

Home-Built Tractors Work Great For Small Jobs

"They took a lot of time to build but it was worth the effort," says Elmer Kisinger, Morris Run, Pa., about the two small tractors he built from scratch.

His 2-WD tractor is powered by a 1963 Mercedes diesel engine which he took from his car after the body rusted out. The Mercedes' original 4-speed transmission hooks up to another 4-speed transmission from a Ford 250 pickup. The two transmissions give him 17 forward speeds and four in reverse.

The tractor is equipped with a 3-pt. hitch and pto. A chain drive between the rear transmission and the tractor's rear end powers the pto at four different speeds in either direction. He puts the rear transmission in neutral when running the pto. "The slowest reverse speed works great for removing my pto-driven post hole auger from the ground," notes Kisinger.

He used part of an old house trailer to build the tractor frame. The 15-in. high front tires are off a forklift while the 3-ft. high rear tires came from a Kubota tractor. The seat is off an old hay rake and the steering wheel from a 1959 Ford car. A rollbar with flashing lights on top mounts behind the seat.

"I use the tractor to plow my neighbor's garden, operate a snow blade and drive a pto-driven wood splitter. I've taken it to antique tractor shows where it's a big hit."

He also built a 4-WD articulated tractor that's powered by a V-6 engine and transmission out of a Chevy S10 pickup. The tractor rides on two rear ends off 3/4-ton pickups – one a Ford and the other a Chevy. The automatic transmission chain-drives a transfer case off a Ford 250 pickup. Kisinger cut 2 ft. out of each axle to narrow them up. The automatic transmission went a little too fast so he made a gear reduction box for the transfer case to slow the tractor down.

He used steel from a small house trailer to make the tractor's frame and cab. The cab roof is an old refrigerator door. He used alu-



Kisinger's 2-WD tractor is powered by a Mercedes diesel engine.



This 4-WD articulated tractor is powered by a V-6 engine and transmission out of a Chevy S-10 pickup.

minum sheeting to make the sides and installed plexiglass windows. "I made the front hood from some kind of steel box that was full of holes which I welded shut. The 7.50 by 17 tires are off a pickup," says Kisinger.

The hitch on front can be used to operate a snowplow. The tractor has two separate hydraulic pumps - a steering pump off an old Ford that's used to operate the snowplow, and another pump that's used for steering.

"I used a couple of hydraulic cylinders off a bulldozer to make the articulation joint. The cylinders are hooked up to an old Volkswagen steering gear and are operated by a hydraulic valve," notes Kisinger.

Contact: FARM SHOW Followup, Elmer Kisinger, Box 67, Morris Run, Pa. 16939 (ph 570 638-2620).



Tool consists of a screw jack operated by an impact gun. It can be used to straighten slats right in the baler.

Do-It-Yourself Tool Makes Baler Repair Easy

It used to take Lynden Krym a whole day to straighten out bent pipe slats in his older model Sperry New Holland round baler. Now, using a tool he designed, he can straighten slats right in the machine in about one hour.

"The tool is simple and mechanical, just a screw jack operated by an impact gun," says builder Krym's neighbor Todd Dennis, who built the tool for Krym in his machine shop. "One man could operate it but it's quicker and easier with a second set of hands to hold in place while another person operates the impact gun."

The backbone of the tool is a 5-ft. long piece of 2 by 3-in. steel tubing. Mounted at the center is an automotive screw jack. The drive shaft for this jack has two small U-joints and a slip sleeve, leading back to the outer end where a welded-on socket is driven by an impact wrench.

Each end of the tool has a 12-in. post with a large hook to grasp the chain slat. "Our first version of the tool had shorter arms at the end, but the screw jack had to start out totally screwed flat. The jack doesn't have much power when it's flat, so we lengthened



Automotive screw jack mounts at center of 5-ft. length of 2 by 3-in. steel tubing, the outer arms. Now, with the 12-in. throat, the screw jack is past half-way before it starts to push on the chain slat.

The present version of the tool only pushes in the middle but Dennis is going to make some changes so the screw jack can put pressure at any point along the slat. "The slats don't always bend in the middle, so we need to add this feature to the tool."

Contact: FARM SHOW Followup, Todd Dennis, Box 35, Rosser Manitoba R0H 1E0 Canada (ph 204 467-5091).

"Shotgun" Loosens Up Frozen Grease Zerks

"I designed this tool after using another model that's on the market. I didn't like the way it worked so I came up with my own improved version," says farmer-inventor and mechanical engineer John Richardson of New Lothrop, Mich., about the "Shotgun" grease blaster which cleans out plugged zerks.

"Striking the knob with a hammer generates pressures in excess of 100,000 psi, which is 10 times more than the 6,000 to 10,000 psi generated by most grease guns," says Richardson. "The Shotgun doesn't require any oil solvent and it doesn't trap air in the grease chamber, which decreases hammer 'bounce back' and increases the intensity of the hammer-driven pressure spike. Also, it's far less likely that you'll damage the drive pin. If a clogged zerk doesn't break loose after two or three hits, with that kind of pressure you'll probably need to remove the zerk and clean the obstruction behind it."

The "Shotgun" consists of an 8-in. long metal cylinder with a spring-loaded drive pin inside it. An elbow fitting on the side screws onto your grease gun.

"You can keep the Shotgun attached to your grease gun all the time and use it even on zerks that aren't plugged. The grease gun functions normally when attached to the Shotgun."



Frozen grease zerk is loosened by using a hammer to strike knob attached to spring-loaded drive pin.



Grease gun screws onto elbow fitting on side of unit.

Sells for \$42 plus \$3 S&H.

Contact: FARM SHOW Followup, R.E.A.M. Corp., Box 311, New Lothrop, Mich. 48460 (ph and fax 517 743-9148; E-mail: richrdsn@shianet.org).

Waterproof Ceiling Mounts Under Elevated Decks

FARM SHOW reader Gene Schnaser, St. Paul, Minn., called us after reading a story in our last issue about "Underdeck" – a waterproof ceiling that attaches to the underside of elevated decks, making the area beneath the deck much more usable.

Gene called to tell us about another new product for putting a waterproof ceiling under decks. It's called DrySpace and like Underdeck, it fits between the joists and directs water out toward the outer edge of the deck.

Made from extruded vinyl, DrySpace consists of rails that attach to either side of the joists, and concave panels that install between them. Panels come in 6 and 12-ft. lengths and are colored off-white. Once installed, no maintenance is required.

DrySpace sells for about \$2.44 per sq. ft., which is about \$1 per sq. ft. less than Underdeck. Comes with a 10-year warranty.

Contact: FARM SHOW Followup, DrySpace, Crane Products Ltd., P.O. Box



DrySpace panels fit between joists on underside of deck, creating a much more usable area under the deck.

1898, Columbus, Ohio 43216 (ph 800 200-6121; E-mail: craneproducts@crane products.com; Website: www.dryspace.cc).