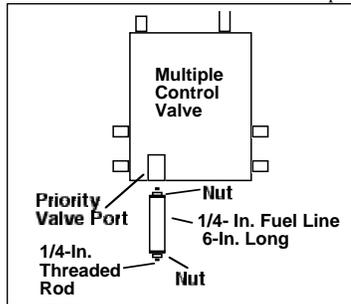


(Continued from previous page)

the hoses hooked up right the first time."

Matthew Lebold, Kennabeek, Ontario: "Over the years we've worked on different IH tractors with stuck priority valves and have come up with an easy way to remove the valves. We push a 6-in. long, 1/4-in. dia. fuel line onto a 1/4-in. threaded rod and put



a nut on each end of the rod. Then we install the entire assembly inside the priority valve and tighten the lower nut to expand the hose. By pulling on the assembly the valve will come out."

Glen Teel, Hays, Kansas: "The clutch slave cylinder on my 1988 Chevrolet S-10 pickup started leaking and the company wanted more than \$90 for repair parts. I didn't want to spend that much so I bought a 50 cent O-ring and mounted it over the plunger and rubber seal. I made this modification more than a year ago and it still works fine.

"I use my shop vac to clean hair and other debris out of the drains in our kitchen sink and bathtub. I simply stick the vac hose over the drain. If there's an overflow in the sink or bathtub I put duct tape over it to keep it air tight.

"I keep some imitation vanilla in my shop in case I ever burn myself. When applied immediately to a burn, vanilla keeps it from blistering and stops the sting.

"If I have to work in the dark and want to use both hands, I tape a clothespin onto a miniature flashlight and then clip the clothespin onto the bill of my hat. It works like a miner's light. Great for doing electrical work in the dark."

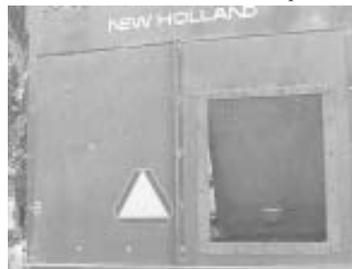
Glenn Sethre, Longview, Wash.: "I think any place that isn't well lit and that is subject to foot traffic at night should have motion detector lights for safety and convenience, whether it's for a house, garage, shop or whatever. Motion detector lights are as valuable on farms as they are in town and you can pick them up cheap"

Valen Boettger, Rose Prairie, Canada: "We got a flat tire on our 1972 Kenworth semi tractor and the bead came off. We were able to reseal it by spraying a couple seconds worth of quick-start fluid into the tire through the unseated bead and then lighting it. To light the fluid we taped a small propane torch to the end of a 10-ft. stick. We first washed around the bead with soap and water before trying to seat it. The big advantage was that we didn't have to take the tire off the truck. This idea would probably work on any size tire. However, you must be careful to stay well out of the way of the tire in case it blows up."

John Dyer, Kalispell, Montana: "Years ago a mechanic told me how to remove bolts that break off flush without doing any drilling. You first weld a washer that's slightly smaller than the bolt to the top of it, then weld a nut onto the washer and use a wrench to unscrew it. The heat from the welding process helps release the bolt which makes it easier to unscrew. I've used this idea many times and it really works. Sometimes I can remove the bolt even if it has broken off 'below flush' by piling up welding material in the center of the bolt. It helps to have a small wire feed welder."

Keith D. Hight, Spearman, Texas: "To keep dust caps from falling off wheel bearings, I bend a metal strip into an 'S' shape and drill a hole into one end. Then I remove one of the lug nuts from the wheel and slide the strap over the bolt, then press the opposite end of the strap down onto the dust cap and retighten the nut. It's a simple, low-cost solution."

Glen Schweppe, Syracuse, Neb.: "We added a door on back of both of our New Holland 816 side-unload forage wagons so that we can climb inside and use a pressure



washer to clean them out.

"Corn silage is corrosive and can rust things up. We clean out the wagons every time we switch crops so they'll last longer. We often spend a half day cleaning them up, running unloading chains real slow as we

Where To Buy All Kinds Of Control Cables

If you need a control cable for a restoration project or just an overhaul, Ontario Control Cables either has what you need or will custom make one.

The company, based in Toronto, makes control cables for accelerators, throttles, brakes, clutches, hydrostats, PTOs, spool valves, and anything else that relies on either a push-pull cable or a pull-only cable to get the job done.

