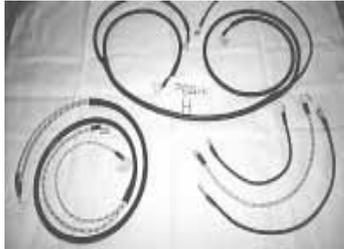


Continued from previous page

Jim Guarino, Alden, N.Y.: If you need a wiring harness for an older model tractor, you'll want to check out Jim's business, Agri-



Wiring harness for Deere H.

Services, which specializes in making like-new wiring harnesses for antique tractors and other equipment.

"We make every attempt to exactly match the original wiring, using braided or plastic covered wire, fabric loom, neoprene tubing, and soldered OEM-type connectors," says Jim. "With each harness, we include a numbered connection list which corresponds to the color and number of each wire. We can also supply optional items such as inline fuses, braided loom, spark plug wires and battery cables on request."

Available for many tractor makes, with Deere harnesses starting at \$22. When a customer needs a harness there isn't an existing pattern for, Agri-Services customizes one from the original harness if the customer supplies it.

Contact: FARM SHOW Followup, Agri-Services, 13899 North Road, Alden, N.Y. 14004 (ph 716 937-6618).

John Cooke, Monroe, Conn.: "When I got tired of hitches twisting on my drawbar,



I bent a piece of 1/4 by 2-in. scrap iron into an inverted V shape with a flattened apex. I torched a 3/4-in. dia. hole in the flat to accept a Cat # 1 pin and welded the free ends to the drawbar. I welded two balls and a pin to accept a pintle hitch to the bar. Pinned in the top, it has enough movement to prevent bending and raises and lowers on the lift arms almost perfectly."

Ben McIntyre, Harwood, N. Dak.: Ben's company, Big Tractor Parts, specializes in new and used replacement parts for Steiger tractors.

"We handle at least 100 American-made replacement parts for Steigers built between 1970 and 1997," Ben says. "We handle everything from axle components to differentials and steering components. There's a minimum savings of 10 to 25 percent on new replacement parts for Steiger drivetrains. There's a minimum savings of 50 percent on used parts. We also rebuild transmissions, dropboxes and axles and buy running or damaged Steigers to part out."

Contact: FARM SHOW Followup, Big Tractor Parts, 3061 165th Ave. SE., Harwood, N. Dak. 58042 (ph 800 982-1769 or 701 281-0286).

Perry Bemis, Wichita, Kan.: "Want to add wheel alignment capability to your shop but can't justify the expense of conventional equipment?"



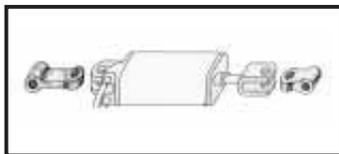
"We manufacture and sell what we believe is the most economical, easiest to use wheel alignment tool on the market. Designed specifically for cars and pickups, the portable wheels-off Precision+ Pro Series II system eliminates the need for turntables, slip plates or an expensive, dedicated bay required for a computerized alignment rack. You use it on any flat floor and hang it on the wall between jobs.

"Quick and extremely accurate to use, it includes tripods with digital readouts, alignment bars for toe and caster, adapter plates for all popular cars and light trucks and 'floor savers.' It comes with an instruction manual, demo video, and vehicle alignment specification manual.

"Sells for \$1,995 plus freight."

Contact: FARM SHOW Followup, Kansas Manufacturers Inc., 138 South Ida, Wichita, Kan. 67211 (ph 800 565-6871 or 316 264-7865; fax 1614).

Myrna Nuese, Marshalltown, Iowa: Myrna's company, Hawkeye Sales, offers top



link cylinder adapters for Cat. II and III 3 pt. that let you angle or level loads from the seat of your tractor.

The adapters join the top link with the hydraulic cylinder and feature a 1 in. dia. hole for Cat. II models and 1 1/4-in. dia. hole for Cat. III models.

They sell for \$20 and \$22, respectively, plus \$5 S&H for the first unit and \$1 S&H for each additional unit.

Contact: FARM SHOW Followup, Hawkeye Sales, 108 1/2 W. Linn St., Marshalltown, Iowa 50185 (ph 800 576-8454 or 515 753-8539).

