

# OWNER'S MANUAL

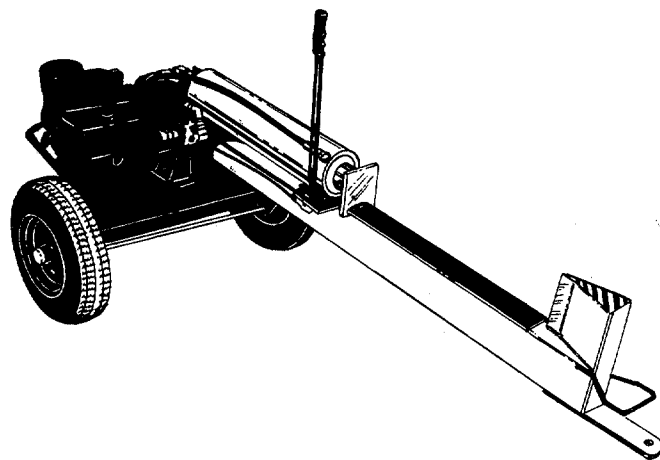
- ASSEMBLY
- OPERATION
- MAINTENANCE
- PARTS LIST

**Model No.  
248-645A**

## **Important:**

**Read Safety Rules and  
Instructions Carefully**

**8 H.P. DELUXE  
LOG SPLITTER**



# LIMITED WARRANTY

For one year from the date of original retail purchase, MTD PRODUCTS INC will either repair or replace, at its option, free of charge, F.O.B. factory or authorized service firm, any part or parts found to be defective in material or workmanship. Transportation charges under this warranty must be paid by the purchaser unless return is requested by MTD PRODUCTS INC.

This warranty will not apply to any part which has become inoperative due to misuse, excessive use, accident, neglect, improper maintenance, alterations, or unless the unit has been operated and maintained in accordance with the instructions furnished. This warranty does not apply to the engine, motor, battery, battery charger or component parts thereof. Please refer to the applicable manufacturer's warranty on these items.

This warranty will not apply where the unit has been used commercially.

Warranty service is available through your local authorized service dealer or distributor. If you do not know the dealer or distributor in your area, please write to the Customer Service Department of MTD.

This warranty gives you specific legal rights. You may also have other rights which vary from state to state.

## WARNING TO PURCHASERS OF INTERNAL COMBUSTION ENGINE EQUIPPED MACHINERY OR DEVICES IN THE STATE OF CALIFORNIA

The equipment which you have just purchased does not have a spark arrester. If this equipment is used on any forest covered land, brush covered land, or grass covered unimproved land in the State of California, before using on such land, the California law requires that a spark arrester be provided. In addition, spark arrester is required by law to be in effective working order. The spark arrester must be attached to the exhaust system and comply with Section 442 of the California Public Resources Code.

# ➔ IMPORTANT

It is suggested that this manual be read in its entirety before attempting to assemble or operate. Keep this manual in a safe place for future reference and for ordering replacement parts.

This unit is shipped WITHOUT GASOLINE or OIL. After assembly, see operating section of this manual for proper fuel and amount.

Your log splitter is a precision piece of power equipment, not a plaything. Therefore exercise extreme caution at all times.

## SAFE OPERATION PRACTICES FOR LOG SPLITTERS

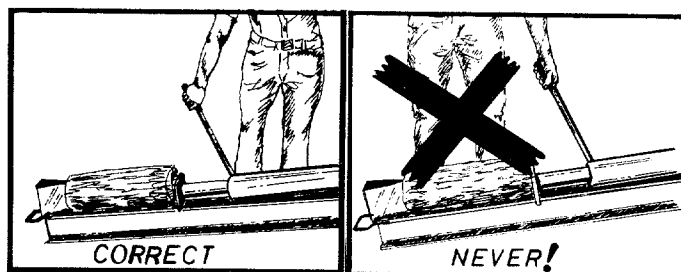
### TRAINING

1. Know the controls and how to stop quickly--  
READ THE OWNER'S MANUAL.
2. Do not allow children to operate. Do not allow adults to operate it without proper instruction. Only persons well acquainted with these rules of safe operation should be allowed to use your log splitter.
- C. Open doors if engine is run in garage--  
exhaust fumes are dangerous. Do not run engine indoors.
6. Always operate the log splitter from the engine side of the beam.

### PREPARATION

1. Do not wear loose fitting clothing that could get caught on the moving parts.
2. Do not operate equipment when barefoot or wearing open sandals. Always wear substantial footwear.
3. Check the fuel before starting the engine. Do not fill the gasoline tank indoors, when the engine is running, or while the engine is still hot. Wipe off any spilled gasoline before starting the engine.
4. Use only in daylight or in good artificial light.
5. Never operate the equipment in the rain. Always be sure of your footing.

Stand behind the ram when operating. See drawings.



### OPERATION

1. Do not change the engine governor settings or overspeed the engine. Excessive engine speeds are dangerous.
2. Do not put hands or feet near rotating or moving parts.
3. If the equipment should start to vibrate abnormally, stop the engine and check immediately for the cause. Vibration is generally a warning of trouble.
4. When cleaning, repairing or inspecting, make certain all moving parts have stopped. Disconnect the spark plug wire, and keep the wire away from the plug to prevent accidental starting.

Handle gasoline with care--it is highly flammable.

- A. Use approved gasoline container.
- B. Never remove cap or add gasoline to a running or hot engine or fill fuel tank indoors. Wipe up spilled gasoline.

7. Be careful not to touch the muffler after the engine has been running, it is **HOT**.

### MAINTENANCE and STORAGE

1. Keep all nuts, bolts, screws, hose clamps and hydraulic fittings tight to be sure equipment is in safe working condition.
2. Never store the equipment with gasoline in the tank inside of a building where fumes may reach an open flame or spark. Allow the engine to cool before storing in any enclosure.
3. To reduce fire hazard keep engine free of grass, leaves, wood chips, excessive grease and oil.
4. Do not change the engine governor settings or overspeed the engine. Excessive engine speeds are dangerous.
5. Never store outside without a waterproof cover. Rain will cause rust on the inside of the cylinder.

## TOOLS REQUIRED:

- (1) Raw Hide or Plastic Hammer
- (1) 1-1/8" wrench or adjustable wrench
- (2) 1/2" wrenches
- (1) Standard screw driver
- (1) 3/4" wrench
- (1) 5/8" wrench

## OTHER MATERIALS NEEDED:

- (A) One gallon or regular grade gasoline (for engine)
- (B) 2-3/4 pints of SAE 30 or 10W oil (for engine)
- (C) 2-1/2 gallons of 10W 30 H.D. oil only (for Log Splitter).
- (D) Cleaning rag
- (E) Automotive grease
- (F) Funnel
- (G) Hydraulic sealant tape (for pipe threads)

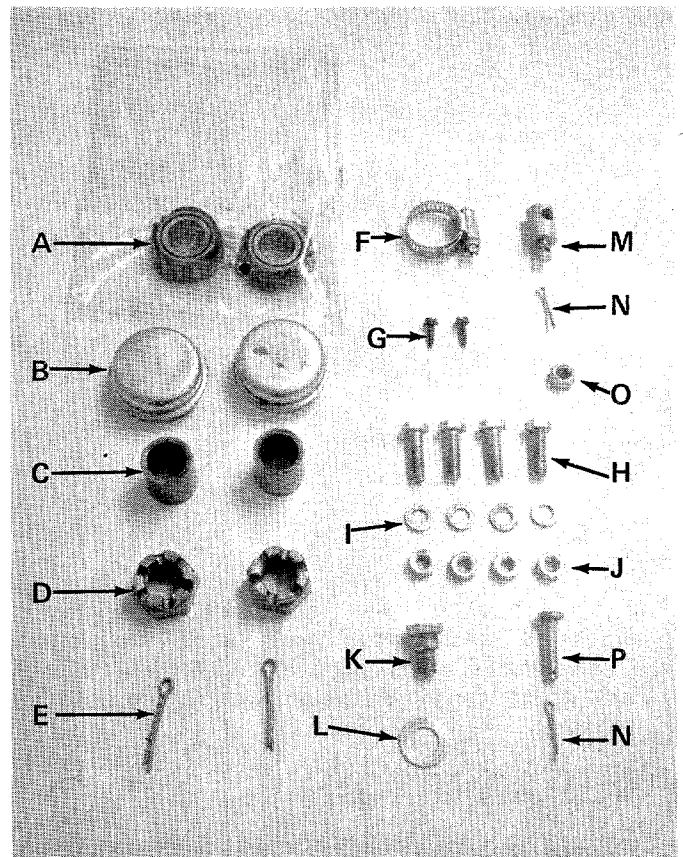


FIGURE 1

Your Log Splitter is shipped in two cartons.

1. Remove the engine (with frame), two wheels, engagement rod, engagement handle, hose and hardware pack. See figures 1 & 2.
2. Remove the beam assembly from the other carton.

## LIST OF CONTENTS IN HARDWARE PACK:

See figure 1.

- A. (2) Tapered roller bearings
- B. (2) Hub caps
- C. (2) Spacers
- D. (2) Hex castle nuts 3/4-16 thread
- E. (2) Cotter pins 5/32" Dia. x 1.00" long
- F. (1) Hose clamp
- G. (2) Hex self tapping screws #8 x .50" long
- H. (4) Hex screws 5/16-24 x 1.00" long
- I. (4) Lockwashers 5/16" Scr.
- J. (4) Hex nut 5/16-24 thread
- K. (1) Shoulder bolt
- L. (1) Flat washer
- M. (1) Ferrule
- N. (2) Cotter pins
- O. (1) Hex lock nut 5/16-18 thread
- P. (1) Clevis pin 1/4" Dia. x 1.00" long

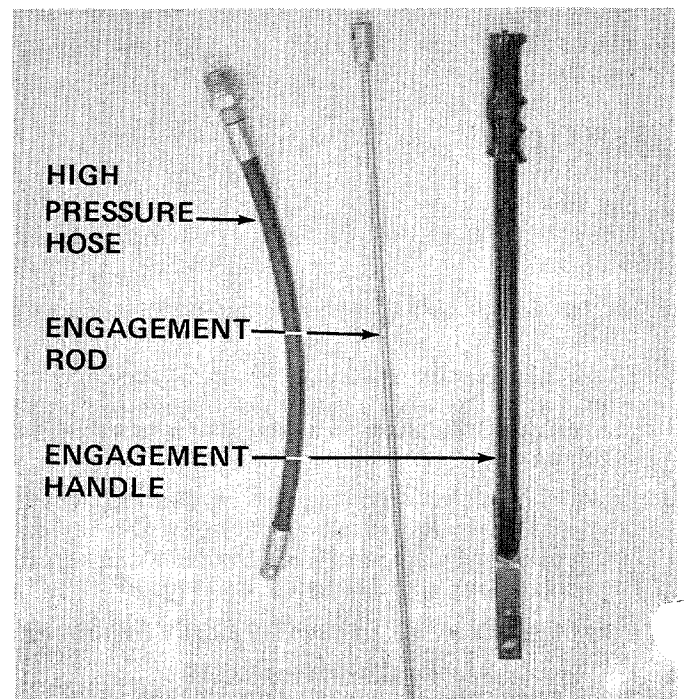


FIGURE 2

# ASSEMBLY INSTRUCTIONS

1. Pack the tapered roller bearings with automotive grease.



Do Not put any grease in the hub caps.

