

Bob Aubrey, Batavia, N.Y.: "The fuel line on my neighbor's Geo Metro car leaked near the gas tank. To get at the line I had to first remove the tank. However, all the bolts that secured the tank were rusted tight and I couldn't risk using a torch to remove them."

"To solve the problem I used an aerosol can of shaving cream as a seal, spreading the shaving cream all around the tank and into any grooves on it. Then I used a fine flame from a cutting torch, directing it away from the tank, to heat the bolt heads so that I could remove them. It was a relatively safe way to solve the problem and really worked well. I made certain there were no gas fumes around the tank before using the torch."

"I collect classic cars. To undercoat cars safely without rotting the rubber seals, I use a mixture of 95 percent vegetable oil and 5 percent Marvel Mystery oil in a Windex spray bottle. It really works great because I can squirt the mixture into small places. The Marvel Mystery oil isn't harmful to rubber. It's inexpensive and works better than using used oil to undercoat. It coats the surface and creeps into seams and small, fine areas where parts are bolted in place to keep water out. Also, it isn't messy like the stuff used by undercoating shops. It takes only a half gallon of oil to treat an average car. It isn't flammable so I can spray it any place under the car."

Elmer Pinkerton, Elmwood, Neb.: "I bought an old oak library table at a sale and mounted wheels on it from old grocery carts. Then I attached a big sheet of 1/2-in. steel plate on top with a vise attached. It makes a great welding table. The only problem is that the table soon became so covered with junk that I'm never able to use it."

James McGowan, Russell Springs, Ky.: "All the seals at the bottom of the gearbox leaked on my Bush Hog bat wing mower. To solve the problem, I drilled a hole in the filler plug and then threaded it and screwed a zerk in. Now I can use a grease gun to fill it up. It has worked for 25 years."

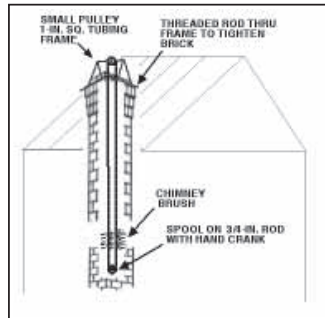
"I drilled holes in a cement floor and installed bolts in order to keep my ramps from sliding. Makes changing the oil a lot easier."

Duane Crandon, Lyons, N.Y.: "One of the common problems on International Harvester 06 series tractors is wear in the shift linkage joints. To solve the problem I lengthened the throw on the range shift lever, al-

lowing it to compensate for wear and enabling it to reach reverse and high much more easily."

Pat Fenton, Richland Center, Wis.: "I had a problem with the guide shoes on my haybine wearing out prematurely. To stop the wear, I used plastic 55-gal. barrels to make my own shoe covers. I cut the barrels into pieces to fit over the shoes and drilled three 1/4-in. dia. holes in the shoes and the plastic pieces, then bolted them in place. The plastic shoe covers lasted three years. New shoes covers would have cost about \$100 apiece."

Philip G. Lumley, Wilkesport, Ontario: "My Deere 1963 1010 30 hp tractor sat in the mud for so long that the wheels and tires were no longer any good. As a temporary solution I replaced them with the steel wheels off an old International Harvester H tractor. Fortunately, the wheels fit right onto the axle. I use the tractor to haul firewood out of the woods. The new wheels are bigger which somewhat reduces the tractor's power, but they also increase its speed."



"I didn't want to risk climbing a ladder to clean the 30-ft. high chimney on our house so I built a chimney sweep that lets me clean the chimney by simply turning a crank at ground level. I installed a square metal frame over the top of the chimney with a small pulley fastened to it. A stainless steel cable runs from a spool attached to the crank and is attached to a 10-in. wide brush that has a 15-lb. weight attached to it. The crank extends through a small hole that I cut into the bottom of the chimney. When I turn the crank one way it winds the brush all the way to the top. Then I turn the crank the other way to let the brush back down. It takes 16 turns of the

Replacement Tailgates For Older Pickups

If you have an older pickup, chances are your tailgate is pretty beaten up. That's where Bruce Horkey comes in.

