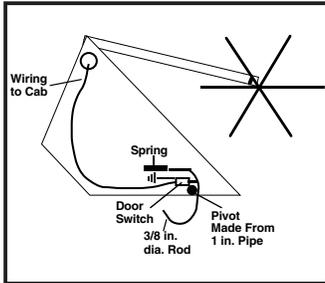


the bucket compared to what you'd spend routinely replacing dull sickle blades. Incidentally, I've never completely worn out a sickle blade in the many years I've been using this method."

Eldon Knox, Ponteix, Sask.: "I farm some pretty rough country and one side or the other of the 30-ft. straight-cut header I run on my 1992 Case-IH 1688 combine always seems to be hitting the ground.

"So I made an inexpensive sensor that lets me know right away if my header's about to dig dirt. It consists of two automotive door light switches and two dash lights out of an old car wired to sensors made out of curved rods on each side of the header. The 3/8-in.



dia. rods are 16 in. long and are curved down under the header. They pivot on a 1-in. long piece of pipe that bolts to the side of the header. A spring holds the rod tight against the door switch mounted underneath. The header normally runs 3 to 4 in. off the ground and when one side or the other dips below that, the rods pivot up and off the door switch, opening the circuit and activating the corresponding green dash light mounted on the steering column in my cab. Then I simply raise the header according to which light goes on.

"An extension cord running through a pipe frame connects the switches to the plug. All you do is pull the plug if you change headers."

Jack L. Docken, Winner, S. Dak.: Jack built a stand to sharpen the 9-ft. sickles on his International mower.

"I used an 8-ft. length of 1 in. angle iron. I welded a pair of 3/8-in. hex nuts to it every 24 in. to hold the sickle in place. The angle iron welds across the top of an old wool sack holder that's about 30 in. high. Angled braces support each end of the sickle holder.



"To use, you simply set the sickle in the angle iron and sharpen with a #60 or #80 sanding disk with your sander running on low rpm's."



J.W. "Mike" Thomas, Prescott, Wash.: "I installed control levers for the hydraulics on my 1996 Cat Challenger 65D tractor that I can reach from the ground. Makes it a lot

easier to hook up implements - no need for climbing in and out of the cab.

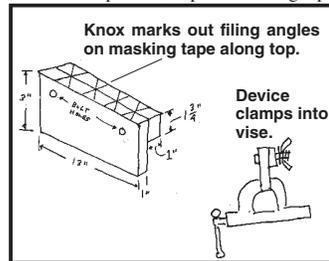
"I removed two bolts from the cover on the differential and mounted a control base on it, replacing the two original bolts with ones that were 1/4-in. longer. I made four 9-in. levers out of 1/4 by 2-in. flat iron. They



have four positions - neutral, open, close, float - to exactly simulate the positions of the controls in the cab. I made 15-in. long linkages out of 7/16-in. dia. rod that run from the control levers to the controls in the cab. The linkages have 90 degree bends in them."

Bob Wooding, E. Greenbush, N.Y.: Bob says a farmer friend of his thinks the chain saw filing guide he made to clamp in his vise is the best thing since sliced bread.

"It's for 'freehand' filing and accommodates all sizes of chains and filing angle," he says. "You need two pieces of hardwood (the ones I used are 1-in. thick, 13-in. long and 3 and 1 3/4-in. wide), two 1/2 by 3-in. machine bolts, two 1/2-in. washers, and two 1/2-in. wing nuts. After clamping the pieces of wood together as one unit, drill holes as shown. Assemble both pieces and place masking tape



on top as shown. Back off wing nuts enough to insert drive of chain in slot. Adjust the chain so cutters are spaced evenly across the bar. Make a pencil mark at cutter gullets, remove chain and mark filing angles on masking tape (magic marker works fine). To use for different size chains or different filing angles, just put a clean piece of tape on and mark the new angle."

Leo Dillman, Mandan, N.Dak.: "My portable roller table stands make it a lot easier to use a metal cutting saw or even certain kinds of wood saws. With one or more of the roller stands, you can make straight cuts on material of virtually any length. A set screw makes it easy to adjust height. The 6 in. long roller feeds material smoothly into the saw. I've never seen anything like these



in any tool catalog. So far, I've only built them for my own use."

Gilbert O. Miller, Mitchell, S.Dak.: "To loosen frozen nuts on manifolds and rusted

Continued on next page

Military Surplus Dual Wheel Dolly Jack

This military surplus dual wheel dolly jack is more economical and better-built than anything you can buy on the commercial civilian market, according to Army Surplus of Dodge City, Kan.

Designed for bearing, seal and brake work for both single and dual wheels on military vehicles, it has a 1,500-lb. capacity mechanical jack system on front. It has 30-in. long lift rollers with roller bearings that allow wheels to quickly be lined up to one another and the vehicle. Either side of the unit can be tilted to achieve proper alignment with the axle. It rolls easily on four heavy-duty 4-in. dia. casters.

It handles all truck tires, floater tires and most tractor tires, the company says.

Sells for \$295.
Contact: FARM SHOW Followup, Army Surplus of Dodge City, 3121 Fort Dodge Road, Dodge City, Kan. 67801 (ph 316 227-7441).



'Caddie' Makes It Easy To Change Big Wheels

One man can easily handle big truck tires and most tractor tires with this new-style "wheel caddie" that slides easily under a tire to take it off or put it on.

The Clever Lever is made of high tensile-strength tubular steel. Each arm of the U-shaped unit is fitted with side-mount rollers that allow you to rotate the tire to line up studs.

To use, you simply roll the tool under the tire, then lift and pull out the tire.

Lets you lift tires up to 285 lbs. with ease.

Comes in two models - one for 24 to 36-in. dia. tires, the other for 36 to 48-in. dia. tires.

Sells for \$149.95 plus \$10 S&H.
Contact: FARM SHOW Followup, Safe Shop Tools, P.O. Box 4206, Missoula, Mont. 59806 (ph 800 327-7639; fax 406 721-3545).



Garden Tractor Equipped With Welder

Jacob Martin, Waterloo, Ontario, replaced the original gas engine on his Massey Ferguson 16 hp tractor with a diesel engine and mounted a welder-generator on back of the tractor so he can make welding repairs on equipment right in the field and run power tools.

"It's a very handy rig, especially when a machine breaks down in the field. The engine came off a Kubota B 850 diesel trac-

tor. I used the Kubota's hood, gauges, and muffler. The engine belt-drives a steel shaft that powers the welder-generator. I mounted a wooden rack on top of the generator which I use to store tools, jacks, chains, torches, and other equipment."

Contact: FARM SHOW Followup, Jacob Martin, RR 3, Waterloo, Ontario, Canada N2J 3Z4.