

NEW TYPE BARREL DRIVE Bendix brand

NOTE:—Type numbers for these drives are designated by prefix "A" (A-1673, etc.). See Starter Drive listing on individual car model pages for type used.

DESCRIPTION:—This type drive retains Bendix inertia principle of engagement and free longitudinal movement to insure pinion mesh but has been redesigned so that all parts of drive mechanism except drive spring are located within the pinion barrel. The threaded sleeve is mounted loosely on an extension of the drive head (instead of directly on the starter shaft) and is retained by the stop nut which is screwed and staked in place on the outer end of the head. The pinion is integral with the barrel or drive sleeve and is mounted loosely on the starter shaft (not on threaded sleeve as in former types). Starter drive is through lugs on the control nut or driving ring on the screw shaft which engage slots in the end of the pinion barrel. Pinion barrel is held in place on control nut by a locking ring within the end of the barrel directly behind the driving lugs. A coil type anti-drift spring is mounted on the threaded sleeve ahead of the control nut and a meshing spring is located within the head of the barrel.

BENDIX SPRINGS:—Both Type 'F' and 'H' driving springs formed with special smaller diameter end coil designed to fit closely on shaft at ends. No spring clips used with these types. Springs may be identified by larger ($\frac{3}{8}$ ") spring eye. Spring eyes located on same side of coil (Type F), or 180° apart (Type H).

OPERATION:—Pinion, barrel and control nut operate as a unit so that pinion is moved out into mesh with the flywheel as the control nut is threaded along the threaded sleeve. If the pinion teeth strike the ends of the flywheel teeth, the free longitudinal movement of the threaded sleeve on the drive head allows the pinion to turn slightly and mesh properly. This free movement important to insure correct meshing and prevent jammed pinion or damage to gear teeth.

SERVICING:—No servicing required other than cleaning and oiling of threaded sleeve and armature shaft under pinion when operation not satisfactory.

Armature Shaft:—Rotate pinion back to demeshed position, clean exposed portion of shaft with kerosene and lubricate shaft lightly with Gredag No. 31½ graphite grease.

Threaded Sleeve:—Rotate pinion forward to meshed position as far as possible, wipe threads clean with dry cloth or use kerosene sparingly (not gasoline). Do not wash entire drive in kerosene or grease installed under threaded sleeve at time of assembly will be removed (threaded sleeve cannot be removed to replace this lubricant). Lubricate threaded sleeve lightly with 10-W engine oil.