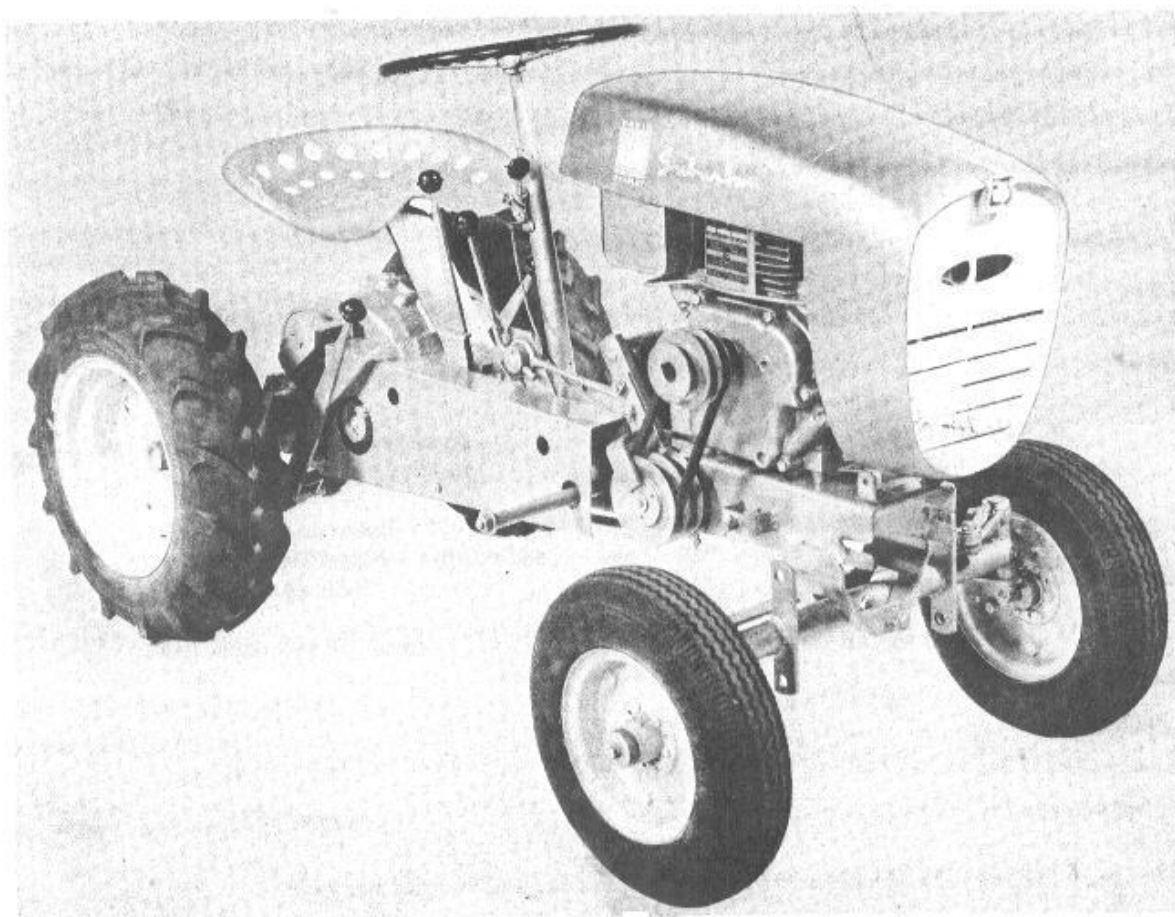




# Service

## THE DAVID BRADLEY "SUBURBAN" RIDING TRACTOR

A Production of  
Dept. 731A Chicago  
FILM DIV. 32 No. 8



ISSUED IN THE INTEREST OF BETTER SERVICE BY THE  
PARENT SERVICE DEPARTMENT 731A - CHICAGO

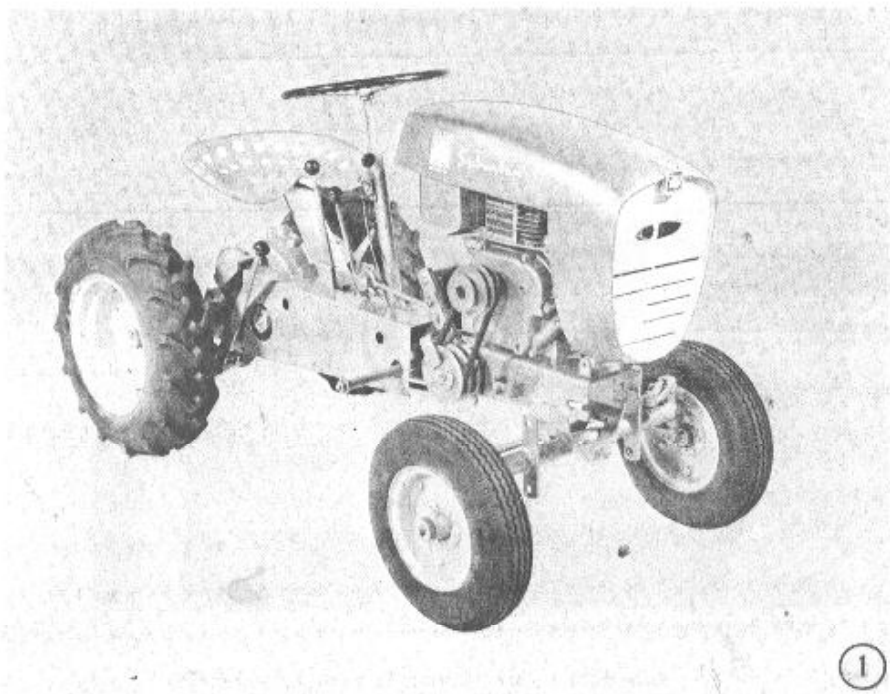
**DIV. 32      JANUARY      1959      NO. 8**

PRICE 50¢

## SPECIFICATIONS

### "Suburban" Riding Tractor and Attachments

Differential Capacity	-	4 pints
Type of Oil	-	E.P. 90
Grease Fittings	-	6 each
		Two in front wheel hubs
		Two in Wheel Spindles
		One in speed changer
		One in Clutch Shift Plate
Oil Holes	-	3 each
		Two in steering post (one in steering post cap and one near the frame)
		One located in the pivot for the speed changer arm
Air Pressure		
Front tires	-	15 lbs. each
Rear tires	-	6 lbs. each
Fuel Capacity	-	1 gallon
