

cans, a 1/2-in. replacement push-in vent to keep gas flowing fast and prevent it from splashing out, a second base cap to fit additional cans, and a flame arrester.

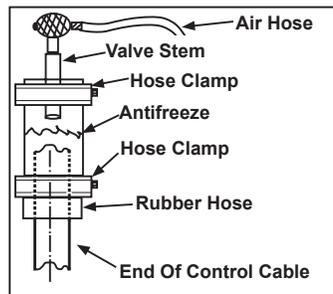


Spout kit makes newer fuel cans easier to use.

The kit is only designed for use on portable fuel containers manufactured prior to Jan. 1, 2009. It's compatible with Eagle, Gott, Briggs-Stratton, Rubbermaid, Midwest Can, Essence, Blitz, Koplin, Wedco, and Scepter cans. It's not for use with metal cans.

Mike DuRant, Dickinson, Texas: "In the last issue, a fellow with a differential seal leak said he solved the problem by filling it with grease instead of replacing the seal and filling it with gear oil like you should. I just want to say that he will be sorry. Maybe not this week or this year but eventually he will have damaged gears."

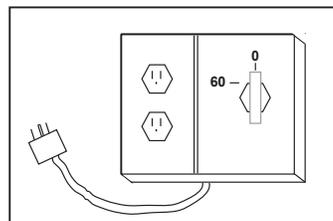
Jim Monfore, Armour, S. Dak.: "The control cables for the loader on my New Holland TV140 bi-directional tractor take on moisture somehow. During winter they



freeze up so we can't use the loader. It's a bad problem because the cables run beneath the cab, which has to be removed to replace them. Cost? Probably a couple thousand dollars.

"I came up with a method to solve the problem at almost no cost. First, free up one end of a cable by removing the yoke and clamp a short length of rubber hose over the end. Then pour an ounce or so of antifreeze into the hose before inserting an air valve stem in the open end and clamping that in place. Then use a couple short bursts of air pressure while a second person sits in the cab and works the loader controls. Muddy colored water will exit the other end of the cable housing. You can stop when you see green antifreeze come out. It both lubricates and freeze-proofs the cable."

Clyde E. TenEyck, Penn Valley, Calif.: "I bought a 12-volt impact driver with a lithium ion battery. The manual states that

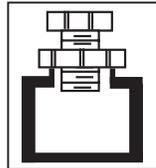


you shouldn't charge the battery for more than 1 hr. or it will be harmful to the battery. I didn't want to have to remember to unplug it so I made a timed receptacle by wiring an electrical box to a timer and then running a plug from the timer to another outlet. I simply plug the battery charger into the timed outlet and set it for an hour."

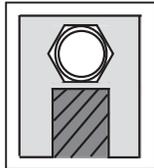
Dave Bulawsky, Auberry, Calif.: "The flywheel studs came loose on my 1946 Case

VA row crop tractor. I solved the problem by cleaning them well and then reinstalling them with Blue Loctite. They've never come loose again.

"The front axle broke on that '46 Case so we put a piece of 2-in. angle iron (1/4 in. thick) along the bottom of it. We welded it all together and it worked just fine.



Front View



Top View

"I built my own pitman arm puller out of a piece of scrap square tubing. I cut a notch out of one end, welded a 1/4-in. nut on top, and inserted a bolt. It works perfect. I've used it on my Dodge Dakota and Ram pickups."

Bill Reeks, Cromwell, Ky.: "I've had trouble over the years with the fuel pump on my 1984 Suburban. I solved the problem by switching to an electric fuel pump. Worked great. This idea can help many older vehicles."

Junior Turner, Stuart, Va.: "I designed a new kind of push-off 2-wheeler that makes it



Push-off mechanism can be added to any 2-wheeler, says Turner.

a lot easier to handle heavy loads. I started with a regular 2-wheeler and used 1/2-in. steel rod and scrap flat iron. You just pull back on the handle to push off the load at the bottom. It hinges on the lower bar and locks in place when not needed. It's simple but if you use one a lot you'll really appreciate it."

Monroe Hall, Belfast, Maine: "Over my 83 years I've developed a profound distrust of alternators. The first thing I do on all my fuel-powered equipment (generator, lawn mower, tractors, Vespa scooter, etc.) is to wire on a trickle charger so they can be plugged in any time you're not using them. Works very well and makes equipment much more enjoyable to use when you know they'll always have power."

Eric Vandevelde, Casco, Wis.: "One of our 4 by 6-in. fence posts broke off in frozen ground. To repair it, we drilled a 1-in. dia. hole 12 in. deep into the piece in the ground and drilled the same size hole in the piece that broke off. We put a steel rod in between the two and used a tractor to seat them back together. After 6 years, that repair is still holding strong."