Douglas McKenzie, Stony Plain, Alberta: "I would like to follow up on my article, 'Working With Diesels In Ford Pickups', because of all the letters I've received asking for advice since it ran in your last issue.

"The new 7.3 Powerstroke, which I didn't cover, is a somewhat better design than the previous 7.3 but certainly is not worth all the hype that's been associated with it. Everything I have previously stated should also be applied to the Powerstroke engine, only now it costs more. An electronic fast idle for these engines costs \$1,000 to \$1,300, or you can use a manual throttle cable for about \$300.

"Having repaired the Chevy 6.2, 6.5, Ford 6.9, 7.3, 7.3 turbo, 7.3 Powerstroke and the 5.9 Cummins, if you insist on having a diesel in a 3/4 or 1-ton truck, stick with the B series Cummins."



He Built His Own Bi-Fold Doors

When Nebraska farmer Steve Hietbrink tore down a pair of 40 by 90-ft. chicken houses, he saved the aluminum roofing and all salvagable wood to build a 60-ft. wide, 104-ft. long machine shed and shop. In the process, he designed and built a pair of 16-ft. high bi-fold doors that would have cost thousands if he had bought it new.

"They work as well as any doors on the market. A lot of people come by to look at them," says Hietbrink. "I saved about \$5,000 by putting up the shed myself, and I saved about \$5,000 on each door."

Half the shed is used as a shop and has a cement floor. The other half is used to store machinery and has a dirt floor. Hietbrink uses a roll-down curtain to separate the two areas. He used aluminum roofing left over from the chicken houses to build the shed's side walls. The roof was built from new material. He also bought new 60-ft. wide clear span roof trusses.

A 30-ft. wide bifold door is built into one end of the shed, and a 24-ft. wide door is on one side. He used 2-in. sq. steel tubing to build frames for the doors.

Hietbrink opens and closes the doors with a two-way switch. An electric motor is used to power a worm drive gearbox, which winches in cables wrapped around a pipe along the bottom of each door. An electric contact system is used to reverse the motor, resulting in "power up, power down" that eliminates the need for a brake system to keep the door from "creeping" down after it's opened. Rollers salvaged from railroad cargo cars ride up and down angle iron tracks at the outside edges of the door.

Contact: FARM SHOW Followup, Steve Hietbrink, Box 88L, Firth, Neb. 68358 (ph 402 791-5777).

New Torch Tip Heats Fast

You can sweat pipe joint in seconds with new double and triple flame torch tips that concentrate the flame directly on the pipe with no damage to the surrounding area.

Twin Flame Tips work on two sides of pipe from 5/8 up to 2 1/8 in. dia. Triple Flame Tips heat the entire circumference of a pipe where only one side is easily accessible.

The tips were developed for Smith Equipment's new Quickfire Torch, but adapters are available to make them suitable for use with any industrial oxy fuel torch.

Prices range from \$20 to \$45.

The company offers several other multi-flame torch tips, including up to an 8-flame tip.

Contact: FARM SHOW Followup, Smith



Equipment, 2601 Lockheed Ave., Watertown S.Dak. 57201 (ph 800 328-3363 or 605 882-3200; fax 2100).

Handy Portable Light Cost Just \$30

For about \$30 you can build a 6-ft. high portable service light that can be used anywhere because it operates off the battery of any vehicle, says inventor Kirk Harrold.

A pair of lamps mount on top of the stand and can be rotated in any direction. The lamps mount on a detachable bracket that you can lift off, if needed, to get a closer look at something.

The stand was made with a 6-ft. length of 1/2-in. dia. water pipe that's threaded on both ends with a T-joint at the bottom.

To make the lamp mounting bracket you weld a 10-in. long, 1-in. wide flat iron - with a hole drilled into each end - to a pipe joining collar that screws into the top of the stand. A 1 1/2-in. wide piece of angle iron with a hole drilled into it is then welded onto the center of the flat iron. Then the bracket-supporting collar is screwed onto the stand. Harrold mounted a toggle switch in the angle

iron and connected both leads from the lamps to one of the switch terminals. He attached a fuse to the cord's power lead (black) and then to the remaining terminal on the toggle switch.

Attach alligator clips to the free end of the cord and wind the cord onto the cord bracket. The clips can be attached to the battery terminals of any 12-volt vehicle.

