

Rod Van Overscheld, Letcher, S.Dak.: "I had trouble with the belts on my 1973 Deere 6600 combine that turn the auger takes the grain into the hopper. At times it would stop turning. I solved it by using a hydraulic orbit motor. I control the speed in the cab. To run the reel on the straight head or bean head I use the same hydraulic system. The oil goes first to the orbit motor on the hopper. The return line goes to the orbit motor on straight head, then back to the oil reserve. It works perfect this way. You cannot put a "T" in the hydraulic hose line and send it to both motors at the same time."

Ken Craven, Byars, Okla.: "We make skid shoes for our disc mower that last three times longer than original equipment and cost only about \$1.50 per shoe versus \$20 per shoe from the dealer. We cut them out of 3/16-in. thick AR plate steel. They measure 5 by 8 in. and weld to the bottom of the existing shoes."

Robert L. Kuhlmeier, Salina, Kan.: "I had a problem with the lift brackets on my Allis Chalmers 1300 field cultivator wings breaking when raising and lowering. I solved the problem with \$50 worth of cable and brackets. It was a cheap way to make things right."

Joe Abba, Acampo, Calif.: "I paint V-belt sizes on guards or other parts as close to the belt as possible. That way, when a belt goes out I know the size at a glance."

Archie Shwetz, Boyle, Alberta: "Is there anybody who can build a small gas engine starter to fit in place of the original electric starter for a 4030 Deere tractor?"

William G. Gladstone, Worth, Mo.: "I have noted with interest two recent reports from Douglas McKenzie, Stony Point, Alberta, which were very critical of Ford's 7.3 diesel engine. We operate a Ford 350 pickup with a 7.3 engine. Admittedly it may lie down and die tomorrow but it has 104,000 miles on it. In addition there are countless hours on the engine as it idled away outside the coffee shop in cold winter weather as I sat inside swapping tales with fellow farmers."

"In addition to my pickup, there are five other 7.3 diesel Fords in our immediate neighborhood, one with 175,000 miles on it, and

none of them have experienced any engine troubles.

"I'm certainly no expert on diesel engines but I have had a long association with diesels. I was first introduced to them at Naval Diesel Engineering School at Cornell University in Ithaca, N.Y. I was engineering officer on four different minesweepers and all of the engines on those sweepers were diesels.

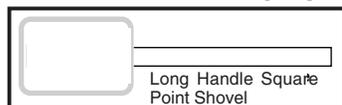
"The first diesel tractor on our farm was a 960D Ford purchased in 1958. Every tractor which came on the farm after that was a diesel. We still have that first 960D as well as a TW10 Ford and a Belarus 825.

"I'm sure the Ford Motor Company would have acquired another supplier for their diesel engines if they were as unsatisfactory as Mr. McKenzie claims them to be."

Bill Reeks, Cromwell, Kent.: "I find that zip-lock clear plastic bags work well to hold many small parts. You can put a hole in one corner of the bags and hand them up so the contents can be easily seen.

"Many people use plastic peanut butter jars to hold parts but some parts are too long. I solved the problem by cutting the center section out of one jar and splicing it to the center of another one, and then taping it together with duct tape. Makes a great container for welding rods, or other long parts.

"Another handy idea I had was cutting teeth into the sides and end of a square point



shovel and then grinding them down sharp. Works great to remove weeds and grass. You can swing it from side to side or push it straight out in front of you."

Donald Struckhoff, Augusta, Mo.: "The 'cut-offs' in Deere 71 planter units (part #Y2598B) were replaced several years ago by another part number that is narrower by about 1/32 of an inch. In corn, sunflowers and milo, there is enough space for the narrow pointed ends of the seed to jam the cut-offs in the up position. It takes about an hour of welding, measuring and grinding on each of the new cut-offs to get them to work like



Money-Saving Repairs & Maintenance Shortcuts

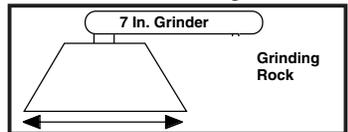
Have you come up with any unusual money saving repair methods for fixing farm equipment? What maintenance shortcuts have you found? Have you had any equipment recalled by the factory? Name a particularly tough mechanical problem you've had with a piece of farm equipment and how you solved it.

