

# Vanguard Introduces BIG BLOCK Engine Equipped with EFI Technology



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✖ MILWAUKEE – Briggs & Stratton Commercial Power has introduced its [Vanguard](#) air-cooled V-Twin BIG BLOCK EFI engine, which give landscape contractors the unmatched power and durability only BIG BLOCKs offer with the increased fuel efficiency of a closed-loop electronic fuel injection system.

“Since Vanguard pioneered the BIG BLOCK engine category in turf in 2005, they have been famous for delivering big power in a compact air-cooled engine,” said Jim Cross, marketing manager for Briggs & Stratton Commercial Power. “With the BIG BLOCK EFI engine, operators are getting that versatile all-day power with the added benefit of a more fuel-efficient power source.”

The new engine joins a growing lineup of Vanguard EFI engines, including open-loop Big Block EFI engines for mud boats in the marine market and the closed-loop 810 EFI engines for zero-turn commercial mowers.

BIG BLOCK engines are designed for powering commercial mowers with 54-inch cutting decks and larger.

The new EFI technology is available in its 33 and 37 gross horsepower BIG BLOCK engines. It features an automotive-based closed-loop EFI system for up to 25 percent better fuel economy compared to the already-efficient carbureted BIG BLOCK engines. EFI engines use less fuel than carbureted engines because fuel in an EFI system is delivered precisely where and when needed, so fuel flow is less under certain conditions.

Like the Vanguard 810 EFI engine, the BIG BLOCK EFI engine offers unique diagnostic features to arm fleet or dealer technicians with an abundance of information to eliminate downtime and optimize engine performance. Three diagnostics options will enable easy identification of issues in the field, and provide technicians unmatched ability to test, update, save and share

engine data. These include in-field blink codes, supported by Vanguard's exclusive Power Code; a Tiny Scan reader that can be plugged into the service port to display error codes; and a cable connecting the ECU to a computer for a deeper dive into engine data.