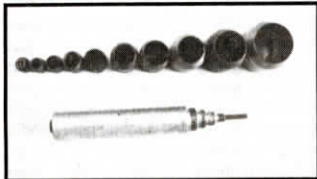


Reader Letters



you're not handling bales and making storage easier. A lock on the quick hitch holds them up and lets you drop the forks back down in seconds when needed.

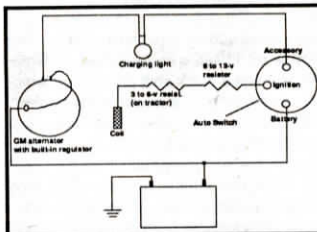
We've used this design on three tractors for six years with no problems. (Charles E. Bonnett, Clay Ridge Farm, 11447 Bonnett Road, Levering, Mich. 49755)



I have patented a new do-it-yourself gasket punching tool. It has a punch handle at center and 10 punch cutters which screw onto the handle. A spring-loaded centering punch retracts on impact. You simply attach a cutter to the punch handle, put your gasket paper on a block of wood, and strike the handle with a hammer. It will cut out a round hole the precise size of the cutter. Saves a lot of money buying commercial gaskets. Lets you make your own rubber sealing gaskets on water lines, tubing flanges, etc. Anyplace you need a precise hole cut (it even works to cut belt holes).

I am making these precision-machined tools myself and have already sold more than 45 sets. It comes in a small wooden case. Sells for \$25 (plus postage). (Eugene S. Balamucki, 5944 80th, Mecosta, Mich. 49332 ph 616 972-2891)

Readers may be interested in how a friend and I changed his Ford tractor's electrical system from 6-volt to 12-volt. A local mechanic drew up a diagram for us and said the only difficult part would be making a bracket

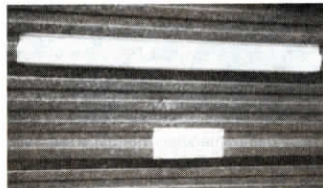


for the new alternator. He was right.

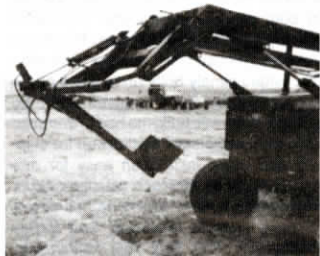
We got all parts from an auto supply store: GM alternator with built-in regulator and 2-wire clip; 2-wire charging light to mount on the dash; automotive-type switch; 12 to 6-volt resistor hooked between switch and the old 6 to 3-volt resistor already on tractor.

First we removed the battery, hood and generator and undid the coil wire. Then we tied a 12-ga. wire (for the alternator) and two 14-ga. wires onto the original generator wire and pulled them through the wiring harness by pulling out the old wiring. Then we just followed the diagram exactly. Worked great. The charging light lets us know it's working. (Odell Rogers, Rt. 1, Box 96, Jones, Okla. 73049 ph 405 399-2893)

Our new "Super Seal" sealing tape seals seams, cracks and holes in metal, concrete, fiberglass, wood and almost any other clean, solid surface. The tape consists of a thick layer of rubber-like bituminous resin with a super adhesive on the bottom side and a polyester mesh membrane on top. You simply peel off the paper covering on bottom and lay the tape over whatever you want to seal. It comes in 4, 6, 24 and 36-in. widths. Seals seams and screw heads effectively on metal roofs with just a fraction of the labor required by other methods. No special tools



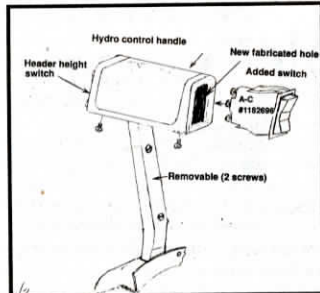
required. For example, two men can seal a 40 by 60-ft. building with ribs spaced 12 in. apart in a day. Once applied, tape is covered with a white latex coating to protect from sun's rays. (Jack Ayers, J-Mar Distributing, Rt. 3, Box 65, Dodge City, Kan. 67801 ph 316 227-2616)



I designed and patented this ditch hoe for front-end loaders. It digs a ditch 6 to 12 in. wide to a depth of 54 in. What makes the digger unique is the way it dumps dirt to the side of the ditch. The digger arm mounts on a metal tube that's rotated by a hydraulic cylinder. The bucket makes a 180° arc as it digs a bucket of dirt, then moves to the side to dump when the cylinder reverses rotation of the tube. Bucket then returns to digging position for another pass.

It's simple and doesn't put much stress on the tractor since it slices instead of shearing. Mounts with 4 pins on any loader in place of the bucket. Sells for less than \$1,400 and is being manufactured by Plainsman Manufacturing, Plains, Kansas 67869. (Garland Fitzwater, Box 126, Protection, Kan. 67127 ph 316 622-4852)

The attached drawing shows my idea for relocating the unloading auger "on-off" switch on older N and R-Series Gleaner combines to the hydro handle, updating the controls to 1990 standards. I used the idea last harvest



and the switch relocation was very handy. I got the idea several years ago but didn't try it until I saw that the factory had made the switch on new machines.

