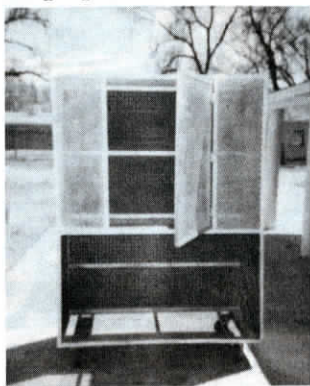


Portable Tool "Cage" For Storing Shop Equipment

You can keep your shop tools neatly organized and always in view with this new "cage" type tool organizer that's lined with pegboard and mounted on caster wheels.

The 5-ft. high "Ultimate Cage" is available in four different styles, all lined with 1/4 or 1/8-in. pegboard: 1) a 4-ft. wide half cage equipped with an expanded metal front side and a single lockable door. There are two shelves inside the top half. Batteries, gas cans, etc., can be stored on an expanded metal floor on the open bottom half. 2) A 5-ft. wide, open full cage that's equipped with lockable double doors and a light on top. 3) A 4-ft. wide, open full cage that's equipped with a single lockable door. 4) A 4-ft. wide full cage equipped with shelves from top to bottom for storing big hand tools.

"It makes it much easier to find the tools you need and eliminates the need to go through drawers and toolboxes," says Paul Rosales, inventor. "Every tool has its place so you know when one is missing."



Prices range from \$279 for a single door half cage to \$489 for a double door shelf cage. A bag of 75 to 100 pegs is furnished with each cage.

Contact: FARM SHOW Followup, Paul Rosales, 2870 N. Anderson Rd., Garden City, Kan. 67846 (ph 316 277-0802 or 316 277-0547 or 316 277-0802).

Continued from previous page

the correct ratio, determined by the weight of the truck, tire size, rear end ratio, and motor size. There were only two ratios available - 14 and 27 percent. I felt the 27 percent (780 rpm drop) was too much. I finally found what I needed - a 4-speed Dana Spicer tranny from an old 1960's GMC 5000 tandem axle truck - in southern Indiana. The .86 top gear on this tranny dropped rpm's on my truck by 500.

"I rebuilt the tranny and then made new 'companion flanges' to match the size of the universal joints on the truck. I simply used old yokes from a GM driveshaft. This can be a tricky job since you don't want anything to wobble which would cause a vibration. Mounting the transmission also required care since it must be centered in the frame and be 'in phase' with the main transmission. I used an 'angle finder' (inclinometer) to get them in phase. U-joint angles also must be kept to a minimum to reduce wear. If possible, you should get the shifter from the donor truck to remount it in your cab. Because there's no synchronizer in the auxiliary transmission, shifts must be made with care. Some shifts are easier without the clutch.



Bead Breaker Makes Tire Removal Easy

New bead breaker clamps tightly to either side of wheel rim by tightening down a sliding clamp. Then you use a "power screw" at the end of the tool to push the bead off the rim.

Fits wheels from 6 to 18 in. dia. Sells for \$64.95 plus \$8 shipping. Larger models will soon be available.

Contact: FARM SHOW Followup, Dale Wicklund, Handy Breaker, P.O. Box 431, Deer River, Minn. 56636.

"I now have 16 gears forward and 4 speeds in reverse, thanks to the two 4-speed transmissions. Noise levels are reduced in the cab and climbing hills and pulling loads is much easier. Mileage increased and there's less wear and tear on the engine and main transmission.

"One big benefit of the modification is that if you attach a pto shaft to the auxiliary transmission, you will have 4 speeds forward (or whatever your main is) and a reverse on the shaft. Very handy for driving a winch, etc."

Scott Jones, Midland, S. Dak.: "I use my Miller 200 wire welder to extract broken bolts because it works so good on light materials. I build up the exposed end of a broken bolt and then weld on a nut so I can remove the bolt with a wrench.

"My 1993 Astro 250 plasma cutter is my worst buy. The cutting tips last only two or three hours at the most. They're hard to get and cost \$10 to \$15 each. I tried all the dealer's suggestions to improve tip wear but they didn't help. It cuts good when equipped with a new tip."