2. Place one spacer (C) on axle, next one wheel, and tapered roller bearing (A). See figure 3.

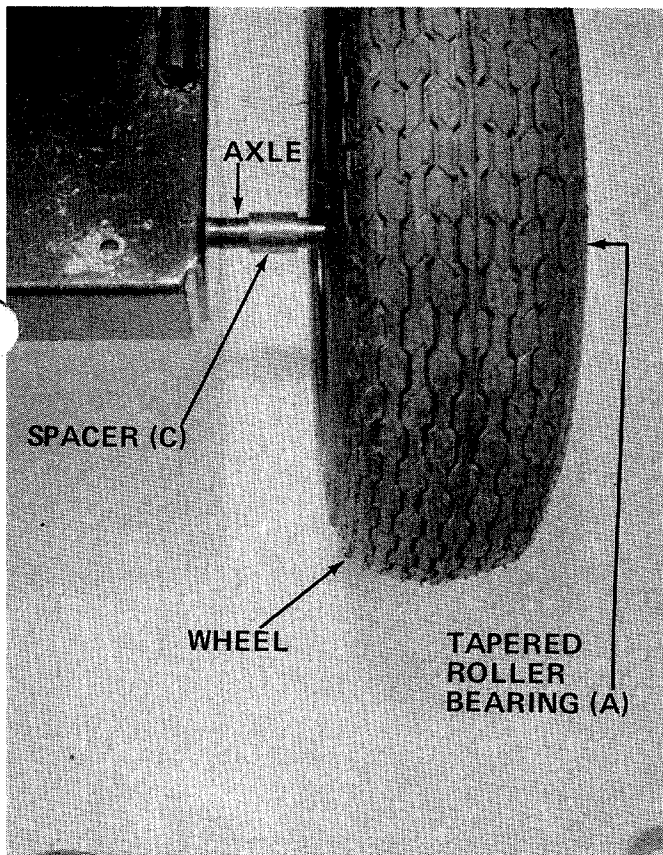


FIGURE 3

3. Thread hex castle nut (D) on axle. Tighten castle nut until snug, back off approximately 1/3 turn or until one of the slots on the castle nut lines up with hole in axle. Secure castle nut to axle with cotter pin (E). See figure 4.

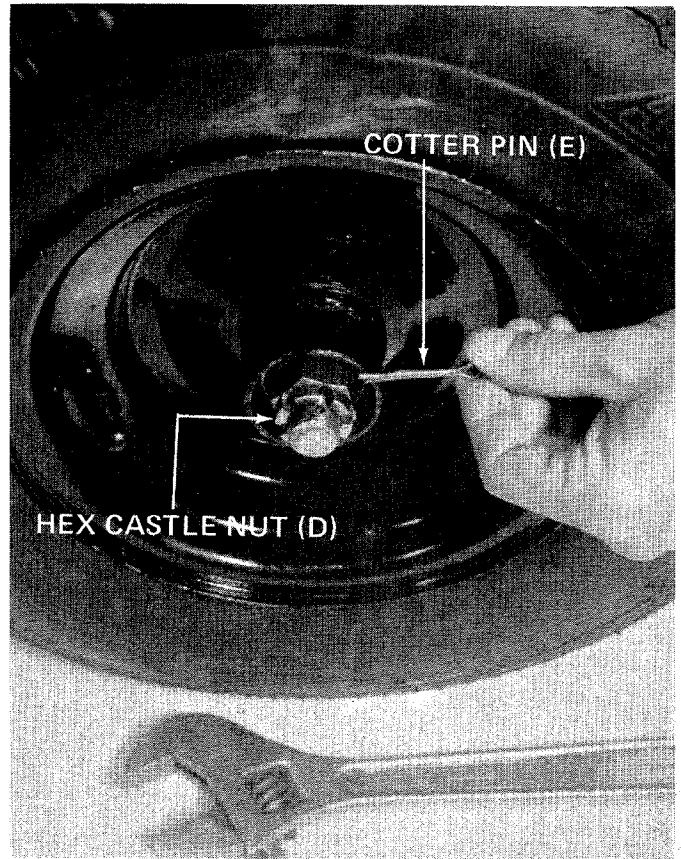


FIGURE 4

4. Place hub cap (B) in position on wheel and tap on with a plastic hammer. See figure 5.

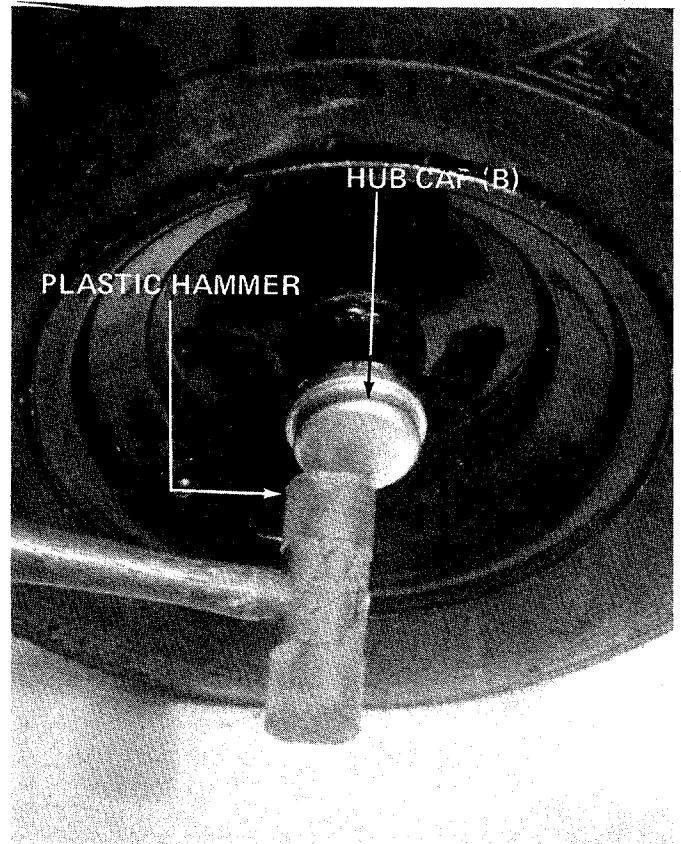


FIGURE 5

5. Repeat steps 1 through 4 for the second wheel.
6. With help from another person, place beam assembly on frame and line up four holes, secure with four hex screws (H), lock washers (I) and hex nuts (J). See figure 6. Two 1/2" wrenches or socket is required.

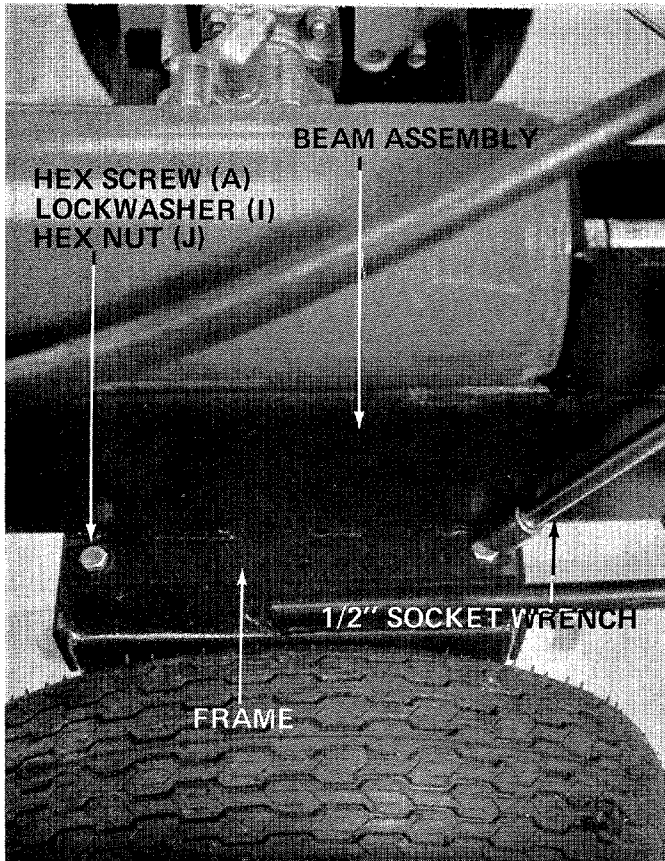


FIGURE 6

7. Secure the inlet hose to the pump with hose clamp (F), provided in hardware pack. A standard screwdriver is required. See figure 7.
8. Assemble the high pressure hose to the valve. A 1-1/8" wrench or adjustable wrench is required. See figure 8.

**NOTE**

Use hydraulic sealant tape or pipe sealant on threads.

