

David Simpler, Elkton, Md.: “Have you ever used Green Slime for fixing flat tires? I’ve always hated the stuff, but recently I was changing some 6-in mower tires, and to my surprise, they were full of the stuff. Once I got the beads broken loose, I was amazed at how easily they came off with the Green Slime on them. So, I saved some of the Slime and brushed some on the replacement tire beads before mounting them. Wow! The tires went on easy. I’m going to keep using it when mounting tires.”



Ted Cole, Fort Bragg, Calif.: “I made my fence stretcher easier to grasp without pinching my fingers. I used two 2-in. long pieces of small-diameter pipe and cut a slit through the middle with my angle grinder about 1 in. long. I then slid them on the old levers to make them longer and welded them on. I screwed caps on the ends of the

pipes for comfort. The stretcher is now much easier to use, and there are no more pinched fingers.”



Mike Frantz, Seymour, Mo.: “It seems I was always forgetting to release the brakes on my tractor after setting them to get off and open a gate or do something else on the ground. So, I mounted a cheap trailer light above the steering wheel on my tractor and wired it to the braked light switch. No more forgetting the brakes are set.”



Michael Elliott, Silesia, Mont.: “I modified a Ken-Tool tire iron to remove lug nuts on my 1-ton F-350 pickup and other big

Woitas’ 1,000-hp. Duramax LB7 was constructed at home with aftermarket parts.



He Built A 1,000-Hp. Duramax Engine

Bryan Woitas of Fort Saskatchewan, Alberta, has built his dream Duramax diesel engine after 8 years of hard work. His 1,000-hp. LB7 was constructed at home with aftermarket parts and a tenacity for problem-solving.

Woitas grew interested in diesel power after experimenting with mild power adders on his '02 Chevrolet Silverado 2,500 HD that got the truck in racing condition. This included fuel system upgrades. He raced his custom truck at local events for 4 years and achieved several first-place finishes. Unfortunately, the heavy use wore it down after 4 years, and the factory LB7 threw a rod out of the engine block.

This left Woitas without a running truck but ample time to plan his next move. He used social media to connect with leaders in the diesel industry to take the first steps toward upgrading the engine.

“The thing I loved most was that I was able to do most of the work myself,” says Woitas. “It taught me to focus on attention to detail and patience.”

Woitas sourced proven aftermarket parts for most of the upgrades. These included Carrillo rods, ported and polished heads, Mahle Motorsport 0.020-in. over pistons, a Stage 2 camshaft from Extreme Engine Development, an ATI damper, Industrial Injection threaded injector cups, and SoCal billet injector hold-downs, and plenty of ARP fasteners to keep things in place.

The engine gets most of its power through

a fuel and air combo with a PPE Dual Fueler CP3 kit designed to deliver precise amounts of fuel, a Lincoln Diesel Specialties 100 percent over injectors, and a FASS fuel system. It optimizes the power sent to the wheels through Allison 1000 sports components from ATS, Inglewood, PPE, and Deviant Race Parts cooler lines.

The truck still runs on Woitas’ original transmission build. While it works without issue, the transmission isn’t designed to handle the horsepower it now is subject to. Once it inevitably breaks down, Woitas will perform a refresh and upgrade parts through the parts supplier No Zone Diesel.

Woitas also modified the axle, suspension, and steering of his Silverado. He built custom traction bars, removed the overload leaf springs used Beltech drop shackles to lower the rear four inches. There are 2 in. of drop up front due to Beltech drop spindles and flipped MaxxCam torsion bar keys from Suspension Maxx.

Woitas now has the Duramax-powered truck of his dreams. Since he was able to buy second-hand quality used parts, overall costs were around \$26,000 CAD as opposed to \$40,000 plus if he had gone to a shop and purchased new parts. He recently completed the LB7’s break-in period and is ready to take it on the racing circuit.

Contact: FARM SHOW Followup, Bryan Woitas (Instagram: @bslickcustomz).

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, Managing Editor

equipment. Instead of using a breaker bar with a deep socket, I cut the end off a Ken-Tool that I picked up cheaply and ground the end down to 1/2-in. sq., and now I can use any impact deep socket for any sized lug nuts and take them off easy with plenty of leverage. Works great.”

“We put LED lights in our shop. Makes all the difference in the world.

“I rigged up the wiring in my shop so when we turn off the lights, the air compressor shuts off. That way I know if I blow a hose, the compressor won’t burn up because I know I’ll be in the shop if the compressor is running.”



Carl Stoloski, Appleton, NY: “For small batches of mortar or cement, an old snow saucer works great.”



Dan Tucker, Wasilla, Alaska: “We carry a lot of stuff around in our pickup and trailers like chains, binders, straps and other paraphernalia. I got tired of pawing through piles of stuff to find what I needed and went looking for a better storage solution. I found it with kitty litter containers. They’re square and about the size of 5-gal. buckets except that they fit better into a square carrier than round buckets. They have handles so you can pull them out easily and you can cut them down if you’re trying to fit them into a smaller carrier box. They work well for me.”

Gerald Lenkaitis, Granville, Ill.: “I put a master shut-off switch on all tractors or combines that sit a lot to make sure nothing is left running and to keep the battery from running down.



Maj. Eric Petrevich, Lebanon, N.J.: “I found a great way to store all the tools, supplies, and stuff that seems to accumulate in shops. Just search Craigslist or Facebook Marketplace for anyone giving away old computer ‘server racks.’

“They’re all over, and many places are desperate to get rid of them. They come in two types for the most part, full height and half height. The full height is normally about 7 ft. tall, and the half height is about 3 ft. tall.

“Once you get one, they may or may not have shelves. If not, shelves are easy to fabricate. Some have screw holes from the top to the bottom of the four posts, making it easy to add shelves of any size.

“The racks are usually on heavy-duty casters, so it’s easy to move them around when full. Most also have doors and locks if you want them.

“I store my blow-molded tool cases in mine. They’re easy to get to and grab the one I want, and the racks cost little to nothing. Plus, you’re keeping them from getting scrapped out.”