

He Rebuilds Governors For Farmall Tractors

"I make parts for the throttle shaft and new oversize hardened weight pins for Farmall governors," says retired farmer and governor repair specialist Bob Lenz. "I started out repairing the governor on my old Farmall H and before long other people heard I was good at it, so over the years I've probably done 80 or more rebuilds."

Lenz says he's worked with customers from Washington State to North Carolina and two Canadian provinces. "I had a booth at the Red Power Roundup in Des Moines in 2017 and met a lot of good folks there. I also have an ad in Red Power magazine, which generates quite a few calls."

Lenz works on governors for some tractors that are more than 75 years old. "I've done rebuilds for the H, M, Super H, Super M and Super M-TA, along with the W, 100 and 50 series Farmalls."

Lenz says a defective governor will

cause a tractor to lose power and respond sluggishly when under a load. "I've re-built some governors for pullers, setting them 10 to 20 percent over, depending on what the association will allow," Lenz says.

Most of the units he works on are from owners restoring tractors who want their rebuilt engine to operate the best it possibly can. Lenz disassembles the governor, cleans all the parts, installs all new bearings, balances the weights and installs new shafts if they're needed. He changes the clevis and pin assembly to a ball joint linkage, an upgrade that takes out any play in throttle response. Some reboring and drilling is needed to achieve a "like new" condition.

"Rebuilding is time consuming work, but I built my own test stand and have the system down real well at this point," Lenz says. His pricing varies depending on the amount of work he needs to do, but he says it's still less



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than new or rebuilt parts that may cost \$600 or more on the open market.

"I enjoy the work, it's a great way to make good use of my time. I enjoy talking to my customers," Lenz says.

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Shop On Wheels Has It All

Glen Wasmuth takes his tools to the job, whether in the shop or around the yard. His shop on wheels is loaded with tools of all sizes, from wrenches and bits to grinders, cutting torches, drill presses and welders, not to mention parts and other supplies. Even the bench top serves double duty.

"The biggest challenge in building it was getting the 3/8-in. steel for the top of the bench the way I wanted, with one long edge square and the other rounded," says Wasmuth. "I took it to a local manufacturer of stock trailers. He had a huge brake and rolled the front of the bench for me."

The 2 edges work like a giant anvil for Wasmuth, letting him hammer tin or light metal round on the front side. He left the back edge square for hammering 90-degree angles.

The bench is 10 ft. long with a 30 by 72-in. work area in the center with 2 shelves beneath it. He used 1/4-in. steel plate for the bottom shelf and 3/16-in. plate for the middle shelf, connecting all 3 surfaces by welding them to angle iron.

"If I was doing it over, I would have made the shelves adjustable," says Wasmuth.

The front end has a 6-ft. tow bar with a caster wheel assembly using 8-in. wheels salvaged from a combine pickup reel. The drill press and cutting torch are mounted over it, as are drill bits and a propane tank for the torch.

The rear axle, mounted under the back end of the work area, rides on 12-in. wheels from a Deere rod weeder.

"The front wheels swivel more than 90 degrees, which allows me to spin the bench in its own length," says Wasmuth.

The bench has its own breaker box with individual breakers for the welder, 5 hp. compressor, and cut-off saw. It is designed to plug into available circuits in the shop and out of it with a 50-ft., heavy-duty cable. In the shop, Wasmuth uses a 30-amp welder plug on one wall. Welder plugs at either end of the bench for his mobile MIG welder and 2 separate circuits add to versatility.

"We can use the MIG and the AC welder at the same time," says Wasmuth.

A 20-drawer mechanics chest holding parts and tools sits at the rear end of the work area. More storage drawers ride on the first shelf under the work surface. An adjustable shop light mounted over the work surface ensures jobs are well lit, while a rack over the mechanics chest carries welding helmets and angle grinders.

The all-steel workbench weighs in at more than a ton. It can be rolled around the shop floor by a single person or towed around the yard. It can also serve as a dead weight when needed.

"I can turn the front wheels sideways, hook



Glen Wasmuth's 10-ft. long "shop on wheels" has a 6-ft. tow bar with a caster wheel assembly at one end.

a come-along to it and straighten metal on an implement," says Wasmuth.

Although it appears that every square inch of space is dedicated to a tool or accessory, Wasmuth admits that he had no plan to follow when building it.

"I bought a kit of drawers and parts from a bolt company and set the height of the upper

shelf to fit them," he says. "I knew I wanted room on the lower shelf for the air compressor and welder, so I set the lower shelf for that. Otherwise, I just started building."

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They Specialize In Replacement Seals

If you need a replacement seal, be it an O-ring, oil seal, rod wiper, piston seal, U-cup or other, Yoder Hydraulics probably has it in stock. If not, they can get it.

"We have thousands of seals in stock in English and metric sizes," says Dustin Yoder, Yoder Hydraulics. "They also come in a variety of materials. The most common is nitrile rubber, but we also carry Viton, CSE and Buna seals."

Hardness of the seal varies by application and is measured in durometers. Yoder notes that different manufacturers often require different hardness levels and types of material.

"It seems like every cylinder uses a different seal," he says.

The best way to make sure you get the right seal is by sending in the old one. This allows Yoder to identify the material and measure the size. The next best way is to call with the inside and outside diameters, as well as the

thickness of the seal.

He suggests including the application, and whether it will be used with a pump, motor, or cylinder. "There may be a better quality material that will be more durable and last longer," says Yoder. "Sometimes we can even diagnose what the problem is that caused the seal to fail."

He notes that seal failure can be from normal wear or may be a sign of other problems. "It may be internal pressure that is forcing a bypass of the seal or it may be contamination in the oil," says Yoder.

A defective cylinder rod can also cause problems, as can lack of use. "If you don't use the cylinder or pump, the seal can simply dry out and get brittle," he says. "There are also instances where the motor or cylinder get too hot and causes the seal to get brittle and crack," he adds. "Sometimes a seal can go bad even if it is the best choice for that application. However, if there is a better seal



Yoder Hydraulics specializes in replacement seals and has thousands of them in stock.

for the application, we'll recommend it." Contact: FARM SHOW Followup, Yoder Hydraulics, 12317 Dover Rd., Apple Creek,

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