



Post-puller has sawtooth edges that grip posts for easy removal.



Grinder saw cuts trees up to 6 in. in dia., which can then grind the stump as well.

Shop-Made Skid Steer Attachments

Douglas Welding and Machine (DWM) makes a post/tree puller like no other. They make a lot of unique skid steer attachments, 43 to be exact. In some cases, attachments are ones DWM owners Colby and his dad Leroy came up with. In other cases, a customer's need drove the design. Either way, if it proves popular with customers, it becomes another product in their line of attachments.

What makes the post-puller different from others is its jaws with sawtooth edges. The operator drives up to the post, and a hydraulic cylinder clamps the post between the jaws.

"When you raise the loader arms, it slides the post out, and you can drive over to the pile and drop it," says Colby. "It works with round or square wood posts, T-posts, and pipe posts. You can even use it to pull trees. It's only limited by the lifting power of your skid steer."

DWM made it even more versatile by adding a pipe to one arm. The pipe is sized to fit around a T-post and push it into the ground.

Other attachments are equally unique. They include a tree saw, stump grinder, and a combination attachment they call the grinder saw. It has a 1/2-in. by 30-in. dia. blade with five replaceable, 4-sided Quadco teeth on its perimeter, four on top, and 10 additional teeth on the bottom. As it cuts trees up to 6 in. in diameter, the teeth grind away at the wood. When finished cutting, simply lower

the blade over the stump to grind it away.

"The grinder saw can cut even bigger trees by driving around them," says Colby. "With the rugged blade, you can cut the tree stem up to 3 in. below ground level."

Colby and Leroy are quick to accept suggestions from customers. Colby recalls struggling with the design of their hydraulic-powered high-reach saw. The challenge was mounting a reservoir for saw chain/bar oil.

"A customer looked at it and suggested plumbing a line into the hydraulic line to feed a little oil to the chain," says Colby. "It worked, and the amount of oil used wasn't a problem for the hydraulics."

"We also make a 6-ft. wide, hydraulic motor-driven, rotary harrow. It's great for finishing the ground surface around construction jobs, smoothing driveways and runs, and fixing up arenas," says Colby. "It does a great job restoring packed driveways, bringing the rock back to the surface."

In addition to skid steer attachments, DWM fabricates steel benches and worktables and does all types of custom fabrication, from food processing and packaging equipment to wheelchair ramps and even custom motorcycles.

Contact: FARM SHOW Followup, Douglas Welding & Machine, 116 W. Main St., Salina, Kan. 67401 (ph 785-536-4902; www.douglasweldingmachine.com).

Curved Welding Helmet Glass Offers Extra Benefits

Curved glass technology has long been a part of many industries and is now entering the welding trade.

3M recently introduced the Speedglas G5-02 welding helmet featuring one of their newest innovations—a curved, auto-darkening welding filter following the shape of the head. This positioning also brings viewing more in line with the range of peripheral vision for high-performance, critical work.

"With the curved G5-02 auto-darkening filter (ADF), there are no compromises. A curved ADF means a significantly slimmer helmet positioned closer to your eyes," says a 3M spokesperson in a recent promotion. "With its wider field of view and auto-darkening feature, you're better able to see what's on either side during welding. It delivers great clarity, not only before and after, but during welding."

The G5-02 helmet is TIG optimized but works well with most arc welding processes. Reflection and glare are reduced due to the narrowed shape, making working in tight spaces easier.

"The filter automatically turns on when you pick up the helmet, so it's ready when you are," 3M says.

Four arc detection sensors on the helmet ensure the filter reliably switches even in challenging applications.



G5-02 helmet is TIG optimized but works well with most arc welding processes. Reflection and glare are reduced due to the narrowed shape, making working in tight spaces easier.

The Speedglas G5-02 welding helmet is priced in the \$860 range plus S&H and is available across North America.

Contact: FARM SHOW Followup, 3M Corporate Headquarters, 3M Center, St. Paul, Minn. 55144 (ph 888-364-3577; www.3m.com).

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.

