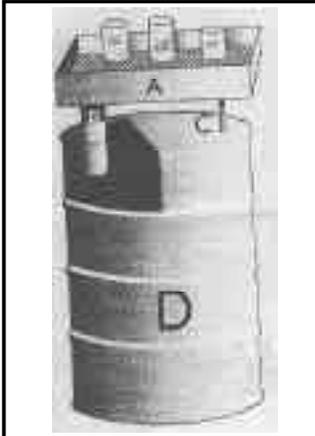


Gary Nielsen, Pocahontas, Iowa: "Our company, Allied Precision Products (30 East Elm, Hwy. 3, P.O. Box A, Pocahontas, Iowa 50574; ph 800 803-3194 or 712 335-4250) makes products that improve performance of IH tractors. One is our hydraulic fluid filter extension kit that increases volume of fluid through the system. It was featured in FARM SHOW (Vol. 19, No. 4).

"Now we've just unveiled a kit that converts IH tractors with 3-speed transmissions to 4-speed, giving them more versatility and performance than the day it came off the assembly line. Our kit consists of three pairs of parts. First, a new shaft and gear that install directly behind the torque amplifier. Second, a new quill housing and gear that also install directly behind the torque amplifier. Third, new speed gears, which you can purchase from a salvage yard if you prefer, or that we'll supply new. The conversion can take as little as a half a day. For IH 1566's, 1586's, 3788's, and 6788's. Kits start at \$850."

Mark Yax, Solon, Ohio: "I recently had to put a hole through a 12-in. hollow block for some pipe. Instead of using a chisel, I scribed a circle with a magic marker and nailed masonry nails to the circle at the 12, 3, 6, and 9 o'clock positions and then drove in as many nails as I could between them. Then with a light blow to the center, I made a very clean hole. I then did the same thing on the opposite side of the block. I made a nice clean hole in about 10 min."

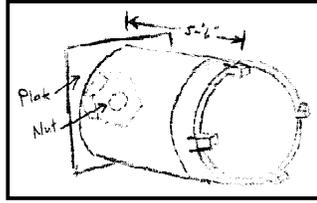
Herman Vandehy, 39595 N.W. Wilkesboro Rd., Banks, Ore. 97106 (ph 503 324-7573): "We developed this 'air guard' oil drain pan and are now selling it for \$99.95 post paid. The drain pan is 4 in.



deep with a 2-in. expanded steel platform above the base of the pan. The oil drains down into the pan and down the drain pipe. The pipe extends far enough into the drum so when oil reaches the bottom of the pipe it creates an air tight seal, no longer allowing oil to drain into the drum so you can take the pan off before the barrel overflows.

A small support rod on the opposite side from the drain helps stabilize the pan."

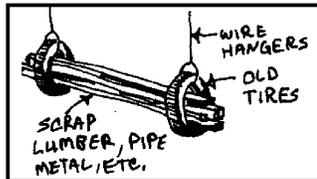
Steve Suter, Altoona, Penn.: "When I recently had to take apart the front hub of my 1979 Ford F-250 4-WD pickup, a friend suggested that instead of buying the \$35 wrench to take off the nut that I could make



one out of a piece of 2 1/2-in. pipe. All I needed to do was cut four equally-spaced teeth into the end of the pipe. The problem was figuring how to get them in the right spots. I used a strip of non-corrugated cardboard as a template. I divided the cardboard strip evenly at four points and then drew in the teeth. Then I taped the template around the end of the pipe and used it as a cutting guide.

"Once the teeth are cut, you cut off the pipe at about 5 to 6 in. long. Then weld a small plate on the back end with a large nut welded to its center to give you something to use your torque wrench on when you re-assemble your hub. Works great."

Larry McWilliams, Tulsa, Okla.: "I came up with a simple way to store pipe or lumber using old tires. Just suspend a pair



of tires from the rafters of a shed or shop using wire, cable or rope. There are many different ways to use this idea."

