

Arnold Anderson, Aragon, N. Mex.: "Here's another tip for securing hammer handles for young Cameron Messinger who was in your last issue. I remove the metal wedge in the hammer handle and replace it with a tight wooden shim. Then I stand the hammer in a container with about 1/2 in. of anti-freeze in it with the handle extending straight up. Let it soak for a week or so and the handle will absorb the anti-freeze and swell up. The anti-freeze won't evaporate so the handle will stay tight. I've never had one come loose."

Joe Ciarlette, Joliet, Ill.: "I recently read a tip about using hockey pucks to minimize vibration on large shop compressors. Just put a puck between the floor and each leg. They cost only a couple bucks each and you can lag bolt them to the floor so they stay in place."

Al Keehn, Buckeye, Ariz.: "Like a reader in your last issue, I've found that nail polish works well to color code parts that need to fit together. Just put a dot of the same color on each corresponding part. I also use it to write my phone number on equipment."

"Another idea that has saved me a lot of water in recent years is using the alarm feature on my cell phone to remind me to turn off hoses. It's handy because it's always with you."

David Simpler, Elkton, Md.: "Ever wonder how you can use those heavy rubber wristbands they give out at County Fair booths or schools? Well, I use one on



my grease gun to keep the handle closed. How many times do you pick up your gun and the handle is cocked. When you close it, you lose a shot of grease. I just slide the wrist band up over the handle and tube body. Saves grease and holds your gun neatly."

Isaac Yoder, Burkewsville, Ky.: "I bought a used Deere 4420 combine and noticed from the beginning that the feederhouse variable control valve would only operate the hydraulic cylinder one way. I couldn't get it to go the other way. If I switched the hoses, the cylinder would

go the other way but not back.

"I had a hydraulic specialist go over the valve but he couldn't find anything wrong. After a further period of frustration, I decided to take the entire valve apart. It was a 3-spool valve which controlled the header height and ground speed. Inside were 2 poppet valves less than 1/8-in. dia. with little plastic grommets at one end. I looked at them closely and, sure enough, one of the grommets was broken and would not release for the return. There was my problem. I replaced it and the valve was fine."

"My first thought after that was 'What could I do to save other guys all the hassle?' The answer: Send it to FARM SHOW!"

Spike Bruggeman, Larchwood, Iowa: "If you live on a gravel road, put a canister-style vacuum bag over the EVAP vent valve on your vehicle's fuel tank. This will prevent the valve and canister from getting full of dirt and triggering the 'check engine light'. A plugged EVAP vent can also make it difficult to fill up with gas."

John Hayne, Wadsworth, Ohio: "My 45-year-old Farmall 656D was turning over slowly this winter. Even with the block heater and auxiliary charger in place, it wouldn't turn over fast enough to start. Time for new batteries, I figured at first. But instead, I took the starter to Automotive Electric in Akron, Ohio, where they rebuilt it with new brushes, worked on the armature, new bushings, and a solenoid. When I got it back, the tractor turned over just fine and started right up. I won't need batteries for a while."

Vic Elmore, Oronville, Wash.: "I use old plastic political advertising signs as ground sheets under machinery. I cut them to 2 by 3 ft. and keep them in my truck. They are very slick, making them easy to slide under and easy to clean. They also take up very little space."

Wilson Rickenbaker, Lexington, S.C.: "To resurface ignition points on older engines, I use a Dremel rotary tool with a no. 420 cut-off wheel. It works much better and faster than filing."

Randy Zimmer, Mercer, Maine: "My 25-year-old 12 hp. Wheelhorse tractor needed a new fuel pump. The cost of an exact replacement would have been \$135 plus labor. I was able to install an automotive fuel pump for less than \$50 with a separate switch. Works great."

Thread Repair Made Easy

Damaged threads on nuts, bolts and pipe are no problem for the new Nes Thread Restorer Tool, says manufacturer Shilo Technologies of Jerusalem, Israel.

The company says the tool works better than a tap and die set because it has the same form cutting ability due to the existing thread, whereas a tap can't pick up the original path of the initial cutting tool. NES maintains the original centerline of the internal thread by following the existing groove.

To use, insert the tool's cutting blades into the thread groove, adjust the knob to the diameter of the thread, and rotate.

