



Charles MacDonald, North Lancaster, Ont.: “Over the years, my brother Ken and I have owned 3 Wallenstein wood splitters. We’ve always been pleased with their performance and ruggedness. One feature common to all of them is that the splitting wedge never came closer than 1 1/2 in. from the backstop. This isn’t a problem with most wood species, which just break apart by that point. But field elm, field ash, along with some other tough woods would not split entirely. If you reversed the log to try to finish the split, the cutting edge would take a different path than what was needed.

“We solved the problem by adding a block to the backstop which decreased the gap to just 1/4 in. Even the toughest elm splits easily now. We added strips to the back of the block so it fits over the original backstop, making it easy to remove when it’s not needed.”



Barry Williams, Cooks Mills, Ill.: “I am 78 years old and have a Kubota B7800. My legs are short and my knees are bad. I added a step on my tractor. I used two 5/8-in. bolts in holes already in the frame, along with two pieces of 1-in. square tubing and two pieces of angle iron, some gripstrut, and paint to match.”

Gary Parsch, Hope, Mich.: “At age 73, climbing into the seat of my 1951 John Deere B with fenders was a tight fit, so I hinged the seat to flip up to the left. I now have lots of room for getting on and off.”



Marvin Martin, Elkton, Ky.: “On a Wrangler 4500 loader the hoses wanted to rub as they went through the frame at the articulation joint. I double wrapped the hoses with a piece of ratchet strap and secured them with zip ties temporarily. I then wrapped wire around the ratchet strap and tied it off, securing to the frame on one side. I used medium tension on the wires. I had to remove the front side access cover to reach the hoses.”

Don Jaster, Bruce, Wis.: “In your last issue, two separate readers complained about Deere riding mower features that stop the mower blades when you shift into reverse. My advice is to just take a look at the wiring. Riding mowers are generally not over-engineered so there’s probably a microswitch attached to the linkage of the reversing mechanism that shuts off the blades. On my MTD mower, the engine actually shuts off. There’s a microswitch under the shroud on the shifter. You can either just bend the switch out of the way, or loosen it so the shifter doesn’t hit it. Depending on how your machine is wired, you might just cut off two wires and connect them together.”

Chuck Staley, Charter Oak, Iowa: “To the reader frustrated with his X750 Deere mower that shuts down when he shifts into reverse, just remove the two wires that run to the button you push when backing up and connect them together. Then you’ll be able to back up without the blades ever stopping.”



Steve Faber, Tiffin, Ohio: “I’ve found that I can easily break beads on tubeless tires using my trailer tongue jack. A short piece of bar stock placed along the edge of the rim makes it more effective.”

Tom Weleske, Hallock, Minn.: “I have a question for other readers: I have been using automatic transmission fluid for the gas mix in chainsaws and other equipment for more than 25 years with no problems at all. I have been told, however, that this isn’t good for the motors. Have I just been lucky? What if I do this in newer equipment?”

“A 2-oz. bottle of oil mix costs a dollar or more. ATF is a fraction of the cost and I’ve always got some around. Would like to hear what people think.”



Mark Yax, Solon, Ohio: “I’ve found that if you cut off the tops of detergent bottles and use them upside down, they make great little almost spill-proof containers for holding cutting oils, glues, stains, and paint. Handy to keep around the shop.”

Melvin Malvitz, Sturgeon Bay, Wis.: “When I’ve got a nail that’s hard to drive because of tight access, I insert a metal rod inside a metal tube so I can pound on the rod to drive the nail. This idea has saved me a lot of time and frustration.”

Used 12-Volt Coil Keeps Tiller Running

After Roger Podoll’s Troy-Bilt tiller went through a flood, the coil was shot. He got the tiller going again with a 12-volt coil and a battery from a cordless drill.

“I cleaned out the tiller and changed oil, but there was no spark. The coil was bad,” says Podoll. “My Kohler dealer said a replacement coil would cost \$100 and take 3 weeks to arrive. I looked around the shop and realized I had everything I needed to get it going again.”

A 12-volt coil with bracket had been salvaged from a 1989 motor home. To supply the coil with power, Podoll replaced the condenser and used a 12-volt cordless Milwaukee tool battery.

“I had noticed previously that the charger for Milwaukee Tool batteries was very similar to a standard 2-prong plug,” says Podoll. “All I had to do was grind down the one oversized prong.”

The modified plug gave him 2 contact points for the battery. After mounting the coil to the motor and replacing the condenser, he strapped the battery in place and wired the coil and battery together.

“Starting the old Kohler engine is much easier, taking only one pull,” says Podoll. “I think you could use any old 12-volt coil on many engines. However, the Milwaukee is the only battery I’ve found with the 2 prong charger.”

Podoll did have some concern about the spark plug running too hot with the power source. “I ran 2 tanks of fuel through the tiller and checked the plug, and it looked normal,” he says. “The battery life is more than an hour. When it drops power, I have an excuse to take a break.”

He notes that working on the original coil would have required pulling the flywheel. “This external coil was way cheaper and will be easy to work on,” says Podoll.

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The coil on Podoll’s rototiller was shot, but he got the machine going again by installing a 12-volt coil with bracket (below) and wiring it to a cordless tool battery strapped onto the handlebar.



Diesel Modules Boost Horsepower

“A person could spend more than \$30,000 to buy the extra horsepower you get from a Case IH 450 tractor compared to a Case IH 350, or they could spend about \$2,000 for one of our performance modules and get the same extra power,” says Allan Shepard of Diesel Power Modules. “We’ve been producing modules since 2003 that provide money-saving fuel efficiency and warranty-friendly performance for all types of diesel engines.”

Shepard says his company’s products work on farm tractors, construction equipment, medium and heavy-duty trucks, and even some recreational vehicles. “They’re designed to improve fuel economy and boost horsepower by up to 30 percent,” Shepard says. “Our average diesel pickup owners see a 3 to 5 mpg improvement.”

Unlike some other modules on the market, Shepard says their devices don’t flash the ECM, which makes them warranty friendly. Instead they’re designed with proprietary linear load-based technology to receive data from the ECM and then optimize the manufacturer’s signal to the engine, improving fuel efficiency and power output.

“The fuel efficiency alone ensures a quick return on a buyer’s investment,” Shepard says.



“Our diesel modules improve fuel economy and boost horsepower by up to 30 percent,” says Allan Shepard of Diesel Power Modules.

With DPM’s plug and play connectivity, there isn’t a need to cut, splice or modify existing engine wiring. Shepard says all modules are field-tested, Dyno-proven and carry a lifetime warranty. They’re made in the USA with a 90-day 100 percent money-back guarantee and are easily transferable to newer machines with the same engine and emissions specifications. Module prices for ag engines are \$1,933 and prices for pickup diesels range from \$250 to \$600. Heavy-duty truck modules range from \$500 to around \$1,800.

Contact: FARM SHOW Followup, Diesel Power Modules (ph 855 244-4111; www.dieselpowermodules.com).