Dana Dittbenner, Seaforth, Minn.: "I use a large, old dry chemical-type fire extinguisher filled with gear lube to fill axle housings, etc., in hard-to-reach places. I replaced the pressure gauge at the top of the extinguisher with an air-fill pressure fitting so I can pump a few pounds of air into the tank to pressurize it. I screwed a barbed hose fitting into the nozzle fitting and attached a piece of rubber hose that makes it easy to reach with. You can install a valve or a small, bent piece of copper tubing at the end of the hose to prevent dripping when you shut it off. The top of the extinguisher screws off to fill with oil."

Robert Ingram, McArthur, Calif.: "We have an Allis Chalmers D-14 tractor that was originally equipped with a 6-volt positive ground electrical system which made it difficult to start. We always had to park it on a



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 farm 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.

Mark Newhall, Editor

U-Joint Puller For PTO Shafts

This new U-joint puller for pto driveshafts lets you remove bearing cups quickly and easily without damaging the driveshaft, yokes, cups, or bearings, says Tiger Tool International, Inc., Sumas, Wash.

The "Tiger" U-joint puller is equipped with a threaded bolt on top and a pair of steel "legs" that mount on the driveline or on the U-joint cross. To remove bearing cups (even those that are rusted), slip the U-joint puller over the yoke and turn the bolt to press the cup out (you can catch the ejected bearing cup with your free hand). Repeat the process on the remaining three sides of the yoke.

The puller is available in three models: Mark I to fit driveline series 1500 - 1800 commonly found on big trucks; Mark II for 1500 and under series drivelines such as those on intermediate trucks; and Mark III for cars and pickups.

The Mark I model sells for \$380, Mark



2 for \$195, and Mark III for \$125.

Contact: FARM SHOW Followup, Tiger Tool International, Inc., 377 West 2nd St., Sumas, Wash. 98295 (ph 800 661 4661; fax 604 859-3977).

hill and roll it down to start it. I changed it over to 12-volt negative ground using a Delco/Remy alternator with an internal regulator. I put a 12-volt coil on it but used the original 6-volt starter. The points and condenser are the same ones that it had when it was running on the 6-volt system. It now has over 600 hr. on it since the conversion with absolutely no problems - except one.

It's now hard to remember where we left it because it's no longer parked in its usual spot on the hill. I wrote down the conversion step by step when it was fresh in my mind and if someone is considering a changeover, they can contact me (ph 916 336-6743).

"I usually change my own oil in my vehicles and it was always hard to remember when the oil was changed last and what number the oil filter was. So now when I change oil and filter, I always scratch the date, mileage or hours and type of oil I used onto the oil filter. In my cars and pickup, I tear the lid off the oil filter box, write the same information on it, and store it in the glove box. When the next oil change is due, me, my wife, or children can take the box lid into the parts store and pick up the right filter every time."

Mike Lukenchuk, Myrnam, Alberta: "When moving snow with a front-end loader, it's difficult to keep the bucket from digging into the ground. To prevent the problem, I slit a piece of heavy-walled 2 1/2-in. dia. pipe and bolted it onto the blade

Oregon Company Specializes In Repair Of PTO's

If you have a damaged pto shaft that needs parts or if you need an entire new driveline, an Oregon company may have just what you need.

Driveline Service of Portland, Ore., specializes in the repair and manufacture of pto drivelines and supplies parts for the four manufacturers that build nearly all the pto drives in the U.S. It purchased all the inventory of driveshafts and parts from Rockwell International when that company

left the agricultural business in the late 1980's.

"We have the largest inventory of agricultural pto driveshaft parts in the U.S. and can service any pto shaft that's ever been made," says Tom Watt, ag specialist. "We supply everyone from original equipment manufacturers to implement dealers to farmers. Most dealers don't stock a lot of pto parts so they have to order them from original equipment manufacturers, which can

result in a time lag of several weeks. When farmers call us, we ship the parts right away by UPS. We also save you money. In most cases, the prices charged by equipment manufacturers are somewhat inflated. We can beat their rates by quite a bit."

Contact: FARM SHOW Followup, Driveline Service of Portland, 9041 N.E. Vancouver Way, Portland, Ore. 97211 (ph 800 227-8608).