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Filing date: **09/25/2015**

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Proceeding	91200832
Party	Plaintiff Briggs & Stratton Corporation and Kohler Co.
Correspondence Address	ROBERT N PHILLIPS REED SMITH LLP 101 SECOND ST, STE 1800 SAN FRANCISCO, CA 94105 UNITED STATES ipdocket-chi@reedsmith.com, nborders@reedsmith.com, robphil- lips@reedsmith.com, knowakowski@whdlaw.com, dkalahahele@rddsmith.com, ebridge@whdlaw.com, mgi
Submission	Plaintiff's Notice of Reliance
Filer's Name	Kenneth R. Nowakowski
Filer's e-mail	knowakowski@whdlaw.com, sherring@reedsmith.com, mgiftos@whdlaw.com, robphillips@reedsmith.com
Signature	/Kenneth R. Nowakowski/
Date	09/25/2015
Attachments	Opposers' Supplemental 4th NOR (Public Version).pdf(3955716 bytes)

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD**

BRIGGS & STRATTON CORPORATION)	
)	
Opposer,)	Opposition No. 91200832 (Parent)
vs.)	
)	
HONDA GIKEN KOGYO KABUSHIKI KAISHA,)	
)	
Applicant.)	
)	
KOHLER CO.)	
)	
Opposer,)	Opposition No. 91200146
vs.)	
)	
HONDA GIKEN KOGYO KABUSHIKI KAISHA,)	
)	
Applicant.)	
)	

United States Patent and Trademark Office
Trademark Trial and Appeal Board
P.O. Box 1451
Alexandria, Virginia 22313-1451

OPPOSERS' SUPPLEMENTAL FOURTH NOTICE OF RELIANCE
(REDACTED – PUBLIC VERSION)

Pursuant to 37 C.F.R. §§ 2.120 and 2.122 and TBMP § 704.09, Opposers Briggs & Stratton Corporation (“Briggs”) and Kohler Co. (“Kohler”) (collectively, “Opposers”), by and through their attorneys, hereby submit this Supplement to their Fourth Notice of Reliance. Opposers’ Supplemental Fourth Notice of Reliance includes the following attached materials:

1. The signed Declaration Under Penalty of Perjury by John Lally, and the signed certification page by the court reporter, Anthony D. Lorenz included as **Page K-12**;

2. Exhibits from the August 8-9, 2012 Deposition of Steven Scott Connor that were identified during the February 26, 2014 Deposition of John Lally:

- a. Exhibit 2, included as **Exhibit K-13**;
- b. Exhibit 4, included as **Exhibit K-14**;
- c. Exhibit 17, included as **Exhibit K-15** (filed under seal);
- d. Exhibit 18, included as **Exhibit K-16** (filed under seal);
- e. Exhibit 21, included as **Exhibit K-17** (filed under seal);
- f. Exhibit 23, included as **Exhibit K-18**;
- g. Exhibit 32, included as **Exhibit K-19**;
- h. Exhibit 34, included as **Exhibit K-20**;
- i. Exhibit 35, included as **Exhibit K-21**;
- j. Exhibit 36, included as **Exhibit K-22**;
- k. Exhibit 37, included as **Exhibit K-23**;
- l. Exhibit 38, included as **Exhibit K-24**;
- m. Exhibit 39, included as **Exhibit K-25**;
- n. Exhibit 40, included as **Exhibit K-26**;
- o. Exhibit 41, included as **Exhibit K-27**;
- p. Exhibit 42, included as **Exhibit K-28**;
- q. Exhibit 54, included as **Exhibit K-29**;
- r. Exhibit 58, included as **Exhibit K-30**; and
- s. Exhibit 59, included as **Exhibit K-31**.

The attached exhibits are marked with sequential page numbers in the upper right corner in the form of [Exhibit Letter – Page Number]. For example, the first page of Exhibit K is “K-1” and so forth. Where the upper right corner of a document does not allow for such marking, page

numbers will be located along the right hand margin of the document. For briefing purposes, material within this Notice of Reliance will be identified as “OS4NOR” (an acronym for Opposers’ Supplemental Fourth Notice of Reliance). For example, a reference to the first page of Exhibit K in the trial brief would be OS4NOR K-1.

Opposers intend to rely upon and hereby make of record the attached exhibits. Certain of the attached exhibits contain information that Applicant considers confidential pursuant to the Stipulated Protective Order entered into by the parties and approved by the Board. Accordingly, Opposers are simultaneously filing and serving an unredacted copy. Redactions are based on input from Applicant, and are not necessarily considered worthy of redaction by Opposers.

Respectfully Submitted,

Dated: September 25, 2015

By: /s/ Robert N. Phillips
Robert N. Phillips
Seth B. Herring
Reed Smith LLP
101 Second Street
San Francisco, CA 94105

Attorneys for Opposer Briggs & Stratton
Corporation

Dated: September 25, 2015

By: /s/ Kenneth Nowakowski
Kenneth Nowakowski
Elizabeth Townsend Bridge
Melinda Giftos
Whyte Hirschboeck Dudek S.C.
535 East Wells Street, Suite 1900
Milwaukee, WI 53202

Attorneys for Opposer Kohler Co.

CERTIFICATE OF SERVICE

I hereby certify that a true copy of the foregoing OPPOSERS' SUPPLEMENTAL FOURTH NOTICE OF RELIANCE (Redacted – Public Version) was served via first class mail, postage prepaid, this 25th day of September, 2015 upon:

Vinita Ferrera, Esq.
John Regan, Esq.
Carrie Seares, Esq.
Sarah R. Frazier, Esq.
Shira C. Hoffman, Esq.
Wilmer Cutler Pickering Hale and Dorr LLP
60 State Street
Boston, Massachusetts 02109-1800
Phone: (617) 526-6448
Fax: (617) 526-5000

Robert N. Phillips
Seth B. Herring
Reed Smith LLP
101 Second Street
San Francisco, CA 94105
Phone: (415) 543-8700
Fax: (415) 391-8269

/s/ Peter F. Sewell _____

Peter F. Sewell

INSTRUCTIONS FOR READING/CORRECTING YOUR DEPOSITION

To assist you in making corrections to your deposition testimony, please follow the directions below. If additional pages are necessary, please furnish them and attach the pages to the back of the errata sheet.

This is the final version of your deposition transcript.

Please read it carefully. If you find any errors or changes you wish to make, insert the corrections on the errata sheet beside the page and line numbers.

If you are in possession of the original transcript, do NOT make any changes directly on the transcript.

Do NOT change any of the questions.

After completing your review, please sign the last page of the errata sheet, above the designated "Signature" line.

ERRATA SHEET

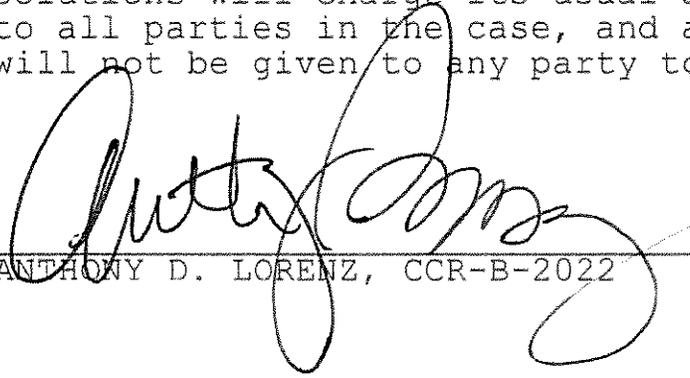
Page	Line	
<u>59</u>	<u>22</u>	Change: <u>"I" to "I'm"</u>
		Reason: <u>typographical error</u>
<u>99</u>	<u>23</u>	Change: <u>"engines" to "engine"</u>
		Reason: <u>typographical error</u>
<u>107</u>	<u>8</u>	Change: <u>"have" to "had"</u>
		Reason: <u>typographical error</u>
<u>107</u>	<u>20</u>	Change: <u>"have" to "had"</u>
		Reason: <u>typographical error</u>

1 COURT REPORTER DISCLOSURE

2 Pursuant to Article 10.B of the Rules and Regulations
3 of the Board of Court Reporting of the Judicial
4 Council of Georgia which states: "Each court reporter
5 shall tender a disclosure form at the time of the
6 taking of the deposition stating the arrangements
7 made for the reporting services of the certified
8 court reporter, by the certified court reporter, the
9 court reporter's employer or the referral source for
10 the deposition, with any party to the litigation,
11 counsel to the parties, or other entity. Such form
12 shall be attached to the deposition transcript," I
13 make the following disclosure:

14
15 I am a Georgia Certified Court Reporter. I am here as
16 a representative of Veritext Legal Solutions.
17 Veritext Legal Solutions was contacted to provide
18 court reporting services for the deposition.
19 Veritext Legal Solutions will not be taking this
20 deposition under any contract that is prohibited by
21 O.C.G.A. 9-11-28(c).

22 Veritext Legal Solutions has no contract/agreement to
23 provide reporting services with any party to the
24 case, any counsel in the case, or any reporter or
25 reporting agency from whom a referral might have been
made to cover this deposition. Veritext Legal
Solutions will charge its usual and customary rates
to all parties in the case, and a financial discount
will not be given to any party to this litigation.


21 ANTHONY D. LORENZ, CCR-B-2022

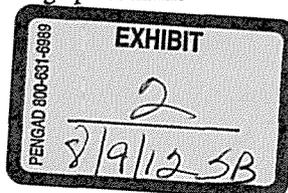
Trademark/Service Mark Application, Principal Register

Serial Number: 78924545

Filing Date: 07/07/2006

The table below presents the data as entered.

MARK SECTION	
MARK FILE NAME	\\TICRS\EXPORT4\IMAGEOUT4 \\789\245\78924545\xml1\AP P0002.JPG
STANDARD CHARACTERS	NO
USPTO-GENERATED IMAGE	NO
COLOR MARK	NO
PIXEL COUNT ACCEPTABLE	YES
PIXEL COUNT	496 x 441
OWNER SECTION	
NAME	Honda Giken Kogyo Kabushiki Kaisha (Honda Motor Co., Ltd.)
STREET	2-1-1- Minami-Aoyama
CITY	Minato-Ku
STATE	Tokyo
ZIP/POSTAL CODE	107
COUNTRY	Japan
AUTHORIZED EMAIL COMMUNICATION	No
LEGAL ENTITY SECTION	
TYPE	CORPORATION
STATE/COUNTRY OF INCORPORATION	Japan
GOODS AND/OR SERVICES SECTION	
INTERNATIONAL CLASS	007
DESCRIPTION	engines for use in construction, maintenance and power equipment
FILING BASIS	Section 1(a)
FIRST USE ANYWHERE DATE	At least as early as 10/00/1983
FIRST USE IN COMMERCE DATE	At least as early as 12/00/1984
SPECIMEN FILE NAME(S)	\\TICRS\EXPORT4\IMAGEOUT4 \\789\245\78924545\xml1\AP P0003.JPG
SPECIMEN DESCRIPTION	photograph of mark



AHPB314370

SIGNATURE SECTION	
SIGNATURE	/michael j. bevilacqua/
SIGNATORY NAME	Michael J. Bevilacqua
SIGNATORY DATE	07/07/2006
SIGNATORY POSITION	Counsel to Applicant
PAYMENT SECTION	
NUMBER OF CLASSES	1
NUMBER OF CLASSES PAID	1
SUBTOTAL AMOUNT	325
TOTAL AMOUNT	325
PAYMENT METHOD	CC
ATTORNEY	
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FIRM NAME	Wilmer Cutler Pickering Hale and Dorr LLP
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STATE	Massachusetts
ZIP/POSTAL CODE	02109
COUNTRY	United States
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FAX	617-526-5000
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AUTHORIZED EMAIL COMMUNICATION	Yes
ATTORNEY DOCKET NUMBER	103.443.241
OTHER APPOINTED ATTORNEY(S)	Barbara A. Barakat, Esquire
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FIRM NAME	Wilmer Cutler Pickering Hale and Dorr LLP
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AHPB314371

