

cracking open the cap, roll the full bucket to about 1 o' clock. Beats lifting and aiming."

Elden Pohlman, Caledonia, Minn.: "We had a bee infestation on a house and had used many cans of spray without much success. One morning I used a small shop vac to suck the bees up as they were coming and going out of the entrance hole. I used a few spikes to hold the shop vac's wand in place and let it run for about 4 hrs. No stings. Worked good."



Bud Roenigk, Cabot, Penn.: "I needed an inexpensive storage unit for my shop tools, such as saws and drills. I found a set of metal lockers that had been removed from a school during renovation. I stacked the lockers on their sides so the doors open down. My tools fit neatly into the lockers, and my cost was minimal."

Kerry Kligora, Mineral Point, Wis.: "I came up with a simple way to fix hazy plastic headlight lenses on my vehicles. It's the next best thing to installing a new lens assembly, greatly increasing the amount of light coming from the headlight."

"First, I use 0000 steel wool to lightly rub the lens. This process gets the heaviest of the haze off but leaves minor scratches in the lens. I use Mr. Clean Magic Eraser and rub the lens with the dry sponge, applying light pressure until major scratches caused by the steel wool are gone. Then I wet the Magic eraser with water and rub the lens, applying heavy pressure until most of the smaller scratches are gone. Finally, I apply a good car wax to the lens, let it dry, and then buff it out with a micro fiber cloth. I apply a second coat of car wax if I think it needs it. I usually have to redo this process twice a year, in the early spring and late fall. But it's a lot cheaper than buying new lens assemblies."



Bill and Karen Hinckley: "Empty 1-gal. metal cans can be used to make convenient bolt or parts bins. I use a knife to cut an opening in one side of the can and then bend the edges over to eliminate the sharp edge. Sometimes I cut the opening into one of the narrow sides of the can so it won't take up as much room on a shelf. I use this idea to store parts when restoring a tractor, labeling each can with a piece of tape."



Tim Renger, Bancroft, Iowa: "Changing oil on my 4-WD tractor was always one of the messiest and most back-wrenching jobs on the farm until my friend Mark Bauer came up with this two-wheeled oil caddy. Now I can wheel the cart under the tractor, reach under to remove the plug and drain the oil without spilling a drop."

"Bauer built the 24-in. tall caddy from an empty oil drum, a few pieces of scrap iron and two steel wheels. The 30-gal. oil drum was cut in half. He used the half-moon shaped end from another barrel for a baffle to keep oil from splashing back and forth when the caddy is moved."

"The extra long handles work really well to position the cart under my 4-WD tractor, which has a large fertilizer tank on front. A metal spigot on the wheeled end makes it easy to fill pails or jugs without spilling a drop."

Ken Grazier, Havre, Mont.: "I built this height adjustable work stool. I just use a finger to dial myself up or down as I sit in the chair."



"The stool rides on four small caster wheels. I used the seat and mounting frame from an old Sears riding mower, welding it on top of a screw jack off a Toyota car. The bottom of the jack is welded to a steel plate. The seat adjustment mechanism consists of a sprocket with an eyebolt welded onto one of the cogs."

Bucky Renger, Bancroft, Iowa: "When I built my new shop I wanted to make sure everything was either hanging from nice brackets on the wall, in a labeled drawer, or



on a clearly visible bench or shelf. These brackets are the nicest I've ever seen for hanging brooms, scrapers, shovels and other long handle tools. They were custom made by Doug Droessler of Bancroft, Iowa (ph 515 341-5902).

"Droessler uses 1 1/2-in. tubing so the brackets are strong enough to hang up to 100 lbs. The protruding fingers on broom brackets are 13 in. apart and 5 in. long. Shovels, spades and other long handled tools easily slip into narrower brackets with fingers that are 5 in. apart and 13 in. long."

"The leading edges are beveled, seams are ground and buffed, and 1 1/2-in. spacers are welded on back. Droessler finishes the brackets with black powder coating so they look nice on a painted wall and resist rust. He will make any size custom bracket that people want."

Kit Converts Handheld Clamp To Bench Mount

"My patent pending 'convert-a-clamp' kit is designed to convert a handheld Jorgensen clamp to a bench or table-mounted device. It allows you to hold objects rigidly in place so you can use both hands when working," says Darrell Kittleson, Amery, Wis.

Kittleson's kit consists of 2 round metal sleeves – an outer one that bolts to the workbench and an inner "sleeve" that's free to rotate inside it. You remove the stationary jaw from the clamp and replace it with the inner sleeve, then line up holes in the sleeves and insert a 1/4-in. dia. metal pin through the inner sleeve and through a hole in the bar where the stationary jaw was riveted on.

"It's a simple idea that makes the Jorgensen clamp a lot more useful. It'll also work with any handheld, squeeze-type quick clamp," says Kittleson. "It works great for clamping two boards that you want to glue together because you can hold the boards vertically in place. If you want you can anchor extra long Jorgensen clamps to your floor for any really long pieces you need to hold in place."

The kit sells for \$17.95 plus S&H.

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Kit holds clamp on work bench so it can be used to secure tall objects in place.

How To Upgrade Engines With Right-Sized Fuel Injector Kits

When upgrading a diesel engine to boost horsepower, pick your fuel injection kits carefully, warns Chad Flynn, owner of Flynn's Shop, Alexander, Ill. He's a much-quoted expert on diesel performance upgrades and says the wrong sized injectors, or injectors that are not tuned correctly, just waste fuel.

"There are tons of good companies making good products, but you need to get the right kit for your engine," says Flynn. "It comes down to a balance between cost and quality. Injectors can get pricey, and installation can be tricky."

He explains that upgrading to a bigger turbo allows you to upgrade to larger injectors. However, the injectors need to be sized to the proper volume of fuel flow with each stroke.

Flynn recommends Swamp's Diesel for injectors for Ford engines. "I've used a lot of their injectors and never had a problem," he says. "They seem to be a little lower in cost and offer helpful tips for removal and installation on their website."

Dave Armstrong, Swamp's Diesel, suggests that customers get a feel for where they want to go and get a set of injectors they can "grow" into.

"If a customer is never going to add a bigger turbo or other upgrades, it's pointless to add larger injectors," says Armstrong. "However, if they plan to upgrade, they can get a larger injector. With today's electronically-controlled engines, we can take an injector capable of making 600 hp and knock it down to match a stock turbo under 300 hp."

Swamp's Diesel builds fuel injector kits, but they also do the software and tuning so customers get a matched set. Armstrong points out that knowing what you need is more important than trying for a certain horsepower rating. Many of his customers



Swamp's Diesel offers fuel injector kits, as well as the software to make sure injectors are tuned correctly.

want a truck or car they can take to the track and think they need 500 hp.

"A guy may think he wants 500 hp, but would be perfectly satisfied with 425 to the tires and not have to mess around with upgrading valve stems, push rods, turbos and more," notes Armstrong.

Knowing what has to be done to complete the upgrade is key, adds Flynn. While he has extensive experience upgrading and modifying diesel engines, he points out how easily problems can happen.

"Every brand has its own sensitive areas," he explains. "You want to do research before you buy a set of injectors. I've done so many that it's no big deal, but non professionals have to have pretty good mechanical skills."

Contact: FARM SHOW Followup, Flynn's Shop, 1255 Franklin-Alexander Rd., Alexander, Ill. 62601 (ph 217 478-3811); or Swamp's Diesel Performance, 304-A Sand Hill Rd., La Vergne, Tenn. 37086 (ph 866 595-8724 or 615 793-5573; dave@swampsdiesel.com; www.swampsdiesel.com).