

Money-Saving Repairs & Maintenance Shortcuts

Isaac Temple, Morrison, Ill.: "To take dents out of an auger, I remove the flighting and use a scissors jack with a steel plate welded on top of it with a long handle. After measuring the dent, I push the jack in and then turn the jack handle."



Elmer Goheen, Hillman, Mich.: "I use a pressure blaster that I built from a design that I found in a catalog, and for the most part it works good. The only problem is that I wear a welding helmet to protect my face and my breath fogs it up."

"I solved the problem by breathing through a 3-ft. length of 1/2-in. dia. clear plastic hose. I put one end in my mouth and the other end in my pants or shirt. It's not a very high tech idea, but it works. You could also put a sock or piece of cloth over the end. I inserted a hard plastic mouthpiece into the top end of the hose, which makes it easier to hold in my mouth."

Jeff Lang, Newport News, Va.: "In a recent issue of FARM SHOW a reader wrote about how he made a small power sander by cutting a notch into one end of a steel rod and inserting a piece of emery cloth, then pinching the end of the rod shut. He then put the rod in a drill chuck. I modified the idea by using a long, skinny cotter pin. It works very well. Recently I used this idea to clean

an alternator pulley by folding a 6-in. strip of emery cloth in half. It allows me to have clean emery cloth whenever I reverse the drill. Also, tearing a small notch in one side of the cloth allows me to reach the bottom of holes."

Ian Brent Letterly, Lanark, Ontario: "I have a small shed with a concrete floor. To move equipment, I use snowmobile dollies. Just a little shove and the equipment rolls around easily."

Norman Roth, Wellesley, Ontario: "To loosen up rusted bolts I use industrial strength hydrogen peroxide on them. The hydrogen peroxide softens the rust quickly. However, it doesn't work if oil is used first. I got this tip from reading FARM SHOW."

Jeffrey M. Heiser, Vesper, Wis.: "To remove bearing races from a blind hole, run a bead of weld on the race and allow it to cool, then flip the piece over. The race will fall out, or else you can pull it out by hand."



Don B. Dallman, Nokesville, Va.: "My granddaughter had 81 left-over baby food jars that she had saved. I put them to use in my shop by building an octagon-shaped, rotating screw-and-parts holder that really works well. The rotating drum is made from 1 by 4's attached to a length of 1/2-in. dia. conduit that hangs horizontally from the basement's ceiling joists. I poked holes in the

jar lids, then used 'liquid nail' to stick the lids to the boards. I also stapled them on for extra strength. To remove a screw or part I simply rotate the holder until the jar I need is at the bottom.

"I never thought that I would fill all the jars, but I did. Now I'm collecting more jars so that I can make another unit for my garage."

Old Magnetos Spark New Business

Need an old magneto rebuilt? Have an old magneto you don't know what to do with? Either way, check with Dave Crabill. He and his wife Marilyn have built up a part-time business repairing magnetos.

"We will repair or rebuild anything we can get parts for," says Crabill. "Our basic line is Wico, but we do Fairbanks Morse, International, Case and even Splitdorf units as old as 1926. I have a guy who makes the coils for them."

When he can't get new parts or custom built ones like the Splitdorf coils, Crabill refurbishes used magnetos. That's one reason he likes his customers to call before they throw out the old magneto. Repairing it may be the only option.

"We buy old magnetos, even broken ones and set them aside because someday we may need the parts," says Crabill. "People contact us or bring them to tractor shows, and we buy them there."

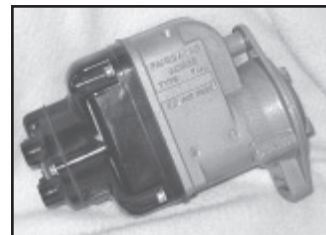
Often a total rebuild isn't needed, he says. In the case of a show tractor, a rebuild is probably best, he advises, as many old tractors don't have the original magneto. A Fairbanks Morse may have been substituted for a Wico.

"Some of the Splitdorfs are getting so rare that you can't get a replacement," says Crabill.

Repair or rebuild has a big impact on price. While repair is parts and labor by the hour, a



Dave Crabill and his wife repair or rebuild magnetos.