I simply mounted a new switch in the body of the hydro handle so you don't have to move your hand over to the switch console to turn the auger on and off when unloading. I cut a hole in the existing plastic handle to accept the switch on the end opposite the header height control switch. You just remove the plastic handle from the metal lever and cut a hole the size of the new switch (Gleaner part no. 1182696). Then route the three new wires down through the hydro lever to the underside of the console switch panel, connecting the wires to the

appropriate terminals on the console. Wiring diagram in owner's manual illustrates proper hookup.

Then put everything back together and try it out. You'll really enjoy the convenience of the new switch location.

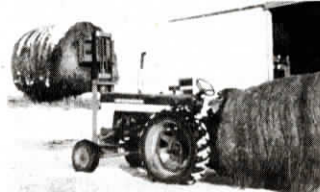
Another modification I made on my Gleaner N-5's was to add separate tachometers for the engines. That way I don't have to switch between the cylinder speed and engine functions on the factory controls and can see both at a glance. The tach I used is an electrical unit I had around that takes pulses off the alternator stator winding. It's an easy installation. I simply attached the tach readout to the underside of the overhead console. (Dennis Kelsey, HCR99370, Lind, Wash. 99341)

We've had tremendous response to your articles on the used aircraft tires that we sell as replacements for tractors and farm implements (Vol. 15, No. 3). We'd like to announce that we have entered into a contractual agreement with well-known wheel manufacturer, Wilton Corp., Palatine, Ill., to develop a wide range of wheel, hub and spindle assemblies that'll make it even easier to adapt our aircraft tires to all types of farm equipment.

We've been fitting used aircraft tires to farm equipment for nearly 30 years. These new special-built wheel assemblies will allow us to use a wider range of tire sizes than was previously possible. Aircraft tires sell for about half the price of regular implement tires, are virtually flat-free, and generally last three times as long. (O.P. Whittington, General Supply & Equipment Co., Inc., P.O. Box 14628, Houston, Tex. 77221 ph 713 7483350)



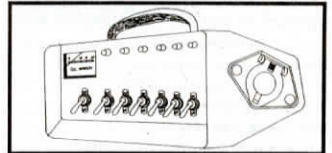
I built this light stand for use in my shop. It's fitted with two halogen lights and consists of square tubing mounted on a disc blade. I cut a 100-ft. 12-ga. extension cord in half and wired both halves into the junction box on the light stand. The male half plugs into the wall and the female half coils on the light stand and can be used to power tools, etc. There's also an electrical receptacle mounted on the stand. I'd like to find a manufacturer for this light. (Myrl Waggoner, Rt. 4, Box 369, Guthrie, Okla. 73044 ph 405 282-5625)



Your readers might be interested in this handy bale carrier my neighbor Richard Granheim made for me from a junked forklift. The lift mast mounts on the front of the tractor, bolted directly to the frame. It works better than a front-end loader because it

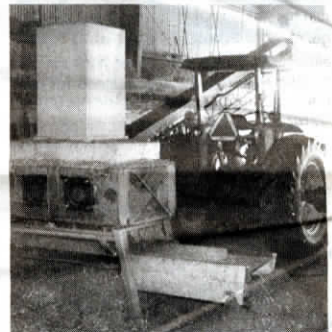
holds the bale in closer to the tractor and is more stable. Lets me carry two bales at once by putting one on the back. (Glenn R. Johnson, Rt. 1, Box 74, Maiden Rock, Wis. 54750)

I invented this circuit tester to check lights on semi trucks and trailers as well as farm trailers and RV's. It's made so you can check lights on a trailer without having a truck around and check out the circuits on a truck without having a trailer around. You check the condition of circuits by reading the



amount of amps drawn for each. It'll also show the amount of amps drawn by electric trailer brakes so you can spot trouble before it happens. This tester has been so handy I've gone into business making and selling them. I have three models available. The tester is made out of ABS plastic and is almost indestructible. Price is \$139.95 for the 7-prong model and \$129.95 for the 6-prong model. Will also take special orders upon request. (Clyde Lowe, Low-Mac Testers, Rt. 2, Box 250 AAA, Chanute, Kan. 66720)

I'm sending along a photo of our bale grinder which was featured in FARM SHOW two years ago (Vol. 14, No. 4). I wanted to let your readers know that we're still using it to



shred hay for our Van Dale TMR mixer and to apologize to your readers who responded to the story and wanted to purchase a unit. We were unable to sell them because our attorney advised us that product liability would be too big an expense. The advantage of this "slow grinder" is that, unlike other bale choppers which use flying hammers or high speed sickle sections that work the hay over too much and turn leaves to powder, this machine uses 50 relatively slow-speed offset knives that cut hay into wafers which drop out the bottom. Hay is cut in 3 to 5-in. lengths. Requires an 80-hp. tractor or less. I would be happy to show people the machine but will not be manufacturing any. The people I've met as a result of your story have been a real pleasure. (Harlan R. Anderson, Rt. 1, Box 55, Cokato, Minn. 55321 ph 612 286-5682)

We welded an extra piece of metal to a horseshoe to protect a hole in the hoof of one of our horses. The hole was caused by an abscessed stone bruise. It would have taken months for the hole to grow over but with this special armor-plated shoe, he was able to go right back to work. Abscesses often have to be given drainage before they will heal. The infection usually heals quickly after treatment, but that still leaves the horse with a hole in its hoof. It can take several months to regrow enough hoof horn to fill in the hole and during that time the horse is vulnerable to further injury.

My husband cut the toe from another