Company spokesman Gord Fram says most of the company's cables are sold through dealers, but adds, "About 25 percent of our business is direct to farmers. Anybody can call us for price quotes on ready-made or custom length cables. Our prices are usually around 50 percent less than original equipment cables from dealers."

While the buyer pays the shipping, Fram says most cables can be shipped for \$6 or \$8 just about anywhere in Ontario, with ship-



ping a bit higher to the rest of Canada or the U.S. They accept VISA, MasterCard and American Express cards and offer same day shipping on orders received by noon.

Contact: FARM SHOW Followup, Ontario Control Cables, 33 Comstock Road, Scarborough, Ontario, Canada M2L 2G6 (ph 416 755-5440; fax 416 755-0377; E-mail: ringrad@aibn.cc).

Three-Headed Wrench Saves Time and Space

On a rainy day last fall when it was too wet to work outside, Robert Lamczyk, Ashley, Ill., found himself confined to his shop.

"We didn't have a lot to do, and I happened to notice I'd left three open-end wrenches out on my workbench," he says.

The 1/2-in., a 9/16-in., and 5/8-in. wrenches were lying on the bench because they were the three wrenches Lamczyk used most often. As he looked at them lying on the bench, it occurred to him that he could save time and space if he had just one wrench with all three heads on it.

With his chop saw and a welder, it didn't take long to remake the three old wrenches. "The handle is actually longer than on a regular wrench," he says. "I put the 5/8-in. head on one end of the handle and the other two in a Y on the other end.



"That was about three months ago. It's really been handy since then," he says.

In fact, it's so handy he's started the paperwork to patent the idea and make a full set of three-headed wrenches, to fit bolts from 3/8 in. up to 1 in. in size.

Contact: FARM SHOW Followup, Robert Lamczyk, 8253 Tucker Road, Ashley, Ill. 62808 (ph 618 485-6630; E-mail: dnoski2@onemain.com)

wash. It keeps the wagons in like-new condition. The only way in before was to climb over the beaters on front of the wagon. However, using a door on back is a lot safer.

"The 30-in. wide, 34-in. high door swings in and up and was made by cutting a hole on back of the wooden wagon and adding a hinge on top. Strips of flat steel were used to make a 2-in. wide frame that's bolted around the entire door. The frame acts as a 'stop' to keep the door from coming back too far and allowing silage to spill out. Bolt-type latches at the bottom corners of the doors keep them secure. A handle at the middle of the door allows it to be grabbed and pulled shut."

Veryl Reiler, Carlinville, Ill.: Veryl bought a metal desk for a bargain price and brought it to his shop. He put the desk on caster wheels so he can roll it easily around



his shop. Miscellaneous parts and equipment can be stored in the drawers. Makes a handy mobile work table that he uses all the time. Veryl points out that you can often pick up old metal desks for nothing, or just a few bucks."

Robert Dunton, Topeka, Ill.: Robert found a good use for salvaged plastic elevator buckets. Unlike the old metal buckets, the plastic ones are light in color which makes it easier to spot needed items inside



because of the way the light hits them.

Robert mounted a couple rows of buckets on an A-shaped plywood frame, with buckets on each side. He put caster wheels under the A-frame to roll it around the shop. He also mounts the elevator buckets on the shop wall.

Robert had a problem with his dump auger, which originally had just two wheels. To make it easier to maneuver into place

They Specialize In Pto Parts

Bauman Manufacturing, Ltd., Hawkesville, Ontario, specializes in pto parts, both metric and English. In addition to OEM parts for most equipment, Charles Bauman, manager, says they have a fully equipped machine shop where they can make nearly anything.

So if you need something for an antique or collectable, or just an older machine that's no longer available from the manufacturer, give them a call.

They also have roller chain for most applications and conveyor chains, either stock or custom-made.

Bauman Manufacturing sells through dealers and direct to farmers and repair shops. The company promises low prices, particularly on roller and conveyor chains.

Contact: FARM SHOW Followup,



Charles Bauman or Brian Burnes, Bauman Manufacturing, Ltd., P.O. Box 79, Hawkesville, ON N0B 1X0 (ph 519 699-4333; FAX: 519 699-5571; email: sales@baumanmfg.com; Internet: www.baumanmfg.com).