over dips and terraces. It saves the mower because it’s not being held under stress when going over rough terrain.

"Another idea that works well for me is using heavy tarp for partitions in my shed. They’re much less expensive than building walls, and if I need extra room, I simply hook the partitions down."

Randy Catron, Jackson, Mo.: "Many Chevys engines have trouble with hot starts due to heat build-up in the starter solenoid. We ended the problem by adding a remote starter solenoid from Ford. I just removed all the wires from the GM solenoid except the big battery wire and hook all wires to remote solenoid. Then I hooked a battery wire from the GM solenoid to the output of the Ford solenoid. Then I added a jumper wire from the battery post and starter post on the GM solenoid, and added a cable from the battery to the input side of the Ford solenoid. After the conversion, there’s no live hot wires going to solenoid except during cranking. It ended the so-called crank-when-hot problem. Also, this setup makes it easier to add a remote starter button for tune-ups."

George Martin, Merrimac, Wis.: "I recommend buying a brake dust package when replacing roller chains. Have a couple of wire twists tied in your shirt pocket and when you decide where to break the chain, put a twist in the roller to disconnect. If you decide to apply the chain to sprockets to double check the length, the twist tie won’t be in the way and you won’t have to squat or use a magnifying glass to find the scratch or file mark. Works well for me.

Lyle Bones, Evansville, Ontario: "I came up with a handy way to pump calcium into and out of tractor tires. I have a 80-gal. water tank which is attached to a vacuum line in my milkhouse. I use it to suck out ancient water. After the repair is made to the tire or tube, I remove the vacuum line from the tank and hook up the compressor to the same valve and blow the calcium back into the tire. Works great and saves us a lot of time and repair bills and time."

Glen Grice, Benton, Ark.: "Changing sickle blades on swathers and mowers is a big job using a chisel and punch. I found a way to speed up the job by using a piece of 4-in. I-beam. I rest the main bar of the knife on the box and then pound the chisel to remove the blade with a sledge hammer. This cuts both rivets in the center. It’s fast and easy."

Dale Scheiderer, Marysville, Ohio: "There are two nozzles on my John Blue 500-gal. sprayer that are not visible from the tractor seat because the tank’s in the way. To solve the problem, I mounted two pickup mirrors on the overhead boom support so I can easily see if the nozzles are phased right."

Jim Bishop, East Prairie, Mo.: "When the disc openers on Deere 7000 planters wear down and need replacing, I transfer the worn discs to the fertilizer disc openers. When worn, the discs are just about the same as new fertilizer discs and they fit right on."

Paul Umble, Jr., Knoxville, Iowa: "In a recent issue, Mel Kastella of White Fish, Mont., had a question about the reason for a chalk-like powder he found on the distributor cap on his Chevy S-10 pickup. This isn’t chalk. It’s oxidation of the aluminum electrodes in the cap. If he buys caps with brass electrodes he won’t have the problem. I had the same trouble with my 1989 S-10. After I figured out the problem and changed caps, I’ve had no further problems and get better gas mileage."

Marvin Kahn, Victoria, Kan.: "My Deere dealer wanted $800 for a new Cat. II quick coupler which I thought was too much, and I was unable to find a used one. I did find a used Cat. III quick coupler for a dealer trade. I added a coupler to the front end of the Cat. II quick couplers won’t fit on my Deere 4430 tractor because they were made for larger tractors. I bought the Cat. III quick coupler anyway and spent another $25 to make pins and bushings to adapt it to my tractor. It works fine.

"The Cat. III hitch has 1 1/4-in. dia. holes, but the holes on my 4430’s 3-p.t. are only 1 in. in diameter. I had to make a new bushing and machine a shoulder onto it to keep the 1-in. dia. pin from sliding in too far.

"I made a special hitch on the quick coupler so that I can use the 4430 tractor to pull my Donahue trailer. I drop the hitch onto the ground in order to hook up the trailer, then put my grain driller on the trailer and lift the hitch to the desired height for transport. I can also mount a spear on the hitch and use it to haul round bales."

