

Simple Bucket-Mounted T-Post Puller

"It's simple in design but works better than anything I've ever seen. You never have to get off the tractor," says Ralph Webb, Ramer, Tenn., about his simple new bucket-mounted T-post puller.

The "Only You" T-post puller consists of a pair of steel plates and a clevis bar that's welded onto one of them. A pair of bolts go through both plates and are used to lock them onto the side of a loader bucket or onto a hay fork. The operator lets the bucket down over the post, and then raises the bucket to grab the post.

"It lifts posts out like a miracle. I've used it to pull out miles of posts," says Webb. "It's surprising how easy it is to put over the post."

Webb also makes a rear-mounted, hydraulic lift version of the T-post puller.

Sells for \$30 plus S&H.

Webb also uses his tractor's 3-pt. hitch to lift T-posts out of the ground. All he did was weld a bolt and a big washer to the end of a chain. "I back up alongside the post, then wrap the chain around the post and insert the bolt through the lift arm. Then I raise the 3-pt. hitch," says Webb, who has not yet decided



Bucket-mounted puller consists of a pair of steel plates and a clevis bar that's welded onto one of them.

if he will market this idea.

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A pair of bolts go through both plates and are used to lock them onto side of loader bucket. Webb lets the bucket down over post, then raises the bucket to grab it.

Cub Carburetors Restored To "Better Than New"

Mike Finch doesn't just rebuild Farmall Cub and Cub Lo-Boy carburetors. He restores them to "better than new" condition. He uses only original design and OEM parts that he has collected.

"Anybody can claim to rebuild a carburetor by replacing some gaskets, seals and a few other parts and try to reset the float," says Finch. "I use new, original design parts and some that are very hard to find."

Finch is retired from the automotive industry and was instrumental in the design of the Duramax diesel engine. He collects Farmall Cubs and describes himself as a Cub carburetor fanatic. He refers to Cub carburetors as "delicate little jewels" and treats them accordingly.

"I have 7 special jigs designed and machined to my specifications for use restoring carburetors," says Finch. "I even have a special tool kit manufactured in England that is designed to replace the 4-48 threads for the idle pickup tube."

Finch says at least 70 percent of the carburetors he receives have the idle pickup tubes broken off at the top. "It's a very delicate process to remove the broken off

tubes, especially after people try to dig them out of the carburetor top," he says.

When Finch finishes, nearly every part of the carburetor has been replaced with original parts. Only the bowl and the top remain. The cover and bowl mating surfaces are machined flat for a perfect fit and connected with four new stainless steel Fillister screws and lock washers. The manifold mounting surface is also machined flat and level with correct-sized studs to mount the carburetor to the manifold.

A one-of-a-kind jig is used to level carburetor tops where they meet the intake manifold. Finch had it milled out of a 45-lb. solid metal block to be within 0.001-in. of flat and perfectly square.

Finch explains that the mounting surface on a carburetor warps into a U-shape over time and sucks air in between the carburetor and gasket. This causes a severely incorrect fuel/air ratio, equating to hard starting, loss of power, improper idling and more.

"The carburetor mounting surface must be level and parallel to the engine," he says. "After leveling the top-to-bowl surface, I then put the carburetor top into the jig to mill it.

"I have another jig that lets me drill, tap and Heli-Coil the carburetor mounting stud threads," he says. "Then the jig rotates 90°, and I use a special drill and tap for new threads of the fuel inlet port."

All threads are replaced with Heli-Coil stainless steel replacement threads. Finch says he has a one-of-a-kind drill and tap to Heli-Coil the fuel inlet threads and bring them back to absolute standard thread without hitting the ferrule boss down inside the fuel inlet port.

"About the only things that can't be fixed are the bowl bottom drain plug threads," says Finch. "These are 'pipe-plug' threads, and there are no known replacement Heli-Coil threads."

He warns against jigs offered on the internet that claim to flatten the carburetor. He says that suggesting washers and C-clamps can be used to bend a carburetor simply won't work. Warped surfaces need to be machined to specifications.

Finch promises to have carburetors from Cub owners back in the mail within two to three days of receipt, insuring the restored carburetors for \$300. Postage and insurance



Mike Finch restores Farmall Cub and Cub Lo-Boy carburetors to "better than new" condition. Photo shows new choke shaft and lever with cork top-to-bowl gasket.

runs \$16.40 with no handling fees. Restoration runs from \$168.88 to \$188.72.

"I get carburetors shipped to me from all over the U.S.," says Finch. "It's mostly word of mouth from one Cub collector to another."

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Garden Tractor Converted Into A Mini Spray Rig

Jim Rotter, Walford, Iowa, converted his Deere X540 garden tractor into a self-propelled mini spray rig, complete with a 5-ft. boom, a hand nozzle with 20 ft. of hose on back, and an auxiliary tank on front. The hose is stored on a metal bracket between the boom and tank. A 12-volt pump that runs off the tractor battery operates the system.

"I use the boom to spray for dandelions and crabgrass which can be a real problem in our area," says Rotter. "The boom is equipped with flood jet nozzles and rides only about 12 in. off the ground, which minimizes drift. Both tanks hold 17 gal. so I can do a lot of spraying before having to refill."

The front-mounted auxiliary tank rests on a pair of wooden blocks bolted to an angle iron frame that quick-taches to another frame mounted on front of the tractor. He screwed a 1 1/2-in. dia. pvc elbow onto one end of the tank that serves as the fill hole. He also installed a valve under the fill hole that's used to gravity feed water through a hose to the tank on back.

The rear-mounted tank, along with the boom and hand wand, mounts on an angle iron frame that hooks up to a modified Wheel

Horse attachment-mounting bracket on back of the tractor. "The modified Wheel Horse attachment allows the sprayer to float, so I can go up or down ditches without needing extra weights on front of the tractor," says Rotter. "The auxiliary tank serves as a weight to hold the tractor's front end down when going up hill. To remove the auxiliary tank I take out two small bolts, pull the frame off, then remove the mounting bracket from the tractor."

He used 3/4-in. dia. galvanized pipe to build the boom. The pump plugs into a cigarette plug that Rotter mounted on back of the tractor and is wired to a toggle switch mounted on the dash. Both the pump and spray wand are mounted on a stainless steel plate.

"I use it on my own 1-acre yard, my 2 kids with 3 acres each, and on a rental property. The hand wand works well to get into hard-to-reach areas. The back end floats so it can spray in ditches without gouging the ground. I painted both tanks green and yellow and bought Deere decals on the internet.

"The tractor had only one hydraulic valve on it so I installed another hydraulic circuit



Jim Rotter converted his Deere X540 garden tractor into a self-propelled mini spray rig complete with a 5-ft. boom, a hand nozzle, and an auxiliary tank on front.



Auxiliary tank rests on a pair of wooden blocks bolted to an angle iron frame (left). A 12-volt pump that runs off the tractor battery is used to operate the system.



on the tractor. I also added a quick-connect hydraulic outlet behind the left front wheel that mounts on a machined aluminum block. I use the outlet to operate a hydraulic cylinder that I installed on front of the tractor. I use the

cylinder to operate other attachments such as a snow blade," he notes.

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