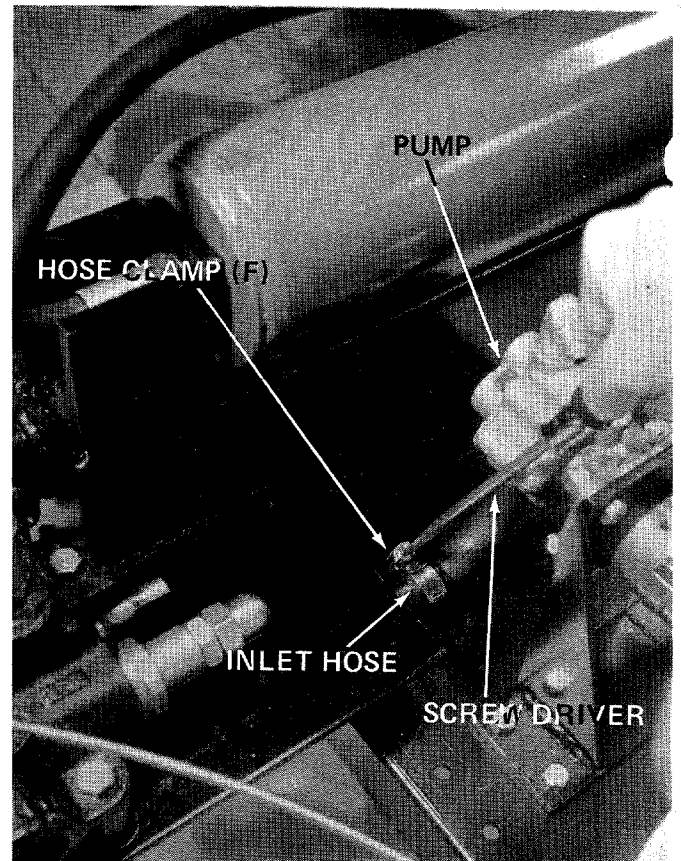


FIGURE 7

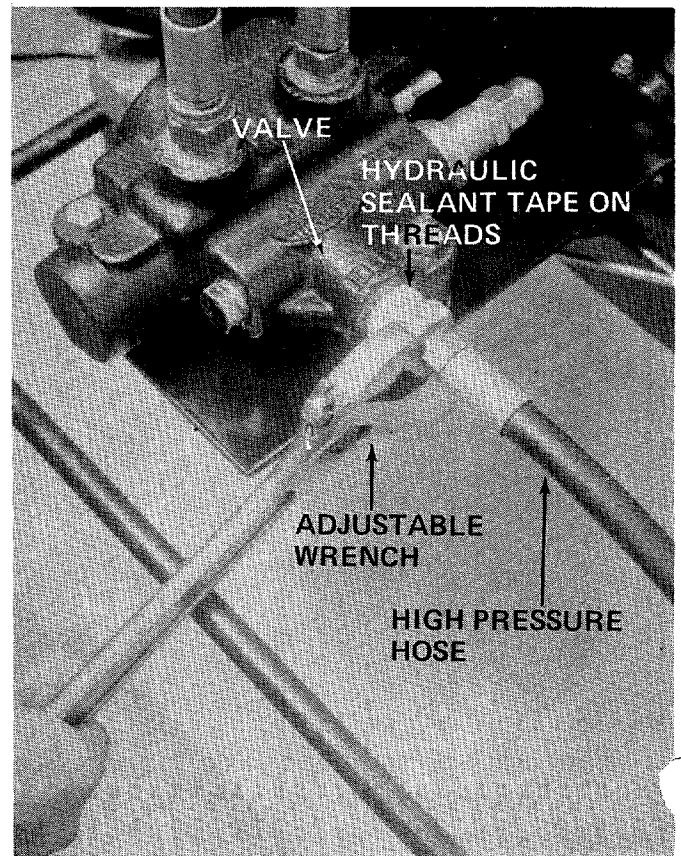


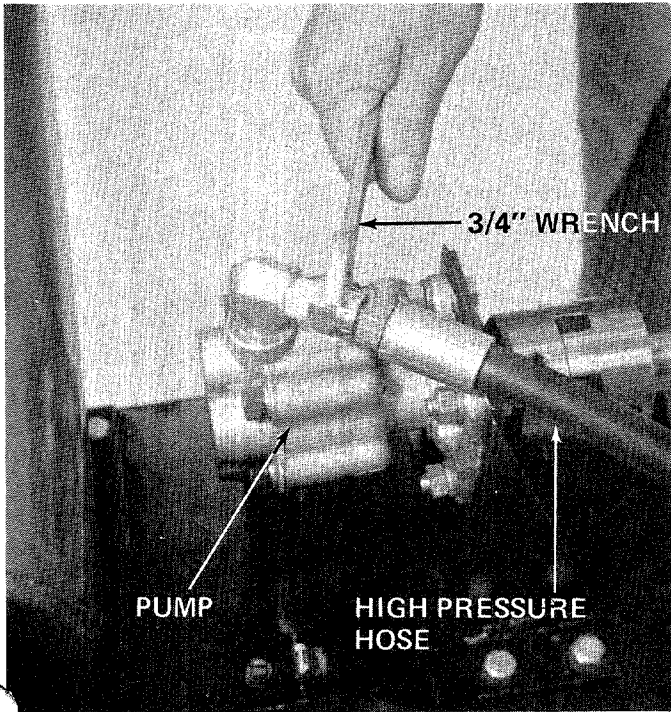
FIGURE 8

- Secure the other end of high pressure hose to pump. A 3/4" wrench is required. See figure 9. Hold 5/8 hex on hole assembly while tightening cap.



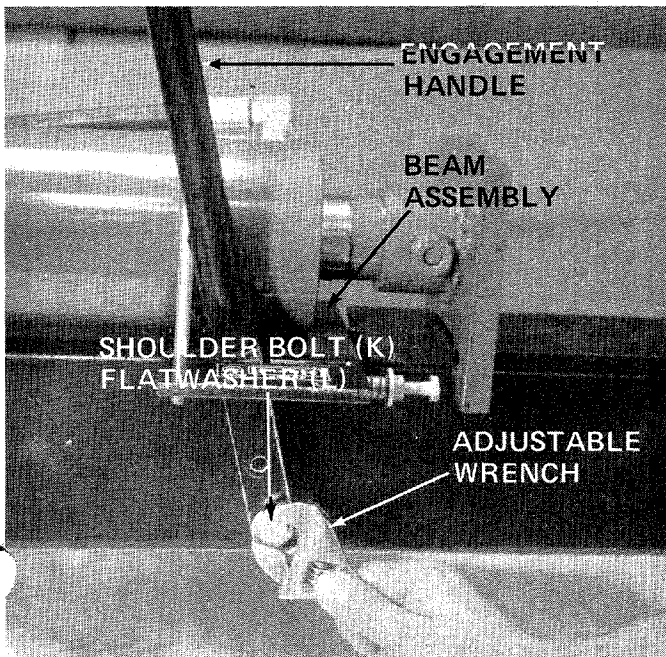
**NOTE**

Use hydraulic sealant tape on threads.



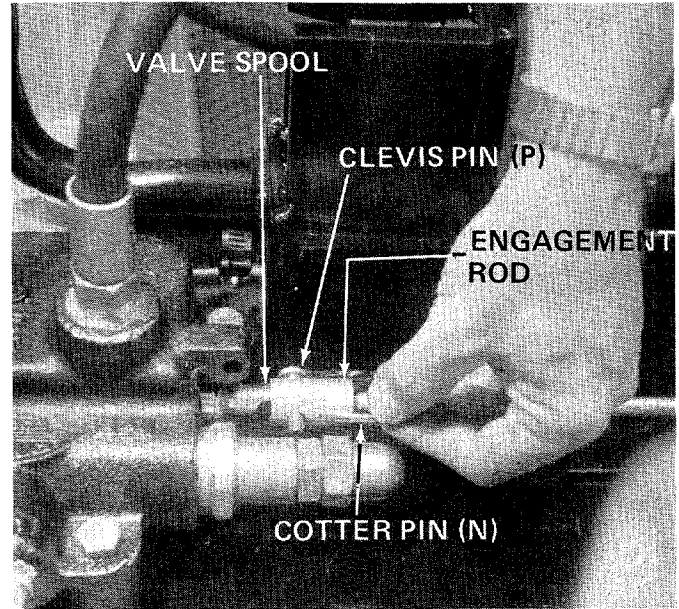
**FIGURE 9**

- Assemble the engagement handle to the beam assembly using shoulder bolt (K) and flat washer (L). A 5/8" wrench is required. See figure 10.



**FIGURE 10**

- Place end of engagement rod on valve spool and secure with clevis pin (P) and cotter pin (N). See figure 11.



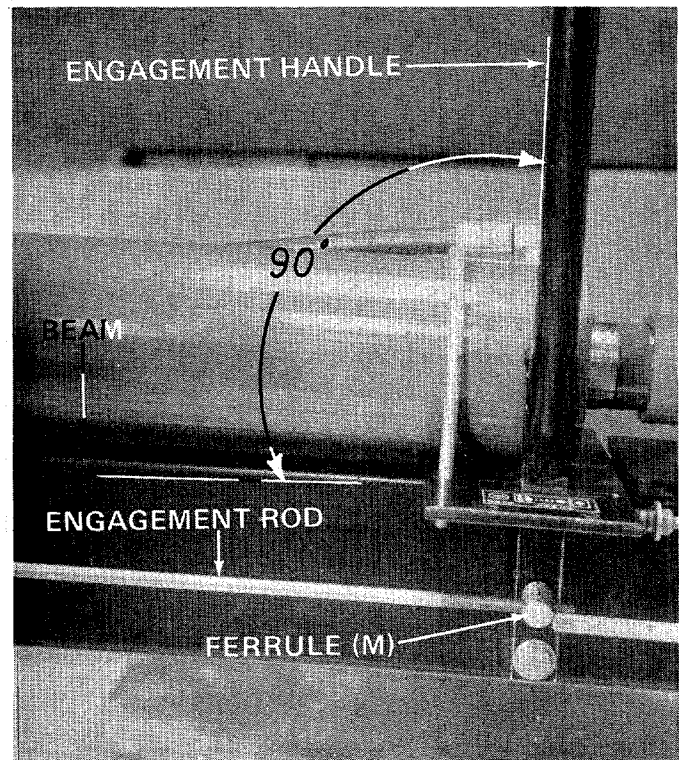
**FIGURE 11**

- Thread ferrule (M) on engagement rod so there is approximately 1/2" of thread showing. Engagement handle must be at 90° to beam. Insert ferrule into engagement handle. See figure 12.



**NOTE**

Engagement handle locked in reverse position must depress valve spool to limit.



**FIGURE 12**

13. Thread hex lock nut (O) on engagement rod until nut rest against the ferrule. Secure ferrule in engagement handle with cotter pin (N). See figure 13.