AHGX 0057181

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AUTHORIZED EMAIL COMMUNICATION	Yes
CORRESPONDENCE SECTION	
NAME	Michael J. Bevilacqua, Esquire
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STATE	Massachusetts
ZIP/POSTAL CODE	02109
COUNTRY	United States
PHONE	617-526-6448
FAX	617-526-5000
EMAIL	michael.bevilacqua@wilmerhale.com
AUTHORIZED EMAIL COMMUNICATION	Yes
FILING INFORMATION	
SUBMIT DATE	Fri Jul 07 14:45:11 EDT 2006
TEAS STAMP	USPTO/BAS-148139135-20060 707144511029349-78924545- 2005160f91f5316d8b3754265 5ebf4818-CC-1738-20060707 122904796933

PTOLEY, J. S. B. 6/2006
 UNITED STATES PATENT AND TRADEMARK OFFICE

Trademark/Service Mark Application, Principal Register

Serial Number: 78924545

Filing Date: 07/07/2006

To the Commissioner for Trademarks:

MARK: (Stylized and/or Design, see mark)

The applicant, Honda Giken Kogyo Kabushiki Kaisha (Honda Motor Co., Ltd.), a corporation of Japan, residing at 2-1-1- Minami-Aoyama, Minato-Ku, Tokyo, Japan, 107, requests registration of the trademark/service mark identified above in the United States Patent and Trademark Office on the Principal Register established by the Act of July 5, 1946 (15 U.S.C. Section 1051 et seq.), as amended.

The applicant, or the applicant's related company or licensee, is using the mark in commerce, and lists below the dates of use by the applicant, or the applicant's related company, licensee, or predecessor in interest, of the mark on or in connection with the identified goods and/or services. 15 U.S.C. Section 1051(a), as amended.

International Class 007: engines for use in construction, maintenance and power equipment

In International Class 007, the mark was first used at least as early as 10/00/1983, and first used in commerce at least as early as 12/00/1984, and is now in use in such commerce. The applicant is submitting or will submit one specimen for *each class* showing the mark as used in commerce on or in connection with any item in the class of listed goods and/or services, consisting of a(n) photograph of mark.

Specimen - 1

The applicant hereby appoints Michael J. Bevilacqua, Esquire and Barbara A. Barakat, Esquire of Wilmer Cutler Pickering Hale and Dorr LLP, 60

AHPB314372

AHGX 0057182

State Street, Boston, Massachusetts, United States, 02109 to submit this application on behalf of the applicant. The attorney docket/reference number is 103.443.241.

The applicant hereby appoints Michael J. Bevilacqua, Esquire of Wilmer Cutler Pickering Hale and Dorr LLP, 60 State Street, Boston, Massachusetts, United States (USX) 02109 as applicant's representative upon whom notice or process in the proceedings affecting the mark may be served.

The USPTO is authorized to communicate with the applicant or its representative at the following email address:
michael.bevilacqua@wilmerhale.com.

A fee payment in the amount of \$325 will be submitted with the application, representing payment for 1 class(es).

Declaration

The undersigned, being hereby warned that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. Section 1001, and that such willful false statements, and the like, may jeopardize the validity of the application or any resulting registration, declares that he/she is properly authorized to execute this application on behalf of the applicant; he/she believes the applicant to be the owner of the trademark/service mark sought to be registered, or, if the application is being filed under 15 U.S.C. Section 1051(b), he/she believes applicant to be entitled to use such mark in commerce; to the best of his/her knowledge and belief no other person, firm, corporation, or association has the right to use the mark in commerce, either in the identical form thereof or in such near resemblance thereto as to be likely, when used on or in connection with the goods/services of such other person, to cause confusion, or to cause mistake, or to deceive; and that all statements made of his/her own knowledge are true; and that all statements made on information and belief are believed to be true.

Signature: /michael j. bevilacqua/ Date: 07/07/2006

Signatory's Name: Michael J. Bevilacqua

Signatory's Position: Counsel to Applicant

Mailing Address:

Michael J. Bevilacqua, Esquire

60 State Street

Boston, Massachusetts 02109

RAM Sale Number: 1738

RAM Accounting Date: 07/07/2006

Serial Number: 78924545

Internet Transmission Date: Fri Jul 07 14:45:11 EDT 2006

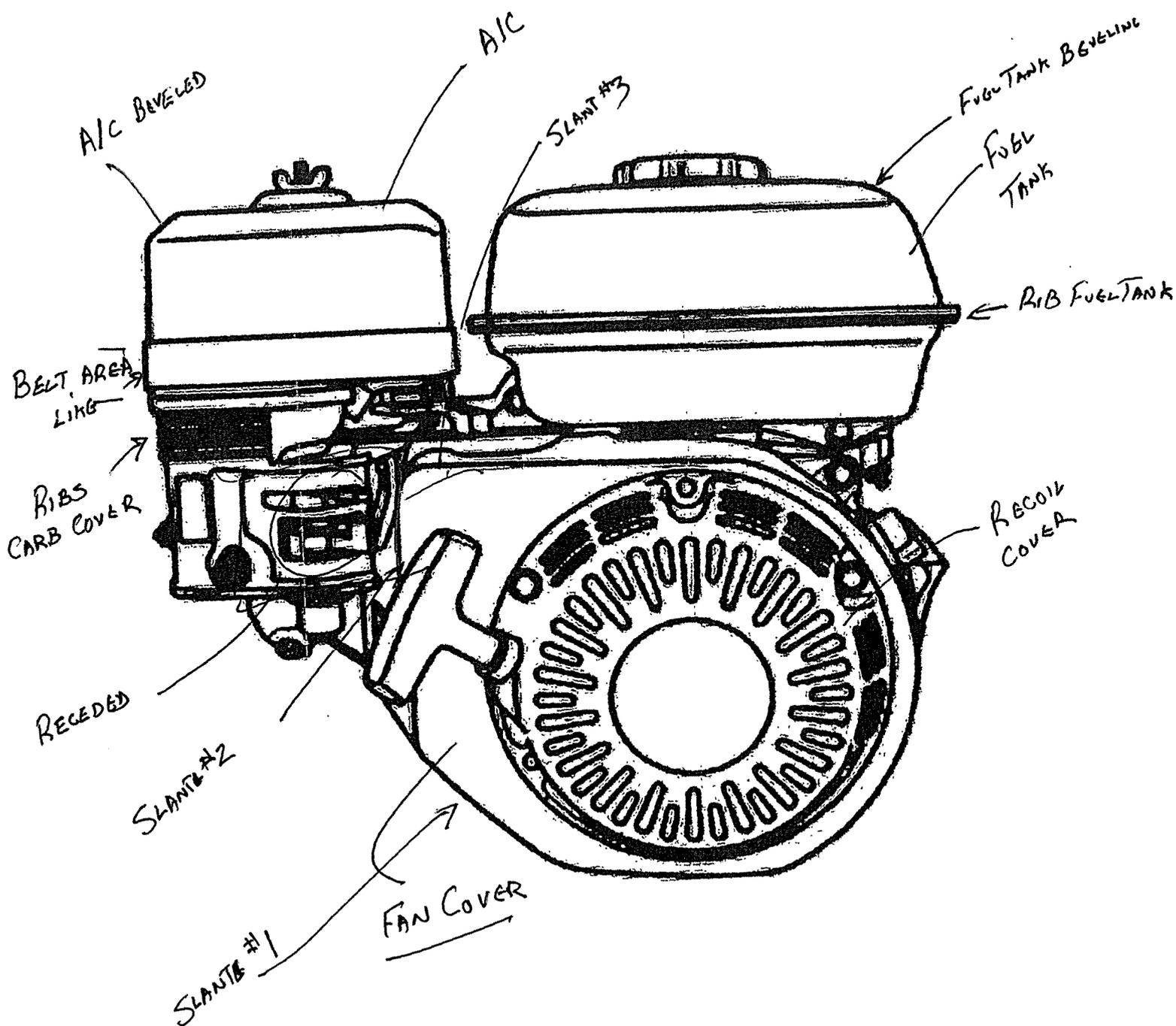
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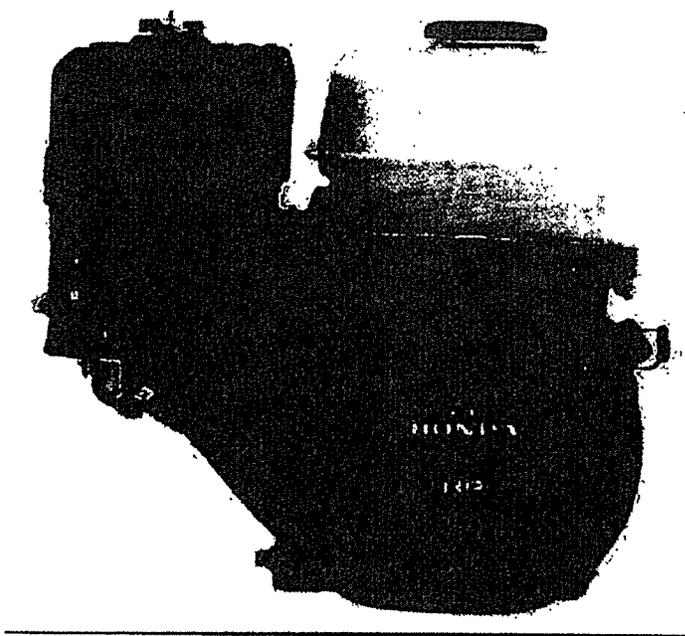
818-CC-1738-20060707122904796933

AHPB314373

AHGX 0057183



AHPB314374



AHPB314375

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

BRIGGS & STRATTON CORPORATION and
KOHLER CO.,

Opposers,

vs.

HONDA GIKEN KOGYO KABUSHIKI
KAISHA,

Applicant.

Opposition No. 91200832
(parent)

Opposition No. 91200146

Application Serial No. 78924545

**OPPOSERS BRIGGS & STRATTON CORPORATION AND KOHLER CO.'S
FIRST SET OF REQUESTS FOR ADMISSION TO APPLICANT
HONDA GIKEN KOGYO KABUSHIKI KAISHA (1-176)**



Opposers Briggs & Stratton Corporation (“Briggs”) and Kohler Co. (“Kohler”) (collectively “Opposers”) hereby requests that Applicant Honda Giken Kogyo Kabushiki Kaisha (“Honda”) admit or deny the following statements within thirty (30) days of service of these Requests pursuant to Rules 26 and 36 of the Federal Rules of Civil Procedure and Section 407 *et seq.* of the Trademark Trial and Appeal Board Manual of Procedure, and in accordance with the Definitions and Instructions listed below.

DEFINITIONS

The following definitions shall apply to the document requests that follow:

A. The terms “YOU” and “YOUR” mean Applicant Honda Giken Kogyo Kabushiki Kaisha (Honda Motor Co., Ltd.), a corporation organized under the laws of Japan, and its predecessors, successors and assigns, including any person or entity acting under its control, or on behalf, of any and all of its parents, subsidiaries, branches, entities, affiliates, departments, divisions, operating units, partners, joint ventures or related companies, and any employee, officer, director, principal, agent, sales representative or attorney who now serves, or at any relevant time served, it in such capacity.

