

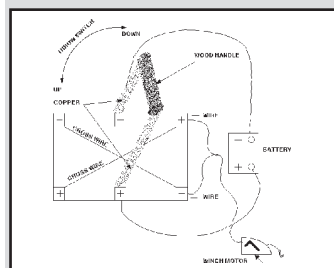
Cody Best, Novi, Mich.: "Many people keep a turkey baster handy for fluid removal, such as from a master cylinder. I've found something better. I use an infant nasal aspirator, which is basically a small squeeze bulb with a short tip that's used to clear a baby's nose. These are smaller and easier to use and they fit into smaller places. And I've found they drip less than a baster."

Bob Clayton, Suwanee, Ga.: "For removing rust on old cars, I use oxalic acid. It was the ingredient in radiator fast flush before the environmental revolution. I buy it in 25 kg sacks and mix about 2 or 3 tbsps. of the granules with a gallon of water to make the solution. It only eats rust. It won't damage paint, chrome, glass or skin, although it is poisonous. It also works great for bathtub and toilet tank rust stains."

"It may not be easy to find, however. I had to open an account with an industrial chemical supplier to get mine. However, 25 kg. of this stuff should last you a lifetime."

Auto Restore Magazine

Joseph Palicka, Aitkin, Minn.: "I made a simple 6-terminal throw switch in order to raise and lower my truck-mounted snowplow



blade. It allowed me to convert my 12-volt winch, which would only power up, to power down, also. The throw handle sides are copper, made out of flattened tubing. The handle is wood.

"The terminals can be taken from an old electrical box fuse holder. The base is wood or plastic. The handle goes down to either side, making opposite connections."

Donald Waehl, Morrison, Ill. (ph 815 772-3765): "I have a problem I can't solve on my 1958 720 Deere 2-cyl. tractor. I put an alternator on it last winter and it worked fine until it warmed up this summer. Then I couldn't keep points or a condenser in it. The dealer put an electronic ignition in it. It works fine for a couple hours and then the coil gets so hot it hits on one cylinder, and then quits. You let it cool down a couple hours and then

it starts and runs again until it gets the coil hot.

"I hope if any of your readers know how to fix my problem they could either write or call."

Mark S. Yax, Solon, Ohio.: "The tubeless tire on my wheelbarrow had some dry rot which caused a bad seal. Every time I tried to use it, the tire had gone low on air, even though I might have filled it recently. To fix the problem, I coated the inside of the tire with linseed oil. All I did was remove the air valve, add in 8 oz. of oil using a squirt bottle, replace the valve stem, and refill to 25 psi. That was one year ago and I haven't had to add air since."

Farmchains.com, 105 S. Peoria Ave., Dixon, Ill. 61021 (ph 800 648-5429; fax 815 288-6790; website: www.farmchains.com): This new website offers a wide variety of tractor, header, roller chains, steel chains, and other miscellaneous agricultural attachment accessories. The costs are often much lower and they say they offer the widest selection on the web. If you are looking for a specific part you can call them up and have them search their catalog, or you can do it yourself on their website.



Ken Scharabok, 1645 West blue Creek Road, Waverly, Tenn. 37185 (email: scharabok@aol.com): "I have made a tool that can replace several wrenches and a heavy-duty hammer. I forge down the end of the wrench to fit into the head before being welded in place for strength. I have one in each of my tractor toolboxes and I've made them up for several of my friends. I would be willing to do the same for others for the total delivered cost of \$20."

Robert A. Pyle, Pickford, Mich.: "In tight spots where I need to use a nut, I pack the socket with grease to hold the nut while I move the socket into place. This stops it from falling out but allows me to tighten the nut and remove the socket easily. I just wipe the grease off when I'm finished."

Roger and Bruce Elliott, Montrose, Ill.: "We made a rolling support for the heavy pieces of machinery that are worked on in our shop. The roller is actually 6-in. pipe mounted on telescoping pieces of square piping. This allows it to adjust for height. The



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



base is made from an old truck wheel. The bigger roller keeps heavy pieces steady while allowing them controlled movement."

