



Mel Primrose built this mini service center next to his shop. It includes a covered winch lift and stand and a drive-on service deck.

Lawn Tractor Service Center

Mel Primrose keeps his lawn tractor in tip top working condition, thanks to a mini service center he built next to his shop.

The Westlock, Alberta man likes to keep his yard looking good, so that means he also needs to keep his equipment well maintained. Primrose built a drive-on service deck using scrap metal he found at the dump. It includes a deck washing system consisting of a pivoting spray arm mounted underneath, to which a garden hose is attached.

The ramps are made from angle iron frames with metal mesh centers. The service deck holds the tractor 2 ft. off the ground.

"The deck makes it much easier to change the oil and service the air filter," Primrose says.

In front of the deck ramps, he installed a winch lift for simplifying the job of sharpening mower blades and cleaning off grass build-up. A 1,500-lb. electric winch powers the lift. Primrose included a safety chain, just in case the winch ever fails.

The winch and stand is covered with a curved metal roof to protect it from snow and rain. To make it more portable, the stand's posts slip into two 36-in. pipes that form rectangles in the ground.

Primrose also set up an overhead pivoting air hose, which swings out 15 ft. from the outer wall of his shop, fitted with a 50-ft. flexible hose. It's hooked to his air compressor indoors and is useful for blowing out dust or touching up tire pressure.

When not in use, the convenient and out-of-the-way air hose arm is held snugly in place above the garage door by a magnet.



Deck washing system uses a pivoting spray arm to which a garden hose is attached.



Primrose also set up an overhead pivoting air hose, which swings out 15 ft. from the outer wall of his shop.

"I really like this setup because all of the features are handy and quick to use. I built it in stages and it only cost me about \$130 in all to make. The only things I bought were the air hose and winch," he says.

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Hydraulic-Powered Bearing Puller

This new 12-ton hydraulic "puller" has a built-in hydraulic pump that takes the work out of pulling even the most stuck-on bearing, bushing, gear, wheel or pulley," says Posi Lock Puller, Inc., Cooperstown, N. Dak.

The company has offered the Posi Lock Puller gear and bearing puller for years. It's designed to pull a wide variety of press-fit parts. It comes with non-slip "safety cage" pulling jaws that are held in alignment by a sliding cage.

The new PHS-108 has the same pulling jaws with the addition of a built-in hydraulic pump and cylinder. It offers 12 tons of pull with a reach of 8 in., and a spread of 12 1/2 in. (or 22 1/2 in. with long jaws).

A threaded T-handle is used to open or close the pulling jaws. Sells for \$920 plus S&H. Non-powered units and units that require outside hydraulics also available.

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Posilock's new puller has a hydraulic pump built into it, right.

Giant 100-ton puller shown below uses the same basic design.



Kit Makes It Easy To Convert Ford To V-8 Power

"We had tremendous response to your original article from readers all over North America who want more power in their Ford N-Series tractors," says Don Knasel, who developed a kit that makes it a snap to install V-8 flathead engines in place of the original 4-cylinder. Don came up with the do-it-yourself kit after converting 26 Ford 8N tractors himself.

"Most anybody capable of changing oil or spark plugs can switch engines with the kit in about 8 to 10 hours," says Knasel. "It can be used to convert any N-Series Ford tractor."

Knasel calls his kit the Awesome Henry V-8 Ford Conversion Kit in honor of Henry Ford. He figures Ford would appreciate its simplicity and ease. Each kit is handcrafted and bears its own metal nameplate and registration number. The kit itself costs \$995 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the 8N transmission and frame.

"Just disassemble and remove the stock 4-banger, bolt in the conversion kit and slide the flathead V-8 into place," says Knasel. "No special tools are needed. The conversion kit uses the clutch, pressure plate and flywheel found on the flathead V-8. We haven't even had to adjust the clutch; they just slide in."

What isn't included in the kit is a smaller 4 3/4 gal. fuel tank available for \$145. It's needed to make room for the carburetor on the flathead. Also needed is a new header type manifold that drops out of both sides. With brackets and bolts, it adds another \$225 to the cost. A tank conversion needed to change



Kit costs \$995 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the Ford 8N transmission and frame. Knasel says it takes about 8 to 10 hours to install.

the 8N radiator to a V-8 adds another \$95.

"A lot of guys will use their own tanks or manifolds, so we don't include them in the conversion kit," notes Knasel.

Before retiring from the collision and used car business, Knasel and his son Dave had collected around 100 mostly N-Series tractors. He is now down to 25 that he is keeping for his collection and another 10-12 he may convert to flatheads.

"It's a question of do you want to overhaul a 4-cylinder that may be a little tired or replace it with a V-8," says Knasel, "Nothing sounds better than those little flatheads."

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Jeep Hobby Leads To Willys Parts Business

Finding a way to get rid of extra parts only made sense for Harry Sheets. With four vintage Willys Jeeps restored and 12 to 15 more sitting around, he had plenty of extra parts. When he ran across a website where he could post parts for sale, he jumped at it.

"I was always bringing home dead Jeeps that had no chance of being restored that I would pick up for \$50 to \$75 each," explains Sheets. "I started posting parts on the website, and the business just exploded. I had no idea there were so many people rebuilding and repairing their own Jeeps."

Business was so good that Sheets ended up quitting his job and opening Midwest Willys. In his new career, he buys and sells original Willys parts at home, at trade shows and via the internet. He recommends the Willys Tech Board website - www.willystech.com/parts/board.shtml - for repair information.

While new and reproduction parts are often available for old cars and trucks like the Willys Jeep, preference is often given to original parts. Lonny Deweesey is a customer and a friend of Sheets. He has restored two farm Jeeps and an Empire farm tractor made with Willys parts in the late 1940's.

"If I can find a good quality old part, I would prefer it," says Deweesey. "Most of the time, it is of better quality than the new stuff. Harry is a good source. I give him a list of the parts I am hunting for, and he just hollers when he runs across it."

Finding one or two parts needed are an advantage to working with Midwest Willys and other parts businesses. Like Sheets with his multiple Jeeps for parts, Deweesey often buys old vehicles just for a part or two. Then they sit until another collector comes along



Harry Sheets buys and sells original Willys Jeep parts at trade shows and via the internet.

who needs a part or two and buys what's left.

"The hunt is 90 percent of the fun," says Deweesey. "I recently ran across a plow I had been looking for at an auction. It was a Newgren plow but, like other farm implements made for Jeep, it had a special tag that identified it."

Deweesey bought the single bottom plow for his farm Jeeps. Both are outfitted with 3-pt. hitches. One has a side-mounted sicklebar and a rear mounted cut-off or buzz saw. The other has the plow mounted on it.

Sheets carries thousands of parts and is always on the lookout for rare parts such as the 3-pt. hitches favored for farm Jeeps like Deweesey has.

Currently, he says he has 25 "dead" Jeeps sitting outside his parts warehouse. As they are broken down to the frame, their components will join those that pack the shelves in his 34 by 30-ft. parts building.

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