B. The term “Briggs” refers to Opposer Briggs & Stratton Corporation and its affiliated companies.

C. The term “Kohler” refers to Opposer Kohler Co. and its affiliated companies.

D. The term “ENGINE CONFIGURATION” means the configuration of an engine design described as follows in U.S. Application Serial No. 78/924,545: “The mark consists of the configuration of an engine with an overall cubic design, with a slanted fan

cover, the fuel tank located above the fan cover on the right, and the air cleaner located to the left of the fuel tank. The air cleaner cover features a cube shape with beveled top outside edges, and a belt-like area on the lower portion of the cover encompassing the entire circumference and the top of the belt-like area is aligned with a rib of the fuel tank. The carburetor cover features four ribs along its outside edge and a recessed area where control levers are located. The fuel tank is roughly rectangular. The engine features a beveling that runs around its top circumference.”

- E. The Kawasaki FE250D-DS09 is shown in Exhibit A.
- F. The Predator (212cc) OHV Horizontal Shaft Gas Engine is shown in Exhibit B.
- G. The Champion Model 61301 engine is shown in Exhibit C.
- H. The Champion Model 61151 engine is shown in Exhibit D.
- I. The Champion Model 66504 engine is shown in Exhibit E.
- J. The Champion Model 64001 engine is shown in Exhibit F.
- K. The Subaru Robin SP170 engine is shown in Exhibit G.
- L. The Subaru Robin SP210 engine is shown in Exhibit H.
- M. The Subaru Robin EX13 engine is shown in Exhibit I.
- N. The Subaru Robin EX17 engine is shown in Exhibit J.
- O. The Subaru Robin EX21 engine is shown in Exhibit K.
- P. The Subaru Robin EX27 engine is shown in Exhibit L.
- Q. The Subaru Robin EX35 engine is shown in Exhibit M.
- R. The Subaru Robin EX40 engine is shown in Exhibit N.
- S. The Kohler Command Pro CH270 engine is shown in Exhibit O.

- T. The Kohler Command Pro CH395 engine is shown in Exhibit P.
- U. The Kohler Command Pro CH440 engine is shown in Exhibit Q.
- V. The Tecumseh 5.5 HP engine is shown in Exhibit R.
- W. The Loncin Dewalt 270-R engine is shown in Exhibit S.
- X. The Loncin Dewalt 389-R engine is shown in Exhibit T.
- Y. The Lifan 6.5 HP engine is shown in Exhibit U.
- Z. The LCT CMXX 208 engine is shown in Exhibit V.
- AA. The LCT CMXX 291 engine is shown in Exhibit W.
- BB. The LCT CMXX 414 engine is shown in Exhibit X.
- CC. The LCT MAXX 208 engine is shown in Exhibit Y.
- DD. The LCT MAXX 291 engine is shown in Exhibit Z.
- EE. The LCT MAXX 414 engine is shown in Exhibit AA.
- FF. The Jiangdong Engine JF 168 and 200 are shown in Exhibit BB.
- GG. The Briggs & Stratton Vanguard 6.5 HP Single Cyninder engine is shown in Exhibit CC.
- HH. The Briggs & Stratton IntekPro 206 engine is shown in Exhibit DD.
- II. The Briggs & Stratton IntekPro 305 engine is shown in Exhibit EE.
- JJ. “Referring,” “relating”, and “regarding” include the following: pertaining to, making reference to, concerning, comprising, evidencing, alluding to, responding to, connected with, commenting on, with respect to, about, regarding, resulting from, embodying, explaining, supporting, discussing, showing, describing, reflecting, analyzing, constituting, setting forth, in respect of or having any logical or factual connection with the subject matter in question.

KK. The terms “person” and “persons” include natural persons and entities such as any individual or firm, association, organization, joint venture, trust, partnership, corporation, or other collective organization or entity.

LL. The singular includes the plural number and vice versa, any use of gender includes both genders and a verb tense includes all other verb tenses where the clear meaning is not distorted by addition of another tense or tenses.

MM. Whenever the conjunctive is used, it shall also be taken in the disjunctive, and vice versa.

INSTRUCTIONS

1. For each Request that YOU do not admit, YOUR answer shall specifically deny the matter or state in detail why YOU cannot truthfully admit or deny the matter.

2. YOU are required under Federal Rule of Civil Procedure 36(a)(4) to make a reasonable inquiry to obtain information known or reasonably obtainable by YOU sufficient to permit a fair and informed response to each Request.

3. If YOU object to any Request or portion thereof, state the grounds for YOUR objection in detail and answer all portions of the Request to which YOUR objection does not apply.

4. If in answering any Request, YOU claim ambiguity in either the Request, any applicable Definition, or any applicable Instruction, identify in YOUR response the language YOU consider ambiguous and state the interpretation YOU are using in responding.

5. When answering these Requests, YOU are requested to furnish all information available to YOU, or anyone acting on YOUR behalf. If YOU are unable to answer any of these Requests fully or completely after exercising due diligence to secure the requested information, or if YOU assert that such information is privileged, state this

fact, describe the nature of the efforts made to secure such information and the nature and basis for any privilege asserted, and answer each Request to the fullest extent possible, describing the nature of any information withheld.

6. These Requests shall be deemed continuing, requiring YOU to serve supplemental responses promptly in accordance with Federal Rule of Civil Procedure 26(e).

7. Unless otherwise stated, the geographic scope of each of the following Requests is limited to the United States of America.

REQUESTS FOR ADMISSION

REQUEST FOR ADMISSION NO. 1:

Admit that YOU have knowledge of use in commerce of at least one third party horizontal shaft gas engine with a cubic design.

REQUEST FOR ADMISSION NO. 2:

Admit that YOU have not asserted trade dress rights in the ENGINE CONFIGURATION against at least one third party commercial horizontal shaft gas engine with a cubic design.

REQUEST FOR ADMISSION NO. 3:

Admit that YOU have entered into at least one settlement agreement in which you agreed to not interfere with or object to a commercial horizontal shaft gas engine with a cubic design.

REQUEST FOR ADMISSION NO. 4:

Admit that YOU have knowledge of use in commerce of at least one third party commercial horizontal shaft gas engine with a slanted fan cover.

REQUEST FOR ADMISSION NO. 5:

Admit that YOU have not asserted trade dress rights in the ENGINE CONFIGURATION against at least one third party commercial horizontal gas shaft engine with a slanted fan cover.

REQUEST FOR ADMISSION NO. 6:

Admit that YOU have entered into at least one settlement agreement in which you agreed to not interfere with or object to a commercial horizontal gas shaft engine with a slanted fan cover.

REQUEST FOR ADMISSION NO. 7:

Admit that YOU have knowledge of use in commerce of at least one third party commercial horizontal gas shaft engine with the fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 8:

Admit that YOU have not asserted trade dress rights in the ENGINE CONFIGURATION against at least one third party commercial horizontal gas shaft engine with the fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 9:

Admit that YOU have entered into at least one settlement agreement in which you agreed to not interfere with or object to a commercial horizontal gas shaft engine with a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 10:

Admit that YOU have knowledge of use in commerce of at least one third party commercial horizontal gas shaft engine with the air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 11:

Admit that YOU have not asserted trade dress rights in the ENGINE CONFIGURATION against at least one third party commercial horizontal gas shaft engine with the air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 12:

Admit that YOU have entered into at least one settlement agreement in which you agreed to not interfere with or object to a commercial horizontal gas shaft engine with an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 13:

Admit that YOU have knowledge of use in commerce of the Kawasaki Horizontal 8 HP OHV engine, Model FE250-DS09.

REQUEST FOR ADMISSION NO. 14:

Admit that the Kawasaki Horizontal 8 HP OHV engine, Model FE250-DS09, has a slanted fan cover.

REQUEST FOR ADMISSION NO. 15:

Admit that the Kawasaki Horizontal 8 HP OHV engine, Model FE250-DS09, has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 16:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Kawasaki Horizontal 8 HP OHV engine, Model FE250-DS09.

REQUEST FOR ADMISSION NO. 17:

Admit that YOU have knowledge of use in commerce of the Predator (212 cc) OHV Horizontal Shaft Gas Engine.

REQUEST FOR ADMISSION NO. 18:

Admit that the Predator (212 cc) OHV Horizontal Shaft Gas Engine has a cubic design.

REQUEST FOR ADMISSION NO. 19:

Admit that the Predator (212 cc) OHV Horizontal Shaft Gas Engine has a slanted fan cover.

REQUEST FOR ADMISSION NO. 20:

Admit that the Predator (212 cc) OHV Horizontal Shaft Gas Engine has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 21:

Admit that the Predator (212 cc) OHV Horizontal Shaft Gas Engine has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 22:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Predator (212 cc) OHV Horizontal Shaft Gas Engine.

REQUEST FOR ADMISSION NO. 23:

Admit that YOU have knowledge of use in commerce of the Champion OHV Horizontal Replacement Engine Model 61301.

REQUEST FOR ADMISSION NO. 24:

Admit that the Champion OHV Horizontal Replacement Engine Model 61301 has a cubic design.

REQUEST FOR ADMISSION NO. 25:

Admit that the Champion OHV Horizontal Replacement Engine Model 61301 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 26:

Admit that the Champion OHV Horizontal Replacement Engine Model 61301 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 27:

Admit that the Champion OHV Horizontal Replacement Engine Model 61301 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 28:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Champion OHV Horizontal Replacement Engine Model 61301.

REQUEST FOR ADMISSION NO. 29:

Admit that YOU have knowledge of use in commerce of the Champion OHV Horizontal Replacement Engine Model 61151.

REQUEST FOR ADMISSION NO. 30:

Admit that the Champion OHV Horizontal Replacement Engine Model 61151 has a cubic design.

REQUEST FOR ADMISSION NO. 31:

Admit that the Champion OHV Horizontal Replacement Engine Model 61151 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 32:

Admit that the Champion OHV Horizontal Replacement Engine Model 61151 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 33:

Admit that the Champion OHV Horizontal Replacement Engine Model 61151 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 34:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Champion OHV Horizontal Replacement Engine Model 61151.

REQUEST FOR ADMISSION NO. 35:

Admit that YOU have knowledge of use in commerce of the Champion OHV Horizontal Replacement Engine Model 66504.

REQUEST FOR ADMISSION NO. 36:

Admit that the Champion OHV Horizontal Replacement Engine Model 66504 has a cubic design.

REQUEST FOR ADMISSION NO. 37:

Admit that the Champion OHV Horizontal Replacement Engine Model 66504 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 38:

Admit that the Champion OHV Horizontal Replacement Engine Model 66504 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 39:

Admit that the Champion OHV Horizontal Replacement Engine Model 66504 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 40:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Champion OHV Horizontal Replacement Engine Model 66504.

REQUEST FOR ADMISSION NO. 41:

Admit that YOU have knowledge of use in commerce of the Champion OHV Horizontal Replacement Engine Model 64001.

REQUEST FOR ADMISSION NO. 42:

Admit that the Champion OHV Horizontal Replacement Engine Model 64001 has a cubic design.

REQUEST FOR ADMISSION NO. 43:

Admit that the Champion OHV Horizontal Replacement Engine Model 64001 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 44:

Admit that the Champion OHV Horizontal Replacement Engine Model 64001 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 45:

Admit that the Champion OHV Horizontal Replacement Engine Model 64001 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 46:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Champion OHV Horizontal Replacement Engine Model 64001.

REQUEST FOR ADMISSION NO. 47:

Admit that YOU have knowledge of use in commerce of the Subaru Robin SP170.

REQUEST FOR ADMISSION NO. 48:

Admit that the Subaru Robin SP170 has a cubic design.

REQUEST FOR ADMISSION NO. 49:

Admit that the Subaru Robin SP170 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 50:

Admit that the Subaru Robin SP170 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 51:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin SP170.

