

auger's original bolt holes, so I installed a pair of homemade metal brackets on either side of the auger to hold it in place."

Ryan Riemer, Shiocter, Wis.: "I replace the bulbs found in trouble lights with new LED bulbs. They don't create heat and can take a drop to the floor without breaking. No more scorching hot light shields, either."

"I drew up a chart inside my oil storage cabinet that shows the type of fuel and oil filter, oil viscosity, quantity, and other important information."

Delbert D. Hayes, Norwalk, Iowa: "If my deep impact socket gets worn down at the end, I use a chopsaw to cut off about 1/2 in. of the worn end. I use a grinder to smooth out the rough edges made by the chopsaw."

Mike Zimmerman, Elizabethtown, Penn.: "I had trouble with fouled spark plugs in several older gas engines, but as soon as I quit using multi-viscosity oil with detergent, the problem disappeared. I think it's best to use straight SAE oil without detergent in it for antique engines."



Roy Wimer, Greenville, Penn.: "I came up with an easy way to clean out old gas tanks on tractors. I throw a handful of small bolts or ball bearings into a tank, add a little kerosene, then bungee strap the tank to a tractor's rear wheel and jack it up in the air. I put the tractor in gear and let the wheel rotate for a few minutes, then put the transmission in reverse to rotate the wheel in the other direction. I then flip the tank over and strap it down from the other side, and repeat the process."

"I've used this idea for years to remove sludge and rust from gas tanks on tractors I restore. The photo shows the gas tank off an old Allis Chalmers B."



David Simpler, Elkton, Md. (davidssimpler@yahoo.com; ph 443 350-1199): "While rebuilding my Brillion Culti-packer, I discovered that an end bearing and its housing were completely frozen. I didn't want to beat on them with a hammer because they're made of cast iron, but I knew that just spraying solvent on them wouldn't help, either. So I decided to soak the axle for a few days. I cut off about 1/4 of an old wheelbarrow tire and clamped it onto the axle, then filled it with diesel fuel to soak the bearing. Worked great."

Marcus E.T. Schwartz, Monroe, Ind.: "I reuse fouled or dirty spark plugs by soaking them in kerosene to loosen up the 'gunk'. I throw the plugs in a plastic jar filled with kerosene, and whenever I need

one I use a wire brush wheel to remove any dirt or debris. The spark plugs will then work like new again. I've used some plugs 6 to 8 times with no problems."

Bob Kleiman, Evansville, Ind.: "If you want to remove a broken axle from an axle housing but there's no way to reach it, try using an electric welding rod. Ground one lead on the axle housing and put the other lead up against the end of the broken axle. Then have someone quickly turn the welder on and off, which will make a small weld so the rod sticks enough to let you pull the axle out. I've used this idea several times over the years and it really works."



Phil Whitmoyer, Leesport, Penn.: "I didn't like having to guess which size bolt thread I was dealing with when making repairs. So I took a length of 1/4-in. thick scrap steel plate and tapped 2 rows of every size of American thread, ranging from 3/8-24 down to 4-40. I stamped the thread size onto the plate next to each hole. I also inserted a row of bolts of different sizes through the plate from the back side. Now I can quickly check any bolt or nut to see which size I need. If nothing fits I know it's metric. The plate hangs above my workbench so I use it a lot."

Phil Tilley, Aragon, Ga.: "I bought a 12-volt fuel pump for just \$29 from Advance Auto Parts and use it to pump diesel fuel directly into my Kubota 4-WD tractor. It's handy and easy to use," says Phil Tilley, Aragon, Georgia, noting that you can buy similar inexpensive pumps at Amazon.com, NorthernTool.com, or Harbor Freight.

The pump mounts on a metal bracket fastened to a post in Tilley's machine shed. He plugs the pump into a portable 12-volt "jump box", then places one end of the pump's hose into a 55-gal. barrel and the other end into the tractor's fuel tank and turns the pump on.

"It doesn't work fast, but it's reliable and inexpensive," says Tilley. "If the jump box isn't available, I can always hook the pump up to my tractor's battery."

