

"So we went to a salvage yard and bought two used electric fans for small cars. There wasn't room to mount the fans behind the truck's grill, so instead we bolted them to the bumper and wired them to a switch in the cab. The fans blow air back toward the radiator and solved the problem."

Roger Gutschmidt, Gackle, N.Dak.: "This winter I painted the rubber belts on my round baler with Herculiner truck bed liner.



That stuff sticks to anything you put it on. Now the belts are nice and rough again and will grip hay better for starting bales. The problem was that the belts get so glazed and worn that they work poorly even though they are still intact.

"I had originally painted the belts 10 years ago. A lot of the Herculiner coating was still on there, but they were ready for a second coat. It's easy to do, but don't get it on your hands. It takes about 2 weeks for it to wear off."

Paul Heifner, Boyceville, Wis.: "To keep from ripping the gaskets off frozen cab doors, wipe a small amount of anti-freeze on the problem area."

George Proseus, Jr., Altmar, N.Y.: "About 4 years ago the oil seals on the pto shaft on my 1980 Bush Hog mower started leaking. Installing new seals would have required removing the gearbox and shield—a big job. Instead, I bought some lightweight grease—the kind used to lubricate CV joints in cars—and filled the gearbox with it. It solved the problem. I used about 4 tubes of grease at a cost of about \$3 per tube."

Alan Borud, Wisconsin Dells, Wis.: "I set 3-pt. mounted implements and my snowplow down on cheap furniture dollies. Makes it easy to move the equipment around my shop, and it also makes it easy to position them for hookup."

Menno Hochstedler, Topeka, Ind.: "If I have rusted-together parts I heat them and then use water to create steam and temperature change. It seems to free up the parts most of the time."

Carlos Bahler, Fairbury, Ill.: "I bought a 55-gal. drum cart from Northern Tool that's fitted with an oil meter and pump (ph 800

221-0516; www.northerntool.com). The cart comes with a 50-ft. hose on a reel. Makes changing oil a quick and easy job."

Lock and Lube LLC, (ph 603 795-2298; www.locknlube.com): Their LockNLube grease gun coupler comes with a unique sliding sleeve that's activated by a thumb lever. The unit's 4 spring-steel jaws lock onto the grease zerk. With the jaws locked onto the zerk a leak-proof seal is created, preventing the coupler from coming loose and breaking



the seal, says the company. Activating the trigger releases the coupler from the zerk.

The LockNLube fits most standard grease guns and comes with a 30-day money back guarantee. It sells for \$29.95 including S&H in the U.S.

Arlo Greenberg, Elk River, Minn.: "I replaced the tiny plastic wheels on my Lincoln arc welder with much bigger garden tractor tires. They make the welder a lot easier to pull over obstacles on my shop floor, such as pipes, cables, etc., and also work great to pull the welder over rough ground."

"A metal rod that runs through existing



holes on back of the welder serves as an axle."

Wess Cornelius, Winlock, Wash.: "The bearings on the spindles on my Toro riding mower froze up due to corrosion. A new spindle would have cost about \$90. Instead, I removed the spindles and then used a grinder fitted with a 3/32-in. cutting wheel to cut 4 corroded bolts out of them. I replaced the corroded bolts with 4 new bolts and nuts, and also installed new bearings. My total cost was only \$12."



Roger Gutschmidt replaced the fender on his Deere 7530 tractor, with one from his 7810.

Fender Fix For Deere 7530 Tractor

"About 4 years ago I bought a new Deere 7530 MFWD tractor to replace my Deere 7810, which I really liked," says Roger Gutschmidt, who discovered as soon as he started using the 7530 that there were several things he disliked about his new tractor. But one problem, above all, stood out.

"The rear fenders stick out so far to the back that they obstruct my view when pulling my rock picker or sickle mower. I can't see the forks or the sicklebar at all from the seat unless I raise the air seat up all the way and sit on an old Sears Roebuck catalog. That's not how I want to operate an expensive farm tractor."

"After I complained to Deere, one of our local service techs told me the 20 Series tractors are just as bad and that everyone complains about them. The problem was caused by the way Deere moved their cabs forward."

"To solve the problem, I first tried extending the hitch on my rock picker 15 in., but that wasn't enough. So last year I took off the right rear fender. That did the trick but the tire would throw mud on the cab windows."