Crankcase Capacity	-	2-3/4 pints
		Above 32°F use SAE 20 - 20W
		Below 32°F use SAE 10W
Point Setting	-	.018
Plug Setting	-	.025
Plug type	-	J8 or equivalent
Model of engine	-	143302 - Type No. 502523
Drain Oil every 25 hours		
Variable speed forward	-	2.1-4.6 M.P.H. at 3600 R.P.M.
Variable speed reverse	-	0.9-2.1 M.P.H. at 3600 R.P.M.
Front Wheel tread	-	26" (wheel centers)
Rear Wheel tread - adjustable	-	24" - 28"
Wheel Base 43 1/2"		
Oil Bath Air Cleaner	-	fill to lower flange only



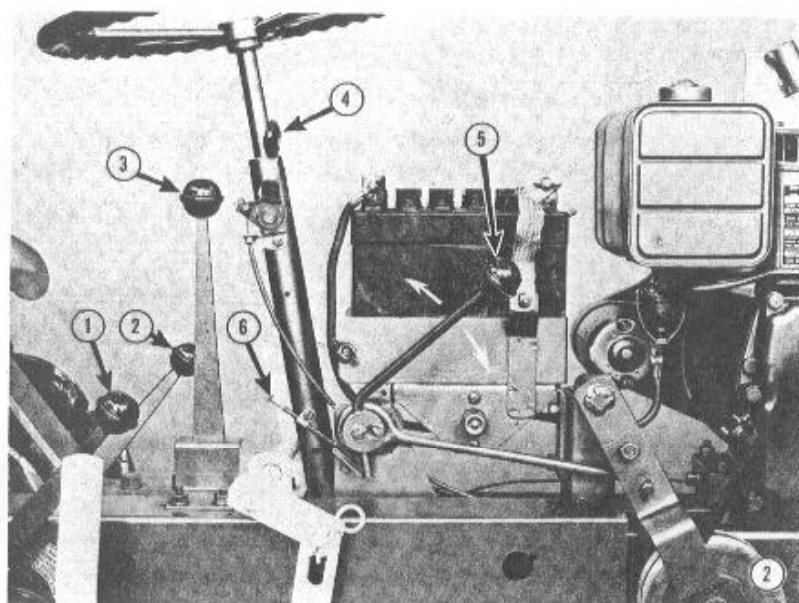
Here is the new David Bradley "Suburban" Riding Tractor. As the name suggests - this new tractor has been custom built for the "Suburbanite" and the estate owner. This tractor has superb maneuverability and easy handling characteristics with a one lever control for forward, neutral and reverse.