These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044.

Mark Newhall, Editor

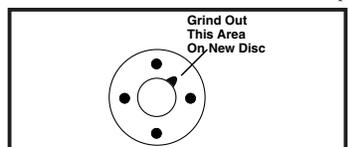
the old style, but it's worth it to make the planter work right."

Bobby Ogletree, Griffin, Ga.: "I've found a way to change the opener discs on a Deere 750 drill without having to remove the



depth wheel arm. The problem with removing the arm is that it increases the chances of introducing dirt into the hub and bearings, causing unnecessary wear and problems with bearings.

"The trick is to grind away just enough at the center of the disc to allow the disc to slip



over the depth arm. I used a grinding rock to do the job. It doesn't affect operation of the disc since it bolts into place.

"To take the old discs off, I use a torch to trim a small area from the old disc right on the drill. You have to be careful not to over-heat the grease seals."

Gerald Oloske, Vimy, Alberta: "I put together custom lighting packages for farm equipment. They consist of 50-watt Halogen floods that mount on any farm implement you



can think of.
"Pictured are a lighting system for a Flexi

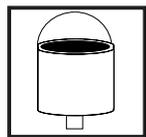
Coil air seeder tank and a 54-ft. wide cultivator. The first light mounts vertically on the tank to provide at least 12 ft. of illumination into the tank and down to the ground. The other lights mount horizontally on the outer wings of the cultivator so you can see the outermost rows.

"Cost of each of these systems was about \$400 (Canadian), including lights, mounting brackets, wiring connectors, tie wraps, etc. The lights simply wire into accessory outlets on newer tractors; on older tractors, some modifications to the electric system may be necessary.

"Prices vary according to implement, application, etc."

Contact: FARM SHOW Followup, Cross Country Electric, 10415 120 Ave., Vimy, Alberta, Canada T0G 2J0 (ph 403 479-4868).

Robert H. Eure, Hertford, N.C.: Robert has used this "poor man's" tank filler for years. It doesn't leak, it's easy to handle and it saves him having to crawl up on spray tanks when filling them with chemicals, he says.



"I cut a hole in the bottom of a heavy-duty 5-gal. plastic bucket and fitted it with a male hose coupling, sealing it with gaskets. I use the device to inject chemicals into the water line without having to climb up on the tank. You simply connect it up to the water supply line and dump in the chemicals. Works great and the only cost was for the hose coupling."

Kendal Robinson, Portland, Ore.: "Because FARM SHOW previously featured the



Premier Power Welder that mounts underneath the hood of a pickup (Vol. 19, No. 4),

Battery-Powered Portable MIG Welder

"Our new battery-powered portable MIG welder isn't much bigger than a hair dryer, but it can weld steel and stainless steel up to 1/2 in. thick as well as aluminum up to 3/4 in. thick. It's amazing how much work it can do, working with or without gas," says Ron Lister, Ready Welder Corp., San Pedro, Calif.

The "Ready Welder" kit consists of a MIG gun with 9 1/2 ft. long cables, 10 ft. of gas hose, a 1-lb. spool of flux-cored .035 wire, extra tips, and a gas hose connector. Welding power is provided by two 12-volt batteries (not supplied) connected in series to supply 24 volts, or by an optional battery power pack that's equipped with an on-board battery charger. The basic unit weighs only 10 lbs. not including batteries.

"People have a hard time believing that a welder this compact has the power to weld 1/2-in. thick steel, but it's true," says Lister. "It's much more useful than conventional MIG welders powered by a generator because you can take it with you wherever you go - just hook it up to batteries and start welding. Two 12-volt car batteries have enough power to keep the welder going for



at least 15 minutes of continuous welding. Unlike a conventional MIG welder and generator, the Ready Welder produces very little noise. One Arizona rancher told us that he was able to repair a fence right next to some horses without spooking them."

Ready Welder systems start at \$995 and go up to around \$3,000 for systems that include power packs, resistors, MIG, TIG, and stick arc welders as well as helmets, gloves, etc.

For more information, contact: FARM SHOW Followup, Ready Welder Corp., 1931 N. Gaffey St. Ste. B, San Pedro, Calif. 90731 (ph 800 935-3644 or 310 832-2541; fax 310 832-9958).