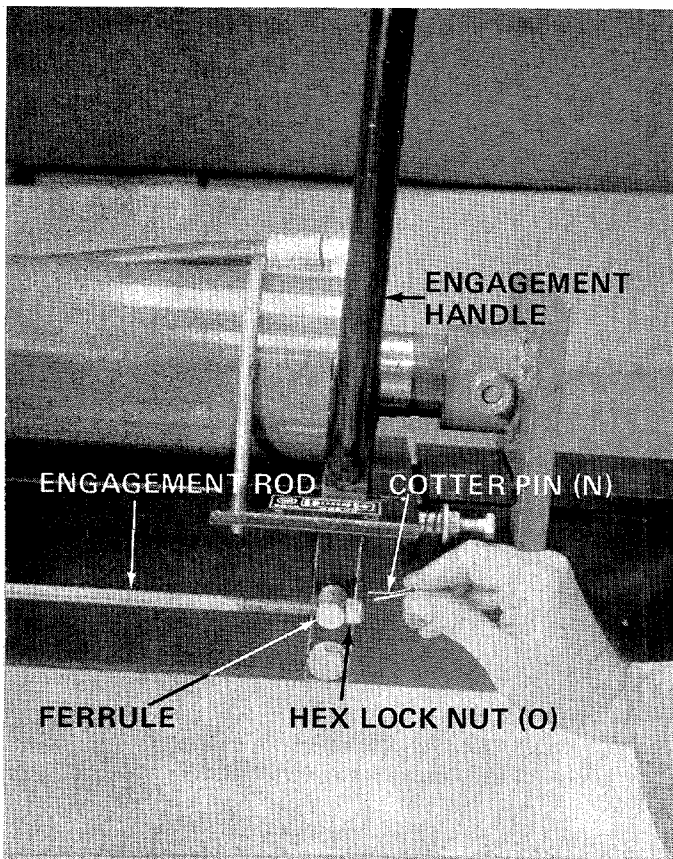


FIGURE 13

14. Place the throttle control in position on beam assembly and secure with two self tapping screws (G). A standard screw driver is required. See figure 14.

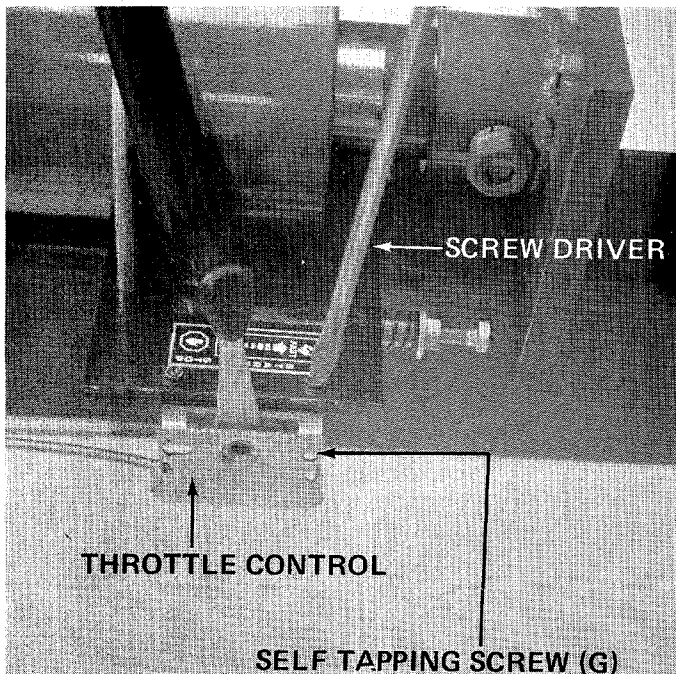


FIGURE 14

## OPERATION

1. Service engine with gas and oil. See engine manual packed with log splitter for complete instructions for the care and maintenance of engine. RE/DIRECTIONS CAREFULLY.
2. Fill fuel tank with one gallon of regular grade gasoline. See figure 15.
3. Engine will require 2-3/4 pints of SAE 30 or 10W30 oil. Remove fill plug. See figure 15.
4. Open fuel shut-off valve. See figure 15.

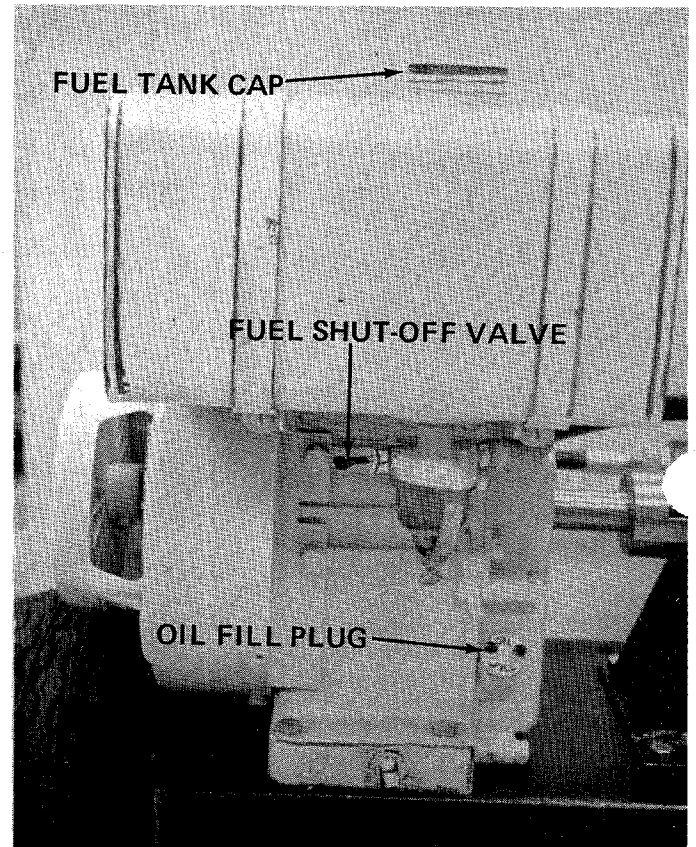


FIGURE 15



**CAUTION**

You must not operate log splitter without proper amount of oil in reservoir tank.

5. Remove the breather plug from breather tube. See figure 16. Pour 2-1/2 gallons of 10W30 H.D. oil ONLY into breather tube.



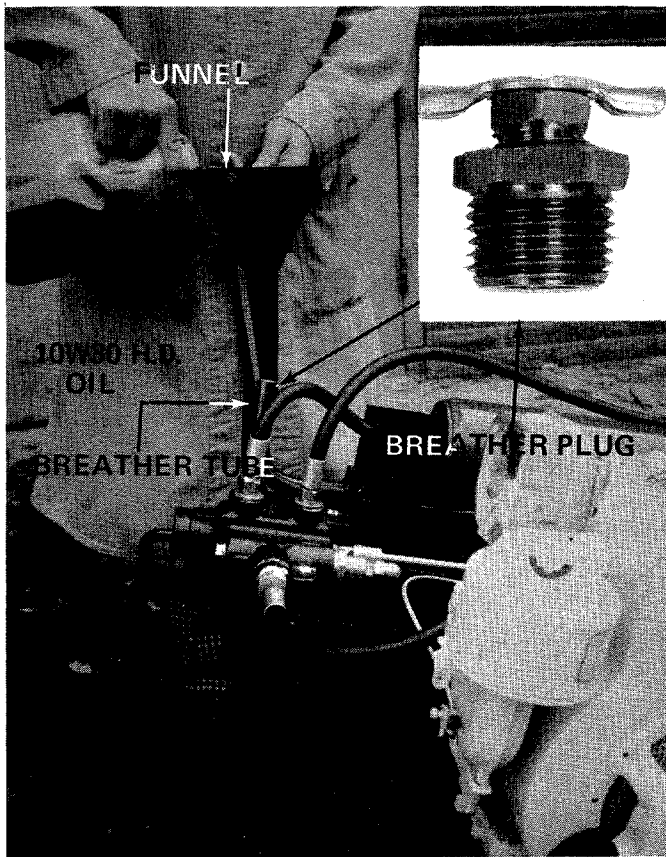


FIGURE 16

## TO START ENGINE

1. Place control lever (on beam) in run position. See figure 17.
2. Move choke lever to CHOKE position. See figure 18.

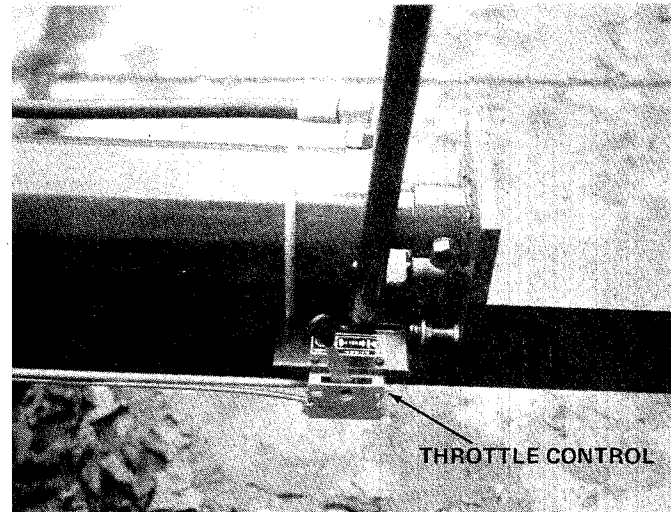


FIGURE 17

## BEFORE STARTING ENGINE:

During initial break-in period, oil level should be watched closely. See ENGINE MAINTENANCE.

Use MS classification oil. Do not use oils marked only MM or ML or unmarked.

Above 32° use SAE 30; below 32° use SAE 10W. These recommendations must be followed for best performance and long life.

Change oil first two (2) hours of operation and check oil level every five (5) operating hours or each time equipment is used.

Change oil every twenty-five (25) operating hours or sooner if equipment is operated in extremely dusty or dirty conditions.

### LOG SPLITTER:

The oil in the reservoir should be changed every (100) hours of operation.



Carburetors are preset at the factory. DO NOT attempt to make adjustments at this time. See carburetor instructions outlined under CARBURETOR ADJUSTMENT.

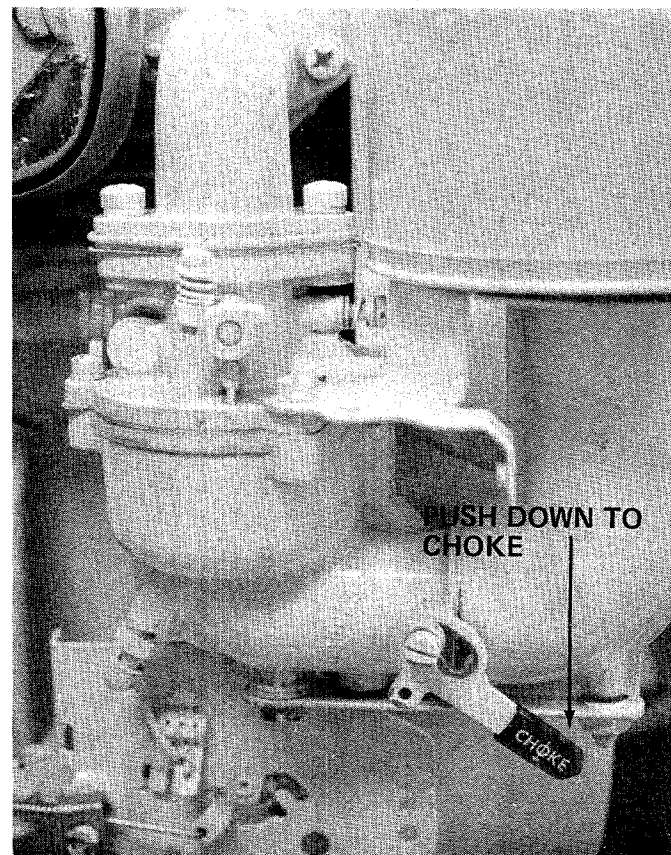
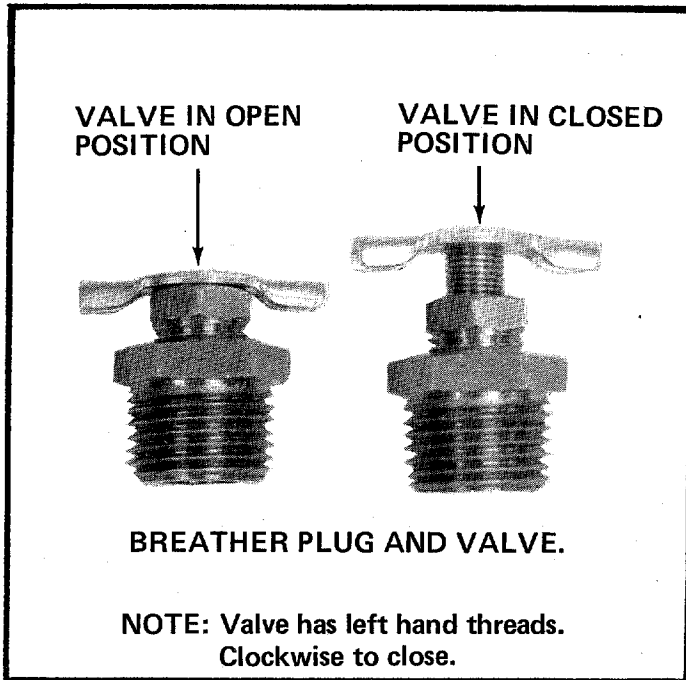


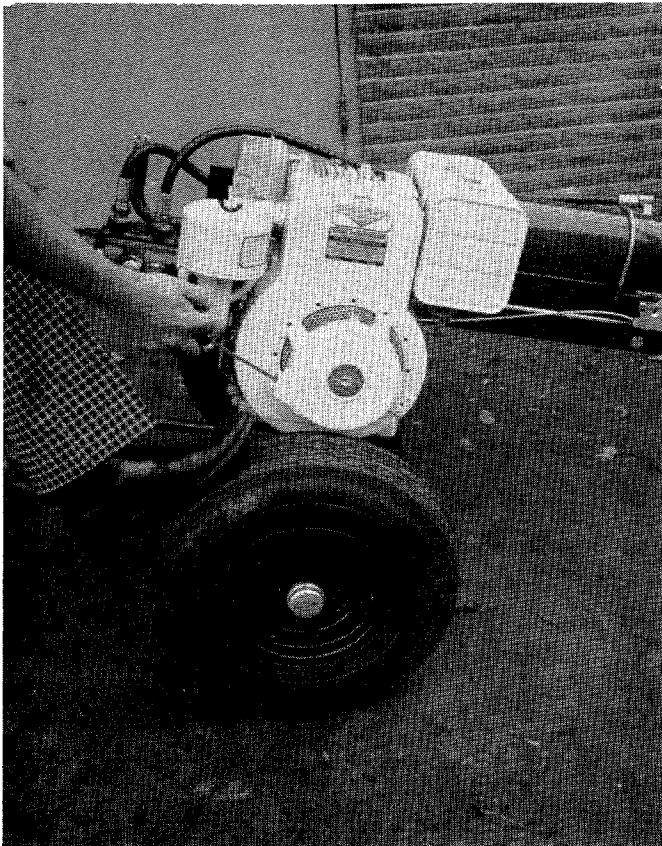
FIGURE 18

3. Open the breather valve. Valve must be open when running log splitter. Valve must be closed when transporting log splitter. See figure 19.



**FIGURE 19**

4. Rewind starter — place one foot on wheel and with a quick full arm stroke, keep firm grip on handle and return rope slowly. See figure 20.



**FIGURE 20**

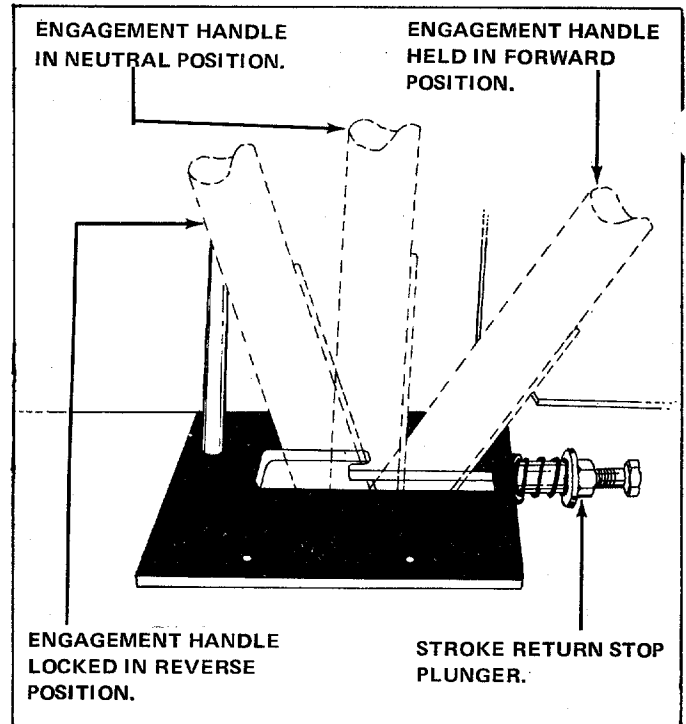
## TO STOP ENGINE

1. Move control lever to STOP position. See figure 17.
2. Remove high tension wire from spark plug to prevent accidental starting by children while equipment is unattended.

## USING YOUR LOG SPLITTER

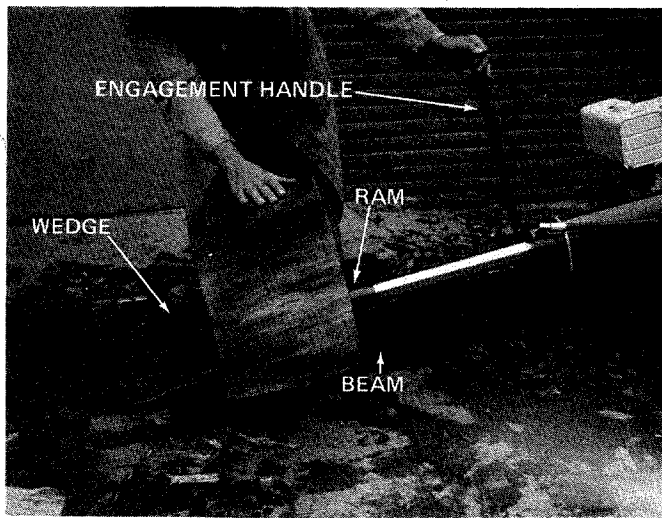
Your log splitter is designed for safe, efficient, operation. CARE, OF COURSE, MUST BE EXERCISED THAT HANDS ARE KEPT AWAY FROM MOVING PARTS.

- A. Set throttle at maximum speed.
- B. Engagement handle has three positions: Forward—moves ram toward wedge. Neutral—ram stops in place. Reverse—ram returns. See figure 21.



**FIGURE 21**

- C. Maximum length that can be split is 24".
- D. Place log on beam and hold in place with right hand. See figure 22.



**FIGURE 22**



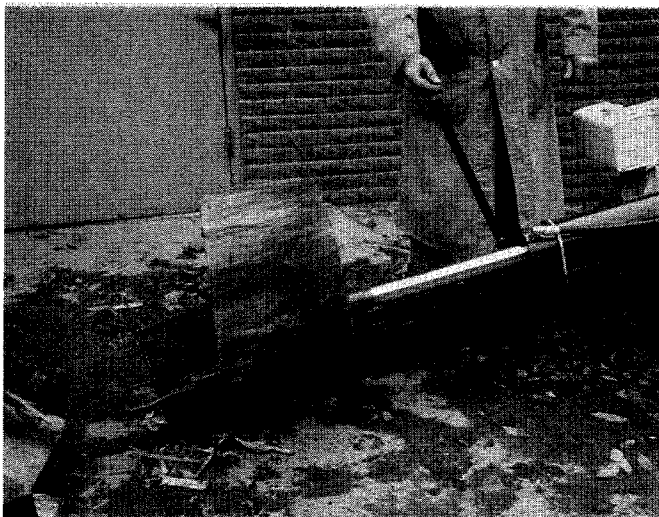
If you lock the engagement handle in the reverse slot, the ram will return until it hits the return stroke stop plunger, which will throw the engagement handle into neutral automatically.



