



Bill Rust has a collection of hundreds of old garden tractors and riding mowers waiting to be broken down for parts.

## Mower Graveyard Is Parts Heaven

If you think your riding lawn mower or garden tractor can't be saved, call up the Mower Graveyard. That's what Bill Rust calls his collection of hundreds of old garden tractors and riding mowers waiting to be broken down for parts.

Rust says his "graveyard" includes at least 20 different brands. He notes that parts sales and repairs are up due to the poor economy while antique collectors are less active.

"People are mainly trying to keep their old mowers going," he says. "We send parts all over the U.S. and send quite a few parts to Australia and some to England and Canada."

Rust also carries after-market parts, as well as quite a few Briggs and Stratton parts bought from different dealers. In addition, he maintains an inventory of en-

gines from Kohler, Briggs and Stratton, Wisconsin and Tecumseh for repowering mowers and tractors.

"If you need a part, send us an email or call with the tractor brand and model and the parts number if you have it," says Rust. "If you don't have the parts number, anything that will help us identify it will help. A picture of the part or where it goes will never hurt."

If you have an old tractor or mower sitting around, give him a call. "We are always buying more," says Rust. "We can't sell it if we don't have it."

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## Upgrade Brakes To Stop Faster, Last Longer

If you pull heavy loads with a truck or van, Off Road Unlimited has a brake upgrade for you. Both rotors and pads are specially designed to give extended brake life and extra stopping power.

"I've been building brake systems for 42 years for everything from race cars to the catapults on aircraft carriers," says Warren Gilliland, known as "The Brakeman". "I apply a thermal process to stabilize the material and toughen it to tolerate more heat and handle a more aggressive brake pad."

Gilliland's process is different from cryogenically treated rotors. While they treat the rotor surface, his affects the entire rotor. His brake pads are also thermal-treated. In addition, his rotors are slotted to release hot gasses.

Gilliland's brakes have been installed on ambulances and fire department equipment in California, extending brake life four to five times normal. "They're going 40 mph through traffic and have reduced their stopping distance from 100 ft. to 70," says Gilliland. "That's a car length and could prevent an accident."

He makes brake systems for every 3/4 and 1-ton truck as well as most 1/2-ton pickups. He also sells a lot of them to owners of Toyota Tundras and Nissan Titans and Armadas.

"The Titans and Armadas have big problems with their brakes. Owners have had to go back to their dealerships continually for new rotors and pads," says Gilliland. "We can do any rotor. We just need a source for good quality castings to begin with."

Gilliland markets his brake kit upgrades through distributors and dealers like Off Road Unlimited. An upgrade kit for a Ford F-250, F-350 or Excursion is priced at \$1,058.58.



Off Road Unlimited offers specially designed rotors (above) and pads for extended brake life and extra stopping power.



Each kit contains two front and two rear direct replacement rotors and pads.

He also makes custom kits for anyone with a special need. "A lot of vehicles used on farms carry loads that would be obscene on the highway," notes Gilliland. "There are a lot of things we can do to help."

He invites FARM SHOW readers to visit his website (www.thebrakeman.com) and review some of the technical papers he has posted. They explain in detail how brake systems work along with other information of interest.

Contact: FARM SHOW Followup, Off Road Unlimited, 300 N. Victory Blvd., Burbank, Calif. 91504 (ph 818 563-1208; toll free 888 365-0244; www.offroadunlimited.com).

## "Grease Bank" Lube System

If you've ever cussed at hard-to-get-at grease points, you'll be interested in a new grease bank that's designed to lubricate from centrally located banks.

"It lets you grease all the fittings from a standing position without having to crawl on the ground or on top of equipment," says inventor Brice Custer. "Really, it extends the zerk outs to the edge of your equipment. It results in greater safety because you don't have to climb onto equipment, and longer component life because of regular greasing."

The system consists of banks of zerk fittings that attach to the implement frame in place of the original zerk, and 1/4-in. dia. tubes that attach to threaded fittings that mount at the original zerk fitting locations.

The grease banks are available in kits for 30, 36, 40, and 42-ft. Deere 1890, 1990 and 1995 air seeders. However, Custer says the kits can be made for any brand of air seeder, and for other types of machines such as disks and sweep plows. "If a machine has grease zerk, I can run tubes to it. I've installed grease banks on everything from tractors to combines," he says.

A grease bank for a 42-ft. air seeder equipped with 10-in. openers sells for \$2,900; for an air seeder equipped with 7-in. open-



"It lets you grease all the fittings from a standing position without having to crawl on top of equipment," says inventor Brice Custer.

ers, \$3,900.

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## He Makes John Deere Hoods

Darrell Boren bends 18-gauge metal sheets into Deere tractor hoods, specializing in the styles that are the most difficult to make without using expensive dies and presses.

"Years ago, my friend who does lots of tractor restoration couldn't find 320 and 420 Deere hoods," Boren explains. "So in 2004, I went to sheet metal school and learned how to bend metal."

The rolled edges and the outside and inside radius in these models are difficult to bend, so most people who make hoods don't like to make them. Boren designed his own tooling and system to make the proper bends. Besides Deere 320 and 420's, he makes hoods to fit Deere M's, 40 Series, and 330 and 430 Deeres.

Boren has the metal laser cut, including the holes for the exhaust and other tractor parts. He uses a sheet metal brake and tooling to bend the hoods to match precise measurements taken off a tractor.

"Everything that gets sent out is tried out on tractors in the shed," Boren says. "Then the hoods are ready to be primed and painted."

All style hoods are \$465 plus S&H. They're wrapped in newspaper and packed in special boxes to be shipped by UPS; packages are 52 in. long and weigh about 42 lbs.



Darrell Boren bends 18-gauge metal sheets into Deere tractor hoods. He designed his own tooling to make the proper bends.

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## Homemade Penetrating Oil

Mixing kerosene and automatic transmission fluid together in a 50-50 mix produces a low-cost penetrating oil, says Bill Burlew of Savona, N.Y., who has successfully used the idea for years.

He pours the two fluids into an old dishwashing soap squeeze bottle, which holds about 1 1/2 pints of liquid.

"I call it jungle juice. It's super stuff and works as well or better than the high-dollar penetrating oils on the market that cost up to \$15 per can," says Burlew. "My total cost per bottle is no more than \$2. The kerosene breaks down the viscosity of the transmission fluid and allows it to penetrate easier. If you want you can

use diesel fuel instead of kerosene.

"I came up with the idea one day when I ran out of penetrating oil. I didn't want to drive to town so I thought I'd give this idea a try. I've used it on stuff that was rusted all to heck, such as when I took the seats out of a van. The bolts were so rusty that when I tried turning them they just made a screeching noise. After I applied some of my homemade penetrating oil I had no problem loosening the bolts."

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