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Roman Kwasniewski’s 1924 photograph of a gear twice as tall as a man reflects industrial Milwaukee’s special skill in metal fabrication. Milwaukee county residents enjoy summer sunshine and sand on Lake Michigan’s shoreline in 1985. Image of David Lenz’s Wishes in the Wind courtesy of David Lenz and the Suzanne and Richard Pieper Family Foundation. This photograph from around 1920 shows the Basilica from the lagoon in Kosciuszko Park. Automobiles and boats traverse Milwaukee’s downtown by the Michigan Avenue Bridge in this 1974 photograph by Harold Mayer. The German sense of conviviality and comfort animated social gatherings among Milwaukeeans of various ethnic backgrounds, even at this “Hard Time party” taken by Roman Kwasniewski in 1924. Roman Kwasniewski’s 1924 photograph of a gear twice as tall as a man reflects industrial Milwaukee’s special skill in metal fabrication. Welcome to the Encyclopedia of Milwaukee, a Digital Humanities Project sponsored by the History Department in the College of Letters and Science at the University of Wisconsin-Milwaukee. The EMKE offers approximately 700 entries on Milwaukee history topics ranging from arts and culture to philanthropy and nonprofit organizations to business and labor. We invite you to explore our content, learn more about the development of the project, and read our Frequently Asked Questions. Expand the “Explore More” button at the bottom of entries to read user comments and additional stories about how our authors wrote their contributions. If you would like to offer public feedback on an entry, you may register for a user account (look on the right hand side of the blue bar above) and then scroll down to the Comments section of the entry you would like to tell us more about. You may also use the Contact page to send us a direct message or the Support page. Margo Anderson and Amanda I. Seligman, Editors Robert George “Bob” Uecker was best known as a Milwaukee Brewers’ radio broadcaster, but he also gained fame as a national baseball commentator, actor, author, and commercial spokesman. Born in Milwaukee on January 26, 1935,... Read More One of the most critical components in the engines is the carburetor, which plays a crucial role in mixing air and fuel to ensure proper combustion. Understanding the Briggs and Stratton carburetor diagram can help users troubleshoot issues, maintain their equipment, and even replace parts when necessary.In this post, we will explore the Briggs and Stratton carburetor diagram, explain its components and their functions, and provide insight into how this small but vital engine part works.A carburetor diagram visually represents the different parts of the carburetor, showing how they connect and function together. It helps technicians and DIY enthusiasts identify components and diagnose potential issues.The carburetor typically consists of several key components, including:Float BowlNeedle Valve and SeatMain Jet and Idle JetChoke Plate and Throttle PlateFuel Inlet and Fuel LineAir-Fuel Mixture ScrewEach of these parts plays a role in ensuring that the engine receives the right amount of fuel and air for smooth operation.Image Credit:firedog .comCheck Your Carburetor Parts HEREThe float bowl is a small reservoir that stores fuel before it is mixed with air. It contains a float that regulates the fuel level, ensuring a steady supply to the carburetor.The needle valve controls the fuel flow into the float bowl. When the float rises, it pushes the needle valve into its seat, cutting off fuel supply to prevent overflow.The main jet controls fuel delivery at higher RPMs.The idle jet manages fuel flow at lower RPMs.Both jets play a crucial role in maintaining the engine’s performance under different load conditions.Related Briggs and Stratton Auto Choke Bypass(Choke No More)The choke plate restricts airflow to create a richer fuel mixture, aiding in cold starts.The throttle plate controls the amount of air entering the carburetor, which in turn regulates engine speed.The fuel inlet connects the carburetor to the fuel tank through a fuel line, allowing a steady flow of gasoline into the system.This screw fine-tunes the ratio of air to fuel entering the combustion chamber, optimizing performance and fuel efficiency.Related How to Adjust Governor on Briggs and Stratton(In 7 Easy Steps)Fuel is drawn from the fuel tank into the float bowl.The float maintains a stable fuel level, ensuring a consistent supply.As the engine runs, air is pulled in through the air intake.The throttle plate regulates the volume of air entering the system.The main jet and idle jet deliver the appropriate amount of fuel.The mixture is adjusted using the air-fuel mixture screw.The mixture is atomized and sent into the cylinder, where it ignites and powers the engine.When the engine is cold, the choke plate restricts airflow to create a richer mixture, making ignition easier.Related Briggs and Stratton Leaking Oil From Bottom(5 Causes and Solutions)Possible Causes: Clogged jets, stuck float, incorrect air-fuel mixture.Solution: Clean the carburetor and adjust the air-fuel mixture screw.Possible Causes: Faulty float needle valve, cracked fuel line, or worn gaskets.Solution: Replace damaged parts and inspect for leaks.Possible Causes: Dirty carburetor, improper fuel supply, or vacuum leaks.Solution: Clean the jets and check for blockages in fuel lines.Possible Causes: Too much fuel in the mixture (rich condition).Solution: Adjust the air-fuel mixture screw to allow more air.Related Briggs and Stratton Engine Bogs Down Under Load(Solved)Use carburetor cleaner to remove dirt and varnish buildup.Disassemble and soak small parts if necessary.Check gaskets, seals, and fuel lines for wear and replace them.Ensure the needle valve and float move freely.Stale fuel can lead to clogging and poor engine performance.Use fuel stabilizers if storing equipment for a long period.Fine-tune the air-fuel mixture screw for optimal performance.Refer to the carburetor diagram to locate the adjustment points.Related Briggs and Stratton Blowing Oil Out Exhaust(Causes and Solutions)To adjust the air-fuel mixture on a Briggs and Stratton carburetor:Locate the adjustment screw(s): Most carburetors have an idle mixture screw and a main mixture screw.Turn the screw(s):To enrich the mixture (more fuel), turn the screw counterclockwise.To lean the mixture (more air), turn the screw clockwise.Start the engine and let it warm up: Adjust the screws gradually while listening for smooth running.Fine-tune: Adjust until the engine runs smoothly without hesitation or excessive smoke.Briggs and Stratton carburetors have various springs that control throttle movement and governor function:Throttle return spring: Connects between the throttle linkage and carburetor to help return the throttle to idle.Governor spring: Attaches between the governor arm and throttle linkage to regulate engine speed.Choke spring: Helps return the choke plate to the open position after starting.Related Briggs and Stratton V Twin Governor Problems (3 Issues and Solutions)A carburetor in a Briggs and Stratton engine:Mixes air and fuel in the correct ratio.Delivers the mixture to the combustion chamber for ignition.Adjusts the mixture based on engine speed and load.Ensures smooth running, efficient fuel consumption, and proper power output.Yes, but it may not be as effective as a full disassembly. Here’s how:Turn off the engine and remove the air filter.Spray carburetor cleaner into the air intake and throttle area.Manually operate the throttle and choke to help cleaner flow through.Start the engine and spray cleaner into the carburetor while running.Let it run for a few minutes to clear out debris.For deeper cleaning, disassembly is recommended.Related John Deere Mower Blade Torque Specs(The Ultimate Guide)To adjust the air-fuel mixture screws:Turn the screws all the way in (gently) to seat them.Back them out 1 to 1.5 turns as a starting point.Start the engine and let it warm up.Turn the screws in small increments to find the smoothest running condition.Check acceleration and idle: The engine should run smoothly without sputtering or bogging down.Balancing the air-fuel ratio involves:Adjusting the idle mixture screw to get a steady idle.Tuning the main jet (if applicable) for proper fuel flow at higher speeds.Ensuring the governor and throttle linkage are set correctly.Checking for vacuum leaks that could affect the mixture.Testing under load: Adjust if necessary to prevent excessive smoke or rough running.Related Briggs and Stratton 21 HP Platinum Engine Problems(With Solutions)The carburetor ensures that the correct balance of fuel and air reaches the engine, allowing it to run efficiently. By familiarizing yourself with the components and how they work together, you can troubleshoot issues, maintain your engine, and even replace parts when needed. There can be various reasons why you want to adjust your carburetor on your Briggs and Stratton lawnmower. It is typically bolted to the side or top of a lawnmower engine, depending on the type you have. The carburetor ensures a proper mixture of fuel and air for the engine cylinder where combustion takes place. Over time the carburetor can start working less optimal, and the air-fuel ratio may get too lean or too rich. The timing may also get retarded or advanced. All these problems require that you adjust the carburetor to its peak capability. The following article will take you through the necessary steps to do this. How to adjust the carburetor on a Briggs and Stratton lawnmower, step by step: Step 1. Gather the necessary tools Step 2. Prepare the Lawnmower Step 3. Adjust the idle speed mixture Step 4. Adjust the high-speed mixture Step 5. Adjust carburetor choke linkages Step 6. Check the carburetor connections and engine speed (CC BY 2.0) by ndrwfgg The carburetor can be adjusted by tightening or loosening some screws. Also, checking the inlet and outlet lines is necessary. The factory adjusts the carburetor on your lawnmower such that it gives optimal performance. With time, the engine RPMs, mixture settings, and speeds may get disturbed. Hence, the carburetor that supplies the mixture has to be adjusted. Whether the mower is idle or working under heavy load, the mixture composition and the engine RPM vary. When adjusting the carburetor, one has to set all these mixture settings and the condition of fuel lines. The latest mowers are mostly equipped with a limiter cap around the idle adjustment screws to adjust carburetor mixtures’ settings. Adjusting the screws will fix your carburetor. If you are new to this particular technical task, follow the article step-by-step as we go through the technicalities. Suppose your engine runs roughly at high speed or idle. In that case, there is a need for a carburetor’s adjustment on a Briggs & Stratton lawnmower to improve the rough-running condition. This blog post will provide you with the troubleshooting guide for the task. All sorts of works need a lot less effort if you use the right tools for the job. Adjusting the carburetor is no exception. It would be best if you have the following tools: A pair of safety gloves Set of Pliers Screwdrivers Wrench RPM gauge or tachometer carburetor cleaner Start the riding mower engine and let the engine warm-up for five to seven minutes. By pulling the choke lever to the slow position, turn your mower in a turtle shape bent form. Note the engine sound and noise at this idle position. Please give it a run and again note the sound and speed of the engine. Now, turn the ignition system off and let it cool down. Then grab the tools required for the operation. Set the parking brakes in position and set the drive gear to a neutral position so that mower does not roll. Open the casing of your riding mower and locate the carburetor adjusting screws. The carburetor is near the air filter assembly. There you have the two idle adjustment screws that may be situated on top or at the carburetor side. Few steps are required to fix your carburetor’s idle speed mixture. Idle speed mixture is the air-fuel mixture the carburetor supplies when there is no load on the machine. In this position, the engine works only to keep the machine running. Follow the following steps: Locate the air filter casing and air filters mainly on the top of the riding lawnmower engine. Unbolt the nut on the air filter cover to reach the filter. Remove the casing and then set all of these components like nuts and screws to the side for re-installation later on. Then, spray the carburetor cleaner onto the carburetor to wipe out any debris, dirt, and residual gunk that may have gathered. The idle screw is a simple screw located on the carburetor’s side. The 2 screws are located opposite each other and mostly labeled. Now, rotate the idle screw in a clockwise direction by a screwdriver in such a way that the needle on the end of the screw hardly touches the casing of the carburetor. Then turn the screw 1.5 turns counterclockwise. This is the ideal required tightening. Locate the main jet adjustment screen. Often it is located at the bottom of the float bowl, but not all carburetors have it. To ensure a good mixture, some carburetors have a “float chamber or float bowl” containing a quantity of fuel at near-atmospheric pressure. As fuel is drawn for the bowl area, the float drops, opening the float valve. Fuel pump pressure causes the bowl to refill, floating the valve closed. It serves as a constant-level reservoir of fuel that is metered into the passing flow of air. Turn the main jet screw clockwise until the needle on the end of the screw touches the base and then turns the screw counterclockwise 1.5 turns to a max of 2 turns. This will first give the lean mixture and then start getting rich. The RPMs are best suited for this position. Start your mower engine and let it run for about 5 to 7 minutes at half throttle. For now, do not cover the engine with a filter casing. Now, you need to check the engine sound. Turn the idle screw a bit clockwise and a bit anti-clockwise till you find the prime spot. The engine sound is quite relaxed when it is in an idle setting. Place the air filter casing and tighten the connections. The high-speed mixture is the air-fuel mixture provided by the carburetor when the lawnmower is under load. In this condition, engine RPMs are increased. The steps required to adjust the high-speed