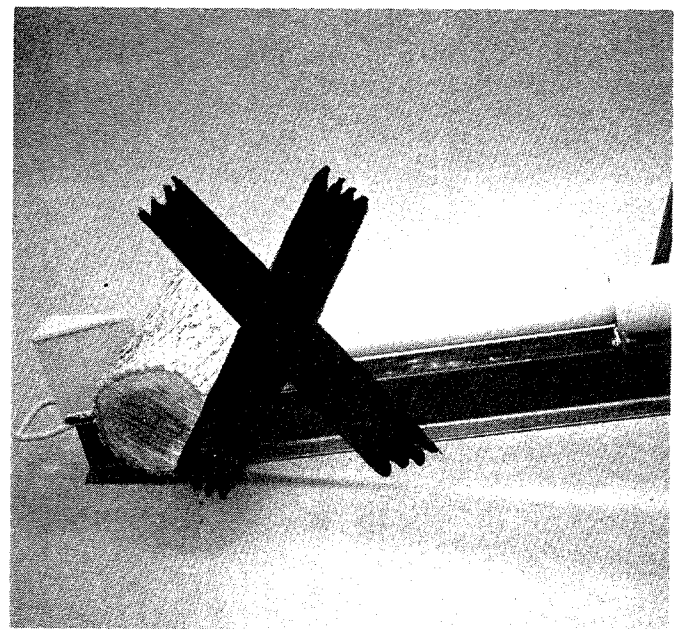
Never attempt to cut a log in half with the log splitter. See figure 24.

Never stand next to the ram when operating. See figure 25. Always stand behind the ram.

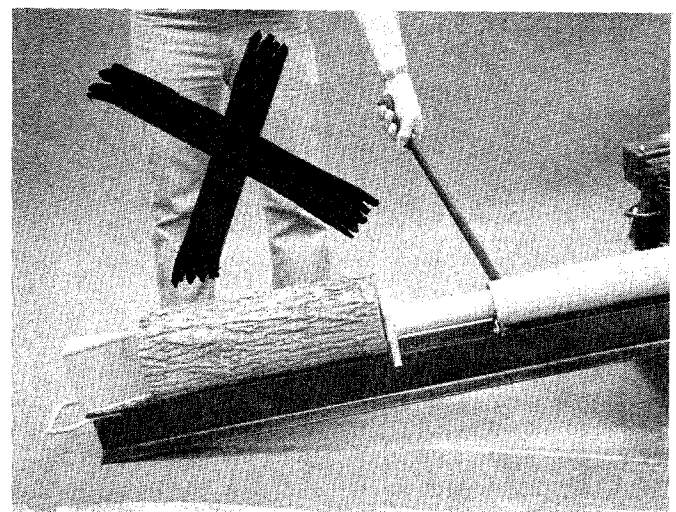
- E. Slowly move engagement handle forward until ram rests against log. Release engagement handle (Neutral).
- F. Remove your hand from the log and step behind the ram. See figure 23.



**FIGURE 23**



**FIGURE 24**



**FIGURE 25**

- G. Move engagement handle forward until log is split.
- H. Move the engagement handle to the rear to return ram.

# MAINTENANCE and ADJUSTMENTS



**WARNING**

Always stop engine and disconnect spark plug wire before doing any maintenance.

## RAM OPERATION

If the ram does not move smoothly, run the ram its full stroke several times to clear out air in the system. Be sure the breather valve is open.

If this does not correct the problem see strainer tube assembly paragraph.

## TIRE PRESSURE

**FOR SHIPPING PURPOSES, THE TIRES ON YOUR UNIT MAY BE OVER-INFLATED. TIRE PRESSURE SHOULD BE REDUCED BEFORE UNIT IS PUT INTO OPERATION. RECOMMENDED PRESSURE SHOULD BE APPROXIMATELY 15 P.S.I. EQUAL TIRE PRESSURE SHOULD BE MAINTAINED ON ALL TIRES. MAXIMUM TIRE PRESSURE IS 30 P.S.I.**



**CAUTION**

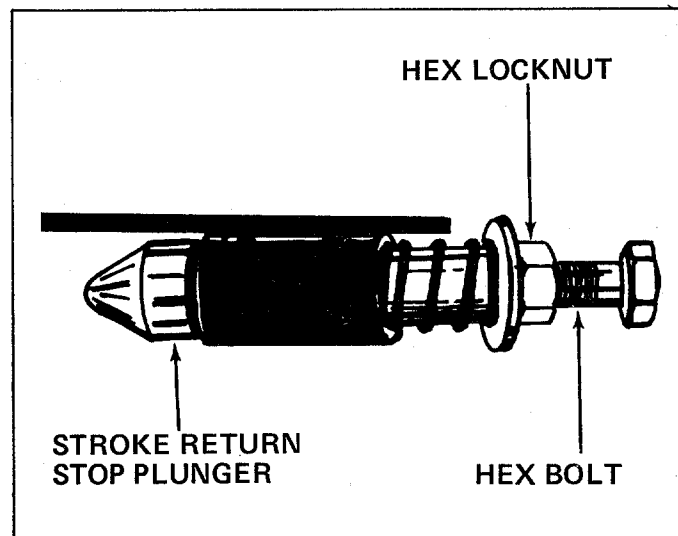
Installation of tire to rim:

1. Lubricate tire beads and rim flanges.
2. Do not exceed 30 P.S.I. when seating beads.
3. Adjust to recommended pressure after beads are sealed.

## STROKE RETURN STOP PLUNGER

If the engagement handle does not return to neutral (from reverse) before the pressure relief bypass opens, loosen the hex locknut, back out hex bolt one or two turns. See figure 26.

Tighten hex locknut and operate log splitter. Repeat if necessary.



**FIGURE 26**



**NOTE**

When the pressure relief valve opens a loud high pitched sound is heard and engine labors.

## HOSE CLAMPS

Check the hose clamps on the bottom of the pump for proper tightness before each use.

Hose clamps on the return hose should be checked once a season.

## STRAINER TUBE ASSEMBLY

If the ram does not move back and forth smoothly the strainer tube assembly may be clogged.

To clean follow these steps.

1. Remove the hose clamp at inlet hose (bottom hose on rear of beam).



**NOTE**

Be prepared to catch oil in some container.

2. Pull off inlet hose from strainer tube assembly and catch oil in a suitable container. See figure 27.

3. With an adjustable wrench remove the strainer tube assembly. See figure 27.

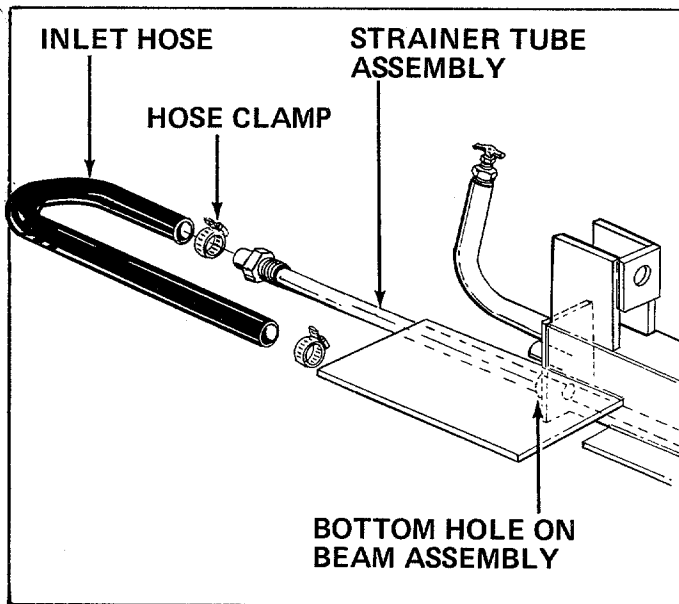


FIGURE 27



The strainer tube assembly is 53" long.

4. Clean and reassemble using a hydraulic pipe sealant on the threads.

#### PRESSURE RELIEF VALVE SETTING

If the pressure relief valve is set too low it will open up before enough pressure is built up to properly operate the ram. See figure 28.

#### TO SET THE PRESSURE RELIEF VALVE

1. Remove the acorn nut on the Relief Valve.
2. Loosen the locknut.
3. Have someone place a log crossways in the Splitter and allow the Ram to push against it with the engine running wide open.
4. If the engine begins to lug down, the Relief Valve setting is correct.
5. If adjustment is necessary, tighten the screw until the engine begins to lug down.
6. Shut off the engine, tighten the locknut and replace the acorn nut.

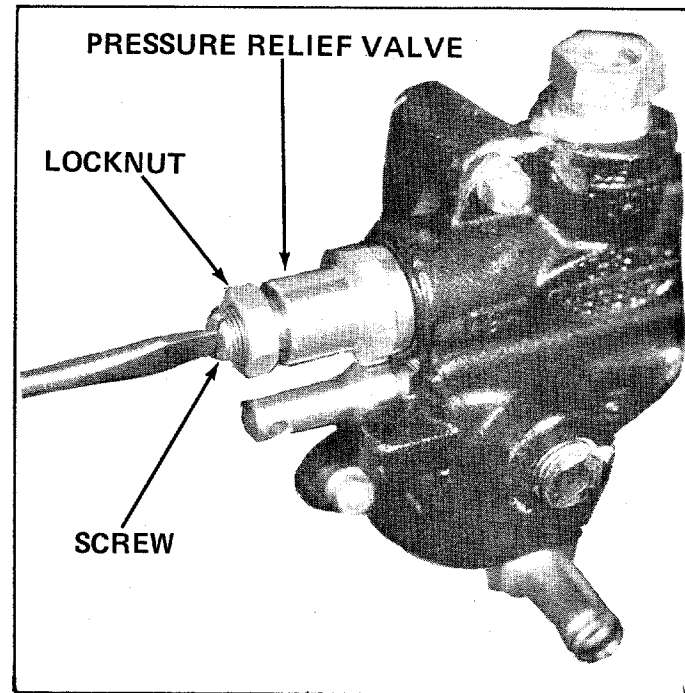


FIGURE 28

## ENGINE MAINTENANCE

#### AIR FILTER

Under normal operating conditions, the air cleaner, located on top of the carburetor, must be serviced after every ten hours of use. Under extremely dusty operating conditions, the air cleaner must be serviced after every hour of operation.

1. Remove the wing nut and cover.
2. Remove the second wing nut and metal disc holding the foam and paper element.
3. Remove the two elements from the support base.
4. To clean, tap the paper element (either top or bottom) on a flat surface.
5. To clean foam element, wash in detergent and solution by squeezing similar to a sponge. Wrap foam in cloth and squeeze dry. Coat element with two tablespoons of engine oil. Squeeze to distribute and remove excess oil.

## CLEANING ENGINE

Dirt, leaves and other debris must not be left to accumulate around the cooling fins (figure 29) or the engine.

The blower housing is held in place with three screws. One on the top of the engine and two on the bottom. See figure 29.

