

# GRAVELY *Technical* BULLETIN



BULLETIN NO. 895  
DATE: June 30, 1961  
TO: ALL OUTLETS  
SUBJECT: USE OF NEW STYLE OIL FILTER  
FOR ALL OILING SYSTEMS IN USE

We are discontinuing the old style L-812 Oil Filter. There are three reasons:

1. To keep you from having to stock two styles.
2. To give a price advantage to your customers.
3. To simplify repair and replacement, particularly replacement of Oil Filters by you or your customers, and to make available a better filter.

We can use the new style "full-flow" Oil Filter on all tractors by making an initial installation of the L-858 Oil Filter Mounting Bracket. BUT ON TRACTORS THAT DO NOT HAVE THE FULL-FLOW OIL SYSTEM (With the bigger oil pump, etc.) THE FILTER IS USED AS A BY-PASS FILTER. Line hook-up must be made accurately to use it as a by-pass filter.

It is confusing to attempt to describe the correct hook-up in words. Therefore we are attaching three copies of the three systems, so you can actually follow these diagrams and make the correct hook-up as required.

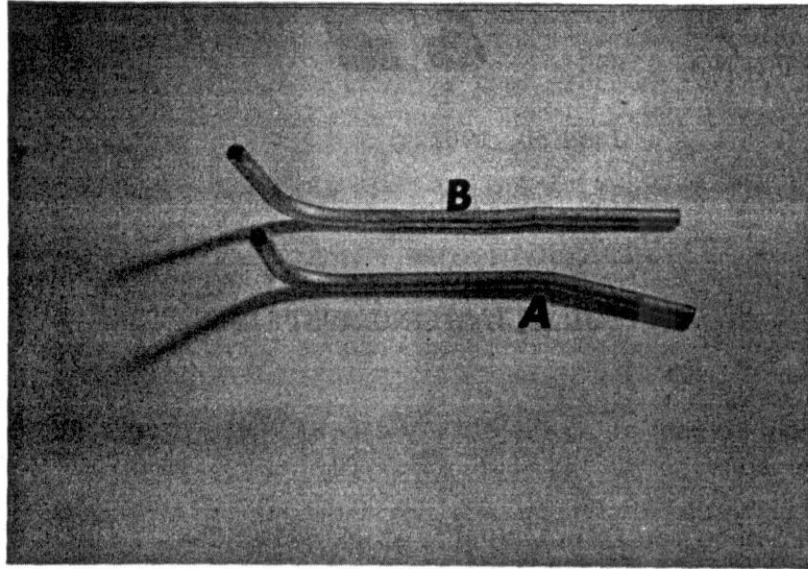
Drawing Number ASSY-101 shows the old style by-pass Oil Filter system, with the oil going directly from the oil pump to the T in the crankcase, with the remainder of the oil going to the filter and thence to the relief valve.

Drawing Number ASSY-101-B shows present production Full-Flow Oil System, using the Full-Flow Filter (Part Number L-857).

Drawing Number ASSY-101-A shows the correct hook-up of lines using the L-857 Oil Filter as a shunt or by-pass filter, THE ONLY CORRECT WAY TO INSTALL ON TRACTORS THAT HAVE THE OLD OIL PUMP (With the small gears, and the old style L-815-A Relief Valve.)

YOU CANNOT--repeat, CANNOT--use the full-flow system on older tractors, because you will starve the engine if the old style relief valve is used with the full-flow line hook-up. Therefore you must be very

careful and make the hook-up exactly as shown, using the parts shown in the parts list shown on the ASSY-101-A Drawing.