Ernie Tweedy, Oxford, Ark.: "Instead of using a chunk of wood to remove mower deck blades, I slip a piece of pvc pipe over one half of the blade to hold it in place while I remove the nut."

George Bates, Henrietta, Texas: "The drive mechanism on an old sickle mower was rusted tight. I used the rust-buster recipe that I've read about in FARM SHOW (a 50-50 mix of automatic transmission fluid and acetone) and it loosened right up."

60,000-Lb. Twin Cylinder Lift Jack

Farm equipment keeps getting bigger and so do Emerson Jacks. The company's new 60,000-lb. twin cylinder air-over-hydraulic lift is a far cry from the car bumper jacks the company first made in 1960, says founder Fran Voss.

"We went entirely to heavy jacks because tractors, combines and other equipment were getting so much bigger," says Voss. "The new SC-60, with its 16 1/4-in. starting height, is designed for farm tractors, combines and sprayers. With a combination of the optional lift bars and the 8-in. stroke, the lift pad can reach a maximum height of 90 1/2 in."

The company makes a wide variety of wheel jacks, bottle jacks, ramps and more, much of it for tire shops. The farm service jacks are specially designed for challenging conditions. Hydraulic cylinders are completely enclosed, and air-over-hydraulic pressure ensures maximum load with a smooth lift.

Air-powered jacks require high-pressure compressors. With air-over-hydraulic, only 110 lbs. of pressure is required to achieve 10,000 psi. The air-powered motor drives a hydraulic piston back and forth to provide hydraulic pressure for the lift.

The model 15 has a lift capacity of 30,000 lbs., and the model 25 has a capacity of 50,000 lbs. Both are powered by Emerson's own air-over-hydraulic pump with turn-valve control.

"When we went to the SC-60, we went with a different pump in order to add a foot control valve option," says Voss. "The foot control and pump can be removed from the base, allowing the operator to raise and lower the jack without being under the machine."

The SC-60 comes with a single height adjustable lift bar. Two optional lift bars are



Emerson's 60,000-lb. twin cylinder air-over-hydraulic lift is designed to handle today's big farm equipment.

available, one that can also be used by itself and the other to be used in combination with the first two for even greater heights.

"The Lift Bars are made from high stress steel," says Voss. "With the heights they extend to and the weight they carry, regular steel would bend like a pretzel."

In addition to high stress steel, the SC-60 is designed for stability. Steel tubes 1/4 in. thick ride over the cylinders to guide them and shield them from the elements. The lift pad/bars are centered between the cylinders for optimal load balance.

The SC-60 with a single lift bar is priced at \$2,195.

Contact: FARM SHOW Followup, Emerson Mfg., P.O. Box 10, Pender, Neb. 68047 (ph 402 385-2459 or 800 633-5124; emersonmanufacturing@yahoo.com; www.emersonjacks.com).

McCormick Binders Repaired/Rebuilt

Whether you need a part or a total rebuild of a McCormick binder, General Repair is the place to go. John Fischer says the company has been repairing the old binders since it started as a farm repair shop in 1964.

"Back then, a local International implement dealer still carried most, if not all, parts for the McCormick binder," says Fischer. "At the time you could still get binders in good shape. Over the years as parts were discontinued, we began making them or finding those who could."

Today, General Repair has a complete list of parts available for the McCormick pto version, and most parts for the ground drive version. If they don't have a part, Fischer knows where to get them.

Some parts are used, but most of the more than 100 new parts are made by General Repair. That includes the entire knottter assembly with knottter frame, drive clutch for the ground drive, cutting knives, needle pitman and more.

"The knottter is probably the piece we work on the most," says Fischer. "We also make all the shields and binder boards."

In addition to making and selling parts, Fischer repairs binders. Increasingly, he gets asked to do a complete restoration. Pricing either a repair or a restoration is tricky without seeing the shape it is in, he says.

"Photos help along with the history of the



Knottter frame and components are just some of the many replacement parts General Repair makes for McCormick binders.

binder," says Fischer. "If you find one that sat in a fence row for 25 years and the board is rotted off, very likely the gear parts will still be solid. Restoring it will take a lot of elbow grease and new boards."

Fischer has shipped parts as far south as Texas. While he doesn't advertise much beyond the state of Pennsylvania, customers are spreading the word on the internet and person to person. FARM SHOW reader LeRoy Baumgardner wanted other readers to know about the service provided.

"They completely rebuilt my binder with new sprockets, chains, cutter sections and other parts that were worn out," he says.

Contact: FARM SHOW Followup, General Repair Shop, 63 Old Leacock Rd., Ronks, Penn. 17572 (ph 717 768-3902; voicemail 717 656-1967).