Repairs & Maintenance Shortcuts

(Continued from previous page)

duty extension cord to power it. I bought a 100 ft. roll of 3-wire cable and plugs for each end. We just figured what size wire we would need for a 200 amp welder. It's real stiff and I knew it would be difficult to roll it up for storage so I bought a water hose storage reel (for \$16) on wheels. Now it's simple to pull out the cable and wind it back up."

Arnold C. Weber, Frankenmuth, Mich.: "I'm sending along photos of a bead breaker I made for tractor tires. I always had trouble getting tires off but this little tool gets the job done. It's completely adjustable for different size tires. It's made from one piece of channel iron that lies face



down as a base and two smaller pieces of channel that act as uprights. A cross bar pins to holes drilled in the two uprights. There's a curved push plate on one end and a handpumped 10-ton hydraulic jack on the other end. Raising or lowering the cross bar makes it easy to adapt to different size tires."

Gregory Peltier, Danbury, Texas: "One day I was greasing my 1460 Interna-



tional combine and had to climb almost all the way up the combine tire to grease four hard-to-reach zerks. I slipped and fell hard onto the ground. That got me thinking there had to be a better way. I made grease hoses out of 1/8-in. dia. hydraulic line and plumbed them in place of the original zerks by drilling and tapping the holes. I clamped the zerks to the other end of the hose and attached the hose to the side of the combine with conduit clamps. Works great.

"Another problem on the combine was tightening the reel chain. I welded a big nut



to the reel motor bracket and to the side of the combine. Then I put a long bolt through

both nuts. To tighten the chain I just tighten the bolt. I welded a small nut on the side of the motor mount to insert a set screw to hold the bracket in place once it's tightened."

Darl Blackman, Bloomingdale, Mich.: "When the power steering pump on our Massey Ferguson 175 tractor went out, I found out a new one would cost \$348. I saved the money by putting a GM automotive power steering pump on it. My only cost was \$20 for a pulley and belt to run the pump off the alternator. Worked very well."

James S. Wilson, Celeste, Tex.: "Here's how I made a 360° swivel mount for my bench vise. I bolted a 3/8-in. thick piece of steel plate to the bottom of the vise and then



welded a short length of pipe to the center of the base. Then I cut a 1/4-in. slot out of a slightly larger piece of pipe, welded two tabs to it, and mounted it on the side of the work bench. Vise turns 360° inside the slotted pipe, which can be quickly tightened down at any point. Great for welding jobs.

"I was installing wire leads to an arc welder and didn't have any terminals on hand. Instead, I found some copper pipe



about the diameter of the wire and cut off two pieces about 2 1/2 in. long. I flatened half of each piece and drilled a hole through the ends to bolt to the welder. I slipped the wire into the open end and soldered it in place. Worked just fine."

Dale L. Williams, Maple, Wis.: "We mounted low-cost duals on our 1992 New Holland 855 baler. It makes heavier, 1,800lb. bales than the early New Holland 850 we had before so it had more of a tendency to bog down in wet fields. We'd seen duals used on balers before so we decided to see what we could come up with on our own.

"We discovered that the 13-in. wheel rims off an old Escort car fit perfectly inside the baler rims so we used them for spacers. We used 1-ft. threaded rods for the long bolts to attach the car rims to the baler's. We then fitted the rims with tires off one of our hay wagons. They're only 1/2-in. shorter in height than the baler's tires so they're ideal for adding flotation on wet ground. Plus, we've found they add stability to the baler, which is rather narrow and squat, on dry ground. We put the duals on three years ago and haven't taken them off since. By this time, many of our neighbors are running duals on their balers, too."

Bumper-Mounted "Step" Makes Truck Service Easier

"I built it to slip over the front bumper on my Dodge 3-ton grain truck to make it easier to service the engine," says Michel Dufault, Haywood, Manitoba, about the 5-ft. long, 1-ft. wide service step he made by bolting two 2 by 6 planks to metal clamps that simply slip over the bumper.

"I built it because the front bumper on my truck is only 2 1/4 in. wide and is often slippery," says Dufault. "It eliminates the need to use a step ladder or a bench and is wide enough that I can lay tools and other items on it while I work on the engine."

Contact: FARM SHOW Followup, Michel Dufault, Box 67, Haywood,



Manitoba, Canada ROG 0W0 (ph 204 379-2426).



Remote Battery Disconnect Safety Switch

You'll never have to worry about draining power out of your batteries when machinery's not in use, thanks to this new remote battery disconnect safety switch.

The device, from Gizmos & Gadgets Inc., consists of a knife blade-type switch that disconnects power when you flip it up. It installs in minutes in any remote location, simply by running a cable to it from your battery. Great for working on equipment without having to disconnect the battery and helps discourage theft or unauthorized use, the company adds.

Sells for \$24.95 plus \$3.95 S&H. A top post-mounted battery switch is also available for the same price.

Contact: FARM SHOW Followup, Gizmos & Gadgets Inc., 6519 Cecilia Circle, Minneapolis, Minn. 55439 (ph 800 215-

Add New Life To Deere Chisel Plows

If you've ever had problems with inaccurate depth control on your Deere chisel plow that was caused by failure of the walking beam axles, you'll be interested in this new update kit offered by Dave Barnes of Barnes Welding, Inc., Waterville, Wash.

The kit includes a main pivot spindle, heavy duty Timken tapered roller bearing and bearing housing, and heavy duty rectangular steel tubing. You cut the original pivot spindle off the implement's lift arm and weld the new one on in its place, then attach the steel tubing to the original wheel spindles and hubs.

"It makes your Deere chisel plow work better than new because you're putting on a stronger spindle and using a stronger, frictionless, sealed bearing that's packed in grease for long life. Also, maintenance is easier because no greasing is necessary," says Barnes. "The problem with Deere chisel plows and field cultivators is that the walking beam axle is built from 4 by 2 rectangular steel tubing that isn't strong enough to carry the weight of the implement. Our updated walking beam axles are built from 6 by 2 tubing and use heavy duty bearings so they'll outlast the implement.

"Another problem is that the original walking beam pivot is made with a brass bushing that should be greased daily. Dust can enter the bushing because there are no seals, which causes the bearing to wear out prematurely. The first sign of trouble is a gradual leaning of the wheels which can exert excessive wear and pressure on the sides of the tires so that they don't follow each other. This allows the walking beam to wander left and right, compounding the existing wear many times over. Also, the main spindle will eventually wear through the metal housing that holds the bearing. This can lock up the walking beam and keep it from following the ground contour which results in the depth control problems."

The kits sell for \$375 apiece. One kit is required per lift arm.

Contact: FARM SHOW Followup, Dave Barnes, Barnes Welding, Inc., Box 614, Waterville, Wash. 98858 (ph 509 745-8588).

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