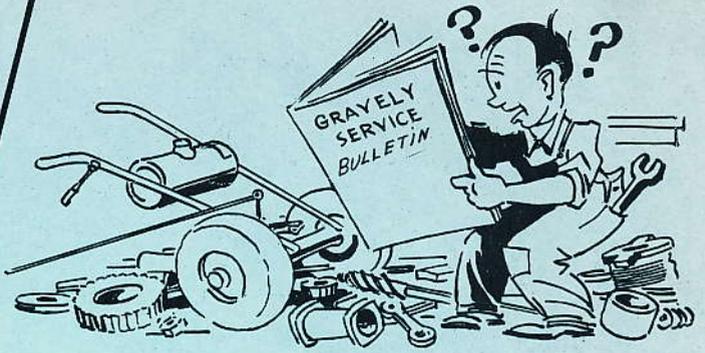


# GRAVELY BULLETIN service information

BULLETIN NO: 570  
DATE : April 27, 1955  
TO : All Distributors and Dealers  
SUBJECT : Starters



In the first group of Starters to be shipped, a "bug" developed which had not shown up in our tests here.

The problem: The Starter Clutch failed to engage after the Starter had been in use a while.

We discovered that grease was being forced out of the bearings (which were sealed bearings) during the first comparatively short time the Starter was in use.

This grease "stuck" the gravity-type clutch rollers in the out-of-engagement position.

After consultation with the Bearing Supplier's Engineers, we discovered that it is common practice to charge all sealed bearings with a surplus of grease. The surplus then "leaks" out during the initial use of the bearing until the proper grease level is reached, after which no more grease leaks out.

When a Starter causes trouble as described above, to correct: Remove the Starter Clutch and Dissassemble. Wash all parts thoroughly in a grease solvent. (Do not disassemble the bearings or their seals). Reassemble and replace, taking care to add only a small quantity of powdered graphite, and that no grease or oil of any kind is on any of the parts.

This will solve the problem, and the Starter will then function without any difficulty from this time on.

**STARTERS SHIPPED FROM THE FACTORY, EFFECTIVE WITH THIS DATE, HAVE THIS PROBLEM SOLVED.** The original grease charge in the bearings has been reduced so no excess grease will leak out. To distinguish those Starters which have the new, properly grease-charged Bearings, we are stamping the number "55" on the Big Sprocket. Starters made previous to this date will have no stamped number on them.

**EMERGENCY STARTING:** If you have to start the tractor for any reason when the rollers are stuck, tap the clutch housing lightly with a hammer or piece of metal. This will release the rollers, and the Tractor will start by Starter or by Strap.

**TO REMOVE THE CLUTCH:** Use a large flat washer, or a piece of steel that will fit the slots in the Drive Nut. Have someone hold the washer (or piece of steel) in the slot with a wrench or vice-grips. Use a Large blunt punch, placing the point on the washer with the side of the punch against the Drive Nut.

Now really sock the punch with hammer. One good sharp blow will "break" it loose, and it will then back off by finger pressure.