

James Alwill, Bradford, Ill.: "I keep a metal shovel in back of my pickup and spray paint the blade after every use to keep it from rusting. The paint wears off every time I use it. If there's too much paint buildup, I just scrape it off with a wire wheel. It's a good way to keep the blade from getting dull."

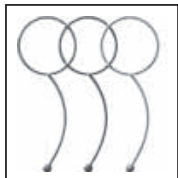
Richard Faber, Tiffin, Ohio: "I had a drill press on a small table that I couldn't raise or lower. So I took a bumper jack, clamped it at the top and bottom to the drill stand, and use that to raise and lower the table."



"I also took empty oil bottles and cut part-way through the top to make a lid that bends open as needed. I drilled a hole in the side and hang them on dry wall screws I store screws, nuts and bolts in them. The tops keep the dust out and are easy to take off the wall."

Hold-It, Inc., 3724 FM 1960 West, Suite 300D, Houston, Texas 77068 (ph 281 440-1655; www.hold-it.net). If you hate losing

those little straws that come with aerosol cans, such as WD-40, you need a Hold-It. They're stretchable plastic "lassoes" that hold the straw



to the can. An envelope of 12 sells for \$4.99 plus \$2.95 S&H.

Richard Hayward, Wells, Utah: "I built a flatbed for my welding truck. The frame rails are 4-in. channel iron so I made a tool drawer out of 3-in. channel that slides into the 4-in. channel. Works very well."

Elden D. Parkkonen, Champion, Mich.: "After decades of working on everything from stuck pulleys and stiff chains to frozen nuts and bolts, I finally came up with a method of freeing them up that works. I use a propane torch and an old candle. I heat up the part to be treated and when it's real hot—but not red hot—I apply the candle to it. Then I let it cool off after which I can often re-

move the part by hand.

"I've been using this technique for over 10 years and I'm sure other guys also do it, but I just haven't heard of any. If it doesn't work the first time, just repeat another time or two."

Charles Gors, Waverly, Iowa; ph 319-352-3886: "The throttle control on my 2001 3/4-ton Chevy pickup is always sticking. When I release the foot feed it just keeps going. Many times when I push in the clutch, the engine revs up by itself. The power steering is weak and what I hate the most is that the pickup cannot be pull-started, which is one of the reasons I wanted a manual shift. Does anyone have an answer? The dealer has been no help."

Arco Rosenow, Chillicothe, Ill.: "To make a rip and cross cut guide for panels, start with a piece of 1/4-in. thick plywood that's 8 ft. long by 12 in. wide. Set your power saw on the plywood like you're going to rip it, with the blade just touching the wood. Then measure over 1/4 in. away from the edge at both ends of the 8-ft. length, and snap a line from end to end. Screw a 1 by 2 to the plywood along the line, then place the edge of the saw's shoe plate against the 1 by 2 and rip off the 1/4-in. excess. What you now have is an accurate rip and cross cut guide. Just position it on the mark to cut, clamp the guide to the panel you want to cut, and you'll be able to make a cabinet grade cut."

H.J. Trahan, Jennings, La.: "With old equipment, I always had trouble getting tires to pop onto the rim. I started using motor oil to make them slip on, but unfortunately when I tried that on my farm pickup and turned a corner, the tire came off the rim. Beware. It's not a good idea."

"I attached an old Ford starter to a Wisconsin V-4 air-cooled engine that powers an air compressor. In the past I had to hand crank the engine. It was a touchy job to line up the gears."

Don Holdeman, Elma, Iowa: "I got tired of paying a tire shop to fix flat tires. Also, our local shop isn't open during evenings and weekends. That's a real inconvenience because I have to do chores twice a day and therefore need to get any flat tires fixed right away."

"To solve the problem, I bought three tire spoons (20-in. long steel bars flattened at one end) which I use along with a front-end loader to break beads and remove tires. I lay the tire flat on the ground, then position the loader bucket so the edge runs straight up and down next to the wheel rim. Then I push the bucket down on a spoon to pop the bead off the rim. I rotate the tire until I've pushed all three tire spoons down. It lets me fix tires right away at no cost."

Clutch Kit For Deere 2-Cyl. Tractors

If you own an old Deere 2-cyl. tractor you'll be interested in these new kits that contain everything you need to install a new clutch. The kit can save you big money compared to buying individual components, says manufacturer WTR Parts of Tyndall, S. Dak.

As an example, the kit for 50, 520, and 530 Deeres contains bonded disks, floating disks, pulley brake pad, clutch springs, spring washers, castellated nuts and pins.

"As far as I know it's the first time anyone has put all the components together in kit form to replace a clutch on these tractors," says Dennis Weber. "If you were to buy these same parts from Deere you'd probably have to spend twice as much."

