

shedded, it could rust badly in the joint.

"You can buy a whole gallon of the stuff for between \$15 and \$30."

Bill Reeks, Cromwell, Ky: This shut-off switch for stopping my table saw was quick and easy to make. It lets me shut off the saw without taking my hands off materials I'm holding. It consists of a 3 by 10-in. board, 1/2-in. thick. It's fitted with a pine "finger" that's aimed at the stop button. The bottom end of it is hinged to the side of the saw with



a piece of sheet aluminum screwed to both the board and the saw. I just hit the board with my knee to shut it off."

Jim Jorgenson, Broadview, Mont.: "One of the handiest maintenance ideas we ever had was putting a flatbed on our pickup and equipping it for making repairs in the field. We fitted it with a welder, 300-gal. fuel tank, torch, vice, dual batteries, air compressor and toolbox. It saves a lot of down time."

Robert Hellebuyck, Avoca, Mich.: "I make balers work better by painting all bale chambers and chutes with graphite slip plate paint. It works great to prevent rust and stops sticking."

"Another idea that works well is using an air chisel for cutting off rusted bolts when replacing broken hay rake tines. Eliminates wasted time."

"One handy idea in our shop was installing an air reel with 100 ft. of air hose. Makes it easy to reach equipment anywhere in the shop with impact wrenches or to fill tires or blow dust off equipment."

Don Kirby, Lamont, Okla.: "When I poured my shop floor, I installed two shop-built steel boxes out of angle iron and flat metal in the floor to hold our sickle repair machine. It allows the sickle to lay flat on the floor when replacing sections and installing rivets. It makes repairs much easier than when we had to put the sickle up on blocks to line it up level with the sickle machine."

Chris Hendricks, Franklin, Ind.: "Gauge wheels on Deere and Kinze planters frequently work loose on the bearing spacers. I solve the problem by disassembling the wheel and pounding on the bearing opening with a large hammer. Then I put JB Weld around the bearing spacer and reassemble the wheel. Holds tight and is a long-term fix."

Raymond Pixley, Mt. Carmel, Ill.: "I recycled six old lawn chairs to make nifty

overhead lumber storage. The idea eliminated the need to buy commercial hangars.

"What we did was to remove the rivets from the chairs, discarding the back and arm rests and saving the legs. Then we used dry wall screws to secure the U-shaped legs to the floor joists. You need to make sure they're



level or the wood will warp.

"This let us get the lumber up off the floor but it's still easy to get at it. I liked finding a way to use the old chairs rather than just throwing them away."

Larry Stephen, Martinsville, Ill.: "When drilling overhead, a good way to catch

the dust and filings is to punch through a paint filter screen to use as a catcher. Works good and keeps things neat.

"To get extra down pressure when using a hand drill, I put a chain hook on the end of a 16-in. length of pipe. Then I put another hook on the end of a short length of chain. To apply down pressure to the drill, I hook the



chain to the underside of the workbench and then fasten the hook on the pipe to the chain. I press down on the pipe against the back of the drill. Takes all the work out of drilling and is accurate, too."

Andrew Cameron, Sedgewick, Alberta:



"I designed a pair of safety arms for my Vermeer 605C round baler. The problem is when hay wraps around the rollers and belts the only way to unplug it is to stand inside the baler with the back open. If a hydraulic hose breaks or someone touches the controls, the back can slam down on the person unplugging the machine.



"I simply made a fold-up steel brace for each side of the baler out of 5/8-in. dia. steel rod. The braces fit into slots welded to each side of the back gate. Works great."

Keith P. Mayer, Naper, Neb.: "I own two GM 6.2-liter diesel-powered pickups that are reliable and burn considerably less fuel than pickups with comparable gas engines. However, GM's starting aid system is a major problem. It relies on a 'glow plug' system that heats a small chamber in each cylinder for cold starts.

"The problem with this system is that the glow plugs eventually burn out one by one. Or, the controller or relay may malfunction and cause the entire system to burn out, which requires a costly replacement. After a plug burns out it often swells on the end and is difficult to remove from the head. If the tip breaks off you may have to remove the head in order to retrieve it.

"I got tired of repairing the system so instead I began to spray ether into the air intakes while someone else cranked the engine. It worked but was always a hassle. I decided to come up with a way to inject ether into the engine from the cab.