He had been using a hand-cranked pump to deliver diesel out of the barrel and into a 5-gal. fuel can, which he then used to fill the tractor. "The hand-cranked pump wasn't nearly as handy to use. Also, I'm getting older and lifting a 5-gal. can of diesel 4 ft. high and then pouring it is hard work. Now I just plug the 12-volt pump into the jump box and turn it on," says Tilley.



Gary Swensen, Yankton, S. Dak.: "To keep a gas can from tipping over or sliding around when it's in the back of my pickup, I throw an old tire in the box and set the can inside."

Rubber Plugs Stop All Kinds Of Leaks

New flexible LDV plugs are made from a soft, flexible rubber that's resistant to most shop chemicals and automotive fluids. They work great to plug oil lines, spark plug sockets, radiator hose lines, and just about any opening when working on equipment. They're available in different styles and sizes, with either tapered or concave ends so they can either go inside the line or over it.

"LDV stands for liquid, dust, and vacuum, and our plugs can be used on all 3 kinds of lines," says Dennis Volzke. "They will stop any non-pressurized leaking."

"You can use them to form a seal when pressure washing, sandblasting, painting, or power washing. They can keep contaminants from getting into the oil whenever you change hydraulic hoses. The plugs are made of FDA formulated rubber so you can even use them with food service equipment and for plumbing work. One customer uses them on his meat smoker to control the volume of air coming through an opening in the smoker. The rubber has a working range of minus 40 degrees to positive 250 degrees."

LDV plugs are sold in 1/2, 1, 2, and 3-in. dia. sizes. Price for a bag of six plugs of the same size ranges from \$9.99 to \$16.99 plus S&H. A kit including 12 plugs with all 4 sizes, contained in a plastic "service tray", sells for \$49.89. A service tray kit with 12 plugs containing just the 3 largest sizes sells for \$59.99.

"The service tray is vacuum formed and keeps the plugs from rolling around in your toolbox," says Volzke.

Contact: FARM SHOW Followup, Dennis & Lauren Volzke, LDV Plugs, Aberdeen, S. Dak. (ph 605 216-7516; www.ldvplugs.com).



Photos above and below show the various styles and sizes of LDV plugs.



New Tractor Carb Kits Fit Many Models

Steiner Tractor is now selling premium repair kits for Marvel Schebler carburetors. Schebler carburetors were used by multiple tractor manufacturers and are often called "universal" carburetors.

"We started with kits for carburetors used on the John Deere letter series tractors and then added kits for a lot of the numbered International Harvester tractors," says Dan Steiner. "Now we've moved on to doing kits for the more universal carburetors built by Marvel Schebler."

Steiner notes that some originals are very difficult to replace, such as ones used in the Allis Chalmers WD 45. He recalls seeing them listed at as high as \$200, due to the difficulty in finding a core.

As a result, many were adapted by people who worked on them. Thus what is in place may not be original.

"I've seen where people have taken the same throttle body and fuel bowl and reconfigured them for different applications," says Steiner. "The linkage might vary or have different connections. Sometimes the only difference between 2 carburetors is the index stop on the butterfly or choke plate, while other times there may be a different orifice, nozzle or jets. Sometimes the difference is pretty subtle."

Another challenge for restorers is figuring out what make carburetor was used. Steiner points to the Super 8 Farmall as an example.

"Some were from Zenith, others from Schebler, and others were from Carter," says Steiner. "If the owner doesn't know what brand was used, we can't help them. However, we do offer a number of videos on carburetors and how to identify them and find their serial number."

Without the number in hand, Steiner warns that choosing the right kit can be difficult. To make it easier, the company does offer economy kits with universal parts and multiple gaskets or nozzles.

"If you can identify the series a carburetor is a part of, we can ship an economy kit to work with," says Steiner. "Call our tech line, send in a photo or just walk in the door with the carburetor. We've even had people send us their carburetor. We'll send it back with the parts needed."

Free 2017 catalogs are available from the company.

Contact: FARM SHOW Followup, Steiner Tractor Parts, 1660 S. M-13, Lennon, Mich. 48449 (ph 800 234-3280; sales@steinertractor.com; www.steinertractor.com).