Bruce Ogram, Elmira, Ontario: "Here's how I made a simple fuel gauge for my antique 1961 Fordson Major diesel tractor. I used a piece of clear plastic-type tubing meant for immersion in gasoline or diesel fuel which I got at a hardware store. This tube is 3/8-in. dia. and is tee'd into the metal fuel line below the fuel tank, close to the shut-off valve. I ran the tubing up over the tank and down under the other side of the tank. I stuffed some rolled-up fabric inside the open end of the tube to keep out bugs and dirt. The fuel in the tube simple rises to the same level as in the tank, making it easy to tell at a glance how much fuel is left. Very handy.

"When the rectangular tip on the rotating cable on the hour meter on my 1961 Fordson Super Major lost its drive inside the matching female connection in the gear drive, I just cut off a piece of old panty hose about 3/8 by 2 in. long and wrapped it in reverse around the inside cable. Then I intered this built-up inner rotating cable to the female drive and snugged up the hold-down nut. Problem solved and the hourmeter works great again. You just have to be sure not to use too much nylon which would put too much pressure on the rotating cable.

"The gear drive that drives the hour meter cable is no longer available from Ford. It took me three years to find a used one. Since lack of lubrication is what ruins these cables, I removed the two pressed caps on the unit, which are like frost plugs, and immersed the entire drive assembly in oil for a few days, occasionally turning the shafts while they were submerged."

Gary Holtman, Columbus, Miss.: "When doing an in-frame engine overhaul, I find it helpful to put a little clean motor oil inside a rod before installing the bearing insert. This keeps the bearing from falling out while installing pistons."

Albert Stier, Petersburg, Ill.: Albert made an indestructible shop table by mounting a huge gas tank cap on top of a length of

heavy 12-in. "H" beam.

"The table top is 2 in. thick by 30 in. in dia. It came off a compressed gas-hauling truck. I found it at a shop of a repairman. I welded it to the top of the H beam and attached anti-tipping wings to the base."

Witulski's blade sharpener uses a small grinder wheel that runs off a 12-volt motor.

Homemade Band Saw Blade Sharpener

"Everyone who has a bandsaw sawmill needs one of these," says Harold Witulski, Beatrice, Neb., who recently sent FARM SHOW photos of a "band saw blade sharpener" that he designed and built.

The blade sharpener uses a small grinder wheel that runs off a 12-volt motor. A windshield wiper motor, with a small crank attached to it, pushes the blade ahead and also brings a grinder down at the same time. The grinder mounts at one end of a steel arm, which has a counter weight at the opposite end to balance the grinder's weight. The grinder comes down to sharpen the front side of the teeth to a 10-degree slope. The grinder pivots on a bolt which can be adjusted to move the grinder forward or backward. A turnbuckle is used to adjust the up-and-down travel of the grinder. A small metal arm is used to push the blade ahead. A small ball bearing is positioned so that the arm rests on it and raises up when the grinder comes down.

The entire setup mounts on a 15-in. long, 8-in. high piece of channel iron. The blade slides between the channel iron and a length of 2-in. wide strap iron. A pair of small wooden wheels are used to hold the blade down as it slides along on two 1/4-in. bolts, which can be adjusted to just let the blade slide easily.

"I bought the grinder at a local hardware store and ground it down to fit the teeth on my saw," notes Witulski.

Contact: FARM SHOW Followup, Harold W. Witulski, 8558 W. Lilac Rd., Beatrice, Neb. 68310 (ph 402 228-0633).

FARM SHOW®

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 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 or e-mail us at: Editor@farmshow.com.

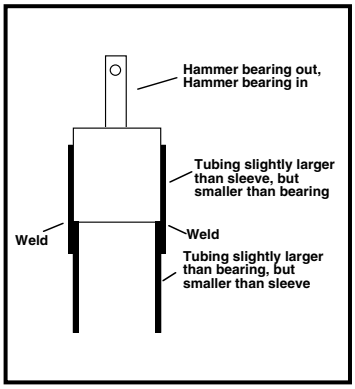
Mark Newhall, Editor

Clifford Brandenberger, Beecher City, Ill.: Clifford is known for having a well-organized shop. He gets more use of his specialty shop tools by using portable rolling stands. He makes them out of oak for sturdiness. Wheels are also made out of oak. The handles make it easy to pick up and roll around. The stands let him store the tools away when not needed and give them more room when they're in use.

He uses these kinds of stands for a bandsaw, belt sander, chop saw, and other similar tools.

Edwin Mattix, Saint Elmo, Ill.: "I use two different colors of spray paint to spray a spot on hoses so that when hooking up hydraulic hoses you have no problem knowing which hose connects to which opening."

Barry Laybourne, Tugaske, Sask.: "In a recent issue, a reader complained that the air conditioners on his Deere 7400 and 7800 tractors were no good. If your compressor pressures are okay on the low side – say 15 to 20 lbs. – then it's probably an air restriction. Deere hid the air filters behind the seat – two 6 by 8-in. filters that are under grills. They get dirty and restrict air flow so there's no air going through the evaporator and comes out the vents. The solution is to clean or replace the filters. You should also check the condenser for dirt or other foreign material."



Donald Bunch, Aberdeen, Miss.: "Here's a tool I made to remove and replace bearings in the packer wheels on Deere planters. It consists of two pieces of pipe, one slightly larger than the bearing but smaller than the sleeve, and the other slightly larger than the sleeve. The smaller pipe slips inside the larger pipe and you weld it in place. When you slide the bearing sleeve into the end of the pipe, it catches on the smaller pipe and you can then hammer out the bearing, or hammer in a new one. Sure beats trying to do it in a vise."

Glen Teel, Hays, Kan.: "The clutch slave cylinder on my 1988 Chevy S-10 pickup was leaking. Chevy wanted $90 for parts to repair it. I put an O-ring over the plunger to seal the cut in the rubber. I made the repair over a year ago and it's still holding. Cost me only 50 cents.

"Another idea that works well for me is using a shop vac to clear out clogged drains. It's quicker and more effective than using a snake or chemicals.

"I keep some imitation vanilla in my shop. When applied immediately to a burn, it will prevent the burn from blistering and stops the sting."

George Pot, Smithville, Ont.: "I had trouble breaking the drive chain on the 2-row cornhead on my New Idea Uni-System. The chain was 10 ft. long. I finally replaced it with an orbit motor mounted near the pit-