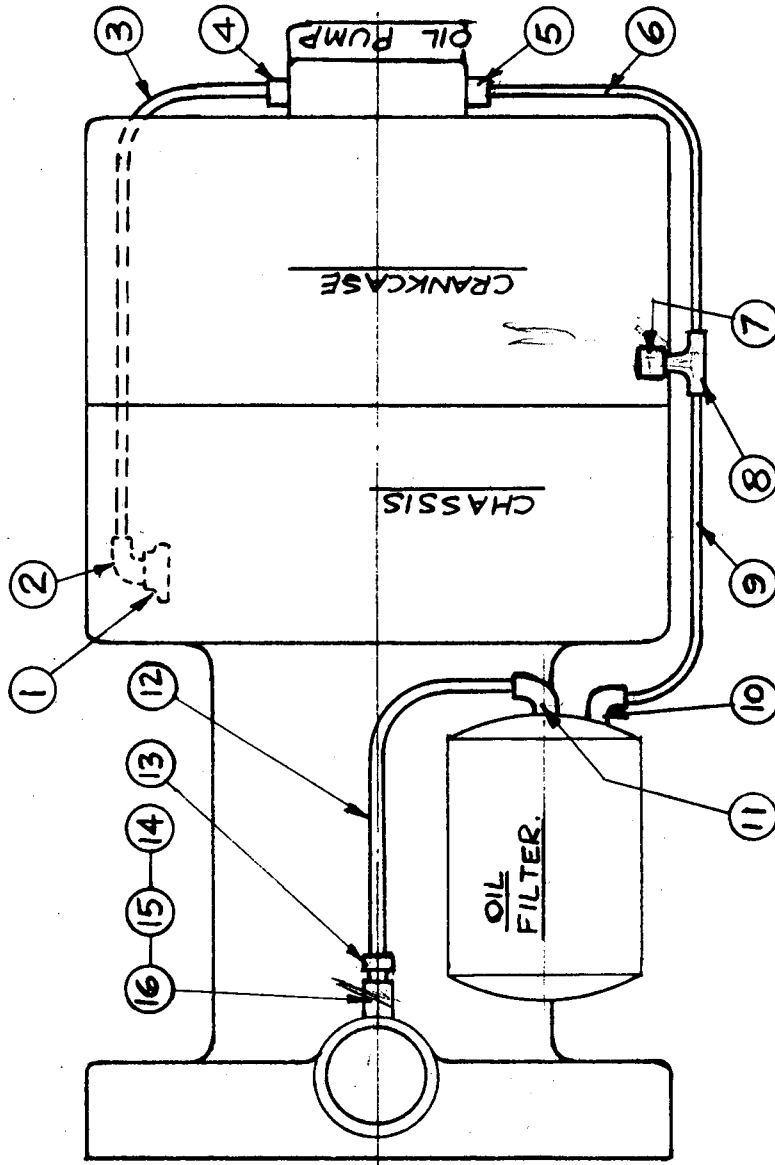
There is one minor change in one line that has to be made. The L-813-F Filter Supply Line must be bent slightly. This is shown in the photograph. The shape "A" is as you will find it on the old style oiling system, the shape "B" is the way it should appear when you are ready to re-install this particular line.

#### CUSTOMER ADVANTAGES:

It should be pointed out to your customers that although the initial expense of making the change-over is slightly more than just making a routine Oil Filter replacement, he gets his investment back in two seasons by making a saving on the cost of the Oil Filter itself. In addition, he gains the advantage of a much better filter, plus ease of replacement.

We are ready to fill your orders for the L-857 Oil Filter, and the L-858 Oil Filter Bracket. No more L-812 Oil Filters will be furnished.

Additional copies of this bulletin are available for your customers in reasonable quantities.



**PRESSURE LUBE - OIL SYSTEM**

**MODEL - L - TRACTOR.**

**GRAVELY TRACTORS, INC.**  
DUNBAR, WEST VIRGINIA

DATE 3 - 21 - 56.

