



Gulf Coast Sun Beams

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Rebuilding Equipment

Are you doing everything you can to extend the life of your equipment? If your answer is no, go out and price a new greens mower; after you find out that they are now selling for \$12,000.00 I'll bet that you will be very interested.

Here at Tiger Point we operate with 8 green and tee mowers, 2 fairway units, 3 rough units, 3 sand pros, 4 tractors, 3 trucks plus all of the other "standard" golf course operations equipment. Because we have such a large equipment inventory, it is imperative that my mechanic, Randy Wick, and myself do everything possible to extend the life of our equipment. We do so by training the operators, using the right piece of equipment for the right job, use a rigid preventative maintenance schedule and rebuild in-house as much as possible.

According to Ed Combest, shop management and mechanics teacher at Lake City Community College "When considering rebuilding equipment in-house, the organization between the superintendent and mechanic on scheduling down time is the most important factor. Once you are capable of taking the particular piece off the line you must have the capabilities which includes: knowledge (a good mechanic), proper tools and proper parts."

Randy and myself walked into a situation where the company had just purchased 5 new greens mowers and weren't ready to buy any more new mowers. We had three Jacobsen Greens Kings from 5 to 8 years old that needed replacing badly. Knowing we couldn't buy any more new equipment, our only option was to look into rebuilding. Here in the Panhandle, the distributors charge \$30 per hour labor and it was estimated that the cost of rebuilding our 8 year old mower would cost \$6,000. We guesstimated that it would cost us \$1,500 plus our labor and decided it would be much more beneficial to try it in-house. What we did was this:

- 1) Completely strip down the unit, sand and painted it.
- 2) Bought new reels with bearings and seals.
- 3) Bought new bushings for the lift arms.

- 4) Instead of buying new lift arms, we ground the pin off of the yolk assembly and replaced with our own pin, saving \$80 and kept the same quality.
- 5) Bored the engine; turned the crank shaft; ground the valves: new piston, rings and rod; put in new valve guides. We are increasing our blocks' life by taking the housing up to .030"; then we bore and install a new sleeve and start the whole process over again.
- 6) Put in a new carburetor.
- 7) Put a new seat on for the operator.
- 8) New tires (on our equipment not used on greens, we use the treaded tires saving \$10 at original cost plus lasting longer due to less wear).
- 9) Installed a new muffler.
- 10) Put on new throttle and steering cables.

In the process of rebuilding our equipment, we shop around for all replacement parts. The dealers are not the only people selling parts these days and it's our job as managers to get the cheapest price for the same quality parts. We did all of the work I've listed above for \$1,300 with 40 hours labor not included. Our estimated savings in-house rebuilding verses sending it out, \$4,000.

If you have got the time, a good mechanic, proper parts and tools, I strongly recommend trying to rebuild when ever possible and maybe your owners or greens committee will split the savings with you and put it in your pay check! ■

BE HAPPY

*For every minute
you are angry,
you lose 60 seconds
of happiness.*