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## SERVICE BULLETIN

**MANDATORY**

**FIX ON FAILURE**

**INFORMATION ONLY**

**Ref:** SRV

**Date:** 8-22-18

**Product:** 200 Series AirFlex and SDX AirFlex

**Problem:** Changes to the knife drive adjustments.

**Solution** We have recently found out that we need to make some adjustment to the knife drive belts and bell crank bearing retaining hardware. These changes need to be made to resolve issues with the drive system.

- Right hand double v knife drive belt.
  - The tension on the knife drive belt on the Right-Hand drive needs to be reduced. It has been found that the belt must be allowing to "slip" if needed.
  - Current belt tension
    - 95 Hz
  - **New Belt tension**
    - **60 Hz**
- Right hand cog (GT) knife drive belt.
  - The tension on the knife drive belt on the Right-Hand drive needs to be reduced in order to increase the lift span of this belt.
  - Current belt tension
    - 220 Hz New belt
    - 200-210 hz Used or run-in belt
  - **New Belt tension**
    - 180-190 Hz New belt
    - 160-170 Hz Used or run-in belt

The belt can be adjusted using the following tuning APPs

***Apple Devices (IOS)***

**App Name:** Fine Tuner

**Link:** <http://www.finetunerapp.com>

***Android Devices***

**App Name:** Simple Tuner

**Link:** <https://play.google.com/store/apps/details?id=tuner.simple.idse03.com.tuner>

- **Right Hand drive belt**
  - To check the adjustment of the belt, hold the phone with the app turned on under the longest strand of the belt.
  - Use a large wrench and tap the longest strand of the belt about 5 times. See figure 1.
  - This will give you a range for the belt tension.
  - Change the belt tension by adjusting the jam nuts on the top of the right-hand drive, figure 1.
    - 180-190 HZ New belt
    - 160-170HZ Used or run-in belt
- **Note: Use this same procedure on the remaining belts.**

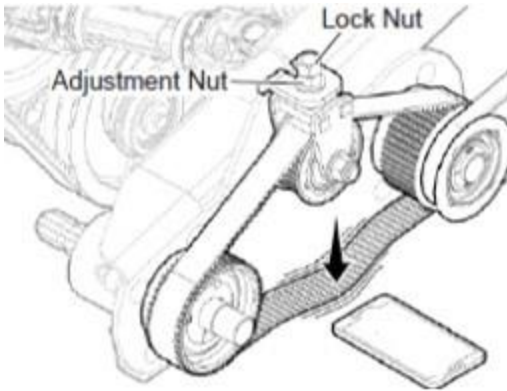


Figure 1

- **Knife drive belt**
  - The tension on the knife drive belt on the knife drive needs to be reduced. It has been found that since this belt is a “V” belt must be allowing to “slip” to protect the rest of the system. See figure 2 and 3.
  - Current belt tension
    - 95HZ for either new or used belt
  - **New Belt tension**
    - 60 HZ for either a new or used belt

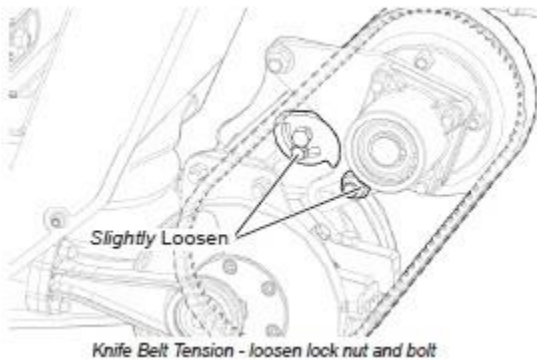


Figure 2

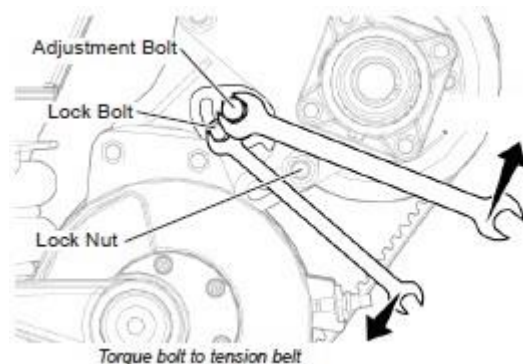
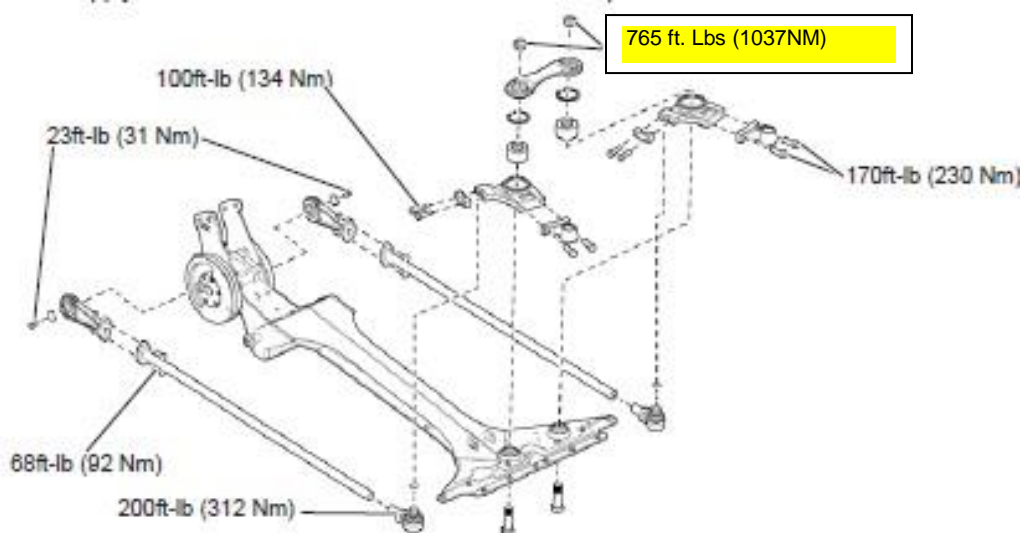


