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flange on an air tube on the intake manifold. I hook the chain on a slotted piece of metal under the dash to set the idle.

"I installed this device when the engine had 4,600 miles on it. Since then I've driven 26,000 miles with no problems."

Gene Salsman, Richmond, Ky.: "I have a 9-in. metal lathe that can be used for wood turning by using an auxiliary motor and separate shaft and bearings installed through the



hollow headstock shaft of the metal lathe. Change-over is time-consuming for small jobs, either wood or metal.

"My solution was to build a wood lathe using mostly off-the-shelf parts. Purchased parts include the spur center on the headstock, a ball bearing center for the tailstock, and a variable speed DC treadmill motor. This motor permits speed change without the need to change a belt on step pulleys. As presently set up, capacity is 11 by 32 in. Diameter can be increased by use of spacers in the head and tail stock."

A.L. Doering Spark Plug Corp., 120 Marine St., Farmingdale, N.Y. 11735 ph 800 886-7074 or 631 249-1425; E-mail: aldorsmartplug.com; www.aldor sparkplug.com: "We got a lot of response from your recent story on our Aldor replacement smart plugs for marine engines, lawn and power equipment, farm machinery, as

well as cars and trucks (Vol. 26, No. 2). The Smart Plug's patented "brain" produces Ultra Thrust Ignition, providing faster starts, more power, increased fuel economy and reduced emissions. Many farmers asked us if we could make a similar replacement spark plug for 4-wheelers, so we did. It's a 12-millimeter plug with a totally different thread. It sells for only \$5 instead of the \$14 charged by the competition. And the Smart Plug has a lot more spark power and is self-cleaning and non-fouling. The plug is expected to be on the market by this May."

Isaac Temple, 12738 Covell Rd., Morrison, Ill. 61270 (ph 815 772-2453): Dented augers aren't much of a problem for Isaac since he came up with a simple straightener tool that makes use of an ordinary scissors car jack. He made a round flat base for the jack by welding an 8-in. dia. steel plate to the bottom it, then capped the top of the jack by welding on a 4-in. sq. steel plate.

To straighten out dents, he first measures the distance from the end of the auger tube to the dent. Let's say it's 8 ft. He slips a long pipe over the jack handle, measures from the jack, and marks it at 8 ft. Then he slides the jack into the tube until the mark on the pipe is flush with the end of the tube, with the jack directly below the dent. He pumps the pipe handle until the plate on top of the jack pushes up against the bottom side of the dent. Then he uses a hammer to lightly tap all the way around the dent.

"The tapped area pops back up and won't ever bend back down again," says Temple.

Gingell says Sure Seal goes right over the leaking rear seal on Ford 9N's and 2N's. He uses a simple PVC tool to install it.



Brake Repair Tool For Ford Tractors

"The brake drum housings on Ford 9N and 2N tractors are a common source of leaking. The fluid leaks on the brakes, causing them to fail," says Dan Gingell of J&D Productions. "The problem is that replacing that seal was always a major repair until Tisco came out with its Sure Seal, which goes right over the old seal."

Gingell, who runs a Massey dealership in Metamora, Mich., says it solves the problem, but you need a way to put the Sure Seal in place. He came up with a simple solution that he uses at his dealership and shows to customers.

The brake repair tool is made from a 3-in. dia. piece of schedule 40 PVC pipe, 28 in. long; a 3-in. cap; and a 3-in. reducer. The parts are glued together. The Sure Seal fits over the tool and then the tool is used to push

it into place.

Gingell has also produced a Ford brake repair video that shows in detail how to repair the brakes on older Ford tractors, one of the biggest weak points on those otherwise reliable chore tractors. Gingell, along with his wife, Jennifer, produces a full line of tractor repair videos that have been featured in FARM SHOW.

Gingell sells the Sure Seal by mail (part #TC SS92) for \$9.95 plus \$3 S&H. If you don't want to make the tool yourself, he'll provide that for \$15 plus S&H.

Contact: FARM SHOW Followup, Dan & Jennifer Gingell, J&D Productions, Inc., P.O. Box 38, 3507 S. Lapeer Rd., Metamora, Mich. 48455 (ph 810 678-3960; E-mail: dansfarmequipment@juno.com).

