

**Edwin Lillebo, Presho, S. Dak.:** "I've noticed reports from several FARM SHOW readers who've had trouble with gas getting into the crankcase on Deere Gators. That gas washes oil off the cylinder walls, shortening the life of the engine if not destroying it. A sure-fire cure for this problem is to install an in-line fuel shut-off. If the gas can't get out of the tank during non-use, it can't get into the engine."

**J.L. Findley, Letohatchee, Ala.:** "I use the clear lens out of a welding helmet as a layout and sketch tool. I engrave inch and fraction marks out the back side, then blacken them in with magic marker and wipe off the excess before it dries. It's cheap, you can see through, and all corners are square. One last thing – it fits in a shirt pocket."



**Merle Dorn, Kensington, Kan.:** "I found an old wheelchair in the trash and found a second use for it. The cart under my welder was bad and the wheels were too small. I took the seat out of the chair and replaced it with a piece of plywood. My welder fit in the seat very well, with plenty of room for the leads, welding rod and all my clamps. On back of the chair I have hooks to hold 75 ft. of 220-V extension cord, which I unwrap when I need to weld outside the shop. The large wheels roll easily over rocks and rough ground."

**Aaron Barneson, Elk Mound, Wis.:** Aaron says he made cheap, bolt-on toolboxes for tractors using military surplus ammo cans. They're heavy-duty and weather tight. You can bolt them on anywhere. Ammo cans are available at surplus stores and at many sites on the internet.

**William Griessler, Delanson, N.Y.:** "I have read where some of your readers have had problems with their Deere 6 by 4 Gators with a Kawasaki engine. I've had the same problem with gas draining into the crankcase, diluting the engine oil. I contacted a couple Deere dealers but with no success. I finally cured the problem myself by lowering the electric fuel pump 2 1/2 in. It's now lower than the carburetor so that gas cannot siphon back to the carburetor and get into the oil."

**Nick Neuburger, Galt, Ca.:** "Here's a way to keep a spray nozzle clear after doing a small touch-up paint job and there's still paint in the can. In order to keep paint from drying in the nozzle and plugging it up, first turn the can upside down and spray until it's clear of paint. Then, in order to further keep the nozzle clear and operable, place a drop of oil on the nozzle opening. It works every time."

**Connors Farm Inc., Danvers, Mass.:** "I made a chainsaw 'tree' to hold and organize the saws in my shop. I took a tree trunk that measures about 16 in. dia. and 6 ft. tall and mounted it standing straight up on a flat metal plate. Then I made slots all around the tree trunk to hold my saws. Looks good and helps keep the saws sharp."

**Wayne Wiederrich, Saco, Mont.:** "Here's an idea that saves time when changing sickle sections. I modified a vice grips to knock out the sickle section rivets and bolts. I just brazed a half nut and a #50 chain rivet to the side of the vice grips. I place it against the rivet to be removed and hit it with a small hammer. A real time saver."

**Dan Morrison, Transfer, Penn.:** "I use 3/4-in. thick, 4 by 8-ft. sheets of oak veneer plywood to make wall units and entertainment centers. To cut straight without splintering, I came up with the idea of laying the plywood sheets on top of a 1-in. thick sheet of blueboard on a concrete floor."

"I find that cutting through the plywood and about 1/8 in. into the blueboard eliminates any chance the plywood will pinch the blade. It also keeps the bottom of the plywood sheet from splintering. Splintering on top of the sheet is minimal when ripping. When making crosscuts, I tape the surface of where I'm going to cut with 2-in. masking tape to minimize splintering."

FARM SHOW®

Money-Saving  
Repairs  
&  
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Shortcuts

Have you come up with any unusual money-saving repair methods for fixing farm equipment? What maintenance shortcuts have you found? Have you had any equipment recalled by the factory? Name a particularly tough mechanical problem you've had with a piece of equipment and how you solved it. These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or email us at: editor@farmshow.com.

Mark Newhall, Editor

"Cutting on top of a blueboard sheet also keeps the bottom of the plywood sheet from getting nicked or scratched up, as is often the case when you drag the plywood over a table saw."

"I lay a 12-in. wide by 8-ft. long strip of plywood over the plywood I'm cutting to serve as a straight edge guide for the saw."