REQUEST FOR ADMISSION NO. 52:

Admit that YOU have knowledge of use in commerce of the Subaru Robin SP210.

REQUEST FOR ADMISSION NO. 53:

Admit that the Subaru Robin SP210 has a cubic design.

REQUEST FOR ADMISSION NO. 54:

Admit that the Subaru Robin SP210 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 55:

Admit that the Subaru Robin SP210 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 56:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin SP210.

REQUEST FOR ADMISSION NO. 57:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX13.

REQUEST FOR ADMISSION NO. 58:

Admit that the Subaru Robin EX13 has a cubic design.

REQUEST FOR ADMISSION NO. 59:

Admit that the Subaru Robin EX13 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 60:

Admit that the Subaru Robin EX13 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 61:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX13.

REQUEST FOR ADMISSION NO. 62:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX17.

REQUEST FOR ADMISSION NO. 63:

Admit that the Subaru Robin EX17 has a cubic design.

REQUEST FOR ADMISSION NO. 64:

Admit that the Subaru Robin EX17 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 65:

Admit that the Subaru Robin EX17 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 66:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX17.

REQUEST FOR ADMISSION NO. 67:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX21.

REQUEST FOR ADMISSION NO. 68:

Admit that the Subaru Robin EX21 has a cubic design.

REQUEST FOR ADMISSION NO. 69:

Admit that the Subaru Robin EX21 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 70:

Admit that the Subaru Robin EX21 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 71:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX21.

REQUEST FOR ADMISSION NO. 72:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX27.

REQUEST FOR ADMISSION NO. 73:

Admit that the Subaru Robin EX27 has a cubic design.

REQUEST FOR ADMISSION NO. 74:

Admit that the Subaru Robin EX27 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 75:

Admit that the Subaru Robin EX27 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 76:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX27.

REQUEST FOR ADMISSION NO. 77:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX35.

REQUEST FOR ADMISSION NO. 78:

Admit that the Subaru Robin EX35 has a cubic design.

REQUEST FOR ADMISSION NO. 79:

Admit that the Subaru Robin EX35 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 80:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX35.

REQUEST FOR ADMISSION NO. 81:

Admit that YOU have knowledge of use in commerce of the Subaru Robin EX40.

REQUEST FOR ADMISSION NO. 82:

Admit that the Subaru Robin EX40 has a cubic design.

REQUEST FOR ADMISSION NO. 83:

Admit that the Subaru Robin EX40 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 84:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Subaru Robin EX40.

REQUEST FOR ADMISSION NO. 85:

Admit that YOU have knowledge of use in commerce of the Kohler Command Pro CH270.

REQUEST FOR ADMISSION NO. 86:

Admit that the Kohler Command Pro CH270 has a cubic design.

REQUEST FOR ADMISSION NO. 87:

Admit that the Kohler Command Pro CH270 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 88:

Admit that the Kohler Command Pro CH270 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 89:

Admit that the Kohler Command Pro CH270 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 90:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Kohler Command Pro CH270.

REQUEST FOR ADMISSION NO. 91:

Admit that YOU have knowledge of use in commerce of the Kohler Command Pro CH395.

REQUEST FOR ADMISSION NO. 92:

Admit that the Kohler Command Pro CH395 has a cubic design.

REQUEST FOR ADMISSION NO. 93:

Admit that the Kohler Command Pro CH395 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 94:

Admit that the Kohler Command Pro CH395 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 95:

Admit that the Kohler Command Pro CH395 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 96:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Kohler Command Pro CH395.

REQUEST FOR ADMISSION NO. 97:

Admit that YOU have knowledge of use in commerce of the Kohler Command Pro CH440.

REQUEST FOR ADMISSION NO. 98:

Admit that the Kohler Command Pro CH440 has a cubic design.

REQUEST FOR ADMISSION NO. 99:

Admit that the Kohler Command Pro CH440 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 100:

Admit that the Kohler Command Pro CH440 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 101:

Admit that the Kohler Command Pro CH440 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 102:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Kohler Command Pro CH440.

REQUEST FOR ADMISSION NO. 103:

Admit that YOU have knowledge of use in commerce of the Tecumseh 5.5 HP engine.

REQUEST FOR ADMISSION NO. 104:

Admit that the Tecumseh 5.5 HP engine has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 105:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Tecumseh 5.5 HP engine.

REQUEST FOR ADMISSION NO. 106:

Admit that YOU have knowledge of use in commerce of the Loncin Dewalt 389-R.

REQUEST FOR ADMISSION NO. 107:

Admit that the Loncin Dewalt 389-R has a cubic design.

REQUEST FOR ADMISSION NO. 108:

Admit that the Loncin Dewalt 389-R has a slanted fan cover.

REQUEST FOR ADMISSION NO. 109:

Admit that the Loncin Dewalt 389-R has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 110:

Admit that the Loncin Dewalt 389-R has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 111:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Loncin Dewalt 389-R.

REQUEST FOR ADMISSION NO. 112:

Admit that YOU have knowledge of use in commerce of the Loncin Dewalt 270-R.

REQUEST FOR ADMISSION NO. 113:

Admit that the Loncin Dewalt 270-R has a cubic design.

REQUEST FOR ADMISSION NO. 114:

Admit that the Loncin Dewalt 270-R has a slanted fan cover.

REQUEST FOR ADMISSION NO. 115:

Admit that the Loncin Dewalt 270-R has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 116:

Admit that the Loncin Dewalt 270-R has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 117:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Loncin Dewalt 270-R.

REQUEST FOR ADMISSION NO. 118:

Admit that YOU have knowledge of use in commerce of the Lifan Pro Series Engines 6.5 HP.

REQUEST FOR ADMISSION NO. 119:

Admit that the Lifan Pro Series Engines 6.5 HP has a cubic design.

REQUEST FOR ADMISSION NO. 120:

Admit that the Lifan Pro Series Engines 6.5 HP has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 121:

Admit that the Lifan Pro Series Engines 6.5 HP has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 122:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Lifan Pro Series Engines 6.5 HP.

REQUEST FOR ADMISSION NO. 123:

Admit that YOU have knowledge of use in commerce of the LCT Engine CMXX 208.

REQUEST FOR ADMISSION NO. 124:

Admit that the LCT Engine CMXX 208 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 125:

Admit that the LCT Engine CMXX 208 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 126:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine CMXX 208.

REQUEST FOR ADMISSION NO. 127:

Admit that YOU have knowledge of use in commerce of the LCT Engine CMXX 291.

REQUEST FOR ADMISSION NO. 128:

Admit that the LCT Engine CMXX 291 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 129:

Admit that the LCT Engine CMXX 291 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 130:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine CMXX 291.

REQUEST FOR ADMISSION NO. 131:

Admit that YOU have knowledge of use in commerce of the LCT Engine CMXX 414.

REQUEST FOR ADMISSION NO. 132:

Admit that the LCT Engine CMXX 414 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 133:

Admit that the LCT Engine CMXX 414 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 134:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine CMXX 414.

REQUEST FOR ADMISSION NO. 135:

Admit that YOU have knowledge of use in commerce of the LCT Engine MAXX 208.

REQUEST FOR ADMISSION NO. 136:

Admit that the LCT Engine MAXX 208 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 137:

Admit that the LCT Engine MAXX 208 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 138:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine MAXX 208.

REQUEST FOR ADMISSION NO. 139:

Admit that YOU have knowledge of use in commerce of the LCT Engine MAXX 291.

REQUEST FOR ADMISSION NO. 140:

Admit that the LCT Engine MAXX 291 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 141:

Admit that the LCT Engine MAXX 291 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 142:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine MAXX 291.

REQUEST FOR ADMISSION NO. 143:

Admit that YOU have knowledge of use in commerce of the LCT Engine MAXX 414.

REQUEST FOR ADMISSION NO. 144:

Admit that the LCT Engine MAXX 414 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 145:

Admit that the LCT Engine MAXX 414 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 146:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the LCT Engine MAXX 414.

REQUEST FOR ADMISSION NO. 147:

Admit that YOU have knowledge of use in commerce of the Jiangdong Engine JF 168.

REQUEST FOR ADMISSION NO. 148:

Admit that the Jiangdong Engine JF 168 has a cubic design.

REQUEST FOR ADMISSION NO. 149:

Admit that the Jiangdong Engine JF 168 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 150:

Admit that the Jiangdong Engine JF 168 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 151:

Admit that the Jiangdong Engine JF 168 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 152:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Jiangdong Engine JF 168.

REQUEST FOR ADMISSION NO. 153:

Admit that YOU have knowledge of use in commerce of the Jiangdong Engine JF 200.

REQUEST FOR ADMISSION NO. 154:

Admit that the Jiangdong Engine JF 200 has a cubic design.

REQUEST FOR ADMISSION NO. 155:

Admit that the Jiangdong Engine JF 200 has a slanted fan cover.

REQUEST FOR ADMISSION NO. 156:

Admit that the Jiangdong Engine JF 200 has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 157:

Admit that the Jiangdong Engine JF 200 has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 158:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Jiangdong Engine JF 200.

REQUEST FOR ADMISSION NO. 159:

Admit that YOU have knowledge of use in commerce of the Briggs & Stratton Vanguard 6.5 HP Single Cylinder engine.

REQUEST FOR ADMISSION NO. 160:

Admit that the Briggs & Stratton Vanguard 5.5 HP Single Cylinder engine has a cubic design.

REQUEST FOR ADMISSION NO. 161:

Admit that the Briggs & Stratton Vanguard 5.5 HP Single Cylinder engine has a slanted fan cover.

REQUEST FOR ADMISSION NO. 162:

Admit that the Briggs & Stratton Vanguard 5.5 HP Single Cylinder engine has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 163:

Admit that the Briggs & Stratton Vanguard 5.5 HP Single Cylinder engine has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 164:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Briggs & Stratton Vanguard 5.5 HP Single Cylinder engine.

REQUEST FOR ADMISSION NO. 165:

Admit that YOU have knowledge of use in commerce of the Briggs & Stratton IntekPro 206 engine.

REQUEST FOR ADMISSION NO. 166:

Admit that the Briggs & Stratton IntekPro 206 engine has a cubic design.

REQUEST FOR ADMISSION NO. 167:

Admit that the Briggs & Stratton IntekPro 206 engine has a slanted fan cover.

REQUEST FOR ADMISSION NO. 168:

Admit that the Briggs & Stratton IntekPro 206 engine has a fuel tank located above the fan cover on the right.

REQUEST FOR ADMISSION NO. 169:

Admit that the Briggs & Stratton IntekPro 206 engine has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 170:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Briggs & Stratton IntekPro 206 engine.

REQUEST FOR ADMISSION NO. 171:

Admit that YOU have knowledge of use in commerce of the Briggs & Stratton IntekPro 305 engine.

REQUEST FOR ADMISSION NO. 172:

Admit that the Briggs & Stratton IntekPro 305 engine has a cubic design.

REQUEST FOR ADMISSION NO. 173:

Admit that the Briggs & Stratton IntekPro 305 engine has a slanted fan cover.

REQUEST FOR ADMISSION NO. 174:

Admit that the Briggs & Stratton IntekPro 305 engine has a fuel tank located above the fan cover on the right.

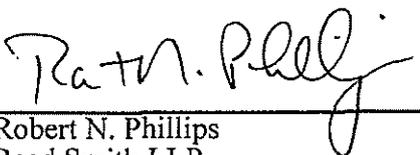
REQUEST FOR ADMISSION NO. 175:

Admit that the Briggs & Stratton IntekPro 305 engine has an air cleaner located to the left of the fuel tank.