"Last winter I decided to look into putting a new right rear fender on the tractor by fitting a fender from a 7810 to the 7530. The 7810 fender cost \$423. The rear fender housing, which holds the taillight lens, was \$277. The taillight lens was \$50 and the underside metal shield that protects the wires was \$51. Total: \$801. So if I couldn't make it work it would have been an expensive experiment."

"But fortunately, I was able to figure it out. I held the 7810 fender against the 7530 wheel well and saw that it was an almost perfect fit as far as the curvature goes. I positioned it so bolts could be put through the attachment

lips on each part. The fender also had to be low enough to allow the right-hand side door to open without hitting. I had to do some cutting on the back taillight assembly to get it to fit. I first made a pattern out of cardboard to get the fit right. After getting it into place, I installed the shield on the underside to protect the wires, and then installed the top fender light from the 7530 on the new fender."

"One last thing to note is that the fender had a switch mounted on it for controlling up and down of the 3-pt. arms. I did not reinstall that since there was also one on the left hand fender."

"The replacement fender solved my visibility problem. I don't think I'll do the other side. I might get some strange looks from people, but I just need a tractor that works. I don't care about the cosmetics. When I go to sell the tractor I'll be able to put the original fender back on."

Gutschmidt named a couple other things he doesn't like about his Deere 7530. "Because the cab is positioned further forward, the hood got shorter, which means the radiator is jammed so close to the engine there's no room to blow out dirt or dust. No wonder these engines overheat."

"I have had hydraulic coupler issues, too. Deere replaced them 3 times before I got a set that finally holds the hoses in without popping out the first time I hit the lever. It was frustrating, and messy, having the hoses pop out all the time."

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Brent Gill came up with his own vent for plastic fuel cans. "With the core valve removed, it's easy to fill a tank because air rushes in through the valve when the cap is removed," he says.

Vent For Plastic Fuel Cans

"I despise those 'safe nozzles' found on fuel cans because they're such a pain to deal with, so I came up with my own vent for plastic fuel cans," says Brent Gill, Springville, Calif.

He drilled a hole in the top of the can that's the same size as a tubeless tire stem. He pushed a length of wire through the hole and then out the filler spout hole. He removed the valve cap and core from a tire valve stem and threaded it onto the end of the wire, then pulled the stem out through the vent hole.

"The hole I drilled is small enough that the

larger bottom section of the stem's valve could be pulled through," says Gill. "I put a washer on top of the can and then pulled the valve through the washer. Even when the can is tipped over, fuel won't leak out. With the core valve removed, it's easy to fill a tank because the air rushes in through the valve once the cap has been removed."

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Answers To A Reader's Problem

L. Richard DeBoer, Mansfield Center, Conn.: "In regard to Bill Mitchell, Tusculum, Ala., in your last issue (Vol. 38, No. 2), who was having trouble keeping his Ford 642 tractor running after it gets hot, I have an engine in a Deere lawn tractor that did the same thing. The exhaust valve would stick when warmed up. I reamed out the guide and solved the problem. Still using it today with no problem."

Ron Zeigler, Boonville, N.Y.: Here's another take on what might be happening with Bill Mitchell's Ford tractor. "We had a Ford tractor engine that did the same thing. Our local tractor repairman told us to drain the gas tank and take the fuel valve out of the bottom of the tank. Sure enough, the screen on the valve was plugged. After cleaning it we had no more problems. Apparently what was happening is that

small particles of rust would gather around the screen from the vacuum pressure and eventually plug it, stalling the engine. Once the engine stalled it would lose its vacuum and some of the rust would release so the tractor would start again."

Jim Whittenbarger, Cincinnati, Ohio: "In my judgement, Bill Mitchell of Alabama has a burned out or sticking valve. A compression test, with a low reading, will confirm the problem."

Phillip Belcher, Weaubleau, Mo.: "In regard to Mr. Mitchell's problem with his Ford 642, I have a 861 Ford that had the same problem when I bought it used. I solved the problem by making sure the fuel tank is sealed properly. The cap on my fuel tank had a hole in it and that allowed heated gasoline vapors to escape. I plugged the hole and that fixed the problem."