mixture are as follows: They are mostly located on the opposite side of the idle adjustment screw. Not all carburetors have this adjustment option. It is based on the manufacturer. Eradicate the air filter casing and the filter to locate the carburetor’s main body. Turn the high-speed screw clockwise with a screwdriver until the needle on the end of the screw touches the seat. Turn the screw counterclockwise 1.25 turns. Set the throttle to a fast position and start the mower engine. Turn the high-speed screw first clockwise until the engine slows down, then in a counterclockwise direction until it slows. Figure out the center point where the engine sounds best if your mower does not have an RPM gauge. Move the throttle from slow to fast position, then back to slow to test your adjustment. The adjustment point is mostly around that 1.25 turns vicinity. Place the filter casing and filter on the mower and tighten it with the nut. Few steps are required to adjust the carburetor choke linkages: Remove the air filter cover, and locate the carburetor’s choke linkage. Move the throttle lever to the fast position. Release the bracket holding the casing. Use a flathead screwdriver to loosen the screw on the bracket and release the cable. Do not take the screw entirely out. The choke generally increases fuel flow to the carburetor to start the engine in cold weather. The richer mixture ignites fast to help with starting up. So, you need to adjust the choke setting in terms of how rich the mixture should be. Move the choke cables with your fingers until the choke plate on the carburetor closes. Grip the cables in this position and tighten up the bracket down alongside the cable casing to secure it in place. Move the throttle from fast to slow position, then fast again, and see choke plate movement in the carburetor, i.e., opens and closes. Adjust it in a medium position. Check the spring connector because it may be why the engine was not giving higher RPMs. If it’s loose due to overuse, try to tighten it using the same screw or a shorter screw. It will generally help you to improve and adjust the carburetor RPMs without any high-profile technical skill. When you are done with mixture adjustment, clearing the carburetor flow lines is a key step. Therefore, check the fuel line, air intake, and exit for any dirt, clogs, and debris. Wipe them clean by giving them a petrol wash and drying in the sun. Keep any water away. Now, you can close the components in the same way you opened them. Adjust the tubes back in the carburetor. Turn the ignition on and let it run. Check the engine RPM with a tachometer. You can further fine-tune the idle if you have a handheld tachometer. Attach your tachometer lead to the spark plug wire. Twist the idle screw until the engine achieves 1700 rpm for an aluminum engine or 1200 rpm for a cast-iron cylinder engine. These are the preferred values. In case you don’t have a tachometer, the steps till now were enough. If the carburetor is not adjusted correctly, the engine revolutions fluctuate. A carburetor that is not adjusted correctly is a common cause of poor engine idling resulting in surging problems. Luckily, most of the mowers have two screws that let you fine-tune the carburetor yourself without calling in a professional. One of the screws controls the idle speed, and the other adjusts the idle mixture for your carburetor. Engine hunting and surging issues at idle are usually caused by fuel intake problems, air leaks, or governor system problems. Cleaning and overhauling the carburetor, adjusting the governor, and changing the air filter will solve the fluctuation issue. This will also keep the engine smooth. When the engine runs slightly lean, the rpm will drop, and the engine will begin to run rough. Your engine will likely still run, but it lacks power and makes a weaker dying sound while running. It will result in jerking motions within the combustion engine’s mechanics, which leads to damage to the engine, such as burned valves, pop and sputter noise produced by the engine. This indicates that there is a higher concentration of air to fuel than there should be. The carburetor may get out of adjustment with everyday use, resulting in less than an optimal engine and mower performance. Most Briggs and Stratton riding lawn mowers use a gas engine to drive the mower and rotate the cutting blades for grass cutting. A carburetor on the engine provides the gas flow from the fuel tank to the engine. One way to achieve the highest fuel efficiency from your lawnmower is to set the idle to optimal performance. I hope this article offers you a better understanding of adjusting the carburetor on your Briggs and Stratton Lawnmower for an excellent performance. Correct air-fuel mixture is vital for your engine to operate optimally. Too