

Money-Saving Repairs & Maintenance Shortcuts

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Jim D. Hansen, 11386 147th Ave., Bloomer, Wis. 54724 (ph 715 568-1175): "I was using a skid steer loader to haul haylage from a bag silo about 200 ft. to my stanchion barn, where I shoveled the feed into a cart and fed it to my cows. To make the job easier I mounted a 5 hp electric motor on an old 250-bu. manure spreader. I also cut a hole in the barn floor. I dump feed into the spreader at the bag silo and then pull it up into the barn and start the motor. The spreader drops the silage through the hole and directly into the feed cart. I don't have to run my tractor back and forth to the barn all the time just to fill the feed cart.

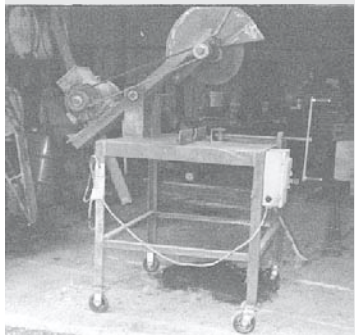
"I've been using this idea for five years. It works so good that several implement dealers in my area have copied the idea. One dealer mounted an electric motor on a self-unloading feed wagon. The motor is geared down to run the spreader at 350 rpm's instead of the standard 540 rpm's.

"Here's another idea. When the stator ring burned out on the Onan engine in my Hydro Matic skid steer loader, I found out that in order to replace the ring I would've had to remove the entire engine from the loader. The stator ring is used to charge the battery and all electrical components on the skid steer loader. It consists of coils that wrap around the flywheel and there's a voltage regulator attached to it.

"Instead of replacing the stator ring, I disconnected it from the engine and bought a new alternator. Then I mounted a pulley on the engine's crankshaft so that the engine belt-drives the alternator. I paid \$67 for the alternator and about \$4 for the pulley. I saved a lot of money because the stator ring alone would've cost \$200 and the voltage regulator about \$85. What's more, it took only about a half hour to install the alternator. It would've taken at least six hours to replace the stator ring."

Randy Althouse, Castalia, Iowa: "Using mostly junk steel, I built my own portable, heavy-duty 20-in. dia. chop saw that's powered by a 5 hp electric motor. The motor belt-drives the blade.

"The chop saw mounts on four wheels and weighs about 300 lbs. It has more power and can cut through bigger material than most commercial models. The machine will cut



right through a 10 by 13-in. piece of steel, and I made it big enough that I can use a bigger 26-in. dia. blade if I want. I used 8-in. channel iron to build a pivoting arm that supports the motor and saw arbor. A threaded lever is used to tighten the vice to hold material in place. Pulling down on another lever brings the blade into the material for cutting. I built it so that the 3-ft. sq. work table is a little taller than my shop workbenches. As a result, I can cut a 20-ft.

long piece and keep the material above the work bench.

"I already had the motor and control box and bought a new blade. My total cost was about \$100, whereas most commercial models sell for about \$300.

"I also used junk steel and a length of heavy duty well pipe to build my own two-wheeled, pressurized sand blaster. I closed up each end of the pipe. Then I welded an adapter onto the top end of the pipe and

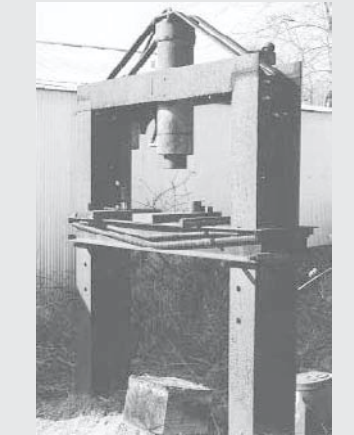


welded a valve onto the side. I also welded on an air hose hookup at the bottom of the pipe, where the sand comes out. A 5-ft. long steel rod equipped with a ceramic nozzle hooks up to the air hose. A black toilet paper canister hooks up to the hose and serves as a filter. It absorbs any moisture in the air hose so it won't plug up with sand.

"To operate the sandblaster I first remove a cap at the top of the pipe and use a funnel to pour sand into the opening. Then I hook up my air compressor hose to an in-line valve on the canister that's used to turn the sandblaster on. The 5-ft. wand is long enough to keep me from getting pelted with sand.

"I built it five years ago and have already run four or five tons of sand through it. It holds about twice as much sand as most commercial models so I don't have to always stop and refill. I can go for about a half hour before it runs out of sand. It cost about \$10 to build whereas commercial models sell for \$200 or more."