A complete array of attachments are available.

A new 43", 3-blade Rotary Mower  
Front mounted Snow Plow Bulldozer  
Insect Fogger  
Sprayer attachment  
Generator  
32" Lawn Roller  
36" Fertilizer Spreader  
Hauling Cart

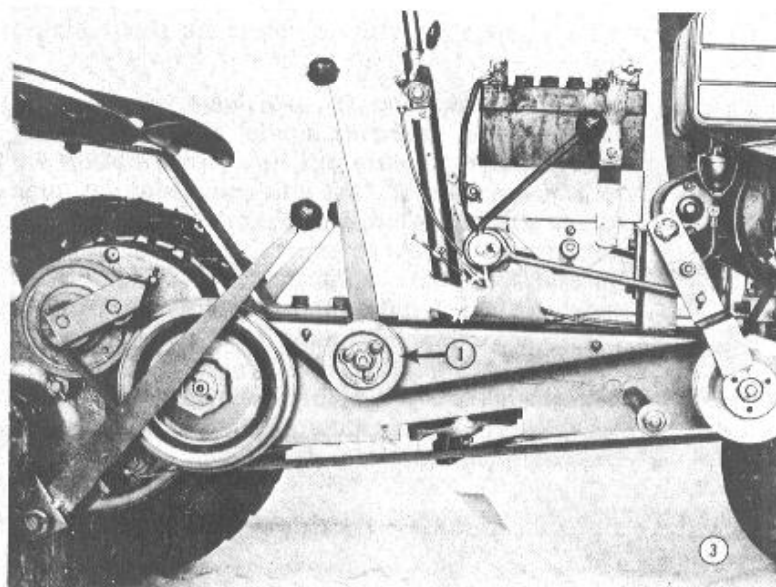
Also, this tractor is equipped with a 3-point hitch for six available garden tools.

Plow  
Disc Harrow  
Drag Harrow  
Adjustable Foot  
Planter  
Cultivator

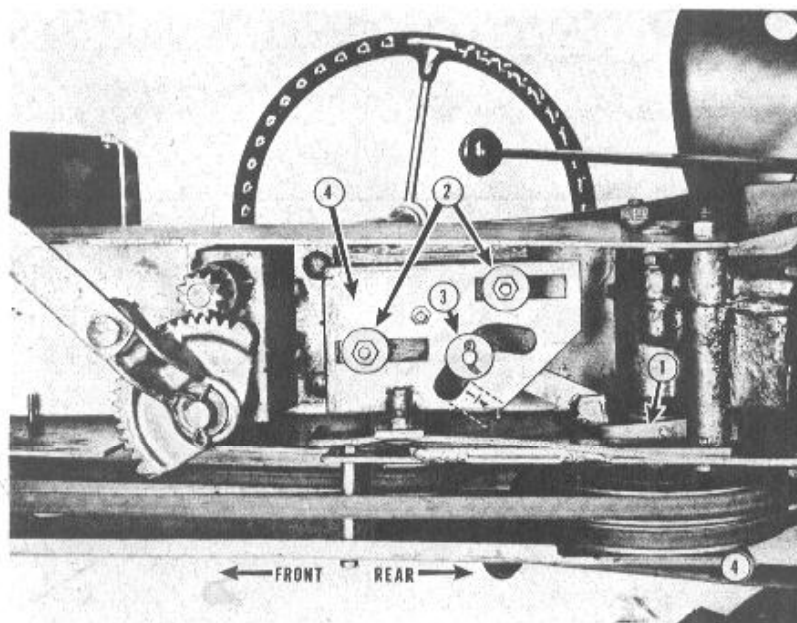


Identification of Controls is as follows:

- No. 1 Right hand brake lever
- No. 2 Left hand brake lever
- No. 3 Clutch lever and Reverse lever
- No. 4 Throttle control
- No. 5 Speed changer lever
- No. 6 Choke

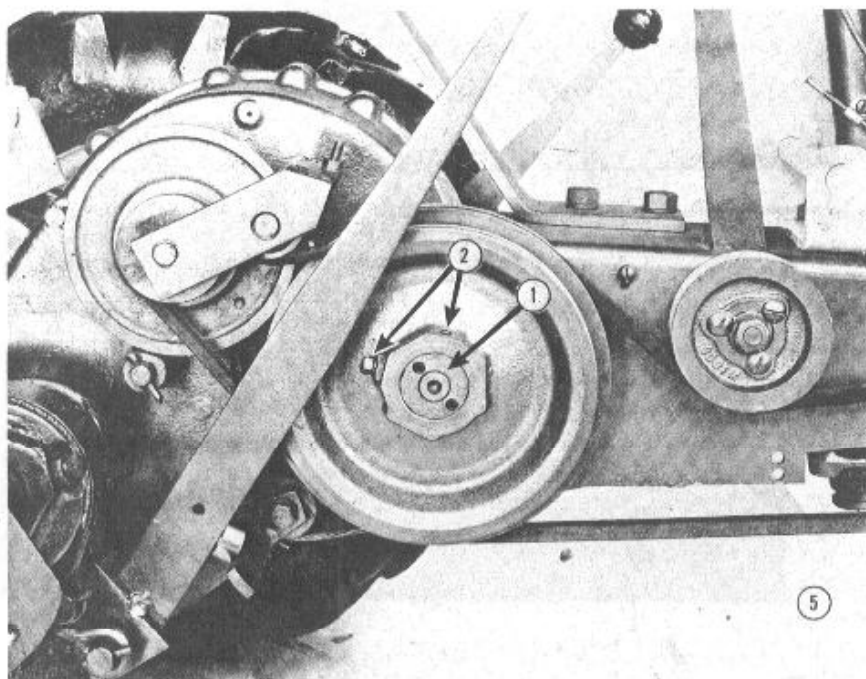


This is an overall view of the belt system with belt shield removed. In order to tighten the drive belt, loosen two screws and a 1/4" x 3" Hex Head Cap Screw in belt shield. Remove shield from the frame. Loosen nut on face of pulley and push idler pulley (No. 1) down until belt is tight enough to prevent slippage. Tighten bolt on pulley and replace belt shield.



Looking at the underside of the tractor, there are several places to make adjustments for proper clutch engagement. The first place to check is the throwout plate (No. 4). Push clutch lever forward out of notch; if clutch doesn't engage fully, push or pry clutch throwout yoke (No. 1) toward the right side of the tractor until the clutch is fully engaged.

Loosen two nuts (No. 2) on clutch throwout plate. Position clutch throwout plate so that the roller (No. 3) on the clutch throwout yoke arm is approximately  $\frac{1}{4}$ " from front end of slot in the clutch throwout plate. Square clutch throwout plate with frame of tractor and tighten nuts. Again, try engaging clutch by pushing clutch lever forward. If clutch doesn't engage, loosen the two nuts again and move the clutch throwout plate slightly to the right side. Tighten nuts and again check to see if clutch engages and disengages. If clutch doesn't disengage, loosen nuts and move plate slightly toward the left side.



The adjustment sleeve (No. 1) has six flat sides which makes it possible for one of the two set screw holes (No. 2) to be located over a flat side on the sleeve before the set screw is tightened down and secured with the locknut. This arrangement makes it possible to get a very fine adjustment on the clutch. To tighten clutch, first loosen the lock nut and then remove the set screw. Turn the clutch plate  $30^{\circ}$  or  $1/12$  of a turn clockwise.

Notice again that the hole falls over one of the flat spots on the adjusting sleeve. Now try the clutch lever; if the clutch engages, put the set screw in this hole and tighten. If the clutch isn't tight enough, loosen set screw and turn the clutch plate clockwise again until the empty hole is over a flat spot. Remove screw from first location and tighten into this one. Never tighten the set screw on the threaded portion of adjusting sleeve, always on a flat spot. This adjustment is made in the same manner as on the 5.6 H.P. garden tractor.