



**Charles Starnes, Waldo, Ark.:** "This is a simple idea but has saved me time and the aggravation of having to search for spray tubes when they get knocked off a can of WD40 or another type of spray can. Now when I first use a spray can with a tube, I apply a drop of Super Glue to the spray tube to seal it in place. After it sets, you can carry the can by the tube if you wish."

**Jerry Seidel, Belle Rive, Ill.:** "I use a leaf blower to clean air filters. It works better and faster than an air compressor because of the larger flow of air. Also, the pressure is never so high that it damages the paper filter element."



**Gene Boyes, Tamarack, Minn.:** Gene came up with this light for his own use and it

worked so well he decided to patent it and try to bring it to market.

The light is floor-mounted so there's no need to find a place to hang it up or clamp it. Its long arm allows the light to focus exactly where needed, eliminating a person working the shadow of his own body. Two back wheels make it easy to move. The light can go more than 10 ft. up in the air, reach out 5 ft., or extend down to the ground.

Gene's looking for a manufacturer.

**Robert McIlmoil, Hamilton, Ill.:** "I just read the letter in your last issue from Curt Kallal, Des Moines, Iowa, about his Chevy Silverado with a noisy transfer case. Mine had the same problem and the dealer got ahold of GM and they said there is a problem with the lubricant inside the case. They drained and flushed it out, then replaced it with an updated lube, and the problem was fixed."



**W.A. Gibbs, Elmwood, Tenn.:** "When one of the bolts broke in on one side of the front part of the engine housing on my Deere 1530 tractor, I found that I couldn't drill the bolt off. I tightened the other bolts, but they wouldn't stay tight so I had a problem. The engine housing was connected to the tractor's steering sector, so removing it would have been a lot of work. To solve the problem, I used a pair of 7-in. channel irons to hold the engine block and transmission together. One channel iron bolts to the block and the other to the transmission. The channel irons are connected by a pair of long bolts that are used

**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@famshow.com.*

**Mark Newhall, Editor**

to draw the engine housing and transmission tight together. It equalizes pressure on both sides of the engine and transmission, so the bolts on the channel irons have no pressure on them at all. All the pressure is on the original side-mounted bolts.

"When the hydraulic track adjuster on my bull dozer blew its packing, I fixed it by



installing a pair of metal plates that hold the track in place and keep it at just the right tightness. Four bolts - two of them on top of the hydraulic adjuster and two of them below - keep each plate in place on both ends of the track adjuster."

**Paul Widrick, Copenhagen, N.Y.:** "To make 'lock nuts', just wrap teflon tape on the bolt before screwing on the nut. It has worked every time I've tried it."



**Jason Breeding, Sendia, Ga.:** "I built a maintenance pit in the floor of my 40 by 40-ft. shop. It's 5 ft. deep and 12 ft. long by 3

ft., 4 in. wide. I built a frame of 4 by 4-in. angle iron around the top edge to pour the slab against. It cost only \$350 more than a plain flat slab but it has already paid for itself in ease of maintenance on trucks, tractors, ATV's, and equipment.

"The fuel level sending unit in my 1998 Dodge 2500 diesel was erratic. It would drop to 'empty' repeatedly while I was driving and make the warning chime sound. It is a common problem with these trucks. I removed the tank and sending unit on both my truck and my brother's and slightly modified the pivot arm in the float with a 10 cent retainer clip to fix the problem."

**Charles Hoyt, Medina, Ohio:** "When I bought a used Ford 9N tractor, it was equipped with a pto-driven hydraulic pump. I wanted the tractor to have two hydraulic systems so I installed a power steering pump



that's belt-driven off the tractor's alternator. I made a double pulley out of piece of aluminum and put two different size grooves in it - a 5/8-in. wide one for the alternator belt and a 1/2-in. wide one for the power steering pump.

"I also installed a selector valve between the original valve and the tractor's 3-pt. lift cylinder. The selector valve allows me to switch between using the 3-pt. hitch or the tractor's hydraulic outlets. I use the pto-driven pump to operate my log splitter and the power steering pump to operate a front-mount snowplow. That way when I push the clutch in I don't have to worry about killing the hydraulics to whatever implement I'm using. I also use the pto-driven pump to operate the 3-pt. lift cylinder and a boom. I mounted a pilot-operated check valve on the

## Cross-Drilled Rotors "Stop Faster, Last Longer"

If the performance of the brakes in your pickup, SUV, or car is not what you'd like, you might want to take a look at the idea of using cross-drilled - or slotted - rotors.

Cross-drilled brakes originated in racing to help dissipate heat and gases that build up under brake pads. The theory was that as the pads and rotor heated up, gases would build up under the pads and prevent them from getting a firm grip on the rotor.

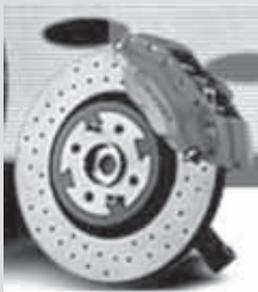
It has since been proven, according to some manufacturers, that cross-drilled rotors run cooler and that both rotors and pads last longer.

Several manufacturers produce either slotted or cross-drilled rotors.

Jesse Ramirez, Brembo North America, says brake pads last up to 10 percent longer when used with crossed drilled rotors. The biggest advantage, particularly to people with pickups or SUVs, is the shortened stopping distance which can be decreased by as much as 25 percent, depending on the vehicle application.

"If you use your brakes a lot while driving, such as in pulling a trailer in rugged terrain or up and down mountain roads, you may have noticed the brakes fading once they get hot," he says. "Heat dissipation with cross drilled rotors means there's less chance of brake failure due to heat buildup."

Ramirez says cross-drilling doesn't



improve braking on drum brakes. He cautions that cross-drilling should not be a do-it-yourself project. "If the rotor is not designed properly, drilling or slotting them can cause brake failure. We've seen cases where pieces of the rotor just break off."

Brembo's top-of-the-line cross-drilled or slotted cadmium plated rotors range from \$129 to \$435 per set. Non-plated rotors start at around \$100 less. You can order from several manufacturers through the Brake Warehouse at [www.brakewarehouse.net](http://www.brakewarehouse.net) or they can be ordered through most auto parts stores.

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