

cast, chromed, and painted. The nameplate has an orange-colored background. The nameplate also looks nice on the company's receiver hitch adapters. They sell for \$20 apiece.

The company's steering wheel cap features a round decal in the center. It sells for \$12.50.

The receiver hitch adapter features all stainless steel construction and mounting holes for either colored name plate. It's available to fit either 2 or 1 1/4-in. openings.

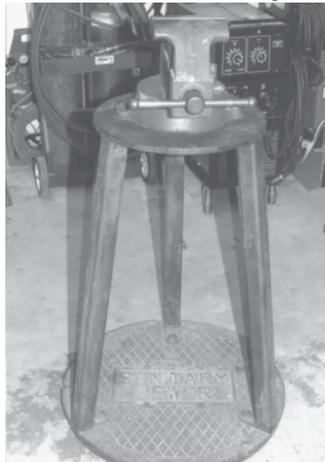
The cylinder bars are for All Crop Harvester models 40, 60, 66, 72, 90, and 100. They're sold in sets of 8 bars and sell for \$250 per set.

The tail light lenses for D series tractors are new OEM replacement parts, not refurbished. They sell for \$10 apiece.

The twine guard fits all models of Roto-Balers and prevents the twine from wrapping around the press roll. It sells for \$45.

Also available are Roto-Baler belts, brake pinpullers, brake pins, brake pin pullers, and a spring set with knife. The company also offers rebuild kits for all makes of tractors.

Norris M. Evans, Fair Oaks, Calif.: "There are a lot of moveable vice stands around but this one is really special. The base is a sewer manhole cover that I bought at a



surplus store. The manhole cover is heavy which makes it stable and it's round, so it's easy to roll around our shop. We used existing holes in the manhole cover to attach the vice's three legs. Works great."

Samuel B. Shirk, Penn Yan, N.Y.: "Deere 350 series crawler tractors use 4 5/8-in. studs to hold the transmission case and reverser housing together. If these studs loosen even slightly, there will be a shifting action between the two cases because of torque reversals from the reverser. This causes wear in the castings around the hardened bushings that lock the housings in place. And when this happens it becomes impossible to keep the studs tight. The studs will either break off or strip their threads, as I found out after I replaced the original studs with z-in. studs on my crawler. Then the housings separate slightly and eventually strip the splines on expensive shafts inside."

"This problem has sent many a 350 crawler to an early retirement at a scrap yard. I solved the problem on my crawler by drilling four holes, two from underneath and two from the top, directly centering the holes where the housings join. I used a reamer to fit the holes at precisely 5/8 in. and then drove a hardened pin into each hole to lock the housings solid again.

"My crawler has been running like that for several years now and the studs are still tight. I suggest shimming the casings apart by several thousandths of an inch while drilling and reaming, then removing the shims to make a

tighter fit and to clamp the hardened pins in place."

Chad Travis, Drasco, Ark.: "Perhaps some of our readers may have the answer to a problem I have with my 2000 Dodge Ram 3500 4-WD pickup, which is equipped with a 6-speed transmission. The problem is that oil constantly leaks out the rear seal. I'm now on my third seal and it's leaking, too. The shaft that the seal runs on is satin smooth and I don't have a problem with driveline vibration. Rotating the seal so the weep hole is in a different position doesn't help. If anyone knows of something that would help fix this problem, I'd like to hear from them."

Shawn Nelson, Kotzebue, Alaska: "I live 30 miles above the Arctic Circle and had frozen drain lines in the house, causing some of them to crack. As I'm located in a remote area with limited resources, I couldn't just drive into town for parts. I solved the problem by using 3M's 5200 boat hull sealant to seal the drain lines, and to this day I've had no more problems with them."

"I have extra narrow feet so it's hard to find foot gear that fits correctly. That's why I was saddened when my good-fitting Lacross Pack boots started developing cracks. I tried using tire patches, wader repair kits, and Zodiak boat repair kits with no luck. I was about to throw away the boots, which are no longer on the market, when I figured I'd try using the same 3M 5200 boat hull sealant as a last resort. It worked great. Since then I've also used this product to fix a fuel fitting and to seal a rusty gas tank. This stuff remains flexible when cured and resists gas and oil with a rubber-like constancy."

Ben Burlingame, Charlton, Mass.: "The battery on my 1972 Sears Custom 10 garden tractor wouldn't hold a charge. After being quoted sky high prices for a new charging system, I bought a Chevy alternator from a local junk yard. Now that battery charges like new, and it only cost me about \$30."

"In my opinion, 95 percent of NAPA parts are better than O.E.M. and almost always a good deal less expensive."

"If you have any old earth movers to paint, buy Deere yellow paint in 5-gal. buckets. It's a reasonably priced, tough paint, and it's a lot easier to find than most other brands."