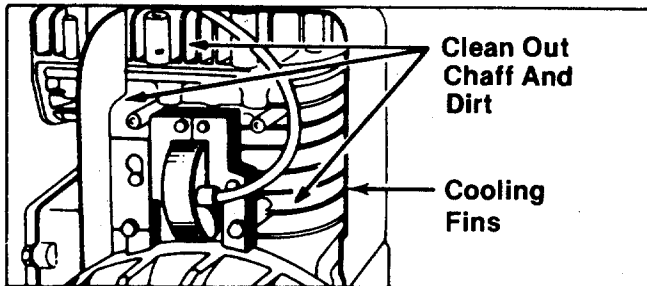


FIGURE 29

## SPARK PLUG

The spark plug gap should be cleaned and reset to a 0.030-inch clearance every 25 hours of engine operation. See figure 30. Spark plug replacement is recommended at the start of each tiller season; check engine parts list for correct plug type.

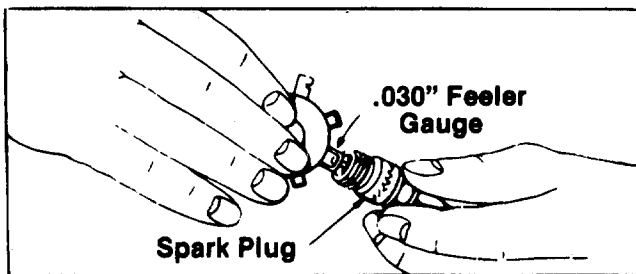


FIGURE 30

## GASOLINE FILTER AND SHUT-OFF VALVE

Refer to figure 31.

1. Close the shut-off valve.
2. Loosen the thumb screw below the bowl.
3. Remove and clean the screen.
4. Open the shut-off valve to see if gasoline flows freely from the gasoline tank.
5. Clean the bowl and screen. Use alcohol or acetone to clean the parts if you find a gummy, varnish-like substance in the bowl.

6. Reassemble.
7. Open the shut-off valve.

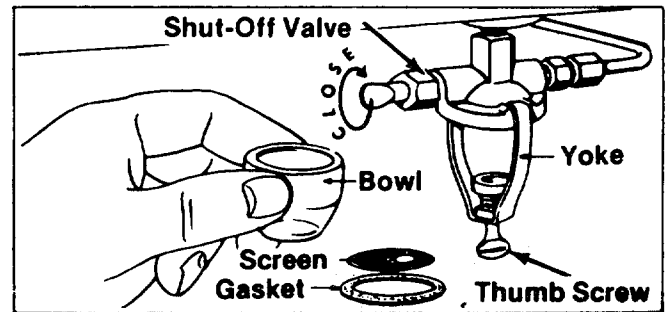


FIGURE 31

## CARBURETOR ADJUSTMENT See figure 31

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

1. Turn needle valve clockwise until it just closes.



Valve may be damaged by turning too far.

2. Open needle valve 1-1/8 turns counterclockwise.
3. Close the idler valve in the same manner and open 1-1/8 turns.
4. Start the engine.
5. Turn the needle valve in until the engine misses.
6. Then turn it out past smooth operating point until the engine runs unevenly.
7. Turn the needle valve mid-point between the two settings so the engine runs smoothly.
8. Set the throttle in the idle (slow) position and set the idle speed adjusting screw until a fast idle is obtained.
9. With the throttle still in the idle position, turn the idle valve in and out until the engine idles smoothly.

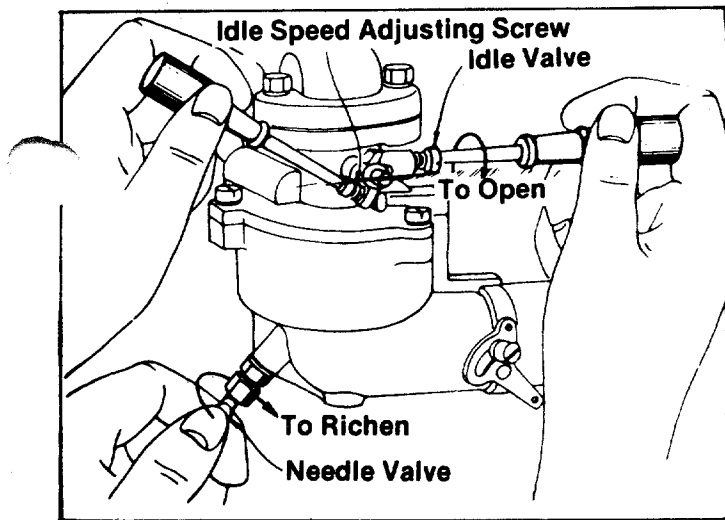


FIGURE 32 CARBURETOR ADJUSTMENT

## STORAGE INSTRUCTIONS

In event engine is to be stored for any length of time (30 days or more), prepare as follows:

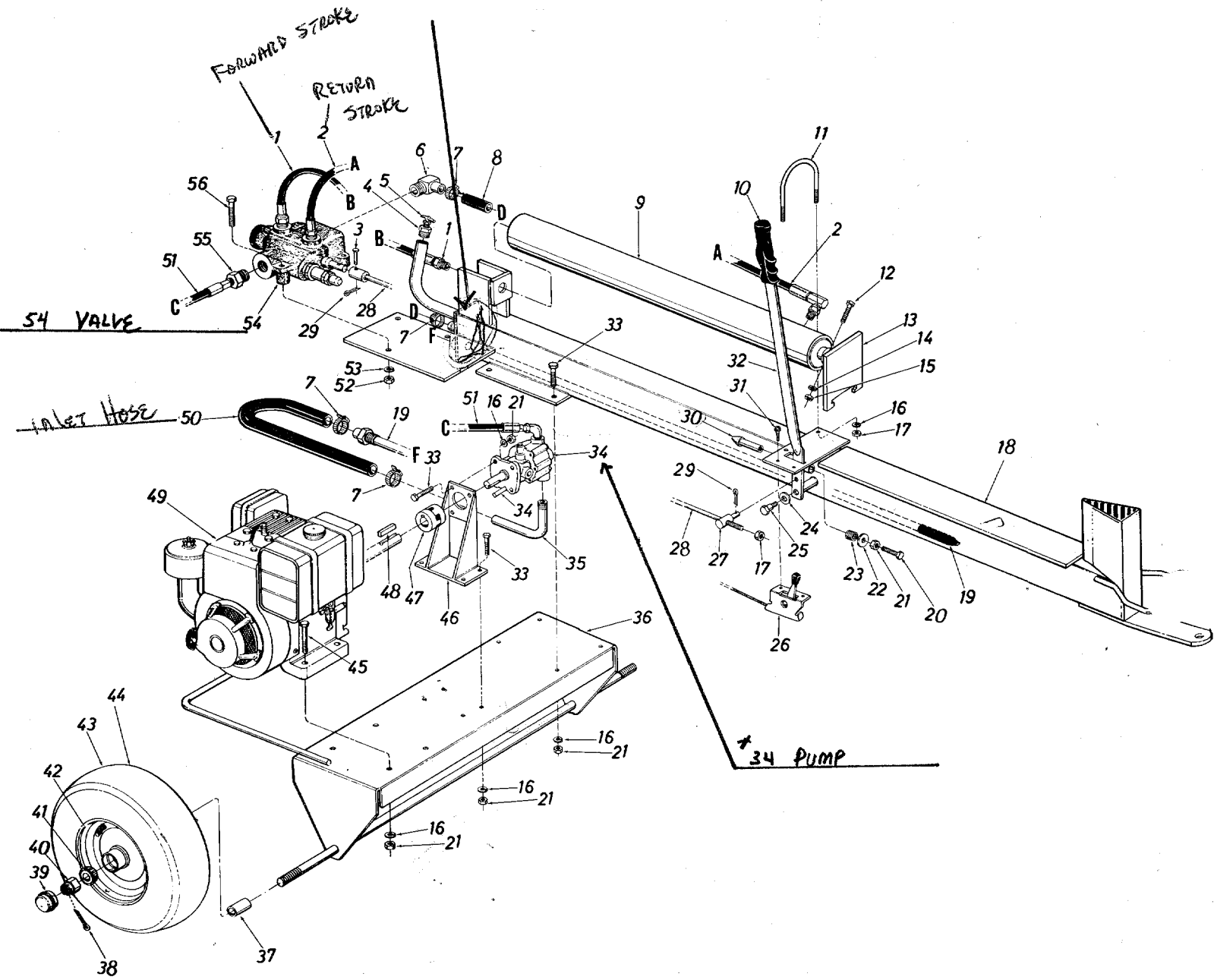
1. Drain gasoline by tipping or by syphon hose, then run engine until remainder is used and tank and carburetor are empty.



Drain into container outdoors away from fire or flame.

2. Drain carburetor by running engine until it stops.
3. Inside protecting of engine for storage is performed by removing spark plug and pouring one ounce of SAE 30 oil through spark plug hole into cylinder. Crank engine, without starting, several times to spread oil over cylinder walls.
4. Never store outside without a waterproof cover.

