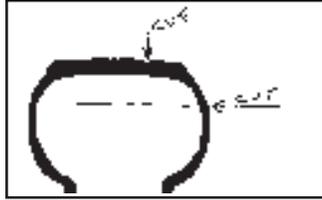


## Money-Saving Repairs & Maintenance Shortcuts



and lowered by a 5-in. dia., 3-ton hydraulic cylinder. I use it to lift engines and transmissions out of cars and to raise the front end of garden tractors so I can change the mower blades. Anyone wanting to build a hoist for use with trucks and tractors would want to build a little bigger hoist."

**Trevor Shute, RR 6, Guelph, Ontario, Canada N1H 6J3 (ph 519 822-6705):** "Here's a tip to prevent scalping or ripping out chunks of lawn when plowing snow. I



removed the skid plate from the bottom of my 7-ft. scraper blade and replaced it with a section that I cut from an old 8.75 by 16.5 truck tire. I used a Sawzall to cut the tire about

3 in. around the sidewall and the same around the tread, leaving an L-shaped rubber ring. Then I rolled out the rubber and used 5/8-in. bolts to attach it to the blade. To drill the holes, I clamped the rubber in the desired place on the blade and marked the holes, using spray paint from the backside. This made drilling in a press a lot easier than using a handheld drill. I've used this idea for about five years now and haven't torn up our lawn once. I can plow snow off a paved driveway and onto the lawn without damaging it."

**Rusty Olson, 2255 280<sup>th</sup> St., Garner, Iowa 50438 ph 515 291-2082; email: gone\_farmin@yahoo.com:** "Don't throw out your electrode (stick) welder. Some day you'll be glad you still have it. Around our shop most things are built with 'recycled steel,' and while we do have a nice mig welder we've found that it's hard to beat a small diameter 6011 welding rod for welding rusty old steel. Electrode welders penetrate rusted metal much better than a mig welder ever will. And, you can weld in the wind and reach farther than the mig welder will allow."

**Richard Bergman, Chippewa Falls, Wis.:** "I bought a 4-ft. pull-type rotary brush mower in the early 1960's. I didn't have an over-running clutch for the pto, so once the mower got up to speed it drove the rear wheels as long as the transmission on my Farmall B was in gear. The inertia of the mower could drive you up a tree. Besides being hard to operate, it was too long to maneuver in our woodlot.

"Belly mount was the obvious solution, but that complicated the power train. No one at that time had any confidence that hydraulics would drive the mower except me, so I did it anyway. I bought a pair of 22 gpm Gresen gear pump/motors that fit on the drive shafts. I had a local blacksmith build a 20-gal. tank with valves attached to the top and axle

mounts on the bottom. I reversed the trailing mower so the tractor drawbar pushed rather than pulled the mower. Two hydraulic cylinders on the clutch housing of the tractor provide lift. I added a one-way hydraulic valve to the mower motor for over-running."

**Donald J. Woehl, 8740 Kenton Road, Morrison, Ill. 61270 ph 815 772-3765:** "I'd like to thank FARM SHOW and its readers for helping me with a problem I had with my Deere 720 2-cyl. tractor, which I had changed over to electronic ignition. The problem was that the coil was getting hot. One caller suggested I install a 1955 Chevy coil with a built-in ballast and resistor. I paid \$35 for the coil, and it was the best investment I've ever made for any repair. Now the tractor starts and runs 95 to 100 percent better than it ever did. I'd also like to thank all the other callers who had suggestions."

**David Rowlett, 1209 S. Ash St., Ozark, Ark. 72949:** "By inserting a small round magnet into the end of a rubber line, you can retrieve a nut or bolt from just about anywhere, such as down an engine intake manifold."

**Arthur H. Harms, Estelline, S. Dak.:** "I have two vehicles that both ran hot during the summer - a 1976 Dodge pickup and a 1981 Mercury car equipped with a 302 cu. in. engine. I made two modifications to solve the problem. First, I installed a new timing chain. Second, I went to a racing shop and bought an offset cam half moon key to advance the timing of the cam. Now both engines breathe much better and both vehicles run cool. The fuel economy on the Dodge didn't change much, but the vehicle starts and runs much better. The Mercury also starts and runs better and also gets better mileage. It was at 14 mpg but now it gets 24 mpg on long trips. Also, both engines have better compression and run cool regardless of summer temperatures."

**Pete M. Friesen, Meade, Kansas:** "I had a problem with the anhydrous ammonia hitch on my V-blade tillage implement. It was hard to reach to pull the spring-loaded pin and, with the other arm, pull the hitch back at the same time. So I made this lever to pull out



the spring-loaded pin. I've used this idea for one summer. It's now much easier to hook onto the anhydrous trailer."