REQUEST FOR ADMISSION NO. 176:

Admit that YOU have never asserted trade dress rights in the ENGINE CONFIGURATION against the Briggs & Stratton IntekPro 305 engine.

April 5, 2012

By: 
Robert N. Phillips
Reed Smith LLP

Seth B. Herring
Reed Smith LLP

Nina Habib Borders
Reed Smith LLP

Attorneys for Opposer
BRIGGS & STRATTON
CORPORATION

US_ACTIVE-108924152.1

CERTIFICATE OF SERVICE

In accordance with Rule 2.105(a) of the Trademark Rules of Practice, as amended, it is hereby certified that a true copy of the foregoing OPPOSERS' FIRST SET OF REQUESTS FOR ADMISSION was served on the following counsel of record for Applicant, by depositing same in the U.S. mail, first class postage prepaid, this 5th day of April, 2012:

Michael J. Bevilacqua, Esq.
Wilmer Cutler Pickering Hale and Dorr LLP
60 State Street
Boston, MA 02109-1800
Phone: (617) 526-6448
Fax: (617) 526-5000

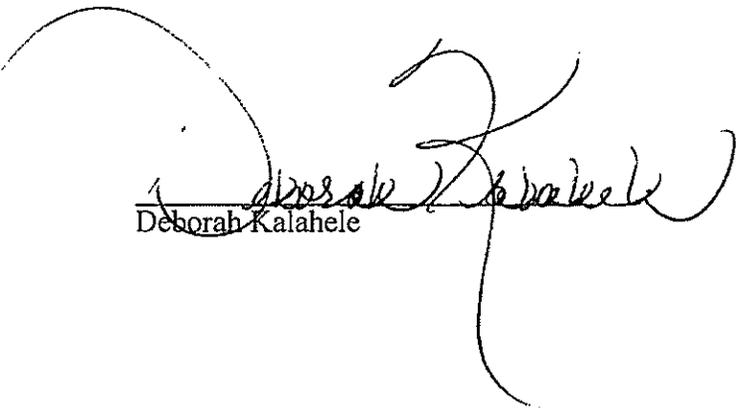

Deborah Kalahale

EXHIBIT A



EXHIBIT B



EXHIBIT C



EXHIBIT D



EXHIBIT E



EXHIBIT F



EXHIBIT G



EXHIBIT H



EXHIBIT I



EXHIBIT J

K-14-50



EXHIBIT K



EXHIBIT L



EXHIBIT M



EXHIBIT N



EXHIBIT O

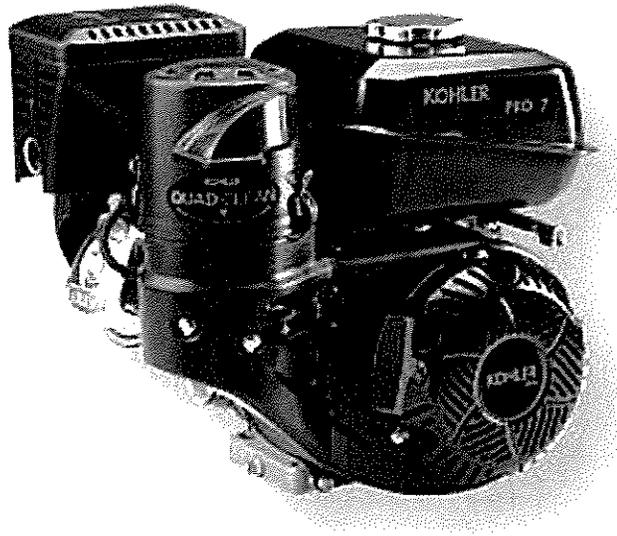


EXHIBIT P

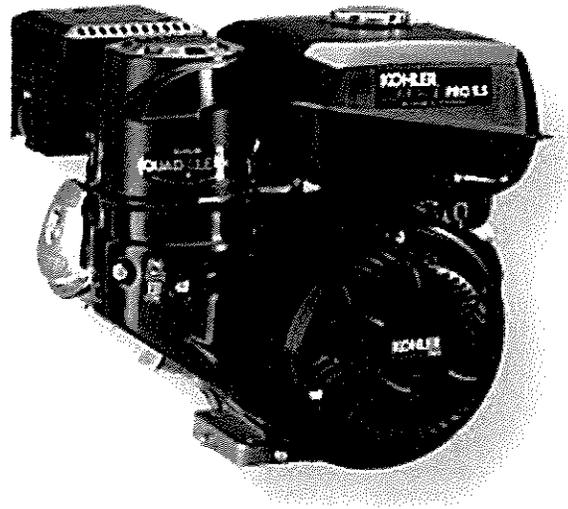


EXHIBIT Q



EXHIBIT R



EXHIBIT S



EXHIBIT T



EXHIBIT U



PRO SERIES PUMP PRO

3" Trash Water Pump
* shown with optional wheel kit

powered by **LIFAN**

EXHIBIT V



EXHIBIT W



EXHIBIT X



EXHIBIT Y



EXHIBIT Z



EXHIBIT AA



EXHIBIT BB



EXHIBIT CC



EXHIBIT DD



EXHIBIT EE



PAGES K-15-1 to K-15-71

CONFIDENTIAL

ATTORNEYS' EYES ONLY

EXHIBIT

FILED UNDER SEAL

PAGES K-16-1 to K-16-48

CONFIDENTIAL

ATTORNEYS' EYES ONLY

EXHIBIT

FILED UNDER SEAL

PAGES K-17-1 to K-17-5

CONFIDENTIAL

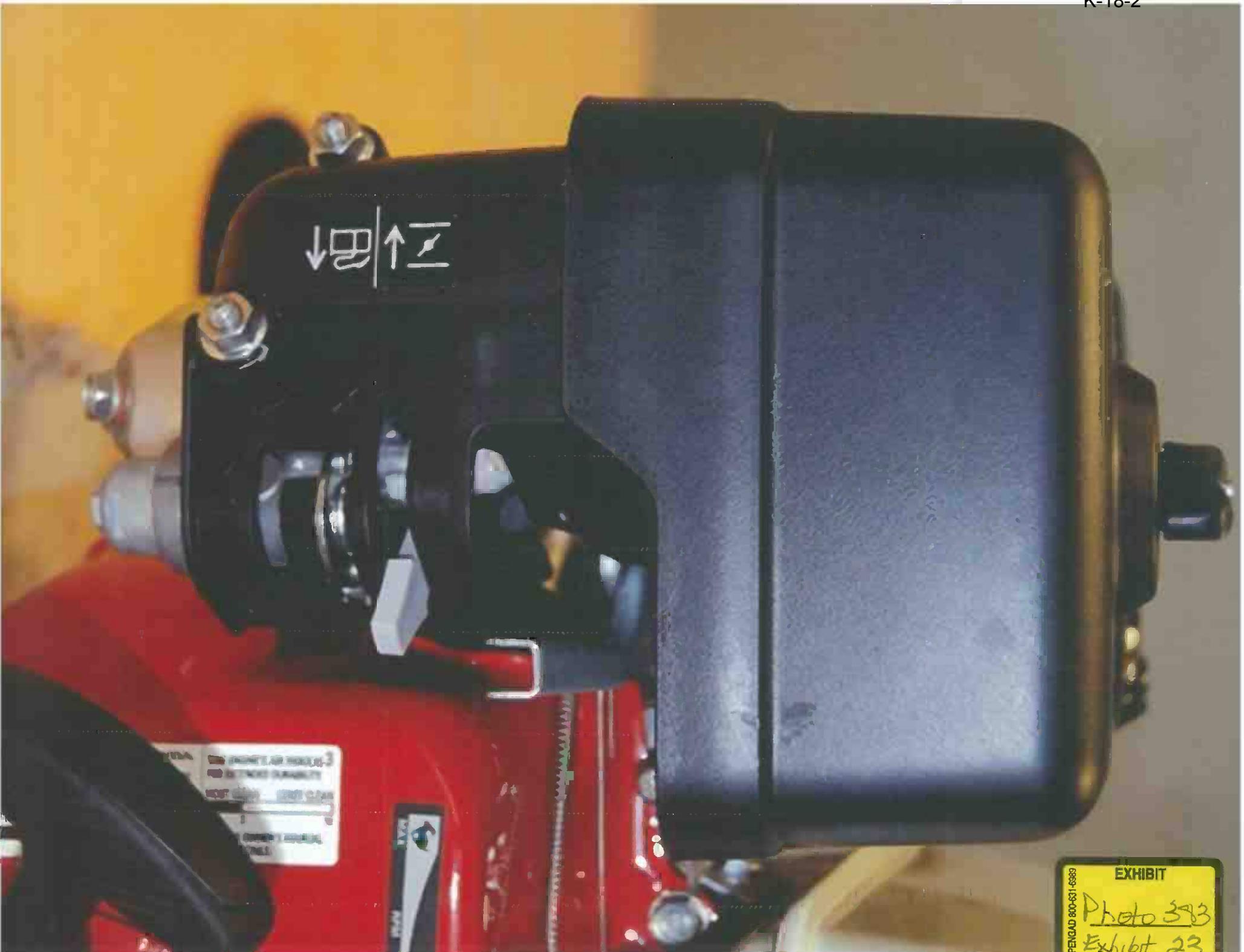
ATTORNEYS' EYES ONLY

EXHIBIT

FILED UNDER SEAL



PENGAD 800-651-6989
EXHIBIT
Photo 381
Exhibit 23



↓ □ ↗ ↑

EPA ENGINE AIR FILTER
EXTENDED DURABILITY
ELECTRIC START
ELECTRIC BRAKE



EXHIBIT
Photo 383
Exhibit 23

PENGAD 800-631-6388
EXHIBIT
23

PENGAD 800-631-6388
EXHIBIT
Photo 375
Exhibit 23



EXHIBIT
Photo 390
indicating slant
PENGAD 800-831-8989



PENGAD 800-631-6389
EXHIBIT
Photo 391
indicating slant



EXHIBIT
Photo 392
indicating slant

PEN03AD 800-831-6889

Perhaps we should feel flattered,
 sharing the same fate
 as other famous works of art.



Forgeries, each and every one of them.

Given Honda's outstanding reputation for reliability, it's not surprising; unscrupulous imitators have targeted our engines, hoping to capitalize off the trust and goodwill of the Honda name. Don't let the overall shape and surface cosmetics, such as red engine covers and white fuel tanks mislead you. If there is not a Genuine Honda Engine Logo on the engine, it is not a Honda Engine. And equally important, not protected by Honda's Warranty Policy or our servicing networks.