much air or fuel in the mix can lead to engine problems like uncontrolled combustion, detonation, or a decrease in power and efficiency. A balanced air-fuel ratio ensures complete combustion, optimal engine performance, and fuel efficiency. The carburetor, the heart of your engine, has two adjustable screws that alter the air and fuel mixture – one controls the fuel flow, and the other the airflow. By adjusting these screws, you can achieve the optimal air-fuel ratio for your engine. I recommend using safety gloves, carburetor cleaner, an RPM gauge, screwdrivers, pliers, and a wrench for this adjustment process. These tools help maintain safety, ensure correct readings, and make the adjustment process smoother. Before adjusting the carburetor, warm up the engine to its operating temperature. Also, the governor speed control lever must be set to the fast position to allow for the correct adjustments. To achieve a lean or rich fuel mixture, the high-speed needle valve needs to be adjusted. For a lean mixture, turn the valve screw clockwise; for a rich one, turn it counterclockwise. Always check the user manual for specific instructions for your engine’s model. To read more about achieving rich and lean mixtures, you can check this educational resource on Lean and Rich Fuel Mixtures. Now, it’s time to adjust the idle RPM and idle valve. Altering the idle RPM screw changes the engine’s idle speed. Adjust this until the engine runs smoothly without accelerating. The idle air screw adjusts the amount of air flowing, so tweaking this affects the engine’s idle air-to-fuel ratio. During the adjustment process, ensure not to exceed the manufacturer’s recommended speed limit. This is crucial as it might cause irreversible damage to the engine. Remember, adjustments to your carburetor must be slight and made according to variations in fuel type, altitude, load, or temperature. Drastic changes could prove harmful to your engine. Once done with the adjustments, remember to properly assemble the air cleaner and carburetor cover. Correct reassembly ensures the engine’s longevity and optimal performance. For those who prefer visual aids, there’s a detailed video available for the carburetor adjustment process. Visual content can be easy to follow and helpful, especially for beginners. Seek out reliable sources for these videos, such as dependable auto repair websites or .edu and .gov websites. Some common symptoms of a bad carburetor might include decreased engine performance, difficulty in starting the engine, or black smoke. As per my experience, cleaning frequency depends on the usage and operating conditions of the engine. If you mostly drive in clean, non-dusty environments, a semi-annual cleaning should suffice. Always refer to your vehicles service schedule provided by the manufacturer for more accurate guidance. For more information about carburetor symptoms and cleaning, you can refer to this .gov resource. Teachers or more experience DIYers might find it helpful to share this article with neophytes to give them a quick rundown on carburetor adjustment and its implications on engine performance. Briggs and Stratton, a leader in outdoor power equipment, design their lawnmower carburetors for optimal performance. However, like any machine, it may need fine-tuning as it ages to maintain top performance. To adjust your lawnmower’s carburetor, you need to locate the adjustment screws. Generally, by tightening or loosening these screws, you can regulate the air-fuel mixture going into the engine, hence determining its performance. Regularly check the inlet and outlet lines of the carburetor. It’s crucial to ensure that fuel flows smoothly and the exterior of the carburetor is dirt-free. Another critical observation while adjusting your carburetor is the mixture settings and fuel line conditions. A balance needs to be struck between enough fuel for combustion and adequate air for complete burning. Some of the latest Briggs and Stratton mowers come with a limiter cap around the idle adjustment screws. It’s a handy feature that allows for more precise carburetor mixtures settings. If your Briggs and Stratton lawnmower isn’t performing optimally, adjusting the carburetor screws often provides a viable solution. It’s a simple action that can resolve performance issues and make your mower run smoother. To sustain top performance, you can clean your carburetor with a carburetor cleaner. It will aid in removing debris and dirt, which can hinder its effectiveness. The idle speed mixture is the air-fuel blend given to your mower when it isn’t loaded. Having the correct idle speed mixture is essential for optimal performance. Conversely, the high-speed mixture is the air-fuel combo supplied when the machine is in operation. A well-adjusted high-speed mixture ensures