Hubert Dyson, Vilonia, Ark.: "I used 12-in. steel I-beams to build my own 40-ton hydraulic press. It has a 5-ft. wide opening from post to post and stands about 10 1/2 ft. high. The cylinder has a 2-ft. long stroke and



is made from a length of 7-in. dia., 1/2-in. wall tubing off an old forklift. The press

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Engine-Powered Welder "Designed Just For Farmers"

This new high frequency DC welder attaches to any engine-driven vehicle, giving you a powerful mobile welder that you can take with you wherever you go.

The ZENA welder installs on any engine capable of producing at least 7 hp so you can put it on pickups, tractors, garden tractors and even ATV's. The company says it will perform as well as expensive portable engine-driven industrial welders.

Several different models are available, ranging from 150 to 600 amps. All models are 100 percent duty and come with 20-ft. long welding cables as standard equipment. Overall cable length can be extended to 200 ft. A belt-driven power unit installs permanently on the engine.

Whenever you want to weld, you just attach the mobile welding system's cables to the power unit and plug in control wires. A solid-state control system allows the operator to regulate welding power using controls built into the electrode holder. There's no need to vary engine speed to control welding power, and the operator doesn't have to go back and forth between the vehicle and the work site to make adjustments to the equipment.

The welding system produces a very high frequency DC output in both standard and reverse polarity modes, according to the company. The high frequency DC power generator produces an "extraordinarily fine bead" and is said to produce "a welding joint with better appearance and fewer impurities than any standard AC/DC stick welder."



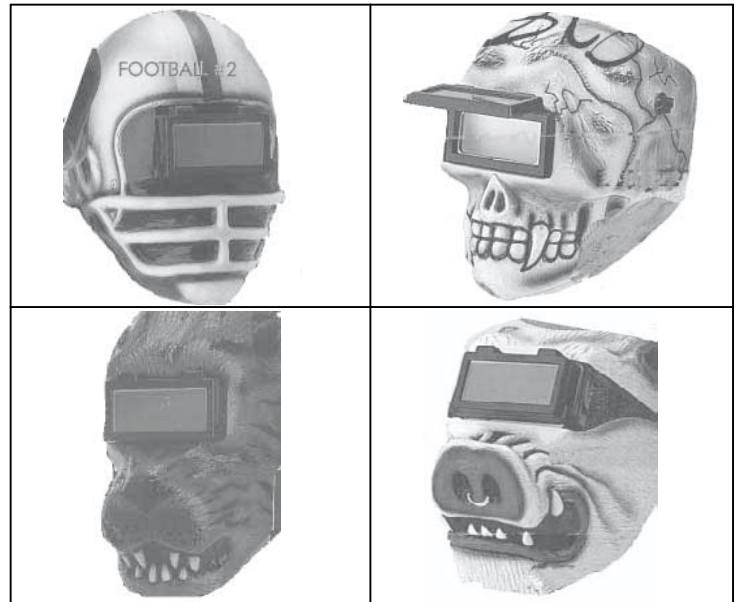
Belt-driven welding power generator installs permanently on engine.



Multi-position electrode holder/welder system control.

For operator safety, power is not supplied to the electrode holder unless the operator depresses and holds a push-button safety control. Welder output is also electrically isolated from the vehicle and earth ground. No modification to the vehicle's electrical system is required. Suggested retail prices start at \$750.

Contact: FARM SHOW Followup, ZENA, Inc., 330 Club Springs Road, Elmwood, Tenn. 38650 (ph 615 897-2011; fax 2023; E-mail: contact@zena.net).



Welding Helmets Stand Out From The Crowd

These new welding helmets do double duty. You can use them to weld, and they'll also come in handy for costume parties.

Made from lightweight plastic that meets all industry standards, a wide variety of "faces" are available, including a gorilla, a hog, several different skulls, a panther, tiger, a football helmet, and more.

"They make a great gift for anyone who likes to weld," says a company spokesman. "All models come equipped with a standard clear see-through, flip-front lens. A quick-

change electronic lens is also available. It stays clear until you strike the arc, then turns dark."

The helmets sell for \$60 apiece plus a UPS charge of \$5 anywhere in the U.S. Models equipped with an electronic lens sell for about \$150 more.

Contact: FARM SHOW Followup, Weiler Welding, 324 East 2nd St., Dayton, Ohio 45402 (ph 800 526-9353 or 937 222-8312; fax 2729).