

that are spaced farther apart, it's now almost impossible to tip the compressor over."

Chad Scholten, Ionia, Mich.: "Whenever I loaded my 4 by 6-ft. yard trailer full it would bounce all over the road. To solve the problem, I welded a pair of brackets onto the trailer's axle and mounted motorcycle shocks on them. No more bouncing."

David Prause, China Spring, Texas: "Because of sprocket wear, the reel drive chains on my 1968 New Holland 469 and 479 9-ft. haybines kept jumping off. Replacing the sprocket and the chains got expensive, so I got a small, flat idler pulley with 'ears' on either side of it and made a bracket for it with an adjustable arm that takes up any slack in the chain. The bracket is located between the haybine's main drive sprocket and the reel sprocket. I installed the brackets 10 years ago and have never had to replace the chains since."

"Used motor oil or 80-weight transmission oil works good to keep roller chains greased. In the field I use a paint brush to apply the grease every 2 or 3 hrs. as the chains are moving. It reduces sprocket wear and keeps chains from becoming loose. I've used this idea for about 15 years and have seldom had to replace any chains. Of course, it can be dangerous to brush oil onto a moving chain so I'm very careful."

ProVisionTools, Inc., Franklin, Tenn.



(ph 888 511-0579 or 615 771-7245; www.provisiontools.com): This wedge-shaped LadderTool is designed to be positioned under an extension ladder, allowing the user to

climb the ladder safely on stairways, roofs and uneven ground. It requires no bolts or clamps so it can easily be moved from ladder to ladder. It supports up to 500 lbs. and sells for \$82.95 plus S&H.

Cecil Slater, Buckeye, Ariz.: "I have eight 4 1/2-in. angle grinders fitted with different sanding or cutting wheels, sitting on my welding table. The angle grinders plug into a power strip ready for immediate use. The problem was that whenever I needed to take one of the grinders to a job site, I would routinely unplug the wrong cord."

"So I came up with an easy and cheap cure. I painted the grinder head and its corresponding electrical plug the same color. Now I just look at the grinder color, pull the corresponding plug out of the power strip, and I'm quickly on my way."

John Wolfe, Buffalo Head Prairie, Alberta: "To fix a slow-leaking tire, first remove the valve stem core. Then using either a tiny funnel or a cheap plastic syringe, add about a half can of carbonated soda into the tire. It doesn't matter whether it's Coke or Pepsi or another flavor, just be sure to use carbonated sugar water. After reinstalling the valve stem core, fill the tire to the proper psi and take the vehicle for a short drive. As you're driving, centrifugal force will cause the soda to escape through the slow-leak point. The soda then solidifies, sealing the tire. I've used this method on 5 different tires with 100 percent success."

Mark Yax, Solon, Ohio: "It took too much time to replace the grinding wheels on my bench grinder with buffing or de-burring wheels, especially to remove the guards. Instead, I've found that old swimming pool pump motors can make

excellent polishers and eliminate the need to replace anything. These motors are usually 3/4 hp and operate at 3,450 rpm's. Removing the motor's impeller leaves a 1/2-in. standard shaft with a threaded end, which can be used with a nut and some washers to secure the de-burring wheel or buffing wheel."

"I mounted my pump motor on a steel plate that clamps onto my workbench



when needed. When you use a swimming pool pump motor this way I'd recommend always wearing safety glasses or a face shield because this setup has no guards. And never use a grinding wheel this way unless you make up some kind of guard that covers about 3/4 of the wheel, like you see on bench grinders. The wheel could explode and send chunks flying in all directions."

Bill Smith, Cherokee, N.C.: "Plastic underarm stick deodorant containers can be used to make handy tool oilers. Once all the deodorant is gone I remove the cap, fold a piece of 1/2-in. thick felt, and push it down inside the container. Then I pour oil on the felt so it works like a big wick."

"This idea works great for applying a coating of oil on very small things such as a drill bit or the edge of a saw blade. I just rub the felt across the object, and when I'm done I put the deodorant container's cap back on. The felt wick applies a nice, even coating of oil. There's no need to spread the oil around with a rag or my hands like with a squirt can so I don't get my hands messy. And I never have to worry about oil leaking inside a toolbox like with an oil can."