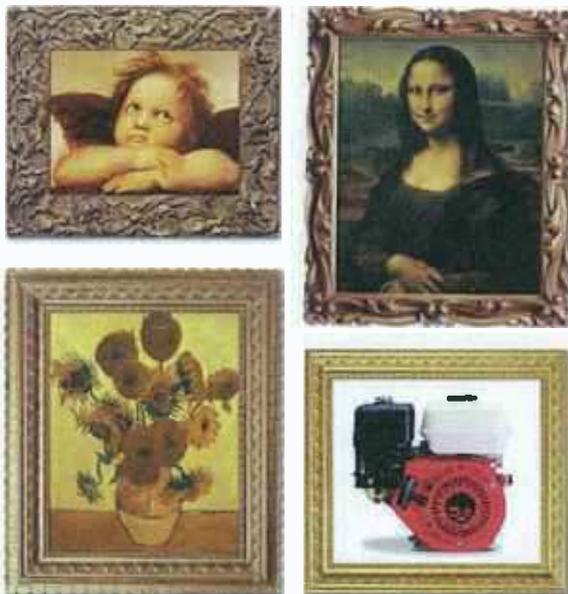


H07075 Honda Counterfeit ad		FINAL TRIM SIZE: 8.125" x 10.875"	4 Colour
Order # (EP+Shop): H07075 Job Name: Counterfeit Campaign Client: HONDA Description: print ad Mac Artist(s): JP Slug Info Verified by (NA): Date:	Safety/Any Area: 7" x 10" Head Size: -- Folded Size: -- Built to Photo of: -- (Built size): 8.125" x 10.875" Date:	# of Sheets: 1 # of Colours: 4 Date Started: Mar 22/05 Last Rev. Date: Mar 22/05 Machine: JP	EPI Line / Film Specs: Mark/City: Publication: Insertion Date: Shipping Date: Ad #: Line Screen: Checked by:
A/E: Check Point: If this job is ready to ship, please verify the following information:			
<input type="checkbox"/> Approved Site <input type="checkbox"/> Approved # of Colours <input type="checkbox"/> Approved Copy <input type="checkbox"/> Approved Block-up <input type="checkbox"/> Approved Logo <input type="checkbox"/> Approved Decal # <input type="checkbox"/> Approved Legal / Tag Lines <input type="checkbox"/> Material is for content only. Colour laser not accurate for colour proofing.			
All Approval: _____ Date: _____			
LASER OUTPUT MAY HAVE BEEN PROVIDED TO SET THIS PAPER SIZE			
ECHO ADVERTISING + MARKETING • 115 GEORGE STREET, TORONTO • TEL: 416.367.1115			Pantone <input type="checkbox"/> # <input type="checkbox"/> # <input type="checkbox"/> #



MATERIAL IS FOR CONTENT ONLY. COLOUR LASER NOT ACCURATE FOR COLOUR PROOFING.

Peut-être devrions-nous nous sentir
flattés de partager le destin
d'autres oeuvres d'art célèbres.



Chacune d'elles est bel et bien un faux.

Étant donné l'excellente réputation de Honda au niveau de la fiabilité, ce n'est pas surprenant; des copieurs sans scrupules ont ciblé nos moteurs, pour tirer profit de la confiance et de la cote d'estime associée au nom Honda. Ne vous laissez pas tromper par les apparences. Seul un moteur Honda peut porter un logo Honda et être couvert par une garantie Honda.

HONDA
MOTEURS
honda.ca

HO7075 Honda Counterfeit ad - FR			FINAL TRIM SIZE: 8.125" x 10.875"	4 Colour
DocId: 1 (BPI-Shop) HO7075	Bldg/Ltr Area: 7" x 10"	# of Sticks: 1	EPI Line / Film Speed:	<input type="checkbox"/> C <input type="checkbox"/> M
Job Name: Counterfeit Campaign	Sheet Size: --	# of Colours: 4	Market/City:	<input type="checkbox"/> Y <input type="checkbox"/> K
Client: HONDA	Folded Size: --	Date Started: Mar 2006	Publication:	Partone
Description: print ad	Bull to Ratio of: --	Last Rev. Date: Mar 2006	Inscription Date:	<input type="checkbox"/> # <input type="checkbox"/> #
Site Article(s): JP	(Bull size): 8.125" x 10.875"	Machine: JP	Shipping Date:	<input type="checkbox"/> # <input type="checkbox"/> #
Shop info verified by (SIA):	Date:		Ad #:	
A/E: China Post: <input type="checkbox"/> If this job is ready to ship, please verify the following information			Line Screen:	
<input type="checkbox"/> Approved Size	<input type="checkbox"/> Approved # of Colours	<input type="checkbox"/> Approved Copy	Checked by:	
<input type="checkbox"/> Approved Logos	<input type="checkbox"/> Approved Document	<input type="checkbox"/> Approved Legal / Tag Lines		
<input type="checkbox"/> Material is for content only. Colour laser not accurate for colour proofing				
A/E Approval:	Date:			

ECHO ADVERTISING + MARKETING • 115 GEORGE STREET, TORONTO • TEL: 416-367-1115

MATERIAL IS FOR CONTENT ONLY. COLOUR LASER NOT ACCURATE FOR COLOUR PROOFING.

POWERED by **HONDA**

**Genuine
Honda**



There are lots of power equipment engines to choose from. But nothing makes an impression like the legendary reliability of Honda.

Powered by Honda means a heritage. A DNA of performance, from Formula One racing to motorcycles. It's a name that spells quality to customers.

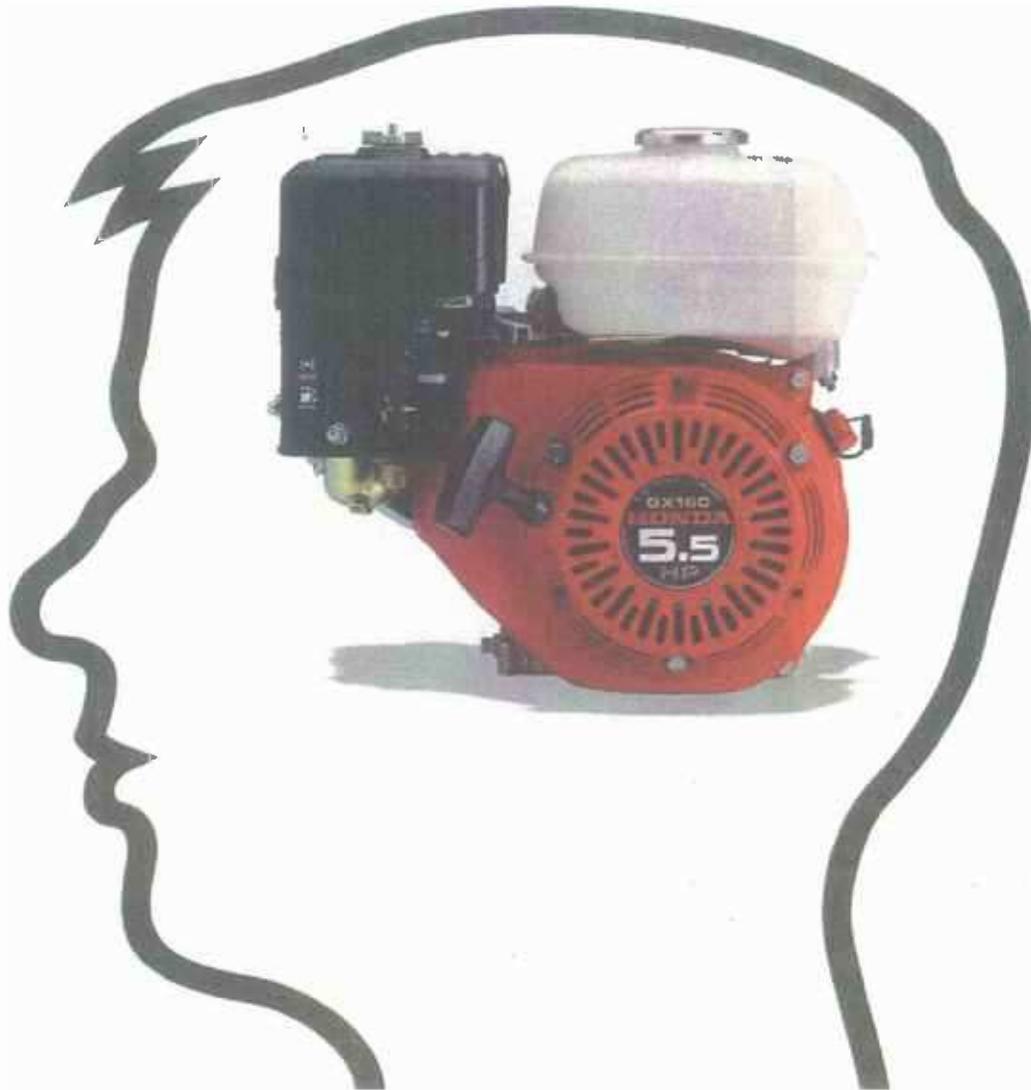
Your equipment is part of your reputation. When you choose genuine Honda, you're making a long lasting, positive mark.

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It's the first thing a good foreman thinks of.

You've got more than enough to think about on the job without worrying about choosing an engine.

Luckily, there's Honda.

For years, the Honda Overhead Valve general purpose engine has been an industry standard for reliability and durability. To thousands of people, on thousands of construction sites.

Honda engines start easily, so you

get to work quickly. They're also fuel efficient. In fact, our legendary OHV design is so efficient that we only

had to make minor modifications to meet the current California and EPA emissions standards.

So if you're in the market for an engine that'll get the job done, there's really not much to think about.

Just make sure you get a Honda.



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ENGINES
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For information circle 42



AHPB 283922

AHGXC001548



100% LEAN

We are the first to globally and universally adopt the SAE J1349 net horsepower standard for our entire line of engines.

By measuring horsepower with the manufacturer's production muffler and cleaner in place, SAE J1349 provides our customers with lean and accurate representation of the operating power they will experience. Just another example of how the largest engine manufacturer is leading the way in the small engine world.

honda-engines.com



HONDA ENGINES

Built like no other.

©2007 American Honda Motor Co. Inc. For optimum performance and safety, please read the owner's manual before operating your Honda Power Equipment.
*Max. production engines may vary from the value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operation speed of the engine in application, environmental conditions, maintenance and other variables.



HITS IT HARD, EVERY DAY.

When you're on the job site, you don't want any hassles. Especially with your equipment. That's why from generators to pumps, compactors to pressure washers, more and more contractors demand Honda engines. They've got a long-standing reputation for being tough, quiet, fuel efficient, and now they come with a three-year limited warranty*. We hit it hard every day, just like you. Find out more at honda.com.

HONDA
ENGINES

Built like no other.



*Warranty applies to all Honda GX Series Engines, 100% of those purchased at retail or full rate postal service after January 1, 2009. Warranty excludes the Honda GXV160 series. See full warranty details at Honda.com. For optimum performance and safety, please read the owner's manual before operating your Honda Power Equipment. ©2009 American Honda Motor Co., Inc.



KEEPS RENTALS MOVING.

In the rental business, your equipment should have a name people trust and it should run day after day, customer after customer. That's why so many equipment professionals choose Honda engines. They're tough, quiet, fuel efficient and legendary for minimal down time. Plus, now they come with a three-year limited warranty*. With Honda, wherever people are hauling your equipment, you're going in the right direction. Find out more at honda.com.

HONDA ENGINES

Built like no other.



*Warranty applies to all Honda GX Series Engines, 100cc or larger purchased at retail or rental service after January 1, 2008. Warranty excludes the Honda GX180 model. See full warranty details at Honda.com. For optimum performance and safety, please read the owner's manual before operating your Honda Power Equipment. ©2012 American Honda Motor Co., Inc.



HELPS BUSINESS GROW.

Nobody has to tell you that the lawn care business is full of unknowns from the weather to gas prices. That's why professionals count on Honda engines. They're legendary for being fuel efficient, quiet and tough. Plus, now they come with a three-year limited warranty*. Good engines can do more than just make your business run. They can help it grow. Find out more at honda.com.



**HONDA
ENGINES**

Built like no other.



*Warranty applies to all Honda GX Series Engines, 100cc or larger purchased at retail or put into rental service after January 1, 2010. Warranty excludes the Honda GX160 model. See full warranty details at Honda.com. For optimum performance and safety, please read the owner's manual before operating your Honda Power Equipment. ©2009 American Honda Motor Co., Inc.



On February 2nd, We'll Have
Something Concrete To Show You.



You're invited to the unveiling of the new Honda GX Series engines at World of Concrete. They're even more powerful, quieter, and use less fuel. And because they're from Honda, they're also rock solid. honda.com

HONDA
ENGINES
Built like no other.