complete combustion and maximum power. The idle adjustment screw, as its name suggests, adjusts the engine’s idle speed. This simple screw is strategically placed on the carburetor’s side. In some models, the main jet adjustment screw is found at the float bowl’s bottom. This critical control helps manage the fuel going into the carburetor. The choke button increases the fuel flow to the carburetor for cold weather starts. It provides an enriched air-fuel mixture to help the engine start smoothly in colder climates. Just like screws, choke linkages should also be adjusted to reach the desired richness of the air-fuel mixture. A well-adjusted choke ensures an ideal engine start and optimal functioning. For optimal performance, it is vital to clean and clear carburetor connections and fuel lines. Proper maintenance helps avoid blockages that can cause degradation in performance. An RPM gauge can be of immense help in adjusting your carburetor. By checking the engine speed, you can finely tune the carburetor for optimal performance. For more on using an RPM gauge, check out this article from the Federal Aviation Administration. By understanding these details about your Briggs and Stratton lawnmower carburetor, you can enhance and maintain superior performance, saving time and money on unnecessary service calls. 2.6K Reading time: 8 min Prefer to listen? One of the fab parts of Briggs & Stratton engines is the adjustable carburetor. It literally allows you to have the proper gas and air mixture to free the piston. If the engine is running weirdly, and the speed seems too high or either idle, then you should consider carburetor adjustment. As that’s supposed to improve the rough running issues that you are having. However, if not having a proper Briggs and Stratton carb adjustment diagram and instructions is what stops you, then don’t worry! We have the right guide waiting for you, which starts now! Maintaining a proper air fuel ratio, that is not too rich, and at the same time not too lean is the key. Otherwise, the efficiency factor of carb is almost zero. And that is bad news which you can sort out by making carb adjustments. A diagram of the parts will help in that. According to Diagramfinder, With continuous use, the carburetor will lose its efficiency, delivering too lean or too rich air-fuel ratio. The time of the mixture could also become less reliable which makes carb adjustments a must. Here in the diagram, you can clearly notice the location of all the necessary parts for adjustment-making process, which we will discuss in later parts. As you can see, the idle adjustment screw on the carburetor side part. There are two screws basically. And they are adjustable for altering air and fuel mixture. These resemble flat head screws mostly. You should be able to turn them by using a screwdriver. And basically, get the fuel and air mixing amount adjusted using the tool. Around the shaft, there is also a spring-wound. Start by turning the engine on. You want to warm up it before the adjustments. Then you want to get the governor speed control lever to go for the fast position. Next turn on the high-speed needle valve, you want to have the engine slowed down. Turning should be done clockwise for a lean mixture. After that, you want to turn the high-speed needle valve beyond the smooth spraying point, for a rich mixture basically. Then bring the needle valve to the midpoint, which indicates between rich and lean mixture. At this point, you have to adjust idle RPM. Turn the throttle in a counterclockwise direction. You want to hold it against the stop. Then we need to achieve a 1750 RPM. Turn the idle speed adjusting screw for adjustment. Now, this is for aluminum engines. For cast-iron engines, 1200 RPM should be obtained. Next, you need to turn the idle valve in and out, which basically is lean and rich. The throttle should be held against idle stop during this. The midpoint between lean and rich needs to be set. Check the idle RPM once again and just release the throttle. Check if the acceleration of the engine is happening right. If not, then you must re-adjust the carburetor. Bringing it to a slightly rich mixture works in favor. Tools You Might Need – safety gloves, carburetor cleaner, gauge for RPM checking, screwdrivers, pliers, and wrench. The speed that the manufacturer has mentioned is the limit, you must never cross that while running or warming the engine. In case of a little difference in fuel, altitude, load, or temperature, you should be considering slight carburetor adjustment. Not in terms of other cases. Before you start the engine, make sure the air cleaner and carburetor cover is assembled properly. Find out whether the engine carburetor is low emission or not. There’s an idle mixture valve that comes with a limiter. And an idle speed