

E.H. Underwood, Bellevue, Mo.: "The article by Donald Woehl of Morrison, Ill., in the last issue about a problem with the Deere 720 he converted over to electronic ignition, sounded like a problem I had with a tractor I converted from 6 to 12 volts."

"I talked with a local parts dealer who suggested I check the ignition system for the original resistor that was in the 6-volt system. I did not locate an original type resistor. One was ordered and installed and I have not had any more ignition problems since then. Maybe installing a resistor will solve the problem for Mr. Woehl as well."

Walter Brenner, Breckenridge, Sask.: "The wheel rims on my 1990 GMC 1/2-ton pickup fit very tight on the hubs. They are difficult to remove when you need a tire change. If I have to change a tire, I loosen all the wheel nuts first. Then I get in the truck and drive it a few feet. This loosens the rim. Once it's loose, I put the jack under, raise the vehicle and change the tire."

"I also have trouble with the brake light staying on in this GMC. To solve the problem, I simply unhook the battery cable for a few minutes and then hook it up again. This allows the computer to reprogram itself and everything will work fine again. Some of my neighbors have had the same trouble and were able to correct it using this method."



Cary Urka, Brethren, Mich.: "I made a handy message area in my shop by mounting a 'foreman's desk' and cabinet along one of the walls. The desk is equipped with a phone answering machine and a speaker phone which lets me talk without using my hands. This setup often eliminates the need to go into my office. The answering machine is equipped with caller I.D. and a flashing light so I can see right away if someone has called and who it is."

"We have a bathroom in our shop as well

as two wash-up sinks. I installed a urinal that I made out of a 5-gal. bucket next to one of the sinks. A sink drain fixture attaches to the bottom of the bucket, and a shower head



mounts at the top to flush it out. I use a valve handle attached to the shower head to release a shot of water."

Gary McJunkin, Burdett, Kansas: "Whenever you're greasing U-joints or tie rod ends, keep pumping until clean grease pushes past the seals. This has the same effect as changing the oil in an engine. You want to get rid of contaminated grease."

John Orth, Greeley, Colo.: "I own a Bush Hog 60-in. Razor Back mower and had trouble with the trailing wheel shearing off just above the yoke that the wheel pivots on. To solve the problem, I welded two metal wings to the top of the yoke which are used to support a new pivot plate. The pivot plate is positioned about 5 in. higher up on the pivot shaft and reinforces the shaft joint at the top of the yoke. Then I adjusted the deck's height to compensate for the extra lift. No more problems."

Steven Turner, Ft. Worth, Texas: "The wooden-handled tools made today for small home gardens often seem too weak. I've found the best way to make these tools more durable is to sand the handles lightly and then apply several coats of a marine varnish."

Claude W. Reeson, Spring Grove, Va.: "The simplest yet handiest modification I've made to my farm equipment was to add a hydraulic top link to my tractor's 3-pt. hitch. I'd never purchase a tractor that didn't have

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

at least one extra remote to operate a hydraulic top link."



Bill and C.F. Marley, Nokomis, Ill.: "A set of ready-made concrete house steps serves a double purpose as a platform for a light-weight ramp and a nice work surface for jobs just outside our shop. The ramp is 12 ft. long and is made from double sheets of plywood mounted on top of 2 by 4 rails. There's a supporting bridge midway up the ramp."

Chris Gilbert, Waterford, Mich.: "I had a shaft with threads damaged so badly that I couldn't put a new nut back on. I tried using my trusty re-thread files with no luck. Then I thought about how I fix the problem when I cut a piece of threaded rod by putting the nut on first and then screwing it off after cutting to push the threads back into place. So I did just that. I cut a nut in half from point to point and then used a locking pliers to hold the nut together around the threaded part that's still good. Then I unscrewed over the damaged threads. I've used this idea on many different kinds of shafts and bolts."

Bron Wentzel, Pivot Point, Box 488, Hustisford, Wis. 53034 ph 800 222-2231 or 920 349-3251; fax 920 349-3253; website: www.pivotpins.com): "Our company offers



a wide variety of non-threaded fasteners including clevis pins, detent clevis pins, lynch pins, wire lock pins, tab lock pins, detent ring

pins, positive lock pins, pull pins, ball plungers, ring pins, bent arm pins, and headless pins. We also offer steel and nylon lanyards, bulk cable, bulk terminals, cable cutters and crimp tools, press lock rivets, bow-tie locking cotters, rue ring locking cotters, hair pin cotters, and infinity S-hooks. We sell to some catalog sources and many OEM's and are continually researching and developing new fastener solutions.

"Most of our products have been developed to solve a customer's needs and then they become standard products for us. We specialize in custom fastener solutions, often in smaller quantity, and in specially engineered situations. Our products hold extremely tight tolerances where necessary and are ISO 9001 certified."

Ken Armstrong, Box 340, Point, Texas 75472 (ph 903 598-2855): "Several years ago I knocked out the gearbox on my old Vermeer 605E round baler. My dealer said the company no longer made that gearbox and that I'd have to adapt a new gearbox designed for Deere balers which would've cost about \$500. I didn't want to spend that much money so I took the rear end out of a 1972 Ford car and welded it up solid to convert it into a gearbox, which I mounted in place of the original gearbox. Then I bought a sprocket and mounted it on the end of the axle. The sprocket was sized to keep the speed the same as the baler speed. Then I hooked the tractor's pto shaft to the gearbox. My total cost was about \$125. I made the change nine years ago and haven't had any problems at all."

Robert Friesen, Crooked Creek, Alberta: "I used to be in the fencing business and helped put up fences on game farms. To make it easier to do the job, I came up



with this 'wire twister' that's powered by a standard DeWalt 18-volt cordless drill. It grabs one end of the wire and twists it around itself a few times. You manually put all the wires around the post and then give them a half turn. Then you use my invention to fin-

Simple Repair Kit Solves Case IH Combine Problem

As a mechanic for more than 20 years, Gordon Enner, Jr., of Ross, N. Dak., has spent many hours working inside, under and on top of Case-IH combines. He concluded that several cleaning system problems on Case IH's long sieve combines could be reduced or eliminated with a relatively inexpensive and simple modification. He perfected the idea and recently decided to market a do-it-yourself kit.

His Cleaning System Repair Kit is designed for the Case IH 1680, 1688, 2188, and 2388 long sieve combine models, which were introduced in 1990. "The kit eliminates problems with broken sieves, failed bearing supports, failed bushings, broken drive shafts, and damage to the tailing auger trough. The only way to assess the extent of any damage is to disassemble and inspect all cleaning system components," says Enner.

The basic problem with the cleaning system on these Case IH models, says Enner, is that the gap between the shoe and the rear steering axle isn't big enough for the shoe. As a result, on its backstroke the shoe comes into contact with the top of the steering axle support and the sides of the chaffer rail hit the auger bed corners. On its forward stroke, the shoe hits the tailings auger cover. "This internal contact is causing all the problems



Gordon Enner, Jr., says his new do-it-yourself kit solves several cleaning system problems on Case IH's long sieve combines.

with these cleaning systems," says Enner. "The cost to replace the chaffer is about \$1,000."

The kit includes spacers that move the axle back 3/4 of an inch, making the gap big enough for installation of a rubber flap which is another component of the kit. "It will lower your repair costs and reduce downtime during harvest. It takes about 8 hours to install the components, and there's no need for any special tools."

The kit sells for \$270 plus S&H.

Contact: FARM SHOW Followup, Gordon Enner, Jr., Heartland Repair Service, Box 22, Ross, N. Dak. 58766 (ph/fax 701 755-3326).