No calibration is required; it self-adjusts to any pitch and size within range including inch, metric, right-hand, left-hand, and even shafts with a keyway slot. Cutting fluid isn't necessary because the reduced cutting forces and the small amount of material being removed don't generate heat or distortion. The high speed steel blades on the tool have no problem removing rust, burrs or any other obstruction. Replacement blades are available.

Prices range from \$37 for the external repair tool (which will do 5/32 to 1/2 in.) up to \$570 for a full set that will repair up to 6-in. I.D. and O.D. pipe threads.



Steel blades on the Nes Thread Restorer remove rust, burrs, and fix damaged threads. The company also makes internal thread fixers.



Contact: FARM SHOW Followup, Anglo American Tools, 403 Kennedy Blvd., Somerdale, N.J. 08083 (ph 856 784-8600; info@angloamericantools.com).

FARM SHOW

Money-Saving Repairs & Maintenance 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



especially for working on combines and tractors, and changing light bulbs."

Jeffrey M. Heiser, Vesper, Wis.: "In addition to writing down maintenance info in a log book in my shop, I write the date of oil changes on the outside of oil filters using a paint pen. Helps to notice at a glance when oil was changed and the number of hours."

Paul Peyton, Ava, Mo.: "More than 2 years ago, you wrote a story about how I converted a Farmall Cub to run on a chainsaw carburetor. I have lost track of the number of phone calls and emails I have received from people wanting to make the same modification. Some have used the idea on other tractors. One even modified a stationary power unit that had previously been unusable."

Roger Gutschmidt, Gackle, N. Dak.: "I mounted a big vise on the end of my workbench using a receiver hitch-type mount. A heavy plate mounts under the top of the workbench to anchor it. What I like about this is that the vice can be removed and used elsewhere, if needed."

Jim Howe, Jr., Rutledge, Ala.: "In a recent issue a reader complained about the oiler on his 455 Husqvarna chainsaw. He needs to use either 10 or 20 weight oil instead of the usual 30 weight. The bad oiler was the company's response to government complaints about too much oil on the ground. If he is brave enough to modify the machine, there is an oiler cam inside that he can file down slightly to allow more flow of 30 weight oil. Hope this helps."

Sam Long, Salvisa, Ky.: "We had a 1983 Chevy farm truck with a 350 engine. The rear bolt on the starter stripped out. A helicoil wouldn't hold it due to the high pressure so I welded a grade 8 nut inside the hole, put a piece of 3/8-in. dia. steel threaded rod through it, and put a 3/8-in. nut on the other end to hold the starter. Worked great."

"To seal blown head gaskets, we pour a bottle of K&W Fiberlock into the radiator. Just get the vehicle up to operating temperatures and you're good for several months. I've tried several similar products but none works as good as Fiberlock, which you can buy at Amazon and most parts stores."

Delbert Hayes, Norwalk, Iowa: "I bought an 8-ft. tall rolling ladder for our shop. It's very handy for all kinds of things but

"I recently had a Jet 15-in. planer that would not start up. The motor turned slowly but could not reach full rpm's. The starter capacitor was good. The problem was that the internal switch that turns the starter capacitor on and off had failed. I disassembled the motor, removed the bad switch, and ran wires to an external push-button switch. Now I just hold the push button until the motor reaches full rpm's and then release. I saved about \$250 that I would have spent on a new motor."

Fred Nardi, Sault Ste. Marie, Ont.: "Small radiator leaks may be easily stopped with black pepper. It's an old trick someone showed me years ago. I've used it many times and it usually works very well. Put about a teaspoon of ground black pepper into the coolant and run the engine. The small grains of pepper lodge into any holes. The rest of the pepper remains suspended in the coolant for any future leaks and doesn't affect cooling efficiency like some commercial products do. It's also cheap and always available."

Harley Gillett, Battle Creek, Mich.: "I have a 1949 Ford 8N. Last summer I noticed my hands and gloves were turning black every time I used the tractor. I discovered the hard surface on the steering wheel had worn off and the rubber underneath was deteriorating. I sprayed the wheel with truck bed liner. It solved the problem and gave me a better grip."

Mike Mitchell, Fairbanks, Ak.: "If you have a truck that won't start, there's a fast