

Ultra Heavy-Duty Rolling Work Table

(Continued from previous page)

Elmer Pinkerton, Elmwood, Neb.: "Power grease guns are high on the want list of a lot of people. These units will save time right now, but cost you money in the long run because they will double your annual grease cost. And no matter what the salesman tells you, you can't regulate the amount of pressure before the seals burst on bearings, tie-rods, and U-joints. The repairs can be expensive."

Handy Chainsaw Transport - This idea was written up in a recent issue of *Town & Country Magazine*. A reader sent in a photo of a chainsaw sitting inside an old tire with a couple of cuts made in the sidewalls for the



handle and blade to fit into. Keeps the chainsaw from jumping around in the back of a pickup or trailer.

Bruce Graham, Tyler, Texas: "Not long ago I stripped out a thread where a flywheel bolts onto the crankshaft of an engine. I didn't want to have to pull the engine again in order to fix the threads, but I was concerned about tapping a thread insert into it without a proper alignment tool."

"To solve the problem, I took a piece of a 2 by 4 and made a guide bushing out of it by drilling it to the tap drill size on my drill press. I also located and put two additional holes in it to bolt it to the hub. Then I drilled the stripped hole with the proper tap drill for the helicoil insert, using the wood block to guide it. I was able to make a perfectly tapped hole in the motor. This idea can be used any time you have a stripped-out hole where a piece of wood can be bolted or clamped over it."

Clair Wilson has been salvaging and collecting parts and equipment from all kinds of places for a long time. When he first found a 22 by 5 1/2-ft. slab of steel that's 1/2 in. thick at a burned down factory, he had no idea what he would do with it. But after a bit of head scratching, he turned it into a heavy-duty rolling worktable with built-in outlets.

"I use the table to hold and support large pieces of steel while working on supports, gates, tresses and the like," says Wilson. He added 5 electrical outlets on each side so that no matter which part of the table he is working on, he wouldn't have to run a long extension cord.

Wilson has no idea how much it weighs but he attached a pair of salvaged truck wheels to one end in order to move it around.

A tractor loader or heavy-duty skid steer can pick up the other end to push or pull the table from one location to another. When working



Clair Wilson turned a big slab of 1/2-in. thick steel plate into this giant rolling work bench.

in one place for an extended period of time the wheels can be removed, axle and all, for increased stability.

Contact: FARM SHOW Followup, Clair Wilson, 132 Hillview Road, Winchester, Ill. 62694 (ph 217 742-3918).

"Pipe Plug" Fills Pulley Hole On Tractor

Gene Kuyrkendall, Canyon Lake, Texas, restored a 1948 Allis Chalmers WD 45 tractor and wanted to mount an aftermarket front-end loader on it. But to make the loader fit he had to remove a belt pulley on one side of the tractor that connects directly to the transmission.

The pulley assembly was easy to remove by loosening a set screw in the pulley casting. After removing the pulley casting, he needed to plug the hole in the side of the tractor to keep transmission oil from leaking out.

To solve the problem he had a machinist lathe a 4 1/2-in. long steel pipe to the same 3 1/4-in. diameter as the pulley casting. He drilled a hole through one side of the pipe and welded a circular steel plate onto the end of it. Then he inserted the pipe through the opening where the pulley casting had been, with the open end of the pipe extending inside the transmission. The same set screw that originally held the pulley unit in place was used to hold the "pipe plug" in place. To keep oil from leaking out between the circular plate and the tractor frame, he made a cotton twine "gasket".

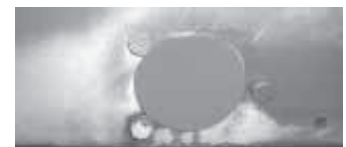
"The circular plate fits flat against the tractor frame so I had no trouble mounting the



Steel "pipe plug" was adapted to fit the 3 1/4-in. dia. opening left when a tractor's pulley casting was removed.

loader," says Kuyrkendall. "I checked a tractor manual and found there was a cover designed to go in when the belt pulley assembly was removed. I checked with three different dealers who supply used parts for Allis Chalmers tractors, but they all said no such part was available. So I had to make my own."

Contact: FARM SHOW Followup, Gene L. Kuyrkendall, 1416 Canyon Trace, Canyon



Kuyrkendall drilled a hole through one side of the pipe and welded a circular steel plate onto the end of it.

Lake, Texas 78133 (ph 830 935-4349; email: krndall@gvt.com).

He Specializes In Wide Front Axles For Deere Tractors

"If the wide front axle on your Deere tractor breaks, I can help you no matter what the tractor's year or model," says Ed Beem, Hornick, Iowa, who has been offering replacement wide front axles for more than 20 years.

Beem is 80 years old. When he retired from farming in 1983, he saw a need for a heavier duty wide front axle for Deere tractors, especially tractors fitted with loaders. He drew on his experience as a metalsmith and set up a big shop, where four employees work full-time. He goes to salvage yards and implement dealers across North America to buy used wide front axles and then hauls them back to his shop and rebuilds them. He sells most of the rebuilt axles back to salvage yards and dealers, who then sell them to customers. He also sells direct to customers living within a 500-mile radius.

At first he modified front axles from Deere 5010 and 5020 tractors to fit Deere 3010 through 4230 tractors. He later adapted a number of other front axles to Deere tractors, including Case 70/90 series front axles and those off Deere and Case-IH cotton pickers. Now, his most popular wide front axle conversion uses front axles from Deere 30 Oliver and 40 series tractors including the

4000, 4010, 4020, and 4320. He also rebuilds wide front axles for Deere 4030, 4230 and 4430 models.

He has also tooled up to make tie rods, spindles, front axle knees and other parts for Deere wide front axles for the 2 cyl. models.

"No one else offers a replacement wide front axle with the quality of mine," says Beem. "Used wide front axles aren't the answer because they're either not available or too expensive. Some salvage yards charge enormous prices because they know farmers have no alternative. I don't charge as much as I could, but I'm helping farmers make a living, and I'm making a living, too, and enjoying my retirement years at the same time."

"Unmodified replacement axles don't solve the problem because they're built too light for today's needs. The 12 hp Deere tractor your grandfather bought in 1936 had a wide front end equipped with a 1 1/2-in. dia. spindle. Yet the 110 hp Deere tractor your dad bought in 1972 still has a 1 1/2-in. spindle, even though farmers use these tractors to haul 3,000-lb. round bales. It's no wonder the axles on these tractors break."

The replacement wide front axle sells for less than \$1,700.

Beem says one of his newest offerings is a



Ed Beem modifies axles to be stronger, wider and to fit other tractors. This John Deere 4640 axle was rebuilt to fit a 4020.

"cushion" wide front axle for the Deere 6000 Hi-Cycle self-propelled sprayer. "The factory axle is solid, with no spring to it at all. My replacement axle has motorcycle-type shocks that absorb much of the shock and make for a much easier ride. Another benefit is that the spray boom is much more likely to stay attached to the machine," notes Beem.

The cushion axle sells for \$950.

Beem cautions readers that he's extremely busy and may have trouble taking on a lot of new business.



Steering parts for 2-cylinder Deeres.

Contact: FARM SHOW Followup, Ed Beem, 2669 Grundy Ave., Hornick, Iowa 51026 (ph 712 876-2275).