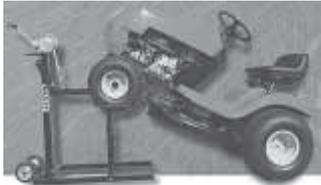


izes in Deere lawn and garden tractors and parts including engines and engine parts, transaxles and Deere manuals. All parts are used unless otherwise stated. Tractor attachments are also available.

ATVparts.com, 3868 Pine Hill Road, Newport, Vt. 05855 ph 802 487-1000; fax 802 487-1015: It's one of the largest selections of new and used parts for most years, makes, and models of ATV's. Some of the items offered include carburetor kits, oil filters, pistons, gaskets, brakes, sprockets, chains, wheel bearings, and tires. The company specializes in cylinder boring, replating, and crankshaft rebuilding. Clothing, helmets, and other accessories are also available.

Mo-Jack, 151 South Whittier St., Wichita, Kansas 67207 ph 800 466-@themojack.com; www.themojack.com: The new MoJack is designed to lift and se-



cure any size lawn tractor or riding mower, including zero turn mowers, to allow for undercarriage cleaning and maintenance. It provides up to 24 in. of clear working space and can safely lift up to 400 lbs., making blade sharpening, belt replacement and debris removal safer and easier.

Safety jacks and pins, a non-slip, self-braking winch, and sturdy jack stands prevent the mower or lawn tractor from slipping or becoming unstable. Available in three versions, depending on the size of your mower or tractor. Prices range from \$229 to \$259.

Lloyd Conrad, Greenfield, Wis.: "I had trouble starting a 37 hp Wisconsin engine on a self-propelled sprayer. I was told I needed two new carburetors at a cost of \$600. Instead, I installed a plumbing 'T' in the air line from the air cleaner to the carburetor. The T fitting is used to inject a shot of ether, which starts the engine right up on the first try. The carburetor is in a bad location as the engine sits on top of the gas tank, which results in a 2-ft. lift for the fuel pump from the tank to the carburetor."

Elmer Goheen, Hillman, Mich.: "I've been able to remove stuck pistons from hydraulic cylinders on brakes and clutches, etc., by installing a grease fitting in the bleed screw hole. If I plug the hydraulic line hole and pump the cylinder full of grease, the piston will come out."

Neal S. McCleary, Elkton, Md.: "Our Deere 926 mower conditioner had a lever that was used to control the shape of the windrow. Unfortunately, the lever stuck out beyond the right side of the machine where it constantly caught on fence posts or anything else that was near it, and got bent. To solve the problem we just turned the handle around and cut it shorter so that it can't contact the frame. Now the lever always stays where it's set."

Eddie L. Gingerich, Cazenovia, Wis.: "When a gasket blew in my air compressor, I applied a little Fast Weld that I bought at a NAPA Auto Parts store. I made the repair while waiting for the gaskets to be shipped to me. It worked so well that I haven't had to use the gaskets yet."

Brent Norton, Lodi, Ohio: "No-drip syrup bottles work great for putting oil into small engines."

"I use a coat hanger to store my Mantis rototiller on the wall. I put the handles through the hanger. The weight of the tiller

takes all the slack out. It takes up very little space."

Daniel Ball, Pomerene, Arizona: "I make handles out of steel pipe or conduit for most of my yard tools, including shovels and rakes. They last longer and no breakage, and I don't get splinters in my hands."

"The wheels on roller blades and skateboards are built out of high quality poly material. They have double ball bearings and a 1/4 or 5/16-in. thick axle. They have excellent weight carrying capacity. I've used them on a number of shop projects."

Paul Krejci, Deerton, Mich.: "The generator on my Cat 955 Traxcavator was no longer usable, so I converted the machine from 24-volt positive ground to 12-volt negative ground, using a semi alternator and starter."

"When a tire on my road grader got a cut in its sidewall, I made a patch using rubber belting and carriage bolts. I installed a tube and liner in the repaired tire. It saved the expense of a new tire and has held up fine for eight years."

"I added a second alternator to my 1975 Ford truck charging system so I can jump start 24-volt equipment as well as do light welding."

Don Barlow, Nashville, Mich. ph 517 852-9139:

"I use a 30-in. length of 6-in. dia., heavy wall pvc pipe with holes in it to keep bungee straps from getting tangled up. I drilled a series of 1 1/2-in. dia. holes in a spiral pattern all around the pipe. I just hook the bungee cords into the holes. Up to 30 or more bungee straps can be kept in perfect order, even when I throw it in the back of a pickup."

Burton Graves, Sandusky, Mich.: "I converted my White 4-row corn planter to a no-till planter by adding 17-in. dia. spring-



loaded, fluted coulters off an International Harvester moldboard plow directly in front of the planter's double openers. The coulters penetrate the ground and do a good job of cutting through trash. They cost very little. To each row, I welded a 6-in. piece of steel the same size as the plow beam and clamped the plow coulters to a bracket that holds one side of the planter unit, by turning offset on shank sideways. I made the change 18 years ago. I've worn out two or three sets of blades since then. The spring-loaded coulters can run over rocks without breaking anything."

