



on hospital beds. I got it from a friend who worked in the maintenance department at a local hospital. The clamp's moveable jaws are designed to secure any round tube up to 2 in. in dia."

Larry Wade, Abernathy, Texas: "A small to medium-sized, flat-topped ice chest works well to store items such as pliers, screwdrivers, tape measures, dust masks, flashlight, and keys - anything that you don't want to lose in a big toolbox. You can set the ice chest beside you as you drive. The ice chest makes a good armrest and you can access the small items easily and quickly, without having to open up big toolboxes in your pickup bed.

"If you're in town and forget to lock the pickup, people passing by will just think the ice chest contains soft drinks and sandwiches so it won't tempt thieves."

Matt Studer, Ken's Standing Seam, LLC, Bloomville, Ohio: "My dad Kenny and I own a standing seam metal roofing business, and we get steel coils on pallets.



We use the pallets to heat our shop, and to break down the pallets we use a tool that my dad made.

"It consists of a 3-ft. long, 1 1/4-in. dia. heavywall pipe welded at an angle to a U-shaped 'prybar' - a length of 1/2-in. thick



by 1 1/2-in. wide flat steel bent into a U shape. The operator places the prybar under the slat on both sides of the rail the slat is nailed to, and then presses down on the pipe and against the rail to work the nails up and out. Works great."

Michael Moldenhauer (moldenhauer.michael@yahoo.com): "Recently I had to remove the fan clutch on my 1997 Dodge diesel pickup. The nut is a 36 mm size, but all my bigger wrenches are SAE sizes. A 1



1/4-in. SAE wrench was slightly too small, and a 1 1/2-in. wrench was too big. To solve the problem I tach-welded a piece of steel to one side of the 1 1/2-in. wrench, effectively decreasing the opening to about 1 3/8 in. so that it fit perfectly. After I was done with the job I ground the weld off, so I got my 1 1/2-in. wrench back. I think this idea would work any time a wrench is a little too big for the nut."

Todd Hutter, Freeland, Mich.: "Any grass that stuck to the deck on my riding mower would cause rust and scale to build

up. So when I bought a new Cub Cadet lawn tractor equipped with a 50-in. deck, the first thing I did was drop the deck, flip it over and spray on several coats of pickup bedliner spray that you can find at any auto parts store. The spray puts a nice, hard, durable plastic finish under the deck. Grass won't stick to the deck, and therefore it seems to cut faster in tall, wet grass. The spray will wear off over time, but then you just apply a quick touch-up."

Fifth Avenue Antique Auto Parts, 415 Court St., Clay Center, Kan. 67432 ph 785 632-3450; fifthaveinternetgarage.com: Their "remote battery stud" allows multiple electrical accessories to be powered directly from your battery. Works great when adding



GPS monitors and related accessories in tractor cabs. The studs can be mounted anywhere and provide power direct from the battery to multiple accessories from a single source. Protects solid state accessories from voltage spikes and power surges.

Available in red for the battery's positive post and black for the negative post. Rated at 200 amps. Comes complete with instructions. Sells for \$22 each plus S&H. Specify red or black.

Bradley Ballard, Robinson, Texas: "My 2001 Ford Sport truck developed a vacuum leak, which caused the 'service engine' light to come on. The usual way to find a vacuum leak is to spray the engine with carburetor cleaner or spray WD-40 around the engine.

"I didn't want to use any chemicals or oils on the engine to find the leak, so I made my



own inexpensive tester using a pair of ear muffs I bought at Harbor Freight. On one side I drilled a 3/8-in. dia. hole and inserted a length of 1/4-in. dia. tubing. I taped a length of small dia. pipe to the other end of the tubing. Now I can probe around the engine and hear the vacuum leak, which makes a hissing sound in the ear muffs.



"This idea works great to find a leaky intake manifold, or anywhere you're looking for a leak in a vacuum hose connection. Don't use metal on the end of the tube because if it accidentally touches a spark plug wire you'll receive a shock."