Figure 3

- **Bell Crank Mounting bolts**
  - There have been a few of the nuts on a couple of units that have lost tension and allowed the bell-cranks to come loose. We are now increasing torque on the mounting nuts. See Figure 4
  - Current torque on the mounting bolts
    - 550 Ft-lbs.
  - **New torque on the mounting bolts.**
    - 765 Ft-lbs.



Per service bulletin SRV-018-003 changes were made to the type and lubrication schedule of the goose-neck and bell-crank bearings. Make sure that this is also communicated to the customers.

The goose-neck bearings and the bell-crank bearings must be lubricated every 10 hours with only 1 or 2 pumps of grease. The correct grease must have the following specifications:

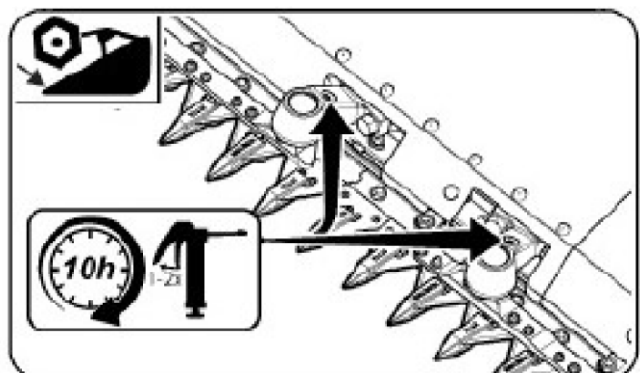
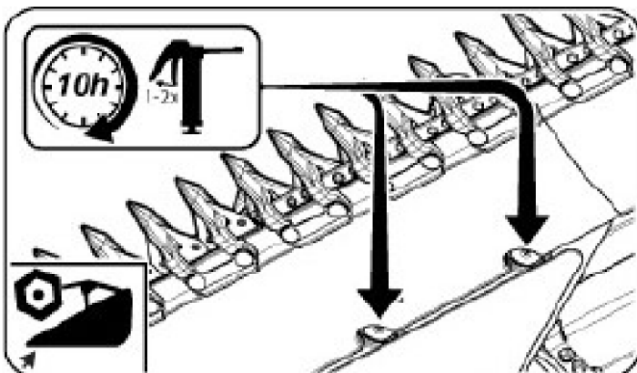
**NLGI Grade #2 Thickener Type – Lithium Complex Molybdenum Disulfide (wt.%) – 3% Viscosity of Oil (ASTM D 445) cSt @ 40oC – 400 to 500**

The following is a list of some manufactures with lubrication that meets those specifications

- Mobil SCH XHP 462Shell Gadus S3 V460D 2
- Castrol Contractor Special 2
- Conoco Phillips 66 Megaplex XD3 or XD5 (both need to be NLGI 2 grade)
- Lucas Oil Heavy Duty Mining & Construction Grease Product #10597, 10597, 10881 NLGI GCLB
- Petro Canada Precision XL3 Moly EP2
- Cat Extreme Application Grease - Desert NLGI 2
- MyStik JT-60 Hi-Temp Grease with Moly - Readily available at any Tractor and Supply in USA.
- TOTAL CERAN XM 460 NLGI 2
- MAPO MFE Syngis Grease CS-2/502-S
- Eurol Grease CS-2/501
- Castrol Spheerol LCX 6002
- Castrol Castrol Spheerol EPLX
- SKF LGEM 2
- Castrol Molub-Alloy 860/460-2 ES

The following grease does not meet the specification and should not be used:

- CNH 251H EP Grease
- CNH GR-100 SSL Grease
- John Deere Moly Grease EP Special Purpose



**Ordering Information:**  
No parts are Required

**Labor Allowance:** N/A

NOTE: