

TETA TECHNICAL TIPS

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Tip 1 **Removing a Stubborn Clutch Belt** **Equipment:**

Club Car gas powered utility or golf car.

Problem:

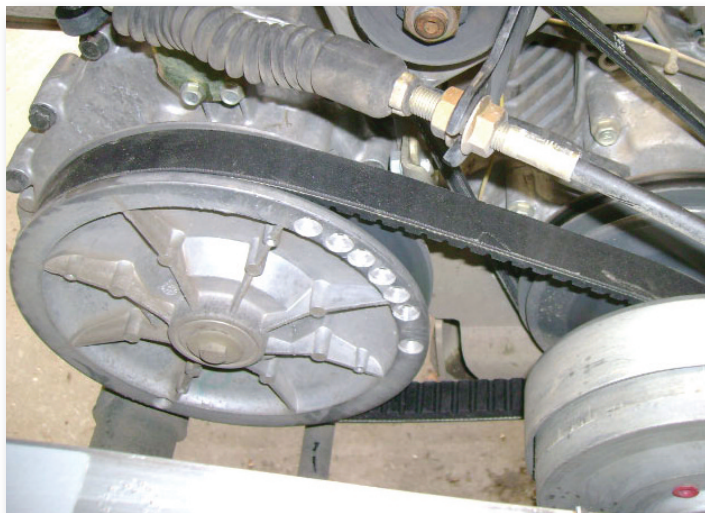
On a newer vehicle that still has stiff motor mounts the clutch belt can be difficult to remove.

Solution:

With the bed in the up position, for ease of visibility and plenty of travel space, run the vehicle in reverse until the secondary clutch starts to open allowing the belt tension to change.

Then hit the brakes abruptly to stop the car with the clutches still in the drive (open) position. Belt tension is now lessened. This will allow the easy removal of the clutch drive belt.

This is definitely a time saving tip that is not in the manual. Courtesy of JB of Nadler Golf Car Sales.



Tip 2 **There is a Reason Santa Checks his List Twice.** **Problem:**

Servicing Identical Machines at the Same Time

Background:

I have been servicing small engines (lawnmower engines specifically) for about thirty years! This truly did happen to me and just this year.....

At the end of the cutting season I began a regimented program that I composed and followed as best I can. I had all the hand held or manually operated equipment, cleaned, serviced, and placed into storage for the next season. In order to complete this project, all of this "smaller and like" equipment is staged in the maintenance shop.

While servicing eight rotary trim push mowers, one after the other, something happened.

When servicing noted trim mowers, it is customary to empty and clean out each fuel tank. I then service the engines as required (air cleaner, engine oil, etc.) finishing up with valve service to each. (Interruptions are part of our work, and I mention this only to reduce some of the blame.)

While I was reinstalling the valves on one of the mowers, (mentioned interruption occurred) and it just so happened that I placed the exhaust valve into the intake seat and vice versa. I discovered this mistake this fall when I found the mower in the back of the storage area full of stale fuel. It was pushed aside unknown to me. I pulled the starter rope and the engine turned over easily, way too easily. The bright side to this tale is that I did prove that it is possible to lap each valve, install the exhaust valve into intake seat (and vice versa), assemble keepers, and adjust clearances. One more positive note, I didn't have to sharpen and balance the blade on this mower either.

Anyone else want to own up to a story like this? **-OC**