# 248-645A





**PARTS LIST FOR DELUXE LOG SPLITTER MODEL 248-645A**

Ref. No.	PART No.	COLOR CODE	DESCRIPTION	NEW PART	Ref. No.	PART No.	COLOR CODE	DESCRIPTION	NEW PART
1	727-0211		Forward stroke high pressure hose	N	29	714-0507		Cotter pin 3/32" Dia. x .75" Lg.*	
2	727-0212		Return stroke high pressure hose	N	30	738-0406		Return stroke stop plunger	N
3	711-0684		Clevis pin .25" Dia. x 1.00" Lg.	N	31	710-0227		Hex AB-tap Scr. #8 x .50" Lg.	
4	737-0160		Breather Plug	N	32	13675		Engagement handle ass'y.	N
5	737-0161		Breather Valve	N	33	710-0117		Hex Scr. 5/16-24 x 1.00" Lg.*	
6	737-0153		Return Elbow						
7	726-0173		Hose Clamp		34	717-0397		Pump (square key included)	N
8	727-0210		Return Hose	N	35	750-0426		Pump Inlet Tubing	N
9	717-0399		Cylinder Ass'y.	N	36	13659		Frame Assembly	N
10	08118		Grip		37	750-0181		Spacer .75" I.D. x 1.00" O.D. x 1.25" Lg.	
11	747-0289		Cylinder Support Rod	N				Cotter Pin 5/32" Dia. x 1.00" Lg.*	
12	710-0515		Hex Scr. 1/2-20 x 3.50" Lg.*		38	714-0121		Hub Cap (service only)	N
13	13672		Pusher Plate Ass'y.	N	39	734-0873		Hex Castle Nut 3/4-16 Thd.	N
14	736-0921		L-Wash. 1/2" Scr.*		40	712-0299		Tapered Roller Bearing (service only)	
15	712-0200		Hex Ins. Jam L-Nut 1/2-20 Thd.		41	741-0107		Wheel Rim Ass'y. (service only)	N
16	736-0119		L-Wash. 5/16" Scr.*		42	734-0871		Tire only 4.80/4.00 x 8 (service only)	N
17	712-0267		Hex Nut 5/16- 18 Thd.		43	734-0872		Wheel Ass'y. Comp. 4.80/4.00 x 8	N
18	13664		Complete oil tank & beam Ass'y.	N	44	734-0870		Hex Scr. 5/16-24 x 1.75" Lg.*	
19	13677		Strainer Tube Ass'y. .50" Lg.	N	45	710-0409		Pump Support Brkt. Ass'y.	N
20	710-0624		Hex Scr. 5/16-24 x 1.50" Lg.*		46	13661		Flexible Coupling w/set screws	
21	712-0123		Hex Nut 5/16-24 Thd.*		47	717-0374		Sq. Key 1/4 x 1.00" Lg.*	
22	736-0159		Fl-Wash. .34" I.D. x .88" O.D.		48	714-0128		8 H.P. Engine	
23	732-0252		Compression Spring .64" O.D. x .81 Lg.		49	-----		Inlet Hose	N
24	736-0160		Fl-Wash. .53" I.D. x .94 O.D.		50	727-0209		High Pressure Hose Ass'y.	
25	738-0234		Shoulder Scr. .500" Dia. x .295		51	727-0203		Hex Nut 3/8-24 Thd.*	
26	746-0239		Throttle Control Ass'y. Comp.		52	712-0241		L-Wash. 3/8" Scr.*	
27	711-0628		Adjustment Ferrule		53	736-0169		Valve - Single Spool	N
28	13674		Engagement Rod Ass'y.	N	54	717-0398		Reducing Bushing	
					55	737-0155		Hex Scr. 3/8-24 x 2.75" Lg.*	
					56	710-0629			

\*For faster service obtain standard nuts, bolts and washers locally. If these items cannot be obtained locally, order by part number and size as shown on parts list.

The engine is not under warranty by the log splitter manufacturer. If repairs or service is needed on the engine, please contact your nearest authorized engine service outlet. Check the "Yellow Pages" of your telephone book under "Engines - Gasoline."



SERVICE NOTES

- DISASSEMBLY AND ASSEMBLY PROCEDURES FOR ALBAMA  
TYPE CYLINDERS

SEE SERVICE BULLETIN

# PARTS INFORMATION

## POWER EQUIPMENT PARTS AND SERVICE

Parts and service for all MTD manufactured power equipment are available through the authorized service firms listed below. All orders should specify the model number of your unit, parts number, description of parts and the quantity of each part required.

<b>ALABAMA</b>	<b>BIRMINGHAM</b>	
Auto Electric & Carburetor Co.	2625 4th Ave. S.	35233
<b>ARKANSAS</b>	<b>NORTH LITTLE ROCK</b>	
Sutton's Lawn Mower Shop	Rt. 4, Box 368	72117
	<b>FORT SMITH</b>	
Mity Mite Motors, Inc.	2515 Towson Ave.	72901
<b>CALIFORNIA</b>	<b>PORTERVILLE</b>	
Billious	75 North D Street	93257
	<b>SAN BERNARDINO</b>	
Lawn Mower Supply Co.	25608 E. Baseline	92410
	<b>SAN FRANCISCO</b>	
J.W. Jewett Co.	981 Folsom St.	94107
	<b>SACRAMENTO</b>	
Luttig & Severson	2030 28th St.	95818
<b>COLORADO</b>	<b>DENVER</b>	
South Denver Lawn Equip.	527 West Evans	80223
<b>CONNECTICUT</b>	<b>SUFFIELD</b>	
The Jones & Ramsey Co.	850 Thompsonville Rd.	06078
<b>FLORIDA</b>	<b>JACKSONVILLE</b>	
Radco Distributors	2403 Market St.	32206
	<b>CORAL GABLES</b>	
Moz-All of Florida, Inc.	365 Greco Ave.	33146
<b>GEORGIA</b>	<b>EAST POINT</b>	
East Point Cycle & Key	2834 Church St.	30344
<b>ILLINOIS</b>	<b>LYONS</b>	
Keen Edge Co.	8615 Ogden Ave.	60534
<b>INDIANA</b>	<b>ELKHART</b>	
Parts & Sales Inc.	2101 Industrial Pkwy.	46514
<b>IOWA</b>	<b>DUBUQUE</b>	
Power Lawn & Garden Equip.	2551 J.F. Kennedy	52001
<b>LOUISIANA</b>	<b>NEW ORLEANS</b>	
Suhren Engine Co.	8330 Earhart Blvd.	70118
<b>MARYLAND</b>	<b>TAKOMA PARK</b>	
Center Supply Co.	6867 New Hampshire Ave.	20012
<b>MASSACHUSETTS</b>	<b>SPRINGFIELD</b>	
Morton B. Collins Co.	300 Birnie Ave.	01107
<b>MICHIGAN</b>	<b>MOUNT CLEMENS</b>	
Power Equipment Dist.	36463 South Gratiot	48043
	<b>LANSING</b>	
Lorenz Service Co.	2500 S. Pennsylvania	48900
<b>MINNESOTA</b>	<b>MINNETONKA</b>	
Hance Distributing Inc.	11212 Wayzata Blvd.	55343
<b>MISSISSIPPI</b>	<b>BILOXI</b>	
Biloxi Sales & Service, Inc.	506 Caillavet St.	39533
<b>MISSOURI</b>	<b>KANSAS CITY</b>	
Automotive Equip. Service	3117 Holmes St.	64109
	<b>ST. LOUIS</b>	
Henzler, Inc.	2015 Lemay Ferry Rd.	63125
<b>NEW JERSEY</b>	<b>BELLMAWR</b>	
Lawnmower Parts Inc.	717 Creek Rd., P.O. Box 7	08030

## BRIGGS & STRATTON, TECUMSEH AND PEERLESS PARTS AND SERVICE

Briggs & Stratton, Tecumseh and Peerless parts and service should be handled by your nearest authorized engine service firm. Check the yellow pages of your telephone directory under the listing **Engines—Gasoline**, Briggs & Stratton or Tecumseh Lauson.

<b>NEW YORK</b>	<b>CARTHAGE</b>	
Gamble Dist., Inc.	West End Ave.	13619
<b>NORTH CAROLINA</b>	<b>GREENSBORO</b>	
Dixie Sales Company	327 Battleground Ave.	27402
	<b>GOLDSBORO</b>	
Smith Hardware Co.	515 N. George St.	27530
<b>OHIO</b>	<b>WADSWORTH</b>	
National Central	687 Seville Rd.	44281
	<b>CLEVELAND</b>	
Bleckrie, Inc.	7900 Lorain Ave.	44102
	<b>CARROLL</b>	
Stebe's Mid-State Mower Supply	Box 366	43112
	<b>WILLARD</b>	
Sunshine Wholesale Tire Outlet	Route 224	44890
<b>OKLAHOMA</b>	<b>MUSKOGEE</b>	
Victory Motors, Inc.	605 S. Cherokee	74401
	<b>ADA</b>	
Ada Auto Supply	301 E. 12th St.	74820
<b>OREGON</b>	<b>PORTLAND</b>	
Kenton Supply Co.	8216 N. Denver Ave.	97217
<b>PENNSYLVANIA</b>	<b>LANCASTER</b>	
Raub Supply Co.	James & Mulberry Sts.	17604
	<b>PITTSBURGH</b>	
Bluemont Co.	11125 Frankstown Rd.	15235
<b>TENNESSEE</b>	<b>KNOXVILLE</b>	
Master Repair Service	2423 Broadway, N.E.	37917
	<b>MEMPHIS</b>	
Memphis Cycle & Supply Co.	421 Monroe Ave.	38103
American Sales & Service, Inc.	1922 Lynnbrook	38114
<b>TEXAS</b>	<b>DALLAS</b>	
Marr Brothers, Inc.	423 E. Jefferson	7520
	<b>HOUSTON</b>	
Bullard Supply Co.	2409 Commerce St.	77003
	<b>SAN ANTONIO</b>	
Catto & Putty, Inc.	P.O. Box 2408	78206
	<b>FORT WORTH</b>	
Woodson Sales Corp.	1702 N. Sylvania	76111
<b>UTAH</b>	<b>SALT LAKE CITY</b>	
A-1 Engine & Mower Co.	437 E. 9th St.	84111
<b>VERMONT</b>	<b>BURLINGTON</b>	
Vermont Appliance Co.	44 Lakeside Ave.	05401
<b>VIRGINIA</b>	<b>RICHMOND</b>	
RBI Corp.	963 Myers St.	23260
<b>WASHINGTON</b>	<b>SEATTLE</b>	
Bailey's Rebuild, Inc.	1325 E. Madison St.	98102
<b>WEST VIRGINIA</b>	<b>CHARLESTON</b>	
Young's, Inc.	233 Virginia St., E.	25301
<b>WISCONSIN</b>	<b>APPLETON</b>	
Automotive Supply Co.	123 S. Linwood Ave.	54911

### WARRANTY PARTS AND SERVICE POLICY

The purpose of warranty is to protect the customer from defects in workmanship and materials, defects which are NOT detected at the time of manufacture. It does not provide for the unlimited and unrestricted replacement of parts. Use and maintenance are the responsibility of the customer. The manufacturer cannot assume responsibility for conditions which it has no control. Simply put, if it's the manufacturer's fault, it's the manufacturer's responsibility; if it's the customer's fault, it's the customer's responsibility.

#### CLAIMS AGAINST THE MANUFACTURER'S WARRANTY INCLUDES

1. Replacement of Missing Parts on new equipment.
2. Replacement of Defective Parts within the warranty period.
3. Repair of Defects within the warranty period.

All claims MUST be substantiated with the following information:

1. Model Number of unit involved.
2. Date unit was purchased or first put into service.
3. Date of failure.
4. Nature of failure.