him spindles were destroyed by me hitting something (changed the story sounded better I guess) and that I was going to run additive to fuel to counteract ethanol (in my manual the only time it says anything about adding additives to the fuel is storage). It was obvious from the beginning Ball's wasn't happy with doing warranty work on a mower he didn't sell. He asked where I bought the mower and why (HE said probably to avoid paying taxes on it). He was rude and had to find a way to accuse me. Ron from simplicity was no help (I was wrong, the dealer was right). The reason I bought the m mower was to know that I would be covered for 2 years. But I see now how you stand behind the product. I would not recommend the product to anyone. Ed\*\* ps The only work I authorized was the carburetor problem. Model # 2691318-00 Read the full review Pat of Alpharetta, GA Verified Reviewer Original review: February 5, 2020I bought a Toro mower with a B&S engine. I don't use it much, so I use a fuel stabilizer. Guess what? After 6 months it will not start! Called a retailer like HD does nothing. All they had to say was: Your fuel is old, you did not use a stabilizer, can have a carburetor problems etc etc. Take it in! So I guess this means I have to repair this POS (piece \*\*) every 6 months. Ridiculous! My handy friend couldn't get it started either. Wait of Haymarket, VA Verified reviewer Original review: Nov. 28, 2019Has a one-year-old Simplicity Courier zero turn with this engine that doesn't like to start in cold weather. APPARENTLY Briggs & Stratton and the ReadyStart system should make it as easy as a car, but every car I've ever owned starts easier than this thing in the cold. I can't get any answers from B&S or Simplicity about solving the problem other than taking it to a warranty center - but they don't tell me where one is or how to get it there. Useless support. Ericka by Suwanee, GA Verified reviewer Original review: Nov. 8, 2019If it was possible to give no stars I would do it. They have the worst customer service. I was on hold for 30 minutes until I decided to call from another line, and then they replied. The supervisor talked about me while I was trying to talk and tried not to do anything to help the situation. They were an actual headache! I hate this company with a passion and I hope they go out of business. Ken of Fremont, WI Verified Reviewer Original review: Oct. 10, 20192 months earlier warranty. The engine on my 2017 mower is rubbish and yes I take good care of all my engines. Replacing oil is cheap. This engine has had 3 oil changes in 25 hours. No need to shit out other than a decompressor that doesn't have to be there if they could put on a good appetizer. This was designed to fail. They should be ashamed of this. Next next

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