Garden Tractor Repower Kits

Is your garden tractor engine shot? A new engine from the manufacturer will cost a bundle, if it's available. Rebuilding an engine isn't cheap either, unless you can do it yourself. Tim Padgett, at the Small Engine Warehouse, Inc., says he has a better idea.

"Our conversion kits with new engines are just as easy to install as original engines but the cost is similar to a rebuilt one," explains Padgett.

The do-it-yourself conversion kits allow you to substitute Honda and Kohler engines for the original engines in Deere, Simplicity and Allis Chalmers garden tractors.

Kohler 20 and 25 horsepower OHV engine conversion kits are available for John Deere 400 series tractors. The new Kohlers, at \$1,300 and \$1,600 respectively, are a steal compared to Deere's \$3,400 list price for replacement engines (which were actually discontinued two years ago). A Kohler Command OHV twin engine conversion kit starts at \$1,200, compared to \$1,700 for the OEM Deere 317 engine.

Padgett offers Honda conversion kits for the Simplicity 4040, 4041, 920 and 9020 and the Allis Chalmers 620 and 720. The 24 hp engine kits are priced at \$1,615.

All kits come complete with engine, muffler, throttle and choke controls. The replacement engines are prewired to match the existing OEM wire harnesses.

"No special wiring is needed," he says. "Just plug it in. The stub shaft or fly wheel adapter can be bolted right in place. A guy can take the original engine out and have our kit installed in two and a half hours."



Do-it-yourself conversion kits allow you to substitute Honda and Kohler engines for the original engines in Deere, Simplicity and Allis Chalmers garden tractors.

Padgett explains that any needed alterations are minor and in the case of any holes that need to be drilled, templates are included. Other conversion kits are in the works with the Simplicity 7100 Series and Allis 700 Series just introduced. He reports that with 25,000 engines on hand, Small Engine Warehouse has one that fits just about any use. In many cases, he says, a buyer will increase the horsepower when replacing an engine.

"These are well-built tractors," says Padgett. "The way the Allis is built, you could put a 40 hp engine in there. It's built like a tank."

Contact FARM SHOW Followup, Tim Padgett, Small Engine Warehouse, Inc., 2347 S. 800 E., Dunkirk, Ind. 47336 (ph 800 321-6725; Website: www.SmallEngineWarehouse.com).

Exhaust Pipe Disassembly Tool

If you've ever spent an hour or so trying to pull a stuck muffler joint apart, you'll like this new tool from the Eastwood Company, a mail order tool outfit that specializes in hard-to-find auto tools.

The tool consists of a double clamp that grips both sides of an exhaust pipe joint. A pair of drive bolts forces the joint apart. Fits pipe 2 to 2 1/4 in. dia.

Sells for \$34.95.

For a free copy of the company catalog, which features the exhaust pipe tool, contact: FARM SHOW Followup, Eastwood, 263 Shoemaker Rd., Pottstown, Penn. 19464 (ph 800 345-1178; Website: www.eastwoodcompany.com).



Specialty designed puller grips both sides of the exhaust pipe joint. Turning the drive bolts separates the joint.

Restoration Specialties stocks thousands of original and reproduction parts for old pickups and cars.



Parts For Restoration Projects

Having trouble finding parts for an old pickup or car? Restoration Specialties and Supply, Inc., Windber, Penn., may have just what you've been looking for.

Owned by Dave Mihalko and his sons, Jeff and Dave, the business stocks thousands of original and reproduction parts like window channel, weatherstrip, roll rubber matting, rubber bumpers and grommets, wire loom, panel board and cowl board, sedan decking, clips, fasteners, speed nuts, and more.

"A lot of what we sell are new original production parts, some of which are still in production from the original manufacturers. We also make some reproduction parts," says Jeff Mihalko.

The company specializes in International

and Dodge pickups. "We have parts for all older pickups," Mihalko says, "but no one else has as much for Internationals and Dodges as we do."

They even have parts for motorcycles and motor bikes. Much of what they offer is listed on their Website: www.restoration-specialties.com. Or you can call or fax for information and prices. A catalog is available for \$3.50 (it's free on-line).

Contact: FARM SHOW Followup, Restoration Specialties and Supply, Inc., Box 328, Windber, Penn. 15963 (ph 814 467-9842; fax 814 467-5323; E-mail: info@restoration-specialties.com; Website: www.restoration-specialties.com).