Gary Risler, Monduri, Wis.: "To wash grease off your hands, use WD-40. A couple squirts, rub your hands for about 15 seconds, and then dry with a paper towel. It works better than any soap you can buy."

Randall L. Lacy, McHenry, Md.: "The skid plates on my Vicon disc mower were wearing out too fast. So I started welding inexpensive plate steel to the skid plates. They last much longer now."

"I found a similar solution for a chain that kept breaking on me. The paddles on my Patz Barn Cleaner were weak at the links so I just removed the paddles and welded new links in their place. That is a lot less expensive than buying a completely new chain and I get much more use out of them."

Delvin Meyer, Mission, S. Dak.: "I have retapped a stripped, standard size thread using a metric tap. Then I use a metric bolt to save buying a replacement standard part. The only difference is that the metric is slightly larger."

Edward B. Edelen, Jr., Bryantown, Md.: "The fuel injection pump on my Deere 3010 failed. But I was able to get it working again by rigging up a system to relieve pressure on the fuel return line from the injector. Using two "T" fittings, I plumbed in another line from the return line to the supply line and then to the fuel tank. The tractor has run perfectly since I made the modification."

"Another tip I had involves a 1924 Ford Model "T." After 50 years of exposed storage the wooden spokes on the wheels had become severely weathered. Since it would only be used around the farm I decided not to rebuild the whole wheel, but rather just covered the spokes with fiberglass resin. Since then none of the spokes have cracked or loosened, even after 25 years."

Donald Struckhoff, Augusta, Mo.: "When the 'O' rings leak into the brake housing on International 06 and 56 series tractors, I've found that often the brake discs can be purged of oil by placing them 6 in. from the output of a portable heater for about 30 min."

Bob Moty, Crystal Lake, Ill.: "I made a couple modifications to make my auto ramps more useful. The first was reinforcing them on the sides with some scrap steel. Next, I



bolted 8 by 12-in. pieces of belting onto the lower ends of each ramp. This way when the tire rolls up onto the belting, the ramp is held in place as the car rolls up onto it, rather than scooting away."



"I have also come up with an easy way to mark logs while cutting firewood. I took 2 pieces of 1-in. diameter shaft, 5-in. long and ground them to a point. Next, I welded a piece of 1-in. rectangular tubing between them. The markers are 16 1/4 in. apart, and when cut with a chainsaw logs come out exactly 16 in. long."

David Shaeffeld, Repair Tech, 1434 E. Bengé Rd., Fort Gibson, Okla. 74434 (ph 888 478-4558): "I have come up with a valuable set of tools that can be used for a variety of different things. I sell sets of carbonized steel rods through Repair Tech that can be used when welding hitch holes and a number of other applications. These carbonized

Shop-Built Axle Housing Saved Front Wheel Drive

Ian McConaghy's White 2-105 front wheel assist tractor needed repair but the necessary part could not be located. So the Legal, Alberta man took things into his own hands, literally.

"When the axle housing broke we phoned almost every salvage yard in Canada and couldn't even find a used one," McConaghy says. "Our options were to either take the front wheel assist out of it and put in a straight wheel axle, or fix what we had."

He started by taking the axle housing apart so he could see what needed doing.

"A ball U-joint was machined into the axle housing and that was what was broken. Also, there's a floating axle that goes inside all of this, and that was broken, too. The axle fits into the housing, so when the housing broke, it broke the axle as well," McConaghy explains. "I had to cut the old ball U-joint out and then machine a new hole into the ball. Then I machined a new insert for inside the two pieces, stuck them together, and re-welded it. I put the floating axle in the lathe

to get it perfectly straight, and then I welded that, too."

McConaghy estimates that if the necessary parts had been available, they would have cost him around \$1,800, but he was able to make his own for only about \$200 in materials and 20 hours of labor.

Within a month of fixing his own tractor, McConaghy got a call from someone else in a similar predicament, only with an "International 186 Hydro" unit.

"They have similar axles to my White but this time I was able to get the engineering blueprint through the manufacturer, which helped make the repair," he says.

McConaghy has no training as a machinist, but is a heavy-equipment mechanic and a licensed welder.

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