He Restores Tractor Tachs

Haim Zeevi offers a service to put the finishing touch on the tractor you have just restored. He restores tachometers.

Customers can choose to keep the face as is, or he'll make it look brand new with a face decal specific to your tractor. Zeevi has 150 decals for most tractor models including Deere, International Harvester, Massey-Harris, Massey-Ferguson, Minneapolis Moline, Allis Chalmers, Oliver and Case. About the only model he doesn't carry is Ford.

Restoring tractor tachs is a very specialized business that keeps Zeevi busy in his garage in his "retirement".

"You need a special calibration machine. I made my own," he says. His experience includes fixing electronic components on large trucks used in the mining industry. When he accepted a job in a speedometer shop, he discovered he liked working on tachometers. When the shop closed, he started his own business repairing tachs for all types of vehicles. When he retired and moved to Florida he decided to focus on tachs for tractors.

"It's lots of detail - like fixing watches - and very sensitive. I have tons of patience. I can stand there for 12 hours and not move," he says.

When customers call, he finds out exactly what level of restoration they want. His services include sandblasting and painting the housing, replacing faces and needles, fixing cables and calibrating.

"About 7 out of 10 customers want to keep the original hours on the tachometer," Zeevi



Haim Zeevi specializes in restoring tachometers for a wide variety of tractor models.

notes.

He charges between \$185 and \$195 and warranties his work.

"Customers don't have to pay ahead," Zeevi says. "I send it finished to them, and they see what they are paying for. The farming community is so honest."

And apparently, they are also grateful for his quality work and attention to detail.

He does a lot of repeat business, he says, and receives notes of gratitude.

Contact: FARM SHOW Followup, Haim Zeevi, Star Speedometer, 12 Federal Ln., Palm Coast, Fla. 32137 (ph 386 569-5284).



"We probably have the largest supply of fuel injector pumps and nozzle cores in the world," says Erik Schroeter.

Experts Repair Diesel Injectors

Arnold "Fred" Schroeter opened his diesel injection repair business in Sioux City, Iowa, almost 50 years ago. Today that business has locations in Omaha, Neb. and Estherville, Iowa, operated by Fred's daughter Amy and son, Erik. A staff of trained technicians can clean, repair and rebuild injection pumps, injectors and turbos for virtually any diesel engine made. The company does business with customers in the U.S., Canada and Mexico.

The Estherville operation works on rebuilding injection pumps, nozzles and turbos for older tractors. The Omaha operation is authorized to work on Robert Bosch, Delphi, Stanadyne, Zexel and Ambac fuel systems. They're also factory authorized on Garrett and BorgWarner (Schwitzer) turbochargers.

"We probably have the largest supply of injector pumps and nozzle cores in the world," says Erik. "Dad collected cores throughout his life and having that huge inventory allows us to work on nearly any pump that's ever been made." The cores are located in 9 quonset buildings at the Estherville location and inventoried by name and serial number. Says Erik, "if we don't have it, chances are good it doesn't exist anywhere else either."

With such a large parts inventory, the company often exchanges injection pumps, nozzles and turbochargers to customers using overnight delivery. Failed diesel injection components that are traded in are cleaned, rebuilt, recalibrated and put into inventory, usually within a week after they're received. The company works on rotary pumps, inline pumps and newer rail high pressure pumps.

Erik says the older pumps they repair usually have faulty valves and gaskets that diminish pressure and don't supply enough fuel to the engine. Newer rail pumps can have mechanical as well as electronic issues. Exchange prices run from \$500 to \$1,500. Their Estherville staff of 4 technicians and 4 in support provide service on injectors for all major vintage tractor brands, including Minneapolis-Moline, White-Oliver, Cockshutt and others that aren't around anymore. Omaha also has 4 technicians who focus primarily on diesel fuel injection equipment.

Contact: FARM SHOW Followup, Erik Schroeter, Central Fuel Injection Service Company, 2403 Murray Rd., Estherville, Iowa 51334 (ph 712 362-4200 or 800 548-9464; www.centralfuel.com).