“So we went to a salvage yard and bought two used electric fans for small cars. There wasn’t room to mount the fans behind the truck’s grill, so instead we bolted them to the bumper and wired them to a switch in the cab. The fans blow air back toward the radiator and solved the problem.

Roger Gutschmidt, Gackle, N.D.:
“This winter I painted the rubber belts on my round baler with Herculiner truck bed liner.

I replaced the tiny plastic wheels on my rock picker or sickle mower. I can’t see the spindle would have cost about $90. Instead, I fitted a 3/32-in. cutting wheel to cut 4 corroded bolts out of them. I replaced the fi

Ron Zeigler, Boonville, N.Y.:
“It was frustrating, and messy, having the hoses pop out all the time.

Wess Cornellus, Winlock, Wash.:
“The bearings on the spindles on my Toro riding mower froze up due to corrosion. A new fi

Brent Gill came up with his own vent for plastic fuel cans. “With the core valve removed, it’s easy to fill a tank because air rushes in through the valve when the cap is removed,” he says.

Contact: FARM SHOW Followup, Roger Gutschmidt, Gutschmidt Mfg., LLC, 6651 Hwy. 56, Gackle, N. Dak. 58442, (ph 701 698-2310; shopdoc@drctl.net).

“Tuscumbia, Ala., in your last issue (Vol. 38, No. 2), who was having trouble keeping my Ford 642 tractor running after it gets hot, I have an engine in a Deere lawn tractor that did the same thing. The exhaust valve would stick when warmed up. I reamed out the guide and solved the problem. Still using it today with no problem.”

L. Richard DeBoer, Mansfield Center, Conn.: “In regard to Bill Mitchell, Tuscumbia, Ala., in your last issue (Vol. 38, No. 2), who was having trouble keeping his Ford 642 tractor running after it gets hot, I have an engine in a Deere lawn tractor that did the same thing. The exhaust valve would stick when warmed up. I reamed out the guide and solved the problem. Still using it today with no problem.”

Ron Zeigler, Boonville, N.Y.: Here’s another take on what might be happening with Bill Mitchell’s Ford tractor. “We had a Ford tractor engine that did the same thing. Our local tractor repairman told us to drain the gas tank and take the fuel valve out of the bottom of the tank. Sure enough, the screen on the valve was plugged. After cleaning it we had no more problems. Apparently what was happening is that small particles of rust would gather around the screen from the vacuum pressure and eventually plug it, stalling the engine. Once the valve stalled it would lose its vacuum and some of the rust would release so the tractor would start again.”

Jim Wittenberger, Cincinnati, Ohio: “In my judgement, Bill Mitchell of Alabama has a burned out or sticking valve. A compression test, with a low reading, will confirm the problem.”

Philip Belcher, Weaubleau, Mo. : “In regard to Mr. Mitchell’s problem with his Ford 642, I have a 861 Ford that had the same problem when I bought it used. I solved the problem by making sure the fuel tank is sealed properly. The cap on my fuel tank had a hole in it and that allowed heated gasoline vapors to escape. I plugged the hole and that fixed the problem.”

“Because the cab is positioned further forward, the hood got shorter, which means the windshield is lower enough to allow the right-hand side door to open without hitting. I had to do some cutting on the back taillight assembly to get it to fit. I first made a pattern out of cardboard to get the fit right. After getting it into place, I installed the shield on the underside to protect the wires, and then installed the top fender light from the 7530 on the new fender.

“Last winter I decided to look into putting a new right rear fender on the tractor by fitting a fender from a 7810 to the 7530. The 7810 fender cost $423. The rear fender housing, which holds the taillight lens, was $277. The taillight lens was $50 and the underside metal shield that protects the wires was $51. Total: $801. So if I couldn’t make it work it would have been an expensive experiment.

“Fortunately, I was able to figure it out. I held the 7810 fender against the 7530 wheel well and saw that it was an almost perfect fit as far as the curvature goes. I positioned so bolts could be put through the attachment holes on back of the welder serves as an axle.”

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Brent Gill, Springville, Calif.
“He drilled a hole in the top of the can that’s the same size as a tubeless tire stem. He pushed a length of wire through the hole and then out the filler spout hole. He removed the valve cap and used a tire valve stem and threaded it onto the end of the wire, then pulled the stem out through the vent hole.

“The hole I drilled is small enough that the larger bottom section of the stem’s valve could be pulled through,” says Gill. “I put a washer on top of the can and then pulled the valve through the washer. Even when the can is tipped over it won’t leak out. With the core valve removed, it’s easy to fill a tank because the air rushes in through the valve when the cap is removed,” he says.

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“About 4 years ago I bought a new Deere 7530 MFWD tractor to replace my Deere 7810, which I really liked.” says Roger Gutschmidt, who discovered as soon as he started using the 7530 that there were several things he disliked about his new tractor. But one problem, above all, stood out.

“The rear fenders stick out so far to the back that they obstruct my view when pulling my rock picker or sickle mower. I can’t see the forklift or the sicklebar at all from the seat unless I raise the air seat up all the way and sit on an old Sears Roteshuck catalog. That’s not how I want to operate an expensive farm tractor.

“After I complained to Deere, one of our local service techs told me the 20 Series tractors are just as bad and that everyone complains about them. The problem was caused by the way Deere moved their cabs forward.

“To solve the problem, I first tried extending the hitch on my rock picker 15 in., but that wasn’t enough. So last year I took off the right rear fender. That did the trick but the tire would throw mud on the cab windows.

“The replacement fender solved my visibility problem. I don’t think I’ll do the other side. I might get some strange looks from people, but I just need a tractor that works. I don’t care about the cosmetics. When I go to sell the tractor I’ll be able to put the original fender back on.”

Gutschmidt named a couple other things he doesn’t like about his Deere 7530. “Because the cab is positioned further forward, the hood got shorter, which means the windshield is lower enough to allow the right-hand side door to open without hitting. I had to do some cutting on the back taillight assembly to get it to fit. I first made a pattern out of cardboard to get the fit right. After getting it into place, I installed the shield on the underside to protect the wires, and then installed the top fender light from the 7530 on the new fender.

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