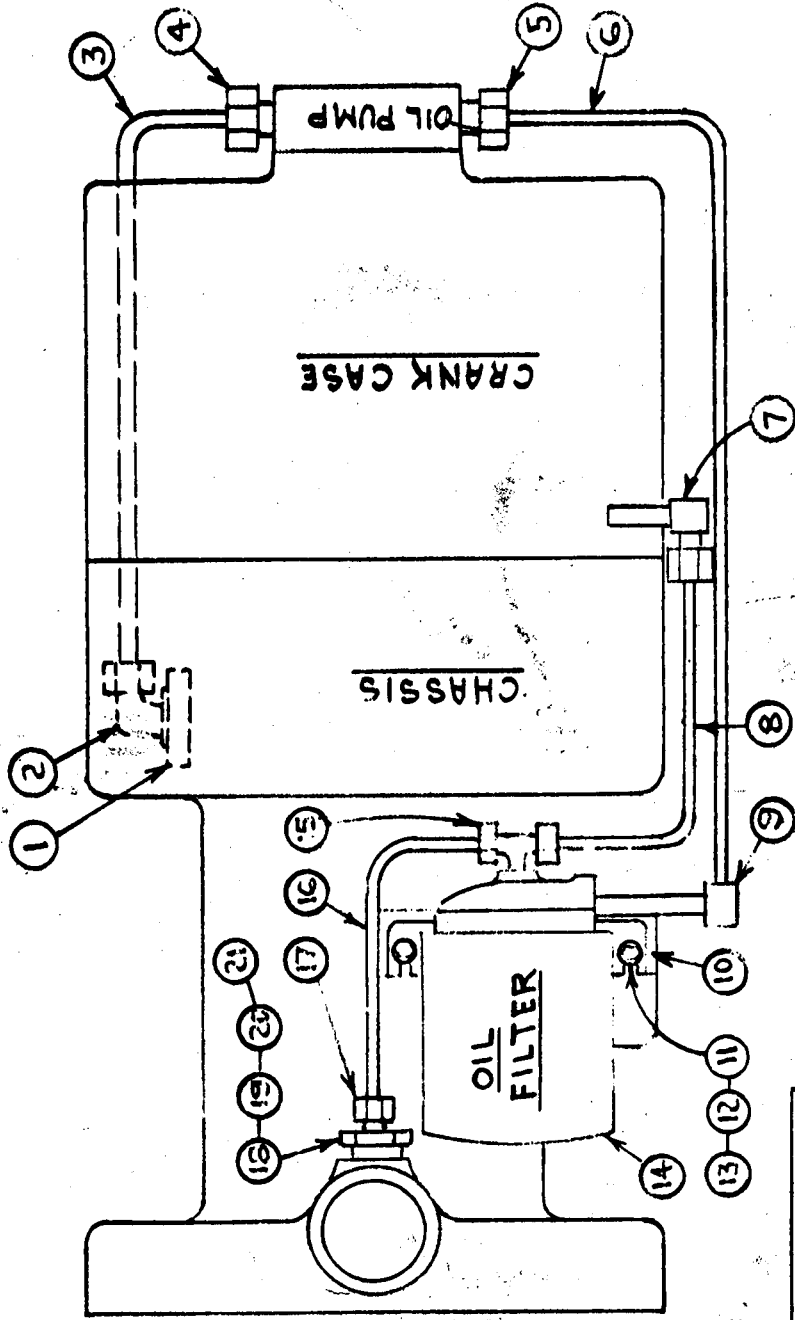
SCALE \_\_\_\_\_

DRAWN BY J.D.W.

ENG.

ASSK-101

ITEM No.	PART No.	NAME	ITEM No.	PART No.	NAME
16	L-815-C	RELIEF VALVE SPRING	8	L-814-C	MOTOR ADAPTER TEE
15	L-815-B	RELIEF VALVE	7	L-814-M	MOTOR ADAPTER
14	L-815-A	RELIEF VALVE BODY	6	L-813-E	MOTOR SUPPLY LINE
13	L-707	RELIEF VALVE CONN <sup>ER</sup>	5	L-707	PUMP DISCHARGE CONN <sup>ER</sup>
12	L-813-C	FILTER DISCHARGE LINE	4	L-814-A	PUMP SUPPLY CONN <sup>ER</sup>
11	L-814-D	FILTER DISCHARGE ELBOW	3	L-813-A	PUMP SUPPLY LINE
10	L-814-D	FILTER SUPPLY ELBOW	2	L-814-F	PUMP SUPPLY ELBOW
9	L-813-F	FILTER SUPPLY LINE	1	L-823	OIL STRAINER NUT
ITEM No.	PART No.	NAME	ITEM No.	PART No.	NAME



ITEM No	PART No	NAME	ITEM No	PART No	NAME
21	L-821	SPACING WASHER	10	L-858	OIL FILTER BRACKET
20	L-815-C	RELIEF VALVE SPRING	9	L-814-DL	FILTER SUPPLY ELBOW
19	L-866	RELIEF VALVE BALL	8	L-860	FILTER TO ENGINE LINE
18	L-856	RELIEF VALVE BODY	7	L-814-DL	ENGINE SUPPLY ELBOW
17	L-707	RELIEF VALVE CONN	6	L-859	FILTER SUPPLY LINE
16	L-861	FILTER TO RELIEF LINE	5	L-707	PUMP DISCHARGE CONN
15	L-814-C	FILTER ADAPTER TEE	4	L-814-A	PUMP SUPPLY CONN
14	L-857	OIL FILTER	3	L-813-A	PUMP SUPPLY LINE
13	401-W	FLAT WASHER	2	L-814-F	PUMP SUPPLY ELBOW
12	303-W	LOCKWASHER	1	L-823	OIL STRAINER NUT
11	177-S	BOLT			

