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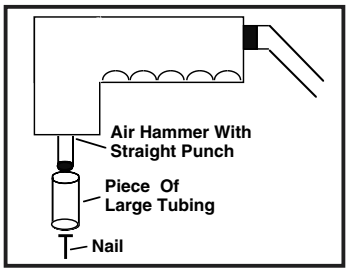
"So I built my own fenders for about $100. I used two pieces of 16-ga. sheet steel, 11 in.

wide by 25 in. long. Strap iron welds on each end and a 1/4-in. rod welds underneath to form mounting brackets. To install, remove the bolt in the wheel spindle and bolt on the fenders by simply replacing the bolt. They do a great job of keeping the windshield mud-free."

Rod Rhoades, North Star, Alberta: Rod discovered a simple, no strain method of driving nails with an air hammer fitted with a straight punch attachment.

"You can drive nails all day and never get tired," Rod says. "You simply take a piece of



tubing a little larger in dia. than the 7/8-in. dia. straight punch attachment and a little longer than the nails you're driving. Slip this 'guide' over the nail and hammer away. The punch will never slip off the nail head, as it would without the guide, and nails go in effortlessly. It even works to drive bent box nails or 12-in. spikes. If I am working on a large project, I start a bunch of nails, then come back and run them all in with the air hammer. I use a Snap-On model 50 air hammer."

Don Williams, Clarinda, Iowa: "I've found that by filling an oil filter full of oil before installing it on engines brings oil pressure up faster because it doesn't have to travel through the filter before reaching the bearings. This reduces wear on bearings, I believe.

"This works on all type of engines, but is best suited for Chevys since their oil filters often install vertically so less oil runs out than if the filter installs semi-horizontally.

"I also built a tire bead-seating tool similar to some commercial models available, but

for a fraction of the cost.

"I used a 5-gal. air tank I bought on sale for $19. I drilled a hole in the side of the tank and welded in a 3-in. length of 1 in. dia. pipe. I fitted it with a plastic ball valve and ran a 6 in. length of 1 in. dia. pipe out from it. I fitted it with a 6 in. length of exhaust pipe I'd hammered flat on one end. I made a stop to hold the piece of tail pipe against the rim as close to the tire as possible.

"To use you simply inflate the tank with about 70 lbs. of air, insert the flattened tail pipe between the tire and rim and open the ball valve. The tire will expand and finish seating the bead as the air rushes in.

"Cost only about $50 to build, compared with some commercial bead seaters that run up to $300.

"One caution: It's essential to do a good welding job or the pipe or pipes could fly off and injure someone when this tool is used."

Ken Albrecht, Prelate, Sask.: Ken says Deere combine pickups are the best ever built, but the stamped tin flanges on the end of the castor wheels cause problems.

"When the flanges break, as they do frequently, the corner of the pickup runs in the ground. That puts stress on the swath hold-

down tines, eventually breaking the mounts and sending the tines through the table auger.

"I replaced the flanges with rigid steel mounts that swivel but keep the wheels and the frame square. This eliminates bearing stress and prevents the drapers from burning through the side panels.

"I built a few extra sets of the mounts, which install in minutes, that I'd sell for $130 (Canadian) per pair, complete with bolts and hardware."

Contact: FARM SHOW Followup, Ken Albrecht, Box 136, Prelate, Sask., Canada S0N 2B0 (ph 306 673-2345).

Henry A. Kubischta, Dickinson, N. Dak.: The fuel tank on Henry's late 1970's 170 Allis-Chalmers tractor didn't come equipped with a screen and that caused frequent headaches.

"The float from my sending unit deteriorated into pieces that were too little to get in the tank fitting but too large to go through the shutoff valve," he says. "Since there were no screens available, I built my own to save the time and trouble involved in taking the tank off the tractor, blowing it out and putting it back on.

"I took out the plug in the bottom of the tank and drilled and tapped a hole for a 1/4-in. dia. piece of brass pipe. I drilled about 50 tiny holes in three rows in the pipe, then capped one end and drilled about five holes in the cap, too. The pipe, which installs above the shut-off valve, extends up 2 in. inside the fuel tank and acts as a screen you can remove and clean by itself.

"Took about a half hour's work and cost $1.00."

Avre Papst, Fullerton, Neb.: "There are a lot of ways and a lot of products available to treat corrosion on battery posts, but there's nothing else like the product I sell. When used as directed, one application will prevent corrosion on posts for the life of your battery - guaranteed.