**Donald Struckhoff, Augusta, Mo.:** "The self-energized disc brakes on Farmall Super C to International 660 models tend to lock up after wet weather or whenever they're not in use for a while. To solve the problem I put several squirts of gas into the brake housing. The gas seeps to lubricate the rust that starts on the metal surface, just enough to allow the brake discs to shine up the housing and allow the discs to release."

**Lonnie J. Wallace, Jerico Springs, Mo.:** "To stop an engine from fouling up plugs, I hooked up two coils together. This set-up really sends a jolt of current to the plugs. The plug fouling slowed way down.

"When cleaning cast iron carburetors, I mix a can of lye and a half cup of soap in a plastic bucket filled with two gallons of hot water. This idea also works in a cruddy fuel tank.

"I installed a 10-ton floor jack instead of a 4-ton model. I don't have to worry about overloading such a heavy duty jack.

"I've found that General Electric soft white



**Chris Elliott, 4404 Breezy Point Road, McConnellsburg, Penn. 17233:** "The rubber on the rolls on our Deere 1460 disc mower was coming off, which caused the machine to plug up. After pricing new rolls, we decided to fix the problem on our own. We stripped the rest of the rubber off and welded six, 1 1/2-in. solid steel bars onto each roll.

Now the machine does a nice job of crimping, and it hasn't plugged up once. We didn't have to make any modifications to the machine at all. However, this idea will work only on disc mowers equipped with timed rolls. Otherwise the steel bars would hit each other and cause big problems."

60-watt light bulbs make the best rough service bulbs. They're fluorescent so they don't get hot.

"I drill a small hole in all bearing seals and fill them full of grease. Then I clean the holes with brake cleaning fluid and seal them up with silicone sealer. The bearings then last like they should. I use a grease needle that's used for hard-to-get-at fittings on U-joints."

**Donald Struckhoff, 5266 Hackmann Rd., Augusta, Mo. 63332 ph 636 228-4396:** "The self-energized disc brakes on Farmall Super C to International 660 tractors tend to lock up after wet weather or if they haven't been used for a while. Rust can form on the metal surface. I've found that several squirts of gas into the brake housing seems to lubricate the rust, enough that the brake discs shine up the housing which allows the discs to release."

**Michael Pigorsch, Northco Products LLC, P.O. Box 1093, Big Rapids, Mich. 49307 (ph 231 527-1660; fax 231 527-1665; email: mike@rustreaper.com; website: www.rustreaper.com):** "We think our new multi-purpose lubricant and penetrating oil, called Rust Reaper, works better than anything else on the market. It penetrates better than WD-40 and has more film strength.



"This unique green-smelling product consists of a unique combination of state-of-the-art surfactants and esters, synthetics and friction modifiers. It works great on stuck and frozen parts in antique tractors, bulldozers, and trucks, and is a fine salvage and mainte-

nance tool for automotive and heavy equipment vehicles. The unique combination of solvents, lubricants and additives lubricates parts without causing them to become gummy.

"The product can be used before, during, and after you disassemble or assemble a machine that's being rebuilt. It's great as a penetrating oil to free up rusted parts. Once the parts are disassembled, you can use it as a solvent to clean them. When you start to put things back together, a few drops of Rust Reaper will keep things moving and functioning freely."

An 8-oz. bottle sells for \$7 plus S&H; a 16-oz. bottle for \$12.50 plus S&H; and a 1-gal. jug for \$42.50 plus S&H. Various precision oilers are also available.

**Bob Hudspeth, Era, Texas:** He recently sent FARM SHOW photos of a couple of slick add-ons he made for his extension ladder. "It makes the ladder safer to use, and also reduces damage to shingles and siding," says Hudspeth.

He used 10 ft. of electrical conduit, two U-bolts, two 1/4-in. bolts, and two rubber tips off crutches.

It consists of a 3-ft. wide, 14-in. deep U-shaped length of conduit that U-bolts to the top of the ladder. A crutch tip is affixed to each end. Another length of conduit is bent into a "P" shape and serves as a handhold on one side of the ladder. The leg of the "P" bolts to the ladder.



## "Miter Clamps"

Getting mitered corners to fit tightly together is a piece of cake with these new meter clamps that keep the pressure on while glue dries, says Collins Tool Co., Plain City, Ohio.

The spring-loaded clamps have sharp points that grip the wood firmly without cutting wood fibers so it's easy to clean up the marks.

The company's miter clamp pliers make it easier to open the clamps to their maximum 2-in. spread.

A dozen clamps sell for \$30 plus S&H; the pliers sell for \$14.95 plus S&H.

Contact: FARM SHOW Followup, Collins Tool Co., P.O. Box 417, Plain City, Ohio 43064 (ph 888 838-8988 or 614 873-6219;



**Spring-loaded clamps have sharp points that grip the wood firmly without cutting wood fibers.**

fax 614 873-1676; email: contact@collinstool.com; website: www.collinstool.com).