

Rolling Hydraulic Repair Table

Karl Oysmueller saves time and hassle with his rolling repair table with hydraulic tools and parts. Whether for his own equipment or custom repairs, if a hose end needs work, he just rolls the table to wherever he's working.

"I don't have to remove the hose or go looking for parts," says Oysmueller. "Everything is right there, easy to find."

The repair table is a simple 3 by 3-ft. twin level with angle iron legs and rolling casters. A vise is bolted down on one corner, and a hydraulic press for installing new tips is on the other corner. A motor to drive the press is stored underneath.

"We have our own metal brake and do some fabricating for customers, so we were able to build the table out of 1/4-in. flat steel scraps that were lying around," says Oysmueller. "We just bent the angles we needed and welded them together. The castor wheels are about the only parts we purchased."

Oysmueller has a 160 by 160-ft. shop

that he uses when maintaining or repairing his farm equipment. The shop also gets a lot of custom work fixing trucks and heavy equipment for the oil drilling industry and others.

While having a worktable is handy, it is the uprights to either side of the table that make it stand out. Six hose reels mounted 3 to a side carry the most common sizes and types of replacement hoses. A shelf between the two uprights holds different dies for the different hose sizes. Well-labeled blue trays make it easy to find needed dies.

"In the past, we kept hose reels in a storage closet," recalls Oysmueller. "Whenever we needed hose, we had to dig through the stack. This makes the work much faster and easier."

Over time, he and others in the shop have made slight alterations for even more convenience.

"A holder for an angle grinder has been added below the hose press," says Oysmueller.



Rolling repair table has a vise bolted down on one side and a hydraulic press for installing new tips on the other side. A motor to drive the press is stored underneath.

"We even have a hanger for a roll of paper towels. The only thing we haven't added is storage for fittings."

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Old-Style Plowshares Work "Better Than New"

Steve Rea of Ploworx makes plow shares and other plow and tillage parts the old fashioned way with a forge, press, and old parts tooling. He says he has data that proves they will outperform modern-style plow shares, a fact that many competitive plowmen believe but find hard to prove.

"I searched high and low for any kind of information on the draft of old-style plows and found none, even though all the manufacturers did their own draft testing," says Rea. "So when I was invited to a plowing test in Illinois by some Amish customers, I brought along a hydraulic load cell and a digital gauge to test the draft on a variety of plows."

As a manufacturer of low-draft, high performance replacement parts for older plows and tillage equipment, Rea had something to prove, and he says he did.

"The old-style plows, regardless of color, took between 1/2 and 1/3 the draft of new plows," reports Rea. "Of all the plows we tested, the Oliver with Raydex bottoms stacked the soil higher and pulverized it better."

Rea specializes in fitted or blacksmith shares and moldboards, shins, landsides and other tillage parts. He offers parts for popular models of a wide range of brands, including Ford-Ferguson, AC, Minneapolis Moline and Oliver.

"We're in the process of getting more tooling for different models," says Rea.

Most of the tooling he has is from the Crescent Forge and Shovel Co., Havana, Ill. Crescent was a leading supplier of old plow parts until the company closed its doors in 2009.

"In 2013, I had the opportunity to buy the tooling that wasn't wanted by White Horse Manufacturing when they purchased Crescent's tooling," explains Rea. "I was told by the man who ran the press that the tooling was about all that was left of its kind in the country."

In order to put the tooling to use, Rea built his own forge and press. He has also built some of his own tooling.

Rea credits Earl Seamands, a former salesman for Crescent, as being instrumental in saving the old tooling, as well as helping and encouraging him to get into the business. Slowly, Rea has built up a following among



Steve Rea makes plow shares and other plow and tillage parts the old fashioned way, using a home-built forge and press.

the Amish, collectors, plowing competitors, and people who use old plows for gardening or small plots. As the reputation of Ploworx has grown, so have sales. He has shipped parts to Denmark, Ireland and Canada. One Canadian plow contest competitor ordered a certain kind of share, followed by an order for 100 more.

