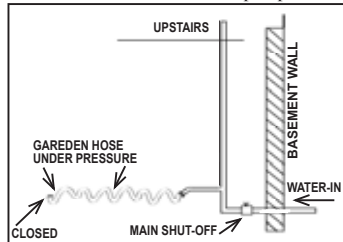


Jack Kaiser, Auburdale, Wis.: "If you have a radiator with small leaks, just add black pepper to the coolant and it will seal them right up without plugging the cores like stop-leak solutions sometimes do. Works great."



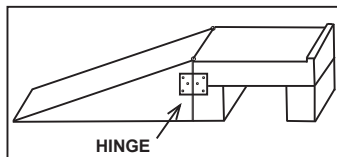
Brian Laine, Arlington, Wash.: "I have a lot of trouble seeing while welding. So I took a head-band LED headlamp and removed the band. Then I used Velcro to stick the headlamp and battery pack to the top of my welding helmet. It solved my problem."

Bram Lohr, Canning, Nova Scotia: "I used to have a lot of problems with banging water pipes in my house and it got worse after we installed a water-to-air heat pump. I tried



different things to no avail. I finally hooked up a garden hose with a cap on the end to a water line in my basement. I leave the water valve to the hose open all the time. After two years, I haven't had any more banging pipes. It works like a commercial 'hammer arrester' because the hose contracts when water is turned on elsewhere and then absorbs the shock when pressure goes back up."

Joe Silcox, Crossville, Tenn.: "One problem with ramps used to work on vehicles is that once the wheels are up on top, the



slanted part of the ramps are still in the way of your creeper. I solved the problem by building ramps that pivot out to the side once the vehicle is up. The hinge simply attaches to the side of the ramp. Once you're done working, you can simply swing the ramp back into place and back the vehicle down."

Anonymous: "My Makita 7 1/4-in. dia. metal cutting saw blade (#A-93815) will cut steel up to 1 in. thick and slices through 2 3/8-in. dia. steel tubing in 15 sec. The 36-tooth ceramic metal-tipped blade does a great job, even though the Makita 4131 saw I have it mounted on is not the greatest."



Dave Lanini, Eureka, Calif.: "When the casting failed on my 930 Case tractor's exhaust, I decide to replace the exhaust and



make it a dual header. I cut a piece of heavy flat iron from a piece of I-beam. I used heavy pipe, one with a flange and a welded elbow. I cut a gasket from gasket material bought at NAPA auto. I used the old casting for a pattern to drill the holes. Make sure you clamp the new flat iron to something solid when welding the pipe to the flat iron to prevent warping. Bolt it on and you're good to go!"

Add-On Device Boosts Cummins 5.9L Performance

You can boost throttle response, horsepower, torque and fuel economy in 1998 to 2007 Cummins 5.9L engines with the Heater Grid Delete Kit from Toxic Diesel. The kit is a non-restrictive replacement for factory-installed heater grids designed for cold weather starts.

"Our customers are guys who are more into performance and want to get more air into their motors," says Fabian Ortiz, Toxic Diesel. "It's for guys who don't want to spend thousands of dollars for more airflow with air ram kits. It works phenomenally for the price."

Toxic Diesel's kit installs in 30 min. or less. Just remove the OEM heater grid below the intake elbow. The kit is a direct bolt-up part. No cutting or modifications are needed.

"The kit is designed for easy removal and, if needed, replacement of the OEM heater grid," says Ortiz. "Any time the temperature drops below 20°, we recommend putting the heater grid back on."

The Heater Grid Delete Kit is pre-drilled and tapped with two 1/8-in. ports for installing injection or monitoring systems, including water, nitrous, propane or boost



Kit is designed to replace the OEM heater grid on 1998 to 2007 Cummins 5.9L diesel engines.

gauges.

The kit is available from local distributors or can be ordered from the company website. Distributor list price is \$96.33, but the internet price is \$83.49. Ortiz says FARM SHOW readers ordering from the website can get 10 percent off the list price by mentioning this article.

Contact: FARM SHOW Followup, Toxic Diesel, 1478 South 270 East #1A, Saint George, Utah 84790 (ph 435 628-5544; sales@toxicdiesel.com; www.toxicdiesel.com).

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, Editor



lets you reach nuts and bolts in tight areas and eliminates the problem of using your socket driver one click at a time. It works with existing 3/8-in. or 1/4-in. socket sets and brings the ratchet point out 10 in., where you can exert full rotation on your driver. It results in better leverage and less chance of busting your knuckles. The tool comes in 3 different models.

Dean Walker, Hopkins, Minn.: "I recently had to rewind a recoil spring for the pull-start on my Polaris ATV. I had trouble

Sidney Stubbs, RR#1, Site 6, Box 21, Beaverlodge, Alta., Canada T0H 0C0 (ph 780 354-3112): "I keep a row of old refrigerators in my shop and use them as storage cabinets. They're lined up against one wall."

Jonathan W. Aufer, Edgar, Wis.: "We bought a router table equipped with a cast iron top. However, when we went to use it the grease on top that it was shipped with had dried fast. We tried to scrape the dried grease off, but it didn't come off very well until I got a can of carburetor cleaner and sprayed it lightly over the surface. The grease wiped right off."

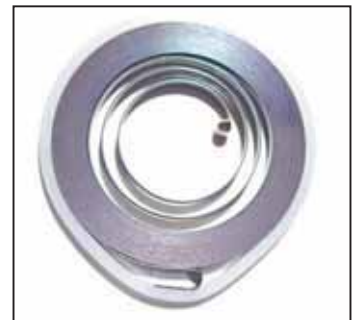
Ron Mickle, Thorp, Wis.: "A friend of mine needed help repairing a hay rake over the summer, and we used a common repair technique with a new twist. If you break the head off a bolt or stud, the common repair method is to weld a nut onto the remaining stem. But if you're using a wire welder it's hard to get a solid weld, stud to nut. A better way is to weld a cut washer to the stud and then weld a nut to the washer."

"To use this technique, both the washer and nut must have no plating. Be sure to clean the area around the stud thoroughly, as oil and other substances may contaminate the weld."

TR Tools, LLC, Orange City, Iowa (ph 866 721-9399; www.tite-reach.com): It's a common problem to run into tight spots



with your ratchet where a full swing is impossible. The Tite-Reach extension wrench



winding it tightly enough to fit back into its housing. Here's how to solve the problem. Pound a nail into the center of a small piece of plywood and attach the outer edge of the recoil spring to the nail, then attach a drill to the inside edge of the spring. As you begin to slowly advance the drill, the spring will wind and tighten. You may have to hold your hand flat over the spring while winding to prevent it from flying apart.

"Once the spring is wound to the proper size, attach a zip tie tightly around the outer diameter of the spring. You should now be able to remove the nail and lift the spring without it coming unwound. Once you place the spring in its housing, remove the zip tie. The recoil is now ready for reassembly. This method has saved me a lot of time and money."

Gussie Quint, Metropolis, Ill.: "I own a Farmall 706 tractor equipped with a D-310 engine. I have a problem with one of the cylinders leaking water or anti-freeze around the bottom of the cylinder where the O-ring goes. As a result I've had to replace the O-ring twice. It doesn't leak at first, but after a few months it starts leaking and replacing the sleeve doesn't help. I've thought about