

TECHNICALLY SPEAKING WITH

Ted Soenksen, *Wilmette Golf Course*



Prepping a New Bed Bar/Shoe

Prepping a new bed knife shoe (or bed bar) before installing a new bed knife is important. Never take a new bed knife (especially a micro or tourney knife) out of the package and rush to mount it to the bed bar before you consider the following:

- In most cases the bed bar has been factory machined perfectly, *and then spray painted*. There is over spray in the machined threaded mounting holes. Before mounting the bed knife to the new shoe:
- Take the time to run a tap through each hole.



Tap tool in bar

- Do the same to the outer mounting holes. Also take the time to keep the tap clean with brake clean after each hole and use cutting tool lubricant. This will keep a fresh cutting action hole after hole.
- After this is done, coat the 'new' bed knife screws with loc-tite, antisieze, or other lubricant such as WD40.
- Lastly hand tighten each screw in sequence (middle-out) then repeat with a 'torque wrench' to manufacturer specification.



Torque wrench

It's Not Just Gear Lube Anymore

Not too many years ago I could purchase one bottle or pail of 90 weight gear lube and use it in most all gear cases, and trans-axles. Though most are still using 'ole #90' in every thing, you might want to try taking a new look at this practice. With the advancement of multi-viscosity technology, older equipment can even longer in hotter temperatures using a lube like 85w-140. You may even find in some cases (no pun intended) gasket and seal leaks are less frequent. I have found this to be true in the Toro GM455D and GM223D units that I manage.

In fact, more manufactures are requiring the use of a heavier 85w-140 lube in their specifications. If you are going to upgrade or swap out you lube make sure you drain the old after the machine comes in from action.

For an example, the Toro 455D has a transaxle which holds about 128 ounces of lube. If I tried to drain this unit cold, I could be there for days watching a slow drip. Furthermore:

It not only flows a whole lot faster when heated, you will also get better results by removing sediment in the flow of old lube out of the transmission. Particles will remain suspended in the lube and end up in the drain pan.

When refilling the case, keep in mind how thick the lube is when trying to pour it into the gear box.

Remove any vents on top of the gearbox or transaxle to aid in air escaping. This practice will shorten the time it takes for the lube to settle out.

When you think your done filling, walk away and come back 15 minutes later to make sure no more lube is needed. Some things just can't be rushed or taken for granted. **-OC**



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