If you need a part for an old plow, Rea is eager to help. "Take the part off the plow and identify the plow brand and model number if you can," says Rea. "Look at the back side of the part for a parts number. It's nice to have the landside number, too, but if we can identify the moldboard number and the plowshare number we can usually marry bottoms together."

Parts numbers may not match up with the brand or model, warns Rea. "As blacksmith shares have become fewer and fewer, folks have been creative," he says. "Two weeks ago an Amish customer with a Moline 12-in. plow discovered it had a Dearborn share."

Rea says that if he doesn't have a needed part on hand, he can usually provide it in about 3 weeks. However, as a one-man shop, he appreciates all the heads-up time he can get.

Pricing varies, but Rea says he uses the same pricing that Crescent did before they closed their doors.

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Website Delivers Powerstroke Expertise

When FARM SHOW reader Ron Payne ran across the powerstrokehelp.com website, he had to share the news with fellow readers.

The website is produced and hosted by Bill Hewitt, a Georgia mechanic who specializes in Powerstroke diesels. His Powerstroke Specialty business is located in Buford, Ga.

"He's in Georgia and I'm in Oklahoma, but if I lived closer, I would use his shop," says Payne. "He has the most marvelous videos about Powerstroke Ford trucks, covering everything from overhauls to maintenance."

In fact, Hewitt has developed such a strong reputation that he can claim customers from every state in the U.S. and Panama. Some people actually ship their trucks to his shop for work. He notes that a customer from Nome, Alaska, spent more to ship his truck to Georgia and back than it cost originally!

Hewitt says that he appreciates the business and is glad to fix the trucks. However, he made the videos to help people avoid expensive repairs or to help them fix the trucks themselves.

He explains on his site that he was inspired to make them by all the customers who arrived angry after being told by other repair shops or dealers that they needed expensive repairs.

Hewitt defends the Ford Powerstroke diesel as an engineering masterpiece and a rock-solid platform. The problem, he says, is that the Powerstroke is different from other diesel engines, and Ford has made non-compatible changes from model year to model year.

"The end result is that very few repair shops or even dealers have the technical knowledge, experience or equipment to repair and maintain your truck," proclaims Hewitt.

His in-depth knowledge of Powerstroke diesels from every model year is a result of the fact that they are the only engines he has worked on for the past 15 years.

That depth of knowledge is clearly communicated in the videos. "Hewitt has a way of explaining things so anyone can understand," says Payne.

The website has 2 sections. One offers

free videos on more than 75 topics related to maintenance. The other focuses on performance of specific models and model years.

"Maintenance" covers everything from how and when to change oil and other fluids and filters, to often overlooked but vital checks.

Performance gets into how to get better fuel economy and power without hurting the truck. It covers what upgrades are available and how to make them.

A great place to start is a section entitled Common Information For All Powerstroke Diesel Trucks. It covers how to use the site with topics like How to Purchase A Used Powerstroke Diesel. A seemingly minor topic named \$5 Part Will Save Your Engine is the single most important subject put on video, according to Hewitt.

This part is the coolant cap. Hewitt explains how and why Ford coolant caps tend to fail when used in a diesel application.

It is wonderful, down-to-earth writing with clear, yet extensive explanations, just as Payne describes. If more technical information is desired, Hewitt offers graduate level videos on troubleshooting and repair of major problems in the website's second section. They include the 6.0 and 7.3 Powerstroke Master Mechanic Training Series. A \$99.95 subscription to either set provides 30 days of unlimited access. Combined subscriptions to both sets are also available and for longer time periods. The one-year combo is priced at \$499.95.

The series cover a variety of major repairs such as head gasket and EGR repairs, as well as how to pull the engine, do diagnostics and special tool work-arounds.

As Payne said in his note to FARM SHOW, "I couldn't stop watching the videos, much like I can't put down the latest FARM SHOW until I have read it cover to cover. If you own a Ford Powerstroke, I know you will love this site."

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