They can work on many different brands, including Fairbanks Morse, Wico, and others.

full rebuild usually runs around \$250.

Contact: FARM SHOW Followup, D & M Magneto, 216 Allen St., Monroeville, Ind. 46773 (ph 260 623-3187; dmmag216@yahoo.com).



Kit includes two different sizes of alignment pins that make it easier to mount wheel on hub.



Wheel-Mounting Alignment Kit

Anyone who's ever tried to mount a wheel on a hub knows that it almost takes three hands to do the job. This new wheel alignment kit is designed to make it easy.

The EZ-On wheel alignment kit is designed to be used on hubs with 1/2 or 9/16-in. lug bolts.

Kit includes two 1/2-in. alignment pins and two 9/16-in. alignment pins. You screw the two pins onto lug bolts, install the wheel onto the pins and push it onto the hub, then re-

move alignment pins and screw on the nuts.

"It's easy to use, and the pins keep the wheel off the hub so you won't scratch the paint on the hub. The pins are made of 1018 steel and are zinc-coated so they won't rust," says inventor Mike Spoerl of Sherrill, Iowa. The kit sells for \$19.95 plus S&H.

Contact: FARM SHOW Followup, Spoerl Mfg., 13978 Hammerand Rd., Sherrill, Iowa 52073 (ph 563 552-2866; oldagiron@yousq.net).

Grease Zerk "Protector"

This new grease zerk cap keeps dirt off the zerk, so you won't have to clean it off before greasing or worry about injecting dirt in with the grease.

Made from corrosion-resistant rubber, the "Zerkap" snaps over the head of the zerk and locks around the neck, creating a watertight seal. A flare at the bottom of the unit scrapes away any excess grease that remains after greasing and seals around the zerk fitting. The flare also prevents grease from getting on the cap.

Inventor Don Peterson, Midwest Companies, Inc., Merrillville, Ind., says, "If you just wipe the zerk off and then grease it, there may already be dirt inside the zerk so when you grease it you're just pushing the dirt down farther into the bearing."

Peterson originally developed the Zerkap for the trucking industry. "One problem with trucks on the highway is that liquid calcium chloride, which is often applied before a big snow, can get inside zerks and rust them out. We had such a good response from truckers that we decided to introduce the Zerkap to

Zerkap snaps over head of grease zerk and locks around the neck, creating a watertight seal.



farmers," says Peterson. "The only limitation is that we can't guarantee that rocks won't knock the Zerkap off on an implement such as a disk that's down in the dirt all the time."

Peterson says he welcomes any feedback from customers.

The Zerkap comes in green, black, and yellow and will soon also be available in red. A "clamshell" of 25 sells for \$10 plus S&H; a plastic tube of 20 sells for \$8 plus S&H.

Contact: FARM SHOW Followup, Midwest Companies, Inc., P. O. Box 11569, Merrillville, Ind. 46411 (ph 866 650-6560 or 219 650-6500; fax 219 650-6590; sales@zerkap.com; www.zerkap.com).

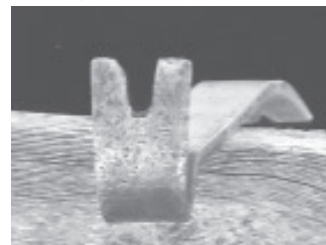


Nail notch in crowbar is widened out, which allows it to fit around staples no matter how they're angled.

Great Fence Staple Puller

Rudy Lehman called FARM SHOW the other day to tell us about a nifty way he's found to pull staples on fenceposts.

He uses a modified "Superbar" - a flat spring crowbar. He widens out the nail notch with a grinder. Widening out the notch lets it fit around staples no matter how they're angled. He slips onto each side of the staple and then pulls out on the wire. The staples



pop out easily and quickly.

"You can angle it any direction. It pulls the staples out so neatly they can usually be used again. It's a lightweight, easy solution to what's often an annoying job," says Lehman.

Contact: FARM SHOW Followup, Rudy Lehman, P.O. Box 2, Site 12, RR1, Rocky Mountain House, Alberta, Canada T4T 2A1.