

Linkage tip

This is my first ever season that I have stayed working to do repairs to equipment without any interruptions. A neglected need at seasonal courses.

Finally, I get to take each piece of equipment and look it over without the need of being strapped to the bottom of a bouncing machine while it is in operation.

Recently I pulled the hydrostatic drive transmission out of our JD fairway unit to replace a swash plate and cam.

Some of the linkages are buried under hydraulic hoses, other linkage rods and arms and wire harnesses. Not to mention the sheet metal body works / operators station.

With the P.M. program/schedule I try to keep up on during run time, along with doing everything else at the course, just like all of us do, Things get missed.

When your checking your linkage rods that have the fork/Y/wishbone and pin setup. Pull the pin right out to inspect these for wear.

If there is any tension or back pressure on these linkages you may not find what I did.

Sometimes we have sagging cutting units on a 2-3 or 4 year old unit so we make an adjustment to a lift linkage rod and all is well again.

Why did we have to make that adjustment in the first place, We didn't find any (end play) in anything but the adjustment was necessary to re-gain what we lost somewhere.

My find would have not been found without me having to remove the trans. I push and pull on all my linkage arms all the time but never ever found end play.

So here is what to look for when you are checking out linkages. You may just be surprised at what you find.

This particular arm was under, over, above and in one of the worst spots to get to.

Several pieces had to be removed to get to this for even an inspection, let alone a repair.

It had a spring loaded center return arm that kept pressure on it all the time so no mater what position it was in, it was tight. BUT, out of adjustment.

Now I know why my center reel only went so high.

keep an eye out for these little problems and it may help avoid the big ones.