*Horsepower (HP) is based on SAE J1349. Actual horsepower may vary. Always use proper maintenance and safety procedures. ©2009 Honda Motor Co., Ltd.

AHGX000434





Honda's Redesigned GX Engines. The Foundation Of Success.

With the newly-redesigned mid-range GX120, GX160, and GX200 to go along with the recently-introduced GX240, GX270, GX340 and GX390, the second generation of Honda GX Series Engines is now complete.

Featuring improved performance, lighter weight, great fuel economy and meeting EPA Phase 3 emission requirements without a performance-inhibiting catalyst, this is the winning lineup. Add to that Honda's 3-Year Warranty* and unsurpassed reputation for reliability and it's clear how Honda can help your business.

So come visit us at Booth 16607 and find out more concrete reasons to choose Honda.



engines.honda.com

*Warranty valid on all Honda GX Series Engines. **This is not a contract or warranty and does not constitute an offer. See full warranty details at engines.honda.com. For optimum performance and safety, please read the owner's manual before operating your Honda Power Equipment. ©2011 American Honda Motor Co., Inc.

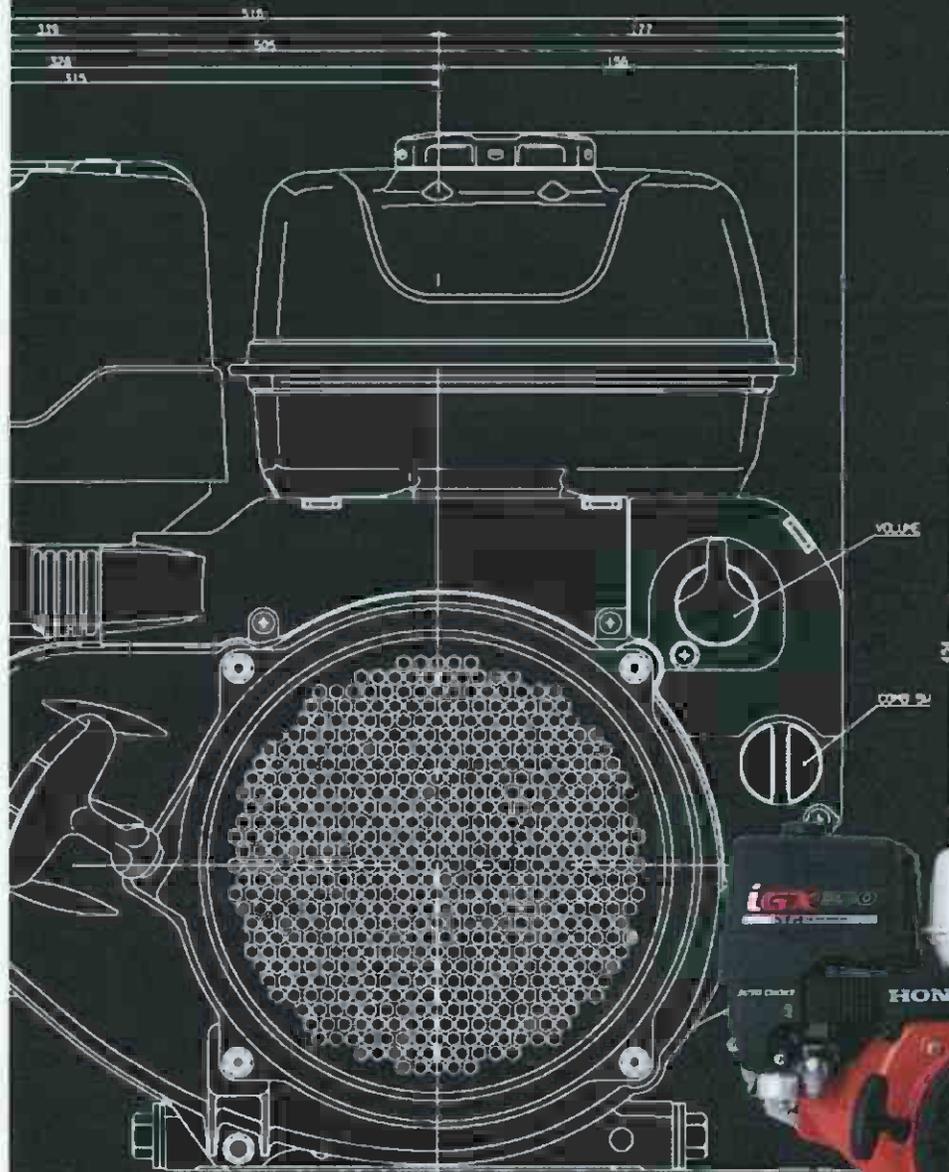
HONDA ENGINES

Built like no other.



HONDA

iGX Series Engines



ZI

EXHIBIT
42
8/10/12SB

HONDA

GX Series Engines



PENGAD 800-631-6989
EXHIBIT
54
8/10/12SB



GENUINE HONDA



There are many reasons to insist on genuine Honda engines. As the world's largest engine manufacturer, Honda offers more engine experience than anyone. Experience born on racetracks and roadways around the globe. Experience that keeps us on the cutting edge of engine performance technology and crosses our entire product line. From automobiles, race cars, motorcycles and all-terrain vehicles to marine engines, power equipment products and general-purpose engines, Honda is committed to designing products that meet or exceed the demands of our customers across the board. Based on the wide variety of products offered with our Honda engines, we're experts at matching the right engine for the right job and producing engines that will "get the job done".



Throughout our history, Honda has been dedicated to technological and environmental innovation, and today is no different. After all, we have a legendary reputation to live up to. A reputation for unsurpassed quality, performance and reliability. A reputation worth considering the next time you're in the market for an engine.



Pictured counter-clockwise from above: Honda Fit EV Concept Vehicle, Honda CBR1000RR, Honda Advanced Robotics – Asimo, MC1P (Micro-sized Combined Heat and Power System), Honda Aquatrax, Honda BF50 outboard, Honda Jet

Net Power

The SAE J1349 standard measures net horsepower with the manufacturer's production muffler and air cleaner in place. Net horsepower more closely correlates with the power the operator will experience when using a Honda engine powered product. The power rating of the engines indicated in this document is the net power output tested on a production engine for the model noted and measured at the rpm specified. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operation speed of the engine in application, environmental conditions, maintenance and other variables.

GX SERIES

The GX Series Engines have reliability written all over them.

Honda GX Series Engines have long been recognized as the industry leader in providing reliable, easy-starting and fuel efficient small engines. You'll find Honda GX Series overhead valve engines on a wide variety of construction, maintenance and premium power equipment. The rental industry, where power equipment is subjected to the ultimate test of durability, relies heavily on Honda OHV engines to ensure customer satisfaction and a minimal level of maintenance and repair. When it comes to reliability, trust the engines with the Honda name.

GX Series Engines — The Next Generation.

(Models GX120 — GX390)

Less Noise

The operator will enjoy noise reduction levels ranging from 2.5 to 8db thanks to Honda's redesigned air cleaner and muffler. Vibration levels have also been reduced through the use of an all new, light weight piston.

Same "Footprint"

OEMs can pass along new improvements and features without having to worry about costly and time consuming product modifications. New GX Series models have the exact footprint and fit into the same envelope as their similarly sized predecessors.

EPA Phase 3 Ready!

Once again, Honda leads the way in offering power solutions that meet EPA Phase 3 emission regulations. Even more importantly, Honda GX engines meet these regulations without the need for a catalyst.



Honda GX Series Engines carry a 3-Year Warranty.* You always knew they were worry free, but now we've put it in writing.

*Warranty applies to all Honda GX Series Engines, 100cc or larger purchased at retail or put into rental service since January 1st, 2008. Warranty excludes the Honda GX160 model. See full warranty details at Honda.com.



Quality and performance are standard with Honda GX Series engines.

From cast iron cylinder sleeves to Automatic Decompression, Honda offers a variety of power solutions to meet your specific application. Choose from over 130 standard single cylinder engine variations. A variety of features are available, depending on the specific model and application, including four types of air filtration systems and Oil Alert® which warns the user before oil reaches an unsafe operating level. Other options include 2-to-1 and 6-to-1 reduction units, one to 18 amp charging, lamp coils and shaft variations to suit every standard application. For the most current information on Honda engine technologies, visit our website at engines.honda.com.

Environmental responsibility has been an integral part of our product development philosophy years before emission levels were established. In fact, with minor modifications, the GX Series engine design introduced in 1983 continues to meet today's EPA and CARB emission level standards. Honda's advanced engine technology offers a number of distinct advantages including fuel savings, lower emissions and standardized replacement parts readily available through one of over 14,000 local Honda engine dealers, nationwide. For the most current information on Honda engine distributors and dealers, visit our website at engines.honda.com.

Prove It to yourself.

Next time you visit a rental center, see a landscape truck or pass by a construction site, you'll probably see a Honda GX engine-powered piece of equipment. Stop and ask them what they think of the Honda engine. Chances are they'll tell you they wouldn't use anything else. Sure, you can find a less expensive engine, but you won't find a more reliable one.

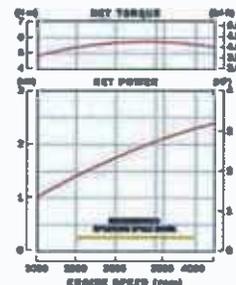
GX SERIES

Horizontal Shaft

GX100



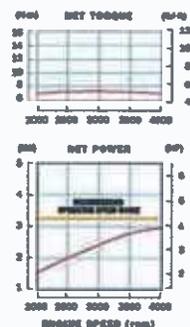
Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.2" x 1.6" (56 x 40 mm)
Displacement	6.0 cu in (98 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	2.8hp (2.1kW) at 3,600 rpm
Net Torque*	4.2 lbs ft (5.7 Nm) at 3,600 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type
Oil Capacity	0.42 US qt (0.400)
Fuel Tank Capacity (liter)	0.81 US qt (0.770)
Dimensions (L x W x H)	11.6" (295mm) x 12.0" (304mm) x 15.8" (402mm)
Dry Weight	23.4 lbs (10.6 kg)



GX120



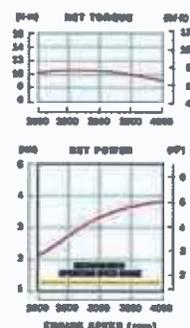
Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.4" x 1.7" (60 x 42 mm)
Displacement	7.2 cu in (118 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	3.5 hp (2.6 kW) at 3,600 rpm
Net Torque*	5.4 lbs ft (7.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistor Magneto
Starting System	Recoil Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Mechanical
Air Cleaner	Dual Element
Oil Capacity	0.59 US qt (0.56 L)
Fuel Tank Capacity (liter)	2.1 US qt (2.0 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) O-Shaft	11.7" (297 mm) x 13.6" (346 mm) x 13.0" (329 mm)
Dry Weight	29 lbs (13.0 kg)



GX160



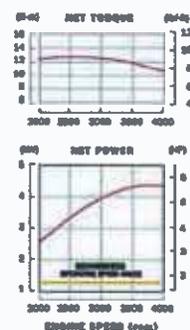
Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.7" x 1.8" (68 x 45 mm)
Displacement	9.9 cu in (163 cm ³)
Compression Ratio	9.0 : 1
Net Power (kW/rpm)*	4.8 hp (3.6 kW) at 3,600 rpm
Net Torque*	7.6 lbs ft (10.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistor Magneto
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Mechanical
Air Cleaner	Dual Element
Oil Capacity	0.61 US qt (0.58 L)
Fuel Tank Capacity (liter)	3.3 US qt (3.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) O-Shaft	12.2" (312 mm) x 14.3" (362 mm) x 13.6" (346 mm)
Dry Weight	33 lbs (15.1 kg)