According to Weber, the kit can also save a lot of hassle. "Sometimes when you try to remove a clutch, it's easy to ruin or lose some of the parts, such as cotter pins. As a result, sometimes you end up substituting nails or pieces of wire. Our kits contain all the replacement parts you could ever need."

The clutch kit for the 50, 520, and 530



Kit for old Deere 2-cyl. tractors contains everything you need to install a new clutch.

Deeres sells for \$95.

Clutch kit are also available for the Deere 60, 620, and 630 models (\$75); 70, 720, and 730 models (\$115); 80, 820, and 830 models (\$325); and the model R (\$235). Add \$7.95 per order for Priority Mail shipping.

Contact: FARM SHOW Followup, WTR Parts, 909 Fir, Tyndall, S. Dak. 57066 (ph 605 589-3128; wtrparts@yahoo.com; www.wtrparts.com).

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

Charles Hodel, Eureka, Ill.: "You have to be careful with this idea around mufflers and other hot parts, but a spray can of starting fluid can be used as a very fast degreaser on parts and hydraulic connectors. The mess is washed away and dries in seconds."

"I built a 3-ft. wide, 5-ft. deep, and 15-ft. long pit on one side of my shop which makes it easy to change oil and work under machinery. A sump pump and a fan for ventilation is required."

James Brooks, Homer, Ga.: "Getting a flat tire on a tubeless rim presents a challenge, because after the tire is repaired it's hard to seat the tire on the rim. I just use a come-along wrapped around the center of the tire tread and tightened up real snug. This idea works better than anything I've tried."

Art Mangels, Dillon, Mont.: "Our Rotary brand 12,000-lb. drive-on lift works great for servicing cars and farm vehicles. Ramps can be moved closer together for small loaders and 4-wheelers. The 4-post stand-alone units



are manufactured by Dover Industries, Madison, Indiana ph 800 640-5438; www.rotarylif.com. It comes with complete installation instructions and shims for leveling when anchoring posts to a cement floor. An electric/hydraulic power unit powers a lift cylinder which is hooked to four cables enclosed in a frame. Each post has a safety lock. You need shop air to release the lock cylinders in order to lower the unit.

"This drive-on lift also makes a nice temporary table. We like the safety of the unit - we don't have to worry about falling into a pit. We do a lot of welding and cutting and are aware that certain explosive gases can get trapped in a pit or floor drain. We had a similar drive-on hoist before we moved our farming operation to Dillon, Montana eight years ago. We only survived a year in our new shop without a hoist. My son John decided we needed a hoist again so I let him buy it. The Rotary was recommended as the best brand,

and so far it has been trouble-free."

Doug Bonno, Iron River, Mich.: "Here's an easy way to remove broken bolts from castings. Drill it out slightly under size and use a file to make three notches through the threads, then pick out the three pieces of the bolt. The threaded hole will still be usable."

"I came up with my own overhead hoist system by using two in-ground hoists from an old gas station that was being torn down."

Michael Ray, Bloomington, Ind.: "If gas is leaking out of the fuel tank on your tractor, drain all the fuel out of the tank and let it dry completely. Then apply three or four thin layers of Seal-All sealant, allowing each layer to dry good. Let it set for 24 hours, then fuel up and go (www.electicproducts.com; ph 800 767-4667).

"If rusty tractor wheels are a problem, try using a 50-50 mixture of anti-freeze and water. It adds good weight, won't rust the wheels, and lasts for years."

"Maxima chain wax works great for motorcycle chains, as well as for linkages and hinges, etc. This product is paraffin based so it won't fling off. It sets up good and stays put."

John Gruman, Waterloo, Iowa: "I eliminated conventional work benches from my shop, as they tend to get cluttered. Instead I have a portable steel table that can be easily moved to a project. The table can be reached from all sides and has to be kept clean."

Alvin C. Goldey, Mt. Sterling, Ky.: "I made my own apparatus for putting fluid in tractor tires. It consists of an old water heater with a port on the bottom and a port on top for fluid. A fitting for an air hose forces fluid into the tire. Works great and is a lot cheaper than going to a repair shop."

Mark S. Yax, Solon, Ohio: "Before using an aerosol can that has an extension tube to concentrate the spray in a certain area, I insert the tube and then apply a drop of super glue to the joint where the tube meets the nozzle. This helps the tube to stay on and not get lost."

"When dismantling a large shipping crate, I was having a hard time removing the old nails with a claw hammer. I found that a drop of oil placed on the exposed shanks of the nail made pulling out the old nails an almost effortless job. It takes a little more time but sure saves your wrists and arms."