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Briggs and stratton 725ex parts diagram

The simple idea behind the 1980 Briggs & Stratton Hybrid concept car was essentially this: If two heads are better than one, why not a car with two power sources? This unique best of both worlds petrol/electric hybrid was designed around 1980 by Briggs & Stratton, the famous and prolific builder of small engines for everything from washing machines to lawn mowers. Ad Like so many modern motoring ideas, the Briggs & Stratton Hybrid concept car wasn't brand new. Electric power had flourished in the early years of automobiling before losing out to the internal combustion engine, which was noisy and emitted harmful fumes but delivered much more power for its size and weight than any battery or electric motor. The internal combustion engine also won to be more portable and thus much better suited for cars. Electricity had to be recharged, usually quite often, and in early 20th-century America effectively restricted a run to urban areas, as widespread rural electrification was still a few years away. Nevertheless, several companies combined electric and gasoline propulsion in one vehicle. Krieger in France, for example, built a brougham in 1904 powered by a thrust engine working outside batteries that were kept charged by a small gas-run generator. In 1917 came the aptly named Woods Dual Power Coupe, an American design with the world's first real hybrid drive (an electric motor and four-cylinder Continental gasoline engine). But these and other efforts were made dead ends by technical limitations of time, plus a seemingly inexhaustible supply of affordable gasoline – and skies that were still clear. By the 1960s, however, cars had multiplied far beyond what anyone could have imagined in the past, creating huge air pollution in cities from Los Angeles to Tokyo. In addition to laws to clean up gas engines, the growing vehicle smog problem renewed interest in electric power, which had been relegated over the years to such things as golf carts and small urban delivery trucks. Another momentum came with the first energy crisis of 1973-1974, which showed Americans that the world's fossil fuel resources may not be unlimited after all. With the increased Washington efforts to encourage the development of practical power options for cars, award lavish cash grants to spur better batteries for a new generation of electricity, I-C engines that can run on fuels other than gasoline, and exploration of various power combinations. In the mid-1970s, hybrid design loomed as the most technologically efficient and cost-effective path to tomorrow's low-pollution high-mileage dream car, and Department of Energy funds prompted all kinds of proposals. Chrysler and General Electric, for example, teamed up on a \$9 million project that culminated in another 1980 prototype called ETV-1. A conventional look four doors this carried an 80-horsepower four-cylinder gas engine and a 40-horsepower electric motor that could be used together or separately. The engine ran on 10 car batteries that could be recharged by the gas engine, by braking or by simply plugging into a wall outlet. Briggs & Stratton got into the action by developing the Hybrid concept car in 1980. Read more about it on the next page. For more on the concept of cars and the production models they forecast, check out: Concept CarsFuture CarsConsumer Guide auto view reportsClassic Cars Comstock/Comstock/Getty Images Briggs and Stratton are a manufacturer of small engines for commercial and residential use in outdoor power equipment such as lawn mowers, tractors, chipper shredders and stock splitters. Briggs and Stratton Corporation have produced a number of different series of engines in a variety of horsepower sizes and axle configurations. One of their latest models, starting in 2010, is the Intek series of engines, which come in a variety of horsepower. The Intek series comes in horizontal and vertical shafts engines--vertical axes typically used for lawn tractors, while horizontal axle motors are often used for snow throwers or chipper shredders and other types of equipment. The maximum rated 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 engine horsepower is rated without a load versus the rating under operating conditions and under load. The Briggs and Stratton Intek 8 horsepower engine has a maximum controlled peak revolution per minute rating of 3600, so the engine cannot be over-revved or exceeded by the operator because it is mechanically controlled. Briggs and Stratton 8 horsepower engine is a single cylinder, L-head style engine with a cast iron sleeve lining aluminum cylinder bore area for maximum engine life. The engine has a bar 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 barge that holds 28 ounces of engine oil. In addition to these specifications intek 8 horsepower the engine has an overhead valve 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 seats molded into the base of the engine so that it can be mounted on a variety of power equipment that utilizes standard mounting holes. The engine body is cast aluminum, which makes it light, but since the cylinder is lined with cast iron, it has a long service life. Two racing endurance Image by Nicola Gavin from Fotolia.com Briggs & Stratton has produced high quality engines for lawn mowers, snow blowers and custom racing since 1908 and is currently the largest producer of small petrol engines in the world. Briggs & Stratton has offered 5 horsepower since the introduction of the Raptor, which was the primary engine of the company's racing line until it was taken out of production in 1999 to comply with new environmental regulations. Briggs & Stratton continues the tradition of the Raptor 5 horsepower model with its Animal, 206 and Word Formula racing engines. The Briggs & Stratton Raptor engine has a bore between 2.56125 and 2.5625 inches and a 2.438 inch impact. 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 this volume of displacement using a wider bar and a shorter stroke. The currently produced Animal, 206 and World Formula engines have a bar between 2.6875 and 2.6885 inches and a stroke of 2.2 inches. The original Raptor series of engines contained a compression ratio - the ratio of the length of the stroke to 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 conditions. World Formula has a compression ratio of 9.5 to 1, 206 has compression ratio of 9 to 1, and the animal has a compression ratio of 8.5 to 1. The factory-specified optimal ignition hour for the Raptor engine is 22 degrees ahead of the top of dead center (BTDC). The Animal, 206 and World Formula engines are factory designed for a 29-degree BTDC ignition hour. Many users change their Briggs & Stratton racing engines to improve, or push the limits of, engine performance. If you purchase a used Briggs & Stratton engine, ask the seller about any changes that have been made and how they may affect engine performance. 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