Fred Woznica, Jr., Cicero, N.Y.: Fred's hobby with Power Twist "make your own" V-Belts (Fenner Manheim, 311 W. Siegel St., Manheim, Penn. 17545). The interlocking polyester belts are made of polyester links that you can fashion in seconds to the exact size needed for any particular job. No special tools are needed. You simply place end tabs through the links and twist them with your thumb, then turn the belt inside out. Belts can be made to any length and there's no cutting or splicing needed to connect them.

"I used them last summer to replace the cutterbar drivebelt on my New Holland haybine. Normally I have to dismantle the machine, a job that takes hours. However, I was able to replace the belt in only 10 minutes with Power Twist V-belts. I simply measured the desired length, put the belt together, placed it over one pulley and rolled it onto the other pulley. As the belt stretches or wears, I can remove a link at a time. It eliminates the need for a tensioner pulley. It's also oil, water, chemical, and heat resistant. Comes in four sizes from 3/8 to 7/8 in. wide."

Fred Marjerrison, Plains, Mont.: "Bench vises can be a pain to unscrew after

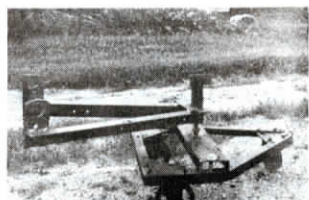


Splitter Stand For Deere 4020's

When the clutch went out on Kevin Barton's Deere 4020 tractor, the Frederick, S. Dak., farmer was told by his dealer the tractor would have to be in the shop five days and that the repair would be expensive. He decided to try to do it himself and enlisted help from a friend, Charlie Taskerud of Mohammed, Ill.

Taskerud built a splitter stand that let Kevin and his brother Ray replace the 4020's clutch in less than a day. And they did it without removing either the cab or the front-end loader. The two men had never replaced a 4020 clutch before but they say the splitter made the job so easy, they had no problems doing it.

Taskerud explains that to attach the splitter, you dismantle the tractor 3-pt. hitch and fit the rear section of the splitter to the mounting holes where the 3-pt. arms attach to the tractor frame. A three wheel heavy-built dolly that's positioned under the rear of the tractor, is fitted with a cradle



that fits up under the transmission.

The front end of the tractor is held by "leveling posts" that attach to either side of the tractor. Screw jacks built into the posts make it easy to line up the two halves of the tractor when bolting them back together.

The men were able to "split" the front-end loader as they pulled the tractor apart so that it didn't have to be removed.

Contact: FARM SHOW Followup, Charlie Taskerud, 507 W. Dunbar St., Mahomet, Ill. 61853.

Gas Engine Powers Portable Drill Press

"It works as good as any stationary press but is portable so I can take it anywhere," says Roger Fisher, Spirit Lake, Iowa, who converted an old stationary drill press by mounting a Briggs & Stratton 3 hp gas engine on top.

Fisher got the worn-out drill press where he works and a friend gave him the motor. He mounted the press on a home-built 2-wheeler fitted with lawn mower wheels. The motor mounts on a heavy bracket above the press.

The engine belt-drives the drill via a pulley mounted on a shaft at the bottom of the engine (salvaged from an old lawn mower). The pulley is big enough to gear the drill down. Fisher can slide a bracket up and down to line up the belt. "I keep the belt somewhat loose so if the drill bit catches the belt will slip so the bit won't break," says Fisher. A safety shield covers the belt.

Contact: FARM SHOW Followup, Roger Fisher, Rt. 1, Box 9048, Spirit Lake, Iowa 51360.



you really cinch down on something. I came up with a way to make them easy to release no matter how tight you crank down. Even if you use a cheater pipe on the vise handle to tighten it, you can still release the vise with one finger. What I did was to install the front bearing off a car rear end on the vise screw, between the crank handle and the outer jaw (to get a good photo of the bearing, I released the spring that opens the vice so the bearing hangs loose). The bearing aligns itself when you tighten down and then releases easy."

