

1. Use Valve Spring Compressor, Tool #19063, (see [1], Figs. 6, 7), adjusting jaws until they just touch the top and bottom of the valve chamber. Push the compressor in until the upper jaw slips over the upper end of the spring, Figs. 6, 7. Apply grease where shown (6). Inset, Fig. 6 – Cup (2), Spring (3), Collar (4), Valve (5).
2. Tighten the jaws to compress the spring.
3. Remove collars (4) or retainers, Fig. 6, pull pins (3) with needle nose pliers (2), Fig. 7, and lift out valve. Pull out compressor and spring.

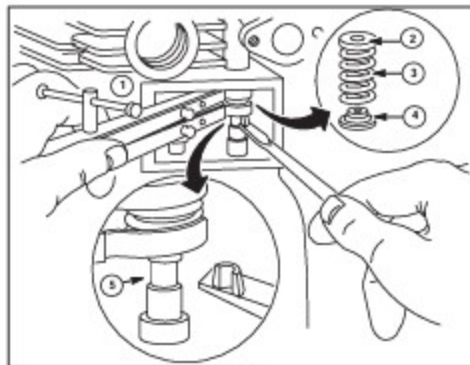


Fig. 6

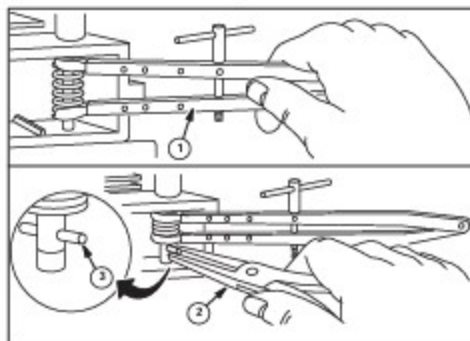


Fig. 7

Reface Valves and Seats

Valve faces can be resurfaced on a commercially available valve grinding tool. Briggs & Stratton does not recommend this practice as a high quality repair procedure. Valve replacement is recommended for damaged or worn valves. Valve seats are cut using Tool #19237 or #19343, Neway Valve Seat Cutter Kit, to 45° on exhaust and some intake seats. Other intake seats are cut to 30°. Valve and seat are lapped in using Tool #19258, Valve Lapping Tool, and Part #94150, Valve Lapping Compound, to assure a good seal between the valve face and the seat.

Valve seat width should be 3/64 to 1/16" (1.17 to 1.57 mm), Fig. 8. If the seat is wider, a narrowing cutter should be used. If valve face or seat are badly burned, the burned part should be replaced. Replace valve if margin (3) is damaged, 1/64" (.40 mm) or less (2). Acceptable wear (1), Fig. 8.

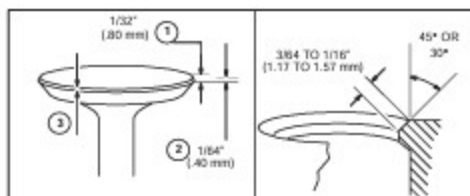


Fig. 8