**GRAVELY TRACTORS, INC.**

DUNBAR, WEST VIRGINIA

**MODEL L-TRACTOR**

FULL FLOW TYPE PRESSURE LUBE  
OIL SYSTEM HIGH VOLUME

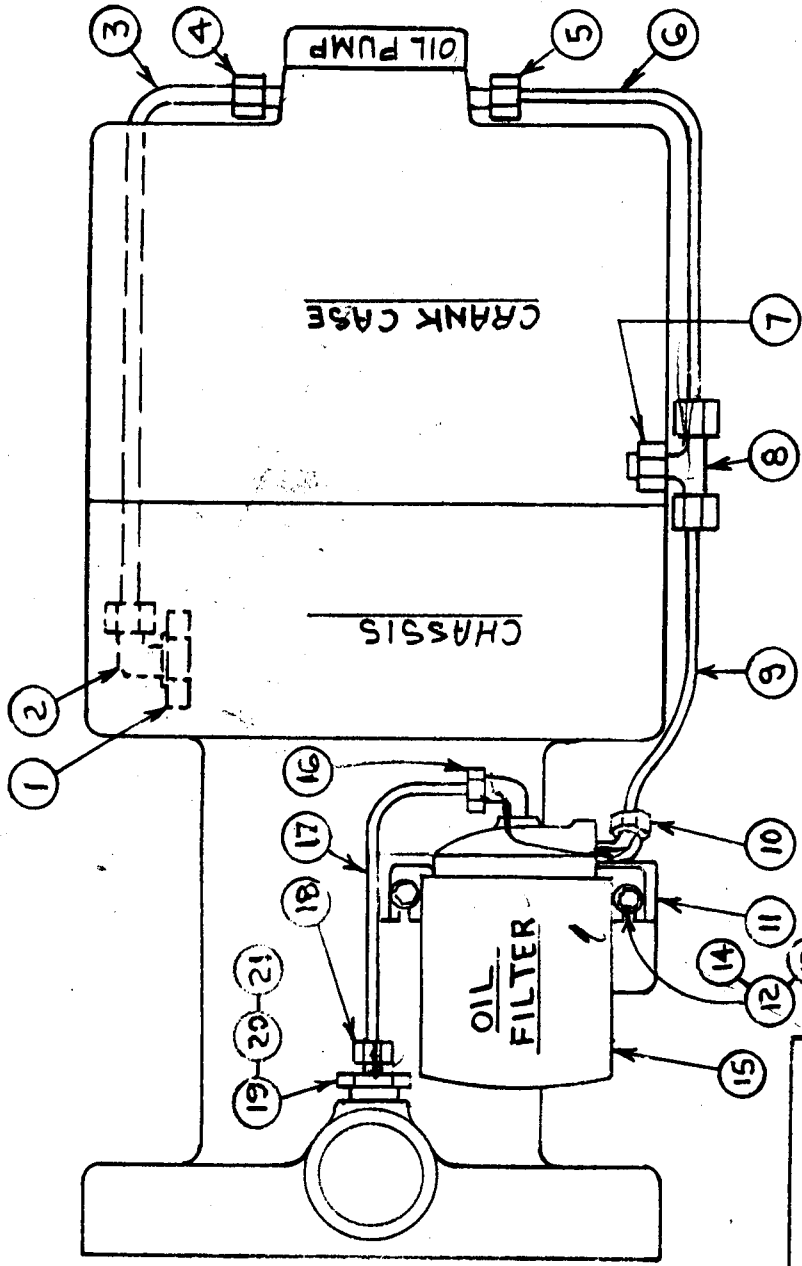
CK. BY: **D.C.M.** ASST. NO.

DATE **6-21-61** SCALE

DRAWN BY: **D.C.M.** ENG. BY:

DRAWING NO. **ASSY 101-B**

5 HP



ITEM No	PART No	NAME	ITEM No	PART No	NAME
21	L-815-C	RELIEF VALVE SPRING	10	L-814-D	FILTER SUPPLY ELBOW
20	L-815-B	RELIEF VALVE	9	L-813-F	FILTER SUPPLY LINE
19	L-815-A	RELIEF VALVE BODY	8	L-814-C	MOTOR ADAPTER TEE
18	L-707	RELIEF VALVE CONNR	7	L-814-M	MOTOR ADAPTER
17	L-813-C	FILTER DISCHARGE LINE	6	L-813-E	MOTOR SUPPLY LINE
16	L-814-D	FILTER DISCHARGE ELBOW	5	L-707	PUMP DISCHARGE CONNR
15	L-857	OIL FILTER	4	L-814-A	PUMP SUPPLY CONNR
14	401-W	FLAT WASHER	3	L-813-A	PUMP SUPPLY LINE
13	303-W	LOCKWASHER	2	L-814-F	PUMP SUPPLY ELBOW
12	177-S	BOLT	1	L-823	OIL STRAINER NUT
11	L-858	OIL FILTER BRACKET			

**GRAVELY TRACTORS, INC.**  
DUNBAR, WEST VIRGINIA

MODEL L TRACTOR

BYPASS OR SHUNT TYPE PRESSURE LUBE-OIL SYSTEM LOW VOLUME

CK. BY: D.C.M.

ASSY. NO.

DATE 6-15-61

SCALE

DRAWN BY: D.C.M.

ENG. BY:

DRAWING NO. ASSY-101-A