

Victor E. Leppke, Minneota, Minn.: "Since retiring I've been restoring old tractors for a hobby. I recently needed some 2 1/8-in. fuel glass gaskets, which is the size most old tractors use. I went to my Deere dealer and he told me they would cost \$4.06 apiece. I went across the street to Case IH, and they wanted \$1.75 apiece for the same thing. Then I checked in Steiner Tractor's catalog (www.steinertractor.com; ph 800 234-3280) and they sell for 95 cents apiece. With today's price of corn and beans, every dollar helps. I think Deere is sticking it to farmers."

Bill Crawford, Milford, Mich.: "I've read with interest a number of articles in FARM SHOW about guys who are venting their plastic fuel cans with tire valves. Instead of going to all that trouble, I drive a nail into the can opposite the spout and simply remove it when pouring. I've used this idea for many years and it works great."

John Countryman (countrijd@fairpoint.net): "In your last issue, L.A. Stoehr wrote that his New Holland 2320 tractor wobbles terribly from side to side when going down the road. I have a Massey Ferguson tractor that was doing the same thing every time I hit a bump. The local tractor repair places didn't have an answer to the problem. One day I was standing in front of the tractor and noticed that the front tires weren't exactly parallel. I adjusted the tie rods so that both front tires were pointing exactly straight ahead. Lo and behold, no more wobble."

Carl Hatteberg, Fonda, Iowa: "As regards the reader with the New Holland tractor that wobbles from side to side on the road, his back wheel rims might be out of round. You can adjust the clamps on the wheels to fix. I had this problem on an IH 1066. The wheels were a bit oval-shaped but I was able to adjust them."

Travis Cates, Troy, Ala.: "If I have a rubber drive belt that's squeaking, I fix it by holding a bar of soap on the belt while it's running."

Jim Carson, Bostic, N.C.: "I had problems with my Deere tractor's synchro range transmission that had problems

going into gear or would jump out of the 4 ranges. You can modify the range shifting cam so it will travel further by using a die grinder on one side and welding up the other side of the slot where the roller on the shifter travels. Usually it's 2nd range that gives the trouble. This fix saves 20 hrs. labor and buying a gear & collar. You can also put brass on the shifting fork where it fits into the shifting collar."

Rex Peterson, Plano, Iowa: "To lubricate the roller drive chain on my baler, I used about 3 in. of 2-in. dia. pvc pipe and 2 pvc pipes to make a small reservoir. I drilled a hole in one of the caps to fit a brass valve stem from an old pickup wheel. I removed the valve core. To mount it, I drilled a hole in the chain guard so it's above the chain. After I finish baling for the day, I remove all the loose hay and put oil in the reservoir and run the baler until all the oil has run through the valve stem onto the roller chain. This method lets oil soak into the chain overnight so it's ready next time I need it."

Raymond Hornak, New Berlin, Wis.: "When installing parts – such as mounting a water pump on an engine – cut the heads off a couple bolts that are about a half inch longer than required. Lightly screw these 'studs' into place to hold gaskets in place and to serve as a lineup tool. After you put the other bolts in, remove the 'studs'. To make removing them easier, cut slots in the end so you can use a screwdriver to take them out."

"To keep batteries up to full charge on tractors or trucks parked for long periods of time, I use solar chargers that provide a trickle charge. It lets you park equipment anywhere without worrying about having electric power. I buy the chargers at Northern Tool for about \$30 apiece (www.northerntool.com; ph 800 221-0516)."

Ron Paustian, Eau Claire, Mich.: "To prevent hydraulic hose failure wherever the



Build Your Own Air Compressor

Buy an air compressor complete or build your own with parts from Power Systems & Supply. The Indiana company offers multiple options.

"We can add a battery charger with a larger engine as well as an electric start," says John Beiler, Power Systems & Supply. "We also sell the components of a compressor pump, base frame and belt guard if you have a 10 to 11 hp engine."

Beiler points out that an air tank is also needed. He explains that many of his customers in the Amish community use 500 to 1,000-gal. propane tanks.

"They like the large tanks so they don't have to start their compressor all the time," he says. "The tanks need to be equipped with safety valves to prevent over-pressurizing. They can also be set up with an automatic stop."

Beiler prices the complete compressor at \$1,695 with an 11 hp motor and rope start. He notes that it also can be set up to run on propane. Those who have a motor can order the frame for \$395, the belt guard for \$125 and the air compressor for \$595.

Beiler says the compressor is imported from China. However, the exporter owns the factory. "He makes a quality product as he is responsible for quality control," says Beiler. "We also can supply an American-made compressor."



Beiler air compressor comes complete or you can build your own.



Compressor pump, base frame, and compressor belt guard are all provided with kit.



Contact: FARM SHOW Followup, Power Systems & Supply, 10381 South 800 West, Waveland, Ind. 47989 (ph 765 435-3731).

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.

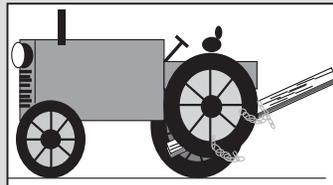
These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or email us at: editor@farmshow.com.

Mark Newhall, Editor

hoses rub on equipment, we save caulking gun plastic tubes and put them over the hose, using zip ties to hold them in place. These tubes are very durable. If they're going to be exposed to sunlight, we scuff them up and spray paint them once in place. There are other uses for these tubes, such as holding drill bits in a toolbox."

Gary L. Ahlbrecht, Brownton, Minn.: "I collect old tractors and had 3 with stuck engines. Since I mostly work by myself, I came up with a way to 'unstuck' the engines that works well."

"First I put diesel fuel and penetrating oil into the engine cylinders for a few weeks.



Then I jack up one side of the tractor and slide a 10-ft. long 2 by 6 under the axle alongside one of the rear wheels, pushing it in so the end of the 2 by 6 is just past the axle. Then I wrap a chain tightly around the tire rim and the 2 by 6, with the 2 by 6 sticking out the back of the tractor. Put the tractor in high gear and then push down on the 2 by 6 to rock the wheel back and forth. If it doesn't shake the engine loose, add more oil to the cylinders and try it again every few days. This method works great for me."

Jonathan Dean, Baskin, La.: "I had trouble with the shifting mechanism on my International 1066. I removed the floor pan and installed two washers on the pushrod that goes to the shifter to remove slack. It really helped."

Andrew Sewell, North Yorkshire, England: "I've got a big batch of keys that I carry around and a friend told me that I could lessen wear and tear on my car's ignition by



taking off some of the load. So I screwed a hook into the dashboard to hold the main bunch of keys and attached a short chain to my car key. The bonus is that the keys don't hit my knee anymore."



Tom Chaney Sr., Chrisman, Ill.: "I had a used schoolbus windshield that had a few pits in it but was otherwise intact. I was building a repair shop inside my barn and wanted a window looking out into the barn. The windshield made one nice big window."



"When the plastic hood on my Deere X500 lawn tractor shattered, Deere quoted me a price of \$700 for a new hood. I didn't want to spend that much when I figured it could just happen again. So I made my own out of 3/4-in. plywood, screwed together and painted green."

Lynn Olds, Lima, Ohio: "A bolt came loose on the chain coupler between the motor and transmission on my Oliver 77 tractor. The bolt holds the coupler to the transmission. There was no room to get in to tighten it so I took the bolt out, tapped it out to the next size up, and used a socket-head bolt with a star washer to hold it together. Worked great and hasn't come loose again."