Dan Anderson, Deisher, Ohio: "I repowered two early 1970’s Chevy pickup trucks with Cummins diesel engines, which allows me to pull bigger loads using less fuel than the original gas engines. At this point, I’m convinced nothing beats a Cummins engine for power and fuel efficiency.

"My most recent project was repowering a ’72 Chevrolet 3/4-ton, which originally had a 402 cu. in. gas engine, with a 195 hp 378 cu. in. Cummins V6. The V6 was the only Cummins engine that fit in the truck, even though it has a big engine block. I had to make an adapter plate to fit between the flywheel housing and the transmission because there was nothing commercially available. I made the adapter out of 3/8-in. thick steel plate, 22 in. dia. to fit the bell housing, and bolted it between the engine and transmission. I had to redrill and retap the 14-in. dia. Cummins block to fit the Chevy 12-volt electrical system. Then I cut the crossover of the front axle roughly in half and reweld it together so the oil pan would fit. I installed an auxiliary, Spicer 3-speed transmission which mounts on the frame between the main 5-speed transmission and rear differential. This way, I have direct drive and overdrive. I use overdrive when I’m not pulling a load. The Chevrolet had 72,000 miles when I installed the Cummins and it now has 170,000 miles on it. My brother has a 1973 3/4-ton Chevy pickup with a 402 cu. in. gas engine, and if he pulls a 10-ton load, he gets 3 or 4 mpg. If I pull a 10-ton load, I get 10 or 12 mpg.

When empty, I can get 22 or 23 mpg. Including the Cummins, I’ve got only about $1,000 invested in the project because the engine already had 10,000 hours on it from being used in an irrigation system."

Dan Kronzel, Culman, Ala.: "I burned out the motor on a commercial grinder but the grinder’s frame, bearings, and stones were still good. I rewired it with a 1/2-hp electric motor from a neighbor’s washing machine. I mounted a 4-in. pulley on the motor and a 2-in. pulley on the grinder shaft after cutting a square hole in the grinder case. I mounted a toggle switch into the original switch holes and "play" that would develop in the rockershafts, particularly under heavy draft conditions. So Williams simply built two small frames out of 4-in. sq. tubing to mount just behind the brackets on the rockershafts on either side of the engine.

Each well-braced frame is fitted with a large 1 7/8-in. dia. bolt that screws into the brackets from behind.

"They’re positioned so when the cultivator is lowered to working position, the bolt can be adjusted to butt up against the linkage arm of the rockershaft,” notes Williams.

To change depth, he merely backs the stop bolt off, establishes proper depth on a loose well-worked piece of ground, then butts the stop bolt up against the rockershaft arm and tightens a jam nut to hold it in place. After that, there’s no physical way that the working depth of the cultivator can vary from one end to the other. We’ve had very uniform emergence of our crops since adding this depth stop to the cultivator,” says Williams.

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As for tractors, in our last issue we fea-
tured an electronic ignition kit for 1939 to 58 tractors from Denny’s Carb Shop (6620 N. Casstetter-Fletcher Rd., Fletcher, Ohio 45326; ph 513-368-2304). The shop specializes in building carburation and emission systems for old farm tractors. They calibrate distributors and carburetors specifically for farm work or tractor-pulling or exhibiting at shows. Kits are available for 4-cylinder engines with Delco ignition systems as well as 6-cylinder engines with Delco ignition systems.

Victor Esparza, Granite Farmers Co-
op, Granite, Okla.: "Our local handyman, Jim Ammons, rigged one of our big grain bins with a simple but effective continuous loading spout for wheat harvest this spring. Truckers from Texas, Louisiana and Missouri have looked him up to thank him for it. Ammons used a 40-ft. length of 8-in. dia. pipe welded into a hole he cut in the side of the bin. Inside the bin, there’s a metal gate which is cut out by a jack handle and rod. When it’s opened, wheat gravity flows to the bottom of the pipe. Another metal gate, also controlled by a jack handle and rod, attaches to the bottom of the pipe. The pitch of this gate can be raised and lowered with the handle so it deflects grain to different parts of the semi trailer. The upshot of Ammons invention is that truckers never have to move their rigs to level loads when they’re loading out. They love it."