

## The Webb AB-Series (14" AB1474, 18" AB1476 & 21" AB1478)

The strong and durable design of these mowers made them last and outlive their contemporaries. They stand head and shoulders above any modern Qualcast, Webb and Atco models with their traditional and superior build quality (and lack of plastic components!)

However the following problems arise on machines not reconditioned by us:

Key bearings suffer from lack of lubrication and maintenance

We strip down the mower cleaning, re-lubricating every bearing; as they can only be accessed in this way. Key bearings in the transmission are replaced



Like most mowers of its era, the Webb AB-series must be completely stripped down to access and lubricate all of its bearings effectively

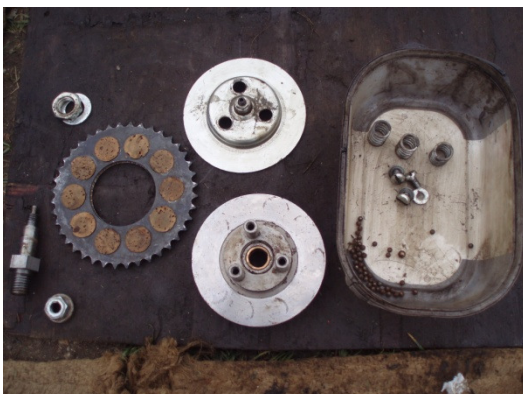
Clutch cables stretch and break from lack of lubrication

No cables we fit are stretched, meaning that they have plenty of adjustment left- neither are they frayed or distorted. We maintain a supply of new cables for our rebuilt machines



Drive cables must be kept in good condition with regular lubrication. We hold plenty of replacement stock for our mowers(right-hand photo showing new cables)

The cork material in the rear-roller clutch compresses and wears leading to slippage  
We can fit new high-density cork inserts to recondition the clutch



A rear-roller clutch stripped down awaiting cleaning, replacement parts (including cork inserts, pictured below) and lubrication



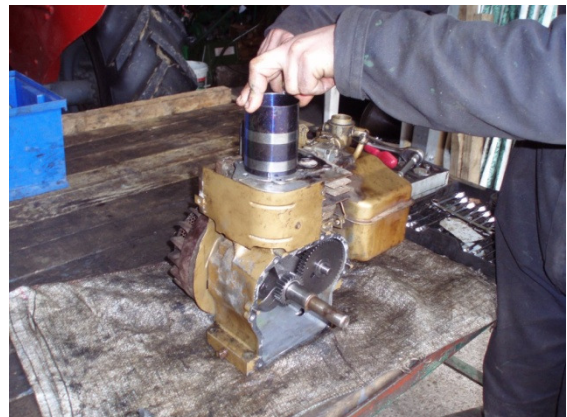


The strong plastic grassbox can be damaged by misuse  
Although an advantage over metal grassboxes (which dent and rust) when damage has occurred to a mower's grassbox, we have a large selection of spares to replace it



Examples of good undamaged grassboxes we supply with our mowers

The Briggs & Stratton engine (like all engines) can wear with age  
We are able to obtain every key component for the Briggs & Stratton engine, new, which means that our mower's engines are reconditioned



We rebuild the Briggs & Stratton engines' carburettors and recondition them internally by replacing pistons and re-seating valves

The condition of the split rear-rollers (18" & 21" models) and the differential can deteriorate through careless use and lack of lubrication  
We strip-down and replace any component in the assembly that is worn (including the rollers themselves)



The rear-roller mechanism is stripped down, lubricated and reassembled with new components (such as bushes and springs)