"My idea requires a 25-in. length of 1/8-in. dia. copper tubing. A hole is drilled through the firewall about 2 in. to the left of the throttle cable hole. I reamed out the end of the tubing in the cab with a 5/64-in. drill bit so that a 5-in. long plastic tube would fit tightly into the end of it. To ensure no leakage I put some superglue on the tube. I positioned the plastic tube next to an 8-oz. can of ether on the floor in front of the 4-wheel drive selector lever. The tip on the ether spray can was then hooked up to the plastic tube. To prevent tube separation and leakage, I put a small amount of superglue on the end where the spray tip and tube meet.

"The other end of the copper tubing protrudes up into the air cleaner housing inside the air filter. A 1/8-in. dia. hole can be drilled into the bottom housing, or on the medium duty engines a vacuum line can be disconnected and tube can be installed directly into the housing through the disconnected hose.

"For best results, press the spray cap for 1 to 1 1/2 seconds before cranking whenever the temperature is below 32 degrees. When the temperature is above 45 degrees, a half second or a quick press and release of the spray cap is usually enough.

"When used properly this starting aid will provide faster starts, less wear on the starter, less battery drain, and longer battery and alternator life compared to glow plugs, with no need for expensive glow plug system upkeep. Under no circumstances should one use both ether and glow plugs at the same time so if you decide to convert you must disconnect any working plugs or disconnect the entire system. This same principle could probably be made to work on Ford 6.9 and 7.3-liter diesel engines with indirect injection but I'm not familiar with them."

Alan MacLean, Kingston, Ontario: "Large holes can be bored on a lathe without having to use a time-consuming free plate mounting. A 1 1/2-in. long piece of pipe, faced square, and with an inside diameter slightly larger than the outside diameter of the desired hole, is accurately positioned on the plate. Attach to the plate with three 1/2-in. long welds positioned 120 degrees apart. Chuck the pipe into the 3-jaw universal chuck and bore the hole. Carefully remove the tach welds with a disc grinder."

James McGowan, Russell Springs, Ky.: When the radiator on his 1950's International Cub tractor froze, James took it to a local radiator shop where he was told the only fix was a new radiator.

"But I had some extra time and couldn't justify the expense of a new radiator," he says. "So I got some J.B. Weld from our local K-Mart, mixed it up, and applied it liberally to both sides of the radiator where the cores were pushed out. I let it cure and dry for about a week, then filled the bottom two cores with silicone caulk, which I also allowed to cure and dry for a week. I pressure-tested the radiator and it seemed fine. In fact, it held water and anti-freeze without leaking until I traded the tractor off a year or two later. As far as I know, it still does."

"Cost was \$4 or \$5 for J.B. Weld and \$3 for the tube of silicone caulk."

Boyt Young, Dallas, S. Dak.: Boyt uses a grease gun tip equipped with a long needle to grease wheel bearings to get more grease in and around bearings.

"The needle tips are available from most implement shops or auto parts stores. Needles come in various diameters, similar to hypodermic vaccinating needles. They let you fill the bearing completely with grease and are a lot faster than packing bearings by hand. They can also be used on greaseless bearings. You simply stick the needle through the seal to inject grease."

Rodney Remley, Eaton, Ohio: "I had trouble with the fuel tank on my 1981 Ford F-250 rusting from condensation and then plugging the fuel filter. I'm sure it's a problem on any pickup with a steel fuel tank. To solve the problem, I installed a 3/4-in. dia. spin-on fuel filter in the fuel line. It's the type used on portable fuel tanks. I've had no trouble since. The spin-on filters are available for about \$15 at any tractor supply or farm supply store.

"Also, I'm planning on building a 40 by 60-ft. shop and intend to dig a pit for a bay to grease and change oil in my vehicles and machinery (see diagram). A friend of mine did this when he put up his shop recently and it's a much more convenient way of servicing equipment than installing a lift. Depending on size of shop and length of vehicles, you can dig a pit and use concrete block for walls for as little as \$3,000. So it's also more economical than most lifts."

Derril Lance, Wichita Falls, Texas: "At Taylor Foundry Company, we've been specializing in making tractor weights since 1960, but perhaps there are some farmers who aren't familiar with us.

"We make a full line of tractor weights - from suitcase weights to rear wheel weights - for every make of tractor. For example, we make 42-lb. suitcase weights for small utility or garden tractors and up to 1,700-lb. rear wheel weights for large tractors."

Contact: FARM SHOW Followup, Taylor Foundry Company, P.O. Box 244, Wichita Falls, Texas 76307 (ph toll free outside Texas 800 272-3456, in Texas 800 942-4482, or 940 767-8541; fax 3940).

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