Horkey has 50 pickups in a "museum" yard that are used to fabricate perfect replacement parts. "Our products blend current technology with the classic look of the past," says Horkey. "We offer parts for Ford, Chevrolet, and Dodge pickups. Complete pickup boxes are available for 1934 to 1978 Fords and Chevys, and we have quite a few box-related parts for Dodges."

"We specialize in products for pickup beds, including the 'Show Deck' which is a hardwood and stainless floor overlay in which metal skid strips alternate with wooden boards. The skid strip screws are attached to an aluminum subframe, eliminating the need to drill any holes in the bed. The design allows you to remove the Show Deck for hauling and everyday use."

The rubber-padded, extruded aluminum subframe prevents scratches as well as allows proper air movement to ensure moisture control between the wood deck and pickup floor, says Horkey.

The decks are available finished or unfinished and are also available with steel, stainless steel or polished stainless steel hardware. A screwdriver and tape measure are all the



Replacement tailgates are among the products for older pickups available from Bruce Horkey's Wood and Parts.

tools needed to assemble the deck.

Price varies according to the type of wood, metal and finish.

Some other pickup restoration parts available include tailgates with embossed-brand name, stamped-logo, and no-name styles. Also front bed panels, box sides, subframe cross members, running boards/steps, wheel tubs, roll pans, gas tanks, grilles, front and rear bumpers, front and rear fenders, door shells, tonneau covers, and wood side racks.

New steel tailgates that are ready for paint are also available, as are tailgate chains, hinges, decals, and wood plaques.

Contact: FARM SHOW Followup, Bruce Horkey's Wood and Parts, 46284 440th St., Windom, Minn. 56101 (ph 507 831-5625; fax 507 831-0280; bruce @horkeyswoodandparts.com; www.horkeyswoodandparts.com).



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

crank to completely clean out the chimney. "Whenever I'm not using the brush it stays at the bottom of the chimney below the inlet where my stove pipe goes into the cleanout area."

"I used 2-in. angle iron to make the frame and set it right on top of the brick chimney. I use a pair of threaded rods, one on each side, to hold the frame tight to the brick."

"Now it's an easy job to clean the chimney whenever I want. It takes only 5 or 10 minutes to clean it out."

Dale Denton, Cowden, Ill.: Dale developed a method of rebuilding the wheel hubs on Deere 4020 tractors at a fraction of the



cost of new ones. It's all a case of precision matching of new holes with the original ones in the hubs. The problem happens because the threads go bad.

Denton uses 1/4 or 5/16-in. thick steel to build a template ring with holes that perfectly match up with the original holes in the hub. He makes the new holes between the original ones and then welds the template to the hub. He puts the template piece in a mill so that he can get a precise match - within 10 seconds of a degree. Then he's ready to drill new holes. Once the new holes are drilled he grinds off the welds that hold the template.

New replacement hubs can cost about \$350, but Denton says he can rebuild them for a lot less money.

Royal Weber, Nokomis, Ill.: Royal's no dentist but he has quite a record at repairing teeth. He recently repaired the teeth on two huge vintage tractor wheels for auctioneer Kurt Aumann of Nokomis, Ill. Famous for his tractor auctions, Aumann decided to rejuvenate an ancient Big Four tractor. It has powerful, heavy wheels with open gears.

After years of use the teeth would wear down. Aumann decided to have Weber, an 83-year-old master welder, rebuild them.



Weber, who is called upon for all kinds of welding jobs, worked on the wheels as time allowed. He says it took 30 lbs. of welding rod and 30 hours of welding time on one wheel and 40 lbs. of rod and 40 hours of welding time on the other.

Linden Alwardt, Altamont, Ill.: Linden gets a lot of use out of an electric hacksaw that he made out of an old pump jack. The pump jack had been used for years on the family farm. He started by building an elongated metal platform on legs about 12 in. high, then mounted the pump jack at one end in its normal position for operating with vertical reciprocation, so the gears would run in oil. To switch from vertical reciprocation to horizontal he remounted the arms of the pump jack at right angles.



On the near side of the mechanism he built an elongated guide for the hacksaw out of a length of box steel. It allows a square rod to telescope forward and backward. Originally, the pump jack was powered by a pulley that was belt-driven off a gas engine. He replaced it with grooved pulleys and a V-belt powered by an electric motor. Now it's a valued tool in his shop. He uses it to cut large pieces of steel for various equipment and appliances.