"'Goo-It' seals and protects alloy surfaces, neutralizes the effect of acid and enhances electrical contact. To use, you remove the battery clamps, clean the posts, clamps and terminals, and dry thoroughly. Apply moderately to battery posts and clamps, preferably with a paint brush with bristles cut down to about 1/3 in. long. Or you can apply 'Goo-It' with your fingers - it's that safe. The only time a re-application will ever be needed is if clamps are removed from terminals.

"Comes in 2-oz. tool box container enough to service 8 batteries or 1-lb. economy size enough to service 100 batteries. Sells for $9.95 and $39.95, respectively, plus $3.50 S&H."

Contact: FARM SHOW Followup, "Goo-It", R.R. 1, Box 35, Fullerton, Neb. 65638 (ph 308 536-2618).

Josh R. Hofer, Ponteix, Sask.: Josh came up with this simple-to-build truck box brace that keeps sides from bowing while hauling heavy loads. He's used it on both his 1990

Ford and 1975 Chevy 3-ton trucks equipped with 8 1/2 by 16-ft. Midland dump boxes but says it can be easily adapted to fit most any truck box.

It consists of an arch-shaped brace built of scrap 1 1/2-in. dia. pipe. The 8-ft. long and 20-in. high brace is fitted with a horizontal foot built of 12 in. flat iron on each side. Flat iron simply bolts to the truck box with five 3/8 in. dia. bolts.

"We use it to be on the safe side when hauling snow in winter and manure in spring," Josh says. "It's easy to put on and take off and doesn't interfere with dumping at all. We use a front end loader with 2 cu. yd. bucket to load the truck with four bucket fulls of snow or manure and have never had the sides bow out since we installed them."

Franklin Pacey, Miltonvale, Kan.: Franklin uses a handy tractor-mounted air compressor to blow dirt off radiator fins and air up low tires in his custom-baling business.

"We built the first one out of odds and ends five years ago and it worked so slick, we've put them on two more of our tractors by this time," Franklin says. "We started with a single-piston air compressor we got out of a junked Ford car. We mounted it on a bracket we made out of scrap iron and bolted it to the

tractor frame near the alternator so the compressor could be belt driven off an existing extra pulley on our Massey tractors. We mounted a 7-gal. air tank off the air brake system from an old semi tractor/trailer on front of the tractor and plumbed the intake side, which is fitted with a small filter, underneath the hood and the pressure side to the tank with hydraulic hose. We installed a 1/4-in. dia. ball valve just before the pressure hose to prevent air leaking out loose chucks. We installed a pressure gauge on one end of the tank so we can see from the cab the amount of pressure in the tank. We installed an electronic automatic pressure switch on top, which connects with a switch in the cab we use to turn the unit off and on.

"Works great for blowing dirt off radiators to keep them from getting hot and for filling low tires. Out-of-pocket expense wasn't more than $30 per unit. Incidentally, any size air tank will do, including 10-gal. oxygen supply tanks used in airplanes. You can buy them cheaply at any Army surplus store."

Robert House, Grace City, N. Dak: "If a bolt breaks off in the head of an engine you're overhauling, you can remove it quickly and easily like this.

"First, drill out the center of the broken bolt. Then, use your die grinder to chew away at it until all that remains are the disconnected spirals of thread. You can easily pull them out with your fingers or a pliers.

"I also always brush Permatex anti-seize lubricant on new bolts when I'm putting engines back together. They come out much easier the next time."

Use Your Drill To Extract Broken Bolts

Extracting a broken-off bolt or screw is quick and easy with the "Drill-Out" power extractor. It's a bit and extractor rolled into one.

It consists of a left-handed, self-centering bit that you use to drill down into the broken-off bolt. After making a 1/4 to 1/2-in. deep hole, you spin the extractor fitting and hex head down close to the cutting tip.

"The torque of the drill in reverse action allows the extractor to grab the inside shoulder of the bolt and pull it out without spreading it out tighter than it already was," says Steve Reisinger, NR Specialist Group, Omaha, Neb. "So even if the bolt resists extraction the drill-out won't lodge itself into the bolt and become impossible to remove. You'll never end up with the extractor stuck in the bolt.

"If the drill runs out of torque or if you can see that the bolt won't come out, you can put an end wrench on the the hex head and turn it 1/4 turn in order to remove the

extractor from the broken bolt."

Available in two sizes, regular and micro. The regular handles 1/4 to 3/4-in. dia. bolts and the micro handles 1/8 to 1/4-in. dia. and bigger bolts.

The two sizes are sold individually in 4-piece kits or together in a 7-piece kit and come with a lifetime guarantee. The 7-piece kit sells for $89.95.

Contact: FARM SHOW Followup, NR Specialist Group, Box 45282, Omaha, Neb. 68145 (ph 800 772-1450 or 402 891-8292).