

Money-Saving Repairs & Maintenance Shortcuts

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The kit eliminates sway, increases overall stability and prevents bottoming out, all while maintaining the existing soft ride, Hogue says.

Rated at 1,600 to 9,000 lbs. for pickups and vans, the kit installs in 30 minutes to an hour. Carries a lifetime warranty.

Sells for \$154.95 to \$228.95.

Contact: FARM SHOW Followup, Schuling Hitch Company, 216 Alexander Ave., Ames, Iowa 50010 (ph 800 464-0945 or 515 233-2265; fax 3750).

Jeff Stauffer, Old World Industries, Northbrook, Ill.: "Our Herculiner is a do-it-yourself brush-on truck bed liner that can be applied in three to four hours.

"Less expensive than professionally-applied spray-on liners and plastic drop-in liners, Herculiner is a mixture of a polyurethane coating and rubber granules. It provides a tough, skid-resistant finish that won't flake or peel and adheres to itself for easy repairs.

"First, thoroughly clean the bed with



Zylene or acetone (not included). Then, scuff the surface with the pad included in the kit. Next, apply the product 1/16th in. thick per coat (apply as many coats as you desire) with the brush and rollers (included). Takes six to eight hours to set up for light-duty use; 24 hours to completely cure."

Kit costs \$99 and is suitable for a 6-ft. bed. An extra quart priced at \$29.99 is needed for 8-ft. bed.

Contact: FARM SHOW Followup, Old World Industries, 4065 Commercial Ave., Northbrook, Ill. 60062 (ph toll-free 877 437-

2854).

Jim McFarland, Hypertech Inc., Memphis, Tenn.: You can bring the engine in your late model pickup up to peak performance



with this new high-tech hand-held computerized "power tuner" that Jim's company sells.

"Until 1997, it was relatively easy to change factory-installed performance parameters simply by changing chips in the on-board computer. Then manufacturers went to non-changeable chips," Jim says.

"Our Power Programmer is a microprocessor about the size of two packs of cigarettes that plugs directly into the diagnostic port of the engine. After you turn it on, it reads the truck's VIN number and the factory-programmed on-board computer codes. Then it'll ask what, if any, parameters you want to change. For instance, you can change the settings on the top speed limiter, the transmission shift firmness, the transmission shift points, the engine rev limiter. Lets you make adjustments to increase horsepower and torque for hauling heavier loads, as well as to improve fuel economy, depending on the job you're doing."

Available for all GM pickups and for Ford and Chrysler pickups, 1996 on.

Sells for around \$350.

Contact: FARM SHOW Followup, Hypertech Inc., 1910 Thomas Road, Memphis, Tenn. 38134-6315 (ph 800 934-9737 or 901 382-8888 for technical information).

Solving Starter Problems On Deere 2-Cyl. Diesels

"Starting these tractors has always been a nightmare. Once you install my system, you're problems will be solved," says Clyde Wilson, Wakeman, Ohio, about his add-on starter for Deere 70, 720 and 730 diesel 2-cyl. tractors. He also plans to offer his starter kit for Deere 820 and 830 tractors.

When the tractors were built originally, they were factory equipped with either a 24-volt electric starter or a V-4 pony motor. Deere no longer makes the bracket for the 24-volt starter and the pony motor is expensive to repair at about \$120 per coil.

Wilson makes a 1/2-in. steel starter motor bracket that he says is twice as strong as Deere's original cast iron bracket. It comes complete with a heavy-duty 12-volt truck starter and a 12-volt alternator.

"Once you install the kit, your starting problems are over," says Wilson, noting that the gas models of the same tractors did not have a problem. They had a small starter

motor that is still readily available. The diesels require a lot more cranking power.

The kit sells for \$835 if you pick it up from Wilson. It's \$875 if he has to crate it up for shipping.

Wilson notes that some farmers with pony motor starters do not need to get rid of their starters. Instead of buying Deere's replacement coils, he suggests they just use coils off twin cylinder Onan or Kohler engines. "They don't need to buy my kit if their pony motor still runs well. Just go out and get a couple replacement coils and it'll still work fine," says Wilson, noting that he'd be happy to talk to anyone who wants to know how to do it. He notes that he's retired and is not looking to get a big business going. He just wants to solve the starting problem for people who don't have any other options.

Contact: FARM SHOW Followup, Clyde Wilson, 4023 Crandall Rd., Wakeman, Ohio 44889 (ph 419 668-4595).



Boom-Mounted Mig Welder Makes Repairs Easier

A triple-jointed boom that folds neatly into a corner when it's not in use has greatly improved welding productivity for Kenny Bergfeld and Roger Keller of K&P Welding in Watson, Ill.

Their MIG welder mounts on the end of the boom and reaches anywhere inside the shop. Because the boom mounts just inside the door to the shop it also extends outside the shop to work on equipment parked just outside the door.

The boom looks like a TV tower, with diagonal cross bracing all along its length. The two men built it themselves from scratch. The third section of the boom, which is the smallest section, can be adjusted back and forth to get the welder into just the right position.

Contact: FARM SHOW Followup, K&P Welding, Rt. 37 North, Watson, Ill. 62473 (ph 217 536-5245).



Shop Crane Made From Front-End Loader

Dale Spoerl, Elizabeth, Ill., used one of the arms off a Deere front-end loader to build a "poor man's" hydraulic shop lift.

The loader arm pivots on a 6 1/2-ft. tall steel mast that mounts on a 4-wheel dolly that's 6 ft. long and 4 1/2 ft. wide. A hand-operated hydraulic pump controls a cylinder that raises or lowers the loader arm boom.

"The loader arm has its original pivoting mechanism and can be pinned to either the top or bottom of the vertical mast. I mounted

3-pt. brackets on one side so I can mount the boom on my tractor 3-pt. for even more lift height. I simply unbolt it from the dolly. It has a lift capacity of about one ton. I've used it to lift the axle and wheels - with fluid still in them - from an Allis-Chalmers 170 tractor. I've also used it to remove the engine from a combine and to lift a butchered beef."

Contact: FARM SHOW Followup, Dale Spoerl, 6505 S. Schnitzler Rd., Elizabeth, Ill. 61028 (ph 815 598-3277).