**Borgeson Universal, Torrington, Conn.:** Borgeson is a leading manufacturer of steering universal joints for both cars and pickups. "Your readers who own 1994 to



2002 Dodge Ram pickups may be interested in our newest aftermarket offering," says Jeff Grantmeyer. "After you've replaced the sorry OEM steering shaft that come on these trucks you'll eventually become fed up with Dodge's replacement parts. The new Borgeson 'Dodge Box' offers a larger piston diameter for more available power assist; quicker ratio for easier parking and less turns lock-to-lock and a modern variable valve that allows for stable highway driving and effortless parking and maneuvering."

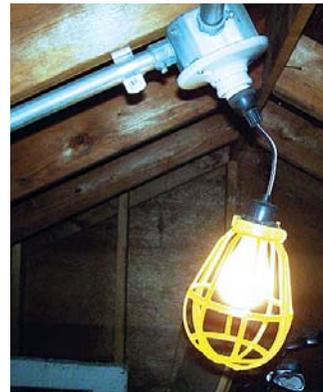
The Dodge Box bolts directly to the stock mounting location. It fits the original pitman arm and the stock hoses and pump. It includes an adapter to work with all Borgeson replacement steering shafts. A Borgeson steering shaft is required to install the steering box (ph 860 482-8283; www.borgenson.com).

**Tom Daniels, Arco, Minn.:** "I'd like to offer help to Wayne Harley in Penn., who had a problem with gas leaking into the crankcase on his 2007 Deere 6 by 4 Gator equipped with a Kawasaki engine (Vol. 34, No. 2). I had the same problem. My mechanic and a small engine specialist determined it was caused by stale gas that wasn't completely burning. Since then I've used a gas stabilizer in the fresh gas and haven't had any problems. I've had this problem only with Kawasaki engines."

**Lanny Vail, Bowman, N. Dak.:** "The booster fuel pump on our 1951 Oliver diesel tractor that feeds the main fuel injection pump was leaking fuel into the engine oil. Not being able to find a new or rebuilt tractor pump to fit, I went to our local NAPA parts dealer and found a fuel pump for a 1950's 216 Chevrolet engine that had the right size diaphragm but the wrong size housing. I took the diaphragm from the new pump and it fit perfectly into the old 4146 AC pump's housing."

"Problem solved. No more fuel in my tractor's engine oil."

"For Ford 9N, 2N, and 8N tractors, the newer Hy-Tran oils that go into the rear end and hydraulic system are a little thin for the tractor's lift system to work smoothly. One solution is to mix your own oil by combining 1 gal. of rear-end oil with 1 gal. of STP oil treatment. This will result in a Hy-Tran type of oil that has about the same consistency as the fluid that came in these tractors from the factory when new."



**Stuart Baker, Madison, Wis.:** "The attic in my garage has a very low ceiling, and as a result I was continually bumping into the ceiling lights with my head and breaking off the bulb. I had some construction site pigtail light receptacles, so I wired them into a duplex plug and replaced the bulb with a screw-in outlet adapter. Now I just plug in the light and it dangles from the fixture. The whole thing is very light, and the plug easily supports the weight and holds it in place. It just swings out of the way if I bump into it."

"It restores the feederhouse drive to like-new condition," says Martin Meister about his new variable speed drive sheave repair kit for Deere combines.



## Keyway Solves Feederhouse Drive Problem On Deere Combines

"Our new variable speed drive sheave repair solves a problem with the lower feederhouse drive on many Deere combine headers. It also saves a lot of money," says Martin Meister, Double M Machine, Inc., Fairbury, Ill.

The drive is used on Deere 6620, 7720, 8820, 9400, 9500, and 9600 combine models, which were made from the late 1970's up through the late 1990's.

"The problem is that the original keyway that drives the cam inside the feederhouse wears to the point where

the feederhouse no longer works," says Meister. "Without repairing the keyway you have to buy an entire new drive assembly at a cost of \$750 to \$800. We rotate our new keyway 90 degrees from its original position. It restores the drive to like-new condition."

Sells for \$105 plus S&H.  
Contact: FARM SHOW Followup, Martin Meister, Double M Machine, Inc., 614 W. Pine, Fairbury, Ill. 61739 (ph 815 692-4676; mmeister@doublemmachine.com).