

Lytle Schwarzrock, Poplar, Mont.: “To change sickle sections on my hay swather, I put the sickle on a 2 by 6 board with a groove cut in it for the bar to rest in. Makes a sturdy place to remove sections. The 2 by 6 is the same length as the sickle and I set it across the top of two 30-gal. drums.”

Henry Smith, Hay River, Northwest Territories: “Many people don’t realize that corrosion on battery posts and cables is water soluble. You don’t need baking soda or any other additive, which just makes a mess. And don’t put pennies on top of the battery unless you believe in leprechauns. Here’s the best way to clean off corrosion:

“Use a stiff brush and a pitcher of hot water. The corrosion will dissolve when you pour on the hot water and start working it with the brush. Use an air hose to blow the post and cables completely dry and then spray-paint the assembled cables and posts with aerosol spray paint to seal them from the air. This will prevent corrosion for a long time as long as the connections are not disturbed.”

Fenton McAvoy II, w_mcavoy@hotmail.com: “It really does pay dividends to have a subscription to FARM SHOW. Last year I traded 20 lbs. of hamburger for a 1970’s front tine rototiller that supposedly ran great. It did, but only for short periods of time before it would shut down. I replaced the points, plug, cleaned the fuel tank, rebuilt the carb and still had the same problem. I had this problem for three years and was just about ready to look for a new tiller when I read the comment from Glenn Hatfield about a similar problem. He said the problem was that the gas cap vent was plugged up. I cleaned my gas cap. Problem solved!”

Gary Alford, Edwardsburg, Mich.: “I repair the worn ends of mower blades using my Lincoln 180c mig welder with .030 wire. I put a copper bar behind the blade because the weld won’t stick to it and then build the worn blade back up, grinding the ends down to original specs. A lot cheaper than buying new blades.”

Bob Kohrs, Frontenac, Minn.: “To make my own penetrating oil, I mix 2/3 paint thinner with 1/3 light oil. I let whatever part I’m trying to ‘unstuck’ soak overnight. Works well.”

Gary E. Havens, Frankfort, Ohio: “One of my best money-savers over the years has been the use of JB Weld to repair engine

blocks, radiators, oil pans and much more. Very good success with whatever I use it on.”

Noah Wehrspann, Long Prairie, Minn.: “The kicker on my father-in-law’s baler was wearing on the main bolt. Essentially the bolt hole became bigger and oblong. To fix it, we drilled the hole out large enough to fit 3 washers in the hole like bushings and had ourselves a nice tight fit again. Should work on any machine with a similar problem.”

David Chapman, Henderson, Texas: “Here in East Texas we have what we call ‘dirt daubers’, which are moist clods of dirt



that plug up equipment. I recently got my pressure washer out to do some cleanup work. It hadn’t been used for a while and I found that the pressure hose hookup was plugged by a dauber. It had dried so hard I had to drill it out and flush the pipe before I could hook up. When I finished the job I put some tape over the end but it wouldn’t stay in place. A few days later, I was in a local farm store and spotted rubber dust covers that you use to cover hydraulic couplers on tractors. I bought one for \$3 and it was a perfect fit for the pipe on my pressure washer. The retaining ring fit over the pipe so I don’t have to worry about losing the cap. A simple solution that works.”

Larry Lang, Pekin, Ind.: “Put unsalted hog lard on the threads of anything that you might someday have to take apart. It’ll prevent rust and easily unscrew years into the future.”

John Coleman, Mt. Pleasant, Penn.: “A friend of mine worked for a tree service for many years. When he has to sharpen a saw with a file, he makes a simple handle out of a corn cob to make it easier to hang onto the handle. He just drills a shallow hole in one of the cob – minus the kernels – and then hammers the file in until it’s good and solid. Makes a great handle.”

Chester Rukat, Altamont, N.Y.: “I have arthritis in my hands and I felt there had to be an easier way to shake aerosol paint

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

cans. I hit on the idea of shaking them with a Sawzall. All I do is cover the blade with



duct tape, use a large hose clamp to attach the aerosol can to the blade, and then run the saw. Works like a charm and is easy on the hands.”



John Eilers, Pana, Ill.: John found a way to make changing high-up light bulbs easy. He started with a length of pvc pipe and the duct-taped a plastic bottle to the end that firmly grips the intended bulb. Lets him change high-up bulbs without a ladder or cherry picker.



Brian Johnson, Clearwater, Minn.: “I made a pedal-operated foot torch using a fuel saver valve block that I bought at a welding supply store. The torch has a pilot light that’s match-flame size. When you step on the pedal, it provides a controlled even heat.

For some applications – such as making tight bends in rebar – it can’t be beat.”



Milan Hochstetler, Cumberland, Va.: “I mounted castor wheels on several pieces of equipment in my shop. They let me move things around easily and I can lock the equipment in place by stepping on the wheel locks.



“Carrying a step ladder can be a little awkward. I made it a lot easier by mounting a simple handle on the side of the ladder at the balance point.



“I have a 1946 Clark forklift with a worn-out engine. I mounted a 4-cyl. Wisconsin engine on back, belted it to the old crankshaft pulley, and removed the pistons from the old engine. Works great.”

Ronald N. Miller, Bonner Springs, Kan.: “The air bag that’s used to release bales went bad on my New Holland 853 round baler. The company wanted \$429 for a new one. So I went to a local truck parts dealer and found one that would fit for only \$119. It works fine and fit perfectly.”

Funnel Twists Into Any Shape

Draining oil from some tractors and trucks – and adding new oil – can be almost impossible when a loader or engine components get in the way.

That’s where the new Form-A-Funnel comes in. When it’s not in use, it lies flat. To use it, you just curl it up into whatever shape you need.

If you’re taking off a filter that’s in an awkward spot, you can make a trough to direct oil out away from the engine. And if you’re putting oil into a regular opening, you can simply curl it into a regular funnel shape.

Form-A-Funnel consists of a piece of lead sheeting encased in a flexible rubber cover that’s impervious to oil and gas. Even brake fluid and battery acid won’t harm it and it’ll handle temperatures up to 450°.

The lead sheet has no “memory” so you can continually bend and twist the 6 1/2 in. funnel into virtually any shape.

It’s available at NAPA Auto Parts and other auto and farm stores.

Contact: FARM SHOW Followup, Form-A-Funnel Tool, One Pork Ave., Tipton, Penn. 16684 (ph 800 328-2464 ext. 4098; www.formafunnel.com).



When it’s not in use, the Form-A-Funnel lies flat. To use it, you just curl it up into whatever shape you need. Works great for draining oil (above) or adding oil.