"We keep a 55-gal. drum in one corner of our garage to drain oil into. With all our trucks and equipment, it sure is nice to be able to put the oil in one place. When the barrel is full, we bring it to a friend who owns a waste oil furnace, and he gives us another empty drum."



Dan Neuman, Loami, Ill.: You don't have to be a navy boatswain's mate to get neat control of your ropes, says Dan. He uses 15 by 12-in. sections of plywood to make this quickie rope storage system. Both sides of the plywood are notched to make it look like a big letter "T". Then he drills a hole into both the top and bottom of the plywood, making it easy to hang it on the wall.

New Fix For Deere Combines

If you own a Deere 9000 series combine, chances are you've had problems with the concave adjustment actuator rod. If the rod bends or the nut pulls out, you've got to replace the entire actuator motor, and that can get expensive.

In Canada, the cost is about \$900 not including labor and down time. That's why a customer who had to replace the actuator three times, asked Mark Petty, a repair shop operator in Blackstock, Ontario, to find an alternative.

Petty created a thicker stainless steel rod with a bronze nut that fits into the motor. "It's a permanent solution to the problem," he says.

It takes about an hour to replace the piece. "It's not hard to do."

Petty says the original piece, made by Warner Electric, may have been put on other combines, but he doesn't know which ones. "Up here, Deere is the most common combine." He says newer Deere machines don't have the problem.

Sells for \$240 (Can.) plus S&H.



Failed concave adjustment actuator rod.



New, thicker stainless steel rod has a bronze nut that fits into the motor.

Contact: FARM SHOW Followup, Mark Petty, 2850 Church St., Blackstock, Ontario L0B 1B0 Canada (ph 905 986-1521; mpetty@3web.net).

"A" Frame Tool Holder On Wheels

"I got tired of always cleaning off a cluttered workbench," says John Gruman, who created a tool holder on wheels he calls the "A-Frame Tool Tote."

The wooden tool carrier is 6 ft. long, 20 in. wide at the base and 6 in. wide at the top. It rides on heavy-duty caster wheels and has a handlebar at each end.

"The number of tools it'll hold is up to you," Gruman says, adding that he hangs the tools using screw hooks and finishing nails.

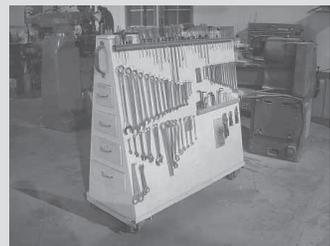
Six hammers, mallets and other tools fit into the holes along the top. "When loaded with tools, this thing can weigh between 350 and 400 lbs.," he says.

Gruman says the four drawers on each end of his tool holder are 24 in. deep. "The drawers could go clear to the center, though," he notes.

Instead of using rollers, he has the drawers slide on pieces of angle iron. "This works better on rough floors," he says.

Gruman says his favorite thing about the tool holder is that it's a time saver. "I can use a wrench, turn around and hang it up. I don't lay it on the machine or under the hood or anywhere else," he says. "It goes right back on the peg. It's a discipline thing and therefore I always know where it's at."

The A-Frame tool carrier has been so popular with friends and family that Gruman has put together plans for sale.



Wooden tool carrier rides on caster wheels and has a handlebar at each end. Tools hang on screw hooks and finishing nails.



There are four 24-in. deep drawers on each end of tool holder.

Contact: FARM SHOW Followup, Buggymaker Products, 911 S. Ordway Rd., Waterloo, Iowa 50703 (ph 319 233-1918; jfdm@forbin.net).

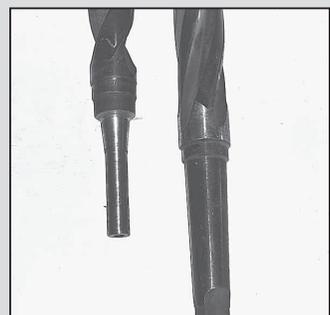
He Machines Drill Bits

Here's a tip for do-it-yourself machinists submitted by Robert Rottinghaus of Jesup, Iowa.

He used his lathe to convert two large drill bits with a Morse taper to an R-8 shank. "A lot of today's drill presses don't have enough vertical clearance to use Morse taper adapters with a big drill. For example, I have a Bridgeport mill that doesn't have thrust bearings in it and is made for milling only. As a result, I can't crank the drill press up high enough to put all my adapters on. If I do, the sleeves will hit the table."

"So instead I chucked the drill bit into my lathe and machined it down to fit the R-8 spindle. Do the machining before you saw off the Morse taper flat. You then will have a counter sink hole for the tail stock on your lathe."

Contact: FARM SHOW Followup, Robert Rottinghaus, 5121 S. Canfield Rd., Jesup,



Rottinghaus used his lathe to convert two large drill bits with a Morse taper (right) to an R-8 shank.

Iowa 50648 (ph 319 827-1311; fax 319 827-2425).