Ray Bjorgaard, De Soto, Kansas: "Whenever my Kubota dealer installs a front-end loader on a new tractor, he first has to remove a heavy reinforcement plate from under the middle of the tractor so that he can install a subframe for the loader. I was able to get several of these plates from a dealer at no cost. I mounted a pair of them on front of my Kubota B2910 tractor to add more weight on front. I needed the extra weight. Both plates are welded to a homemade, 4-in. angle iron frame and bolt to the tractor frame."

Powerful Winch Powered By Rototiller Motor

"It works great for winching old tractors and other implements up onto a trailer. I never have to worry about the battery discharging like I would with a conventional electric winch. The entire assembly mounts on a standard 2-in. receiver hitch so I can use it just about anywhere I want," says Bill Wilson, Thompson Falls, Montana, about his home-built, gas engine-driven winch.

The winch was originally designed to be powered by a truck's pto. Now it's powered by a 5 hp Briggs & Stratton engine off an old walk-behind rototiller which has a "reverse" gear. The engine belt-drives a pair of large 12-in. pulleys through a jackshaft, which in turn chain-drives the winch. The engine came equipped with two small pulleys on one side which run in the opposite direction from each other. Pulling one way on a lever makes the winch go forward to let out cable, and pulling the other way makes it go backward to pull the cable in.

The jackshaft drives a 16-tooth sprocket that chain-drives a 64-tooth sprocket to provide power to the winch which has internal worm gear reduction. The entire setup is mounted on a metal plate that'll fit any standard 2-in. receiver hitch.

"It always has full power because there's no battery to discharge," says Wilson. "I came up with the idea because I restore old tractors and needed a more reliable way to get them on my truck or trailer. I used to have an electric winch, but I found it was unreliable. About the time everything was set up and we got the tractor ready to load, the battery would start to drag down."

"By pulling one pin I can remove the winch and mount it on any truck or trailer equipped with a 2-in. receiver hitch. I mounted a receiver hitch on front of the truck's flatbed, just behind the cab, which is where I usually keep the winch. I also mounted a receiver hitch on the front of my trailer."

Wilson says he believes in operating a winch slowly so no gets hurt. The reduction



"My dad always said that you could pull a freight train with a lawnmower if you had enough reduction," says Wilson.



Rototiller engine drives a pair of 12-in. pulleys that power a 16-tooth sprocket which chain-drives a 64-tooth sprocket.

on his winch causes it to operate very slowly, and also gives it a lot of power. "My dad always said that you could pull a freight train with a lawn mower engine if you had enough reduction. It works great for pulling out tractors that are stuck in the field. One time I pulled out a tractor that had been setting in a field in Kansas for 30 years. Another time I used a snatch block and a doubled-up line to pull a big loader backhoe out of the mud and load it onto a trailer. I could hardly even tell the motor was pulling. The wheels were a foot deep into the mud, but it pulled it right out. And if someone wants to borrow the winch, they can use it with any 2-in. receiver hitch."

He bought the winch at an auction sale and paid \$50 for it. Both pulleys came off an old grain bin unloading auger.

Easy Way To Beef Up Suspension

Used for more than 30 years on all types of heavy-duty commercial and industrial vehicles, AEON hollow rubber springs are simple devices that are easy and quick to attach to your pickup or van.

"Just remove your original bump stops from the springs," says Murray Biel, Timbren Suspension Enhancement Systems. "Bolt our AEON hollow rubber springs into the same holes. All you need is a socket wrench with an extension."

Biel says 80 percent of their sales are to pickup owners. The rubber springs are available for front and rear axles as well as trailer suspensions. They work with air spring suspensions, multi-leaf and parabolic leaf springs, composite springs and walking beam suspensions.

"The springs are especially handy for snow plows on the front end or for hauling heavy loads in the back," says Biel.

Advantages over air suspension systems include fast installation, no maintenance, no air lines to leak or be damaged, and half the cost. Prices start at \$210 each for rear and front systems on 1/2 and 3/4-ton trucks and vans.

"Our AEON springs come with a lifetime warranty and will literally outlast the life of the vehicle," says Biel.

When not needed, the rubber springs are



Hollow rubber springs are available for front and rear axles as well as trailer suspensions.

described as virtually transparent as a gap is left between them and the suspension system at installation. Only when loads are applied do they go to work, compressing as they come in contact with the suspension components.

Size and design are matched to specific makes and models and expected load rate. Units for raised and lowered vehicles are available as special orders.

To find a local dealer, check the Timbren website or call their toll free number.

Contact: FARM SHOW Followup, Timbren Industries, 381 Westney Rd. S., Ajax, Ontario, Canada L1S 6M6 (ph 905 683-5991; toll free 800 263-3113; www.timbren.com).