Scott Geyer, Editor & Publisher

Jim Seaton, Delavan, Ill.: "When you shut off a 1-cyl. engine, put it in the compression position by pulling the cable to where it's hard. This puts it where both valves are closed so they won't stick open if it has no spark. Stop the magnets on the flywheel and the shunt under the coil."

Joe Russell, Centerville, Penn.: "Writing down what I did to fix a motor, etc., helps me remember what to do the next time."

Eric Philippsen, North Fort Myers, Fla.: "I use a 'trickle charger' on our 12-volt batteries. As a result, the machinery starts right away every time."

Dale Rogers, Mayfair, Sask.: "Welding up a shaft often causes it to warp. So, I put a low rpm motor at the end of the lathe and run a belt up to the main big pulley. This way, I can still use all the gear settings to adjust the rpm of the chuck. Then, while the mounted shaft is slowly turning, I use the MIG welder to build up the shaft. Then, while the shaft is cooling down, I continue to turn the shaft, so it doesn't warp. After it's well cooled, I can take the extra belt off and lathe it down to size."

Paul Scholand, Ypsilanti, Mich.: "I have a tractor with a front-end loader. The battery is just inside the front grill. If the loader isn't in the raised position, it's hard to connect a charger or jump pack to the side battery terminals because the hood is blocked from fully opening. I connected a charging block with cables and quick disconnects from a UPS to let me access the terminals with the hood down."

"A lawn mower deck can break at the side discharge opening. I've used a ratchet strap to pull the edges of the break together and use flat steel and self-tapper screws to hold it together. It's quick and avoids breaking out the welder."

"I had taller trusses put into my garage ceiling and laid some angle iron across three to anchor an electrical lift. I can put heavy snowblowers and generators onto my roll-around worktable easily and safely."

"Before you shut down an air compressor and unhook the lines, use the air nozzle to blow the dirt off and out of your shoes."

Bill Kendall, Maryville, Tenn.: "I had a diesel fuel tank from a piece of equipment with rust inside. I added a couple of gallons of clean gravel with a gallon of white

vinegar, tied it in my concrete mixer, and let it stir for about an hour. After removing it from the mixer, I gave it a good rinsing with clean water, let it dry, poured in a quart of sealer, and sloshed it around to cover all inner surfaces. I let it cure for a full day. I installed the tank, put in 15 gal. of diesel, changed the filters, and it runs great."

"John Deere asks \$245 per tie rod end for my 3032E tractor. I found replacement ends by going to Auto Zone. It had a box of N.O.S. ends that weren't marked. It took a little time, but with the store's help and patience, we found both the left and right ends. Remember, one of them has left-hand threads. The next best thing was they came with Alemite grease fittings. The best thing was the \$18.79 price tag per end. The manager couldn't tell me what they fit. No part numbers. Life is good!"

"I replaced the 8-ft. fluorescents in my shop with LED lights, reduced the amp draw and 13.9 amps per circuit to 4.8 amps per circuit. The luminosity is greatly improved, I can see much better in the work area, and the cold weather doesn't affect the brightness as it did with fluorescents. Illumination is instant when you flip the switch, unlike fluorescents. The total cost was \$427.90. The LEDs also have a much longer lifespan. My shop is 30 ft. by 60 ft. I found the LEDs on eBay."

Toby Haiste, Prince George, B.C.: "I needed to replace the upper hay roller bearings on a John Deere round baler without an overhead hoist. I fashioned an 8-ft. long square tube with a round bar to fit in the floor jack. It has a fork on the other end to cradle the roller. With a buddy's help, I removed the roller to replace the bearings on the bench. You can save a lot of money by getting the bearing from a jobber, not Deere."

"Also, getting a vehicle hoist made life in the shop so much better."

Barry Anderson, Granite Falls, Minn.: "I use rubber 12-qt. pails to replace pto shields. I add a hinge and can then do maintenance without removing the shield."

"I mount tow hooks on frequently moved equipment so tie-down chains and straps can be quickly attached."

"I tap holes from number 10 up to 5/8 in. when access to the nut is remote to the point of needing an extra person."