Kylidge McNally, Bethune Saskatchewan: "The seal was worn out on the deep freeze in our house, causing the lid not to seal properly and the inside to frost up. I put a pair of toolbox latches on the lid, one on each side, now it seals up tight."

Greg Herling, Roseau, Minn.: "In the March issue (Vol. 45, No. 2) I see that Joe Strueder has trouble with the bar groove filling up with sawdust on his chainsaw. The bar oil sold in stores likes the warmth of a running chain in the bar and with the long bar he has on his saw my guess is that the oil is cooling too much and gumming up with sawdust. I would suggest he mix that bar oil in a ratio of 1:3 with 0W-20 motor oil which will thin it out and should help solve the problem."

Gary C. Brown, Fort Valley, Georgia: "I have a simple, economical repair for a reader in a recent issue whose Ford 600 tractor had leaky hydraulic lines where they run through the transmission housing.

"You need to split the tractor and remove the transmission, and then measure the diameter of the tube. Then go to an auto parts store and buy a brake line tube that will snuggly slide through the transmission from one end to the other. The tube we bought was flared at one end, so we cut the tube about 1/4 in. longer so that we could flare the other end as well. We put silicone on the ends and replaced the rubber doughnut gaskets at each end.

"Then we put the tractor back together. However, we didn't try to start the tractor for 24 hrs. to make sure the silicone had dried. Worked like a charm."

Dan Tucker, Wasilla, Alaska: "I saw a tool in Vol. 43, No. 5 for releasing pressurized hydraulic couplers. I quit fighting with couplers some time ago when I realized that the pressure comes from the source – and I had control of that source. So if a coupler is pressurized, I shut off the tractor or skid steer, then turn the ignition back on and, as necessary, get the automatic locks to unlock by enabling the systems. Then I move the lever for that coupler back and forth, as if I were using that circuit. Then the coupler should not be pressurized any more.

"Sometimes, if I bump the hydraulic levers or switches when fittings are uncoupled, the fitting will be pressurized. Then I turn on the ignition, 'enable' the hydraulics and move the levers or activate the switches, and the pressure will bleed off."

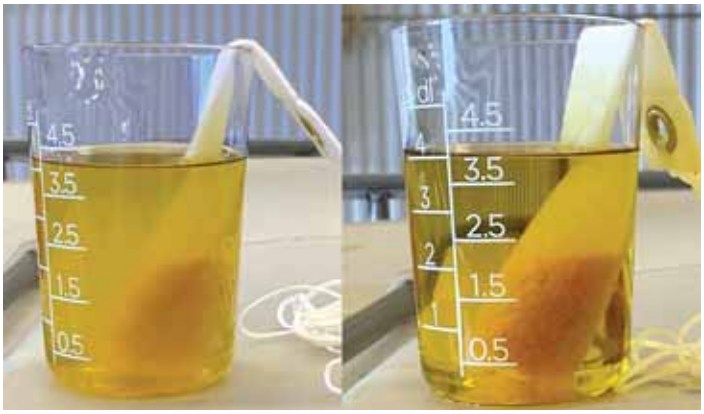
FARM SHOW®

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, Managing Editor



Aquafighter® is a snake shaped pad that is inserted into a diesel fuel tank and water is trapped and removed from the fuel.

Aquafighter® Pulls Water Out Of Diesel

A Norwegian company says it has developed a product that pulls water out of diesel fuel storage tanks. Developed for big diesel tanks at fuel stations, Aquafighter® is now available for agriculture, trucking, generators, and other uses.

"It's the first product that removes and captures all water, including bound and emulsified water, from diesel fuel in the fuel tank before it can cause water accumulation, bacteria growth and damage to the tank, fuel system, filters, and engine," Steve Schultz of DieselCare AS. "If you clean the tank first and then use Aquafighter®, it will keep the fuel pure and the tank clear for a lifetime."

From a slim 3-in. width snake shape to a 6-ft. industrial pad, the products are made of a durable, fabric membrane that contains Aquafighter® powder to pull in the water and isolate it in a protective gel. To use it, slip the snake/pad into the tank, and secure the end of the string under the cap or on the outside of the opening. Aquafighter® rests on the bottom of the tank and can be pulled up and checked periodically. It should be replaced when full to assure that it is actively protecting your fuel and tank at all times.

For example, the $70 snake model, is designed for tanks with 1 1/2-in. or larger openings. It's capable of capturing a 1/2-liter of water, which is considered a lot in a 300 gal. tank.

By removing all water from diesel and biodiesel, there is no need for most additives and fuel polishing and there is far less need for filter replacements, Schultz says, even during frigid winters.

Aquafighter® is not designed to be used on diesel pickups, because the pipe leading to the fuel tank is too small.

"The most important place to protect the fuel is at the storage tank when you take control of the supply," Schultz emphasizes. Beyond that, Aquafighter® products can be used in tanks with openings as small as 1 1/2-in.

The company is setting up distribution in N.A. Contact Schultz for information about dealers near you.

Contact: FARM SHOW Followup, Steve Schultz, Aquafighter® from DieselCare AS (ph: 407 564-2411; WhatsApp: +47 484-08-240; www.aquafighter.com; steves@aquafighter.com).

Bern Smith, Madison, Fla.: "I mounted an old pan-type tractor seat from an Allis WD onto the base of a discarded office chair. It rolls easily around the shop and is as comfortable as riding the Allis. It really works great."

"I made a nifty temporary workbench that I can set at any height by clamping planks across bolt-on forks on a front-end loader bucket.

Rick Bohl, Cedaredge, Colo.: "I made a passive solar heat collector for my shop by using a section of salvaged sliding patio door. I cut air intakes into each end near the ground and cut a hole into my shop near the top corner of the collector. A small fan pulls air into the shop, at the same time drawing air into the solar collector through the air intakes. The fan came from a kitchen vent in an RV. Its speed is regulated by a light dimmer switch.

"I fill the bottom area with river rock to act as a heat sink. I painted the rocks and the interior of the collector black to store heat. This simple collector helps take the chill out on sunny winter days and it cost almost nothing."

John Rochester, Deerfield Beach, Fla.: "After driving a metal tie-down stake into open ground, the stake usually ends up working itself loose as it's pulled in the direction of the tie-down. You can solve the problem by putting a rock in the ground ahead of the stake. It braces the stake so it can't be pulled forward as easy due to the larger blunt surface.

"When tightening wheel studs on truck or car tires, you can use a pry bar to hold the wheel in place. Just insert it across the wheel between the studs and rest the end on the ground."

Gabriel Gaitan, Sandia, Texas: "Being from a tropical climate, a lot of engines experience vapor lock. A good long term solution is to paint the engine white and chrome the tank. The surface temp will drop an instant 20 degrees.

"I keep a sand bucket on my shop table that's saturated with a 50:50 mix of both mineral and olive oil. Shoving small tools into the sand keeps them rust-free."

Micah Shreffler, Hillsboro, Va.: "I had a leak where the carburetor screws onto the engine block, so I took it off and then used a paper plate and traced the gasket I needed and cut it out into the exact shape. It gave me a perfect template for cutting a new gastket."