GX200



Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.7" x 2.1" (68 x 54 mm)
Displacement	12 cu in (196 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	5.5 hp (4.1 kW) at 3,600 rpm
Net Torque*	9.1 lbs ft (12.4 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistor Magneto
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Mechanical
Air Cleaner	Dual Element
Oil Capacity	0.63 US qt (0.60 L)
Fuel Tank Capacity (liter)	3.3 US qt (3.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) O-Shaft	12.6" (321 mm) x 14.8" (376 mm) x 13.6" (346 mm)
Dry Weight	35 lbs (16.1 kg)



* The power rating of the engines indicated in this document measures the net power output at 3600 rpm (7000 rpm for model CXH50, CXV50, CX25 and CX35) and net torque at 2500 rpm, as tested on a production engine. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending

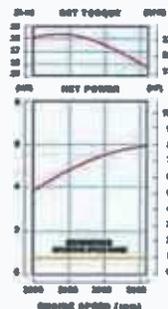
QX SERIES

Horizontal Shaft

GX240



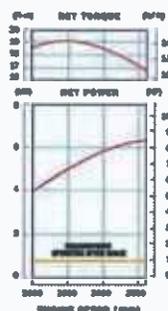
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.0" x 2.3" (77 x 58 mm)
Displacement	16 cu in (270 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	7.9 hp (5.9 kW) at 3,600 rpm
Net Torque*	13.5 lbs ft (18.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Digital CDI with variable ignition timing
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Centrifugal Mass Type
Air Cleaner	Dual Element
Oil Capacity	1.16 US qt (1.1 L)
Fuel Tank Capacity (liter)	6.4 US qt (6.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) D-Shaft	15.0" (380 mm) x 16.9" (429 mm) x 16.6" (422 mm)
Dry Weight	55 lbs (25.0 kg)



GX270



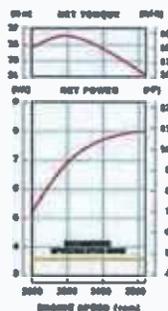
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.0" x 2.3" (77 x 58 mm)
Displacement	16 cu in (270 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	8.5 hp (6.3 kW) at 3,600 rpm
Net Torque*	14.1 lbs ft (19.1 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Digital CDI with variable ignition timing
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Centrifugal Mass Type
Air Cleaner	Dual Element
Oil Capacity	1.16 US qt (1.1 L)
Fuel Tank Capacity (liter)	6.4 US qt (6.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) D-Shaft	15.0" (380 mm) x 16.9" (429 mm) x 16.6" (422 mm)
Dry Weight	55 lbs (25.0 kg)



GX340



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.5" x 2.5" (88 x 64 mm)
Displacement	24 cu in (389 cm ³)
Compression Ratio	8.2 : 1
Net Power (kW/rpm)*	10.7 hp (8.0 kW) at 3,600 rpm
Net Torque*	19.5 lbs ft (26.4 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Digital CDI with variable ignition timing
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Centrifugal Mass Type
Air Cleaner	Dual Element
Oil Capacity	1.16 US qt (1.1 L)
Fuel Tank Capacity (liter)	6.4 US qt (6.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) D-Shaft	16.0" (407 mm) x 19.1" (485 mm) x 17.7" (449 mm)
Dry Weight	69 lbs (31.5 kg)



GX390



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.5" x 2.5" (88 x 64 mm)
Displacement	24 cu in (389 cm ³)
Compression Ratio	8.2 : 1
Net Power (kW/rpm)*	11.7 hp (8.7 kW) at 3,600 rpm
Net Torque*	19.5 lbs ft (26.4 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Digital CDI with variable ignition timing
Starting System	Recoil & Electric Starter
Carburetor	Butterfly
Lubrication System	Splash
Governor System	Centrifugal Mass Type
Air Cleaner	Dual Element
Oil Capacity	1.16 US qt (1.1 L)
Fuel Tank Capacity (liter)	6.4 US qt (6.1 L)
Evaporative Emissions	Low permeation hose and purge joint provided
Exhaust Emissions	Certified for use in all 50 states
Dimensions (L x W x H) D-Shaft	16.0" (407 mm) x 19.1" (485 mm) x 17.7" (449 mm)
Dry Weight	69 lbs (31.5 kg)



on numerous factors, including the operating speed of the engine in application, environmental conditions, maintenance and other variables.

Specifications are subject to change without notice.

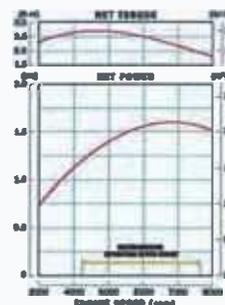
GX SERIES

Horizontal Shaft cont.

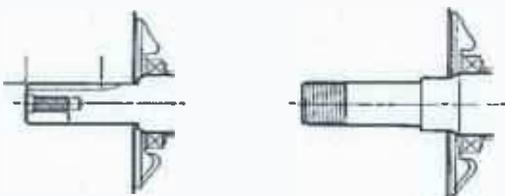
GXH50



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	1.65" x 1.41" (41.8 x 36 mm)
Displacement	2.99 cu in (49 cm ³)
Compression Ratio	8.0 : 1
Net Power (kW/rpm)*	2.1 hp (1.5kW) at 7,000 rpm
Net Torque*	2.0 lbs ft (2.7 Nm) at 4,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Float Type
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Semi-dry Type
Oil Capacity	0.26 US qt (0.25l)
Fuel Tank Capacity (liter)	0.81 US qt (0.77l)
Dimensions (L x W x H)	8.9" (225mm) x 10.8" (274mm) x 13.0" (330mm)
Dry Weight	12.1 lbs (5.5 kg)

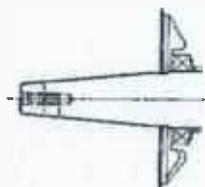


PTO Shaft Variations
HORIZONTAL GX SERIES



Q-TYPE SHAFT-FLAT KEY FOR GENERAL PURPOSE

P-TYPE AND T-TYPE THREADED CRANKSHAFT



V-TYPE/TAPER

The Big GX, Now Even More Powerful.

(Models GX240 - GX390)

The new Honda GX Series (GX240-GX390) engines offer up to 6% more power over the original models.

The increase in power is achieved through several innovative improvements. First, the new GX series now employs a digital CDI ignition system to dramatically improve ignition timing. Second, the compression ratio has been increased and finally, combustion air flow has been enhanced through a more efficient air cleaner design that reduces air flow restriction.

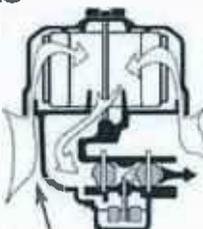


Digital CDI Ignition Coil

Air Filtration Systems

Honda offers a variety of air filters to match your application, including dual-element, semi-dry, oil-bath and Cyclone Air Cleaner with inner-vent carburetor. "Inner-vent" carburetors are now available on specific models with dual-element filters.

Honda's inner-vent carburetor places the float bowl vent on the "clean side" of the air filter elements so that the air/fuel ratio remains more constant as the elements become dirty. This allows the length of the service interval for air filter maintenance to be more than doubled.



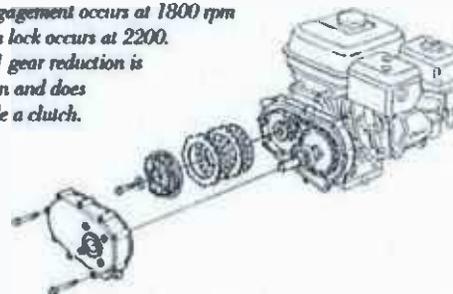
Inner-Vent Portion

Reduction Units

The 2-to-1 reduction unit is chain or gear driven and may include an automatic, centrifugally operated clutch.

Clutch engagement occurs at 1800 rpm and clutch lock occurs at 2200.

The 6-to-1 gear reduction is gear driven and does not include a clutch.



* The power rating of the engines indicated in this document measures the net power output at 3600 rpm (7000 rpm for model GXH50, CXV50, CX25 and CX35) and net torque at 2500 rpm, as tested on a production engine. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending

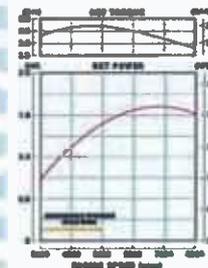
GX SERIES

Vertical Shaft

GXV50



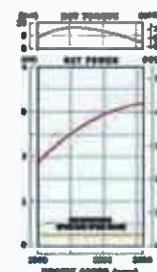
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	1.65" x 1.42" (41.8 x 36 mm)
Displacement	2.99 cu in (49 cm ³)
Compression Ratio	8.0 : 1
Net Power (kW/rpm)*	2.1hp (1.6kW) at 7,000 rpm
Net Torque*	2.0 lbs ft (2.7 Nm) at 4,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Floot Type
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Semi-dry Type
Oil Capacity	0.26 US qt (0.25)
Fuel Tank Capacity (liter)	0.29 US qt (0.27)
Dimensions L x W x H	9.8" (249mm) x 11.3" (286mm) x 7.8" (196mm)
Dry Weight	11.5 lbs (5.2 kg)



GXV160



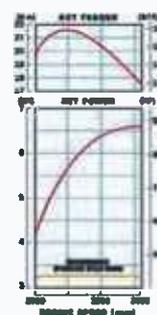
Engine Type	Air-cooled 4-stroke OHV single cylinder
Bore x Stroke	2.7" x 1.8" (68 x 45 mm)
Displacement	10 cu in (163 cm ³)
Compression Ratio	8.0 : 1
Net Power (kW/rpm)*	4.3hp (3.2kW) at 3,600 rpm
Net Torque*	7.1 lbs ft (9.6 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	0.69 US qt (0.65)
Fuel Tank Capacity (liter)	1.9 US qt (1.8)
Dimensions L x W x H	16.3" (415mm) x 14.1" (359mm) x 13.9" (354mm)
Dry Weight	31.5 lbs (14.3 kg)



GXV340



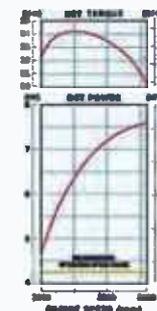
Engine Type	Air-cooled 4-stroke OHV single cylinder
Bore x Stroke	3.2" x 2.5" (82 x 64 mm)
Displacement	20.6 cu in (337 cm ³)
Compression Ratio	7.7 : 1
Net Power (kW/rpm)*	6.3hp (4.6kW) at 3,600 rpm
Net Torque*	15.9 lbs ft (21.6 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil and Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Pressure and Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	1.2 US qt (1.1)
Fuel Tank Capacity (liter)	2.2 US qt (2.1)
Dimensions L x W x H	17.0" (433mm) x 15.0" (382mm) x 15.9" (406mm)
Dry Weight	71.2 lbs (32.3 kg)



GXV390



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.5" x 2.5" (88 x 64 mm)
Displacement	23.7 cu in (389 cm ³)
Compression Ratio	7.7 : 1
Net Power (kW/rpm)*	10.2hp (7.6kW) at 3,600 rpm
Net Torque*	17.8 lbs ft (24.2 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil and Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Pressure and Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	1.2 US qt (1.1)
Fuel Tank Capacity (liter)	2.2 US qt (2.1)
Dimensions L x W x H	17.0" (433mm) x 15.0" (382mm) x 15.9" (406mm)
Dry Weight	73.3 lbs (33.3 kg)



on numerous factors, including the operating speed of the engine in application, environmental conditions, maintenance and other variables.

Specifications are subject to change without notice.

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