Glen Goddard, Corinth, Miss.: "We use a golf car at home with six 6-volt batteries connected in series to provide 36 volts. The batteries gave out, and a new set would have cost \$1,000 to \$1,200. Instead, I went to Wal-Mart and bought three 12-volt, deep-cycle marine batteries for \$100 each. They're the same size as the old batteries, but we can use them 3 or 4 times for an hour or two at a time with no problem. It takes about 2 hrs. to charge the batteries. If you wanted a longer operating time for the golf car, you could connect 3 more batteries in parallel with the other 3 for twice the range - and still save a lot of money."

Abram R. Hoover, Fortuna, Mo.: "Instead of buying a new pump to remove the liquid from 15-gal. plastic barrels, I bought a 1-gal. chemical jug fitted with a hand pump and set it on top of the barrel."

I drilled a 7/16-in. dia. hole through the side of the jug and also drilled a matching hole in the barrel's small bung. Then I got a 5-ft. length of 7/16-in. clear plastic tubing and pushed one end down into the barrel's small hole until it reached the bottom. I inserted the other end of the tube into the hole in the jug. The last step was to connect that end of the tubing to the hand pump. Works great."



Bob Stewart likes his Timberline crank-type chainsaw sharpener. But instead of sharpening dull chains on his saw, he built a chain-holding stand from an old worn bar.

Old Bar Makes Chainsaw Sharpening Easier

Bob Stewart likes his Timberline crank-type chainsaw sharpener that has been featured in FARM SHOW (www.timberlinesharpener.com; ph 208 405-2020). You operate it by turning the crank and the carbide cutter does the rest. Once in place, the body rides the bar as the operator pulls the chain through to quickly sharpen each tooth. Every tooth is sharpened to the same height, length and angle.

"This is a great in-the-field sharpener that clamps onto the bar," says Stewart. "I have several spare chains and I usually find that switching chains is faster than sharpening them while working, so I use the Timberline sharpener in my shop."

Rather than mounting dull chains on his chainsaw and then sharpening them, he built a chain-holding fixture from an old worn bar. "I mounted the bar on a plywood base with 2 angle brackets and made a chain tensioner using hardware from my junk bin. The tensioner slides in the bar slot so the chain can be quickly mounted and removed with



Bar mounts on a plywood base with 2 angle brackets. Homemade chain tensioner slides in bar slot.

a single bolt and wing nut. The chain wraps around a pulley made from 2 plastic bushings separated by a washer mounted on a bolt.

"Clamping the fixture to my work bench makes sharpening faster and easier than trying to balance the chainsaw while you sharpen it," says Stewart.

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Maurice McCutchan uses an old grain auger gearbox to start old dead tractors. Gearbox is driven by his Kubota tractor's pto and hooks up to the dead tractor's pto.

Auger Gearbox Used To Start Dead Tractor

Maurice McCutchan collects old tractors that often won't start after sitting unused for long periods of time. The collection includes a pair of Minneapolis Molines.

He didn't want to tow the tractors to start them because that requires another person, and it can be hard on the tractor's starter and ring gear.

To solve the problem, he uses an old Mayrath grain auger to start the dead tractors through their pto shaft. He bolts the gearbox to a metal bracket that hooks up to the 3-pt. hitch frame on his Kubota tractor. The gearbox is driven by the Kubota's pto and hooks up to the dead tractor's pto.

He engages the pto on the Kubota tractor with the Moline's transmission in neutral,

which turns the engine over to start.

"The engine oil is on top of the pistons so the engine doesn't turn real hard. It turns at a consistent, slow speed so that I can work on it even with the spark plugs removed. That way I can check the oil pressure and also work on the carburetor and set valves and tappets, and so on," says McCutchan.

"The gearbox I use turns in the right direction to crank the dead tractor. Going the wrong way would ruin the engine. I use the turnbuckle on the Kubota's 3-pt. top link to hold the gearbox level."

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