adjustment screw. These are used for adjustments basically. You should never force beyond limits and never detach the limiter caps. Frequently Asked Questions (FAQs) Identifying a bad u003cstrongu003eBriggs and Stratton carburetoru003c/strongu003e is possible with a few symptoms. You’ll notice the engine performance is reduced. Also, there could be black smoke coming out of the exhaust pipe, which is a big sign.u003cbru003eIf you face starting difficulties, that can also be an indication. And finally, in case of engine backfire or overheating, there could be problems with the carburetor, and perhaps it’s completely damaged. Whenever you change your oil, make sure to clean the carburetor. And if you want a figure idea, then clean it after 3000 miles. And that was the Briggs and Stratton carb adjustment diagram along with some instructions on how you can conduct the process. Hopefully, it would come in help, and you would be able to get your lawnmower issues sorted. There’s no doubt that, in a certain situation, only a proper adjustment of the carburetor will be able to save your lawnmower’s engine. And when that’s the case, you should not delay the adjustment. You Can Also Read: Enamored with the world of golf Jack pursued a degree in Golf Course Management at THE Ohio State University. This career path allowed him to work on some of the highest profile golf courses in the country! Due to the pandemic, Jack began Inside The Yard as a side hustle that quickly became his main hustle. Since starting the company, Jack has relocated to a homestead in Central Arkansas where he and his wife raise cattle and two little girls. Click the image to learn more. Headquartered in Milwaukee for over a century, the Briggs and Stratton Corporation began in 1908 as a partnership between inventor Stephen F. Briggs and investor Harold M. Stratton.[1] The company initially focused on manufacturing automobile parts such as locks, igniters, and starter switches, the last of which accounted for most of the company’s business as the automobile’s popularity soared in the early decades of the twentieth century. In 1919 Briggs & Stratton acquired the A.O. Smith Motor Wheel, a small engine that would drive research and development toward the four-cycle gasoline engine.[2] These engines were later installed in washing machines, garden tractors, cultivators, and gas-powered generators.[3] As the demand for gas engines grew, Briggs & Stratton developed new models for different purposes. The company’s engines were manufactured for personal use, agriculture, and military logistics. During the Second World War, the United States military used Briggs & Stratton engines to power generators on the front lines, and integrated the company’s ignition systems into planes for the Air Force.[4] The company thrived under the leadership of Charles Coughlin, who served as its president from 1935 until 1972.[5] During Coughlin’s tenure, Briggs & Stratton revolutionized the lawn and garden industry by producing the first lightweight aluminum engine.[6] As suburbanization grew after World War II, demand for home and garden equipment exploded. The aluminum engine accounted for nearly 80% of all Briggs & Stratton product orders in 1957.[7] The company had become one of the country’s leading producers of small engines by the 1970s. In 1981, its success landed the company on a Fortune 500 list that ranked Briggs & Stratton Corporation number 382 out of America’s 500 most profitable companies.[8] But the oil crisis of the late 1970s, combined with concern for the environment and small engine competition from Japanese businesses, prompted major investment in engine research and development. The company experimented with gas-electronic motors and created Vanguard, a new line of industrial/commercial products.[9] It also aggressively pursued international markets by allying with the Daihatsu Motor Company and Mitsubishi Heavy Industries.[10] Briggs & Stratton expanded their brand by creating the Motorsports Division in the 1990s, producing engine parts, racing gear, and the most racing engines by any one company in the world.[11] As of 2011 Briggs & Stratton employed over 3,000 people across the United States, producing more than nine million small engines every year. Over 16,000 dealers and retailers stocked and sold Briggs & Stratton products throughout the country and internationally.[12] Matthew Costello Anderson, Harry H. and Frederick I. Olson. Milwaukee: At the Gathering of Waters. Milwaukee: Milwaukee County Historical Society, 1981. Gurda, John. The Making of Milwaukee. Milwaukee: Milwaukee County Historical Society, 1999. Rodengen, Jeffrey L. The Legend of Briggs & Stratton. Fort Lauderdale: Write Stuff Syndicate, 1995. View Location on Map See Also Economy Industrial Landscapes City of Wauwatosa