

Repairs & Maintenance Shortcuts

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easy to heat in winter. I put a grate in the floor of the loft right above the woodstove downstairs so heat from below gets into the loft. It stays 65 to 70°. When working on small engines or other small projects, I work upstairs."

Terry J. Glasheen, Oshkosh, Wis.: "I always keep a cheap set of wrenches on hand to reach hard-to-get bolts. I bend them, cut them down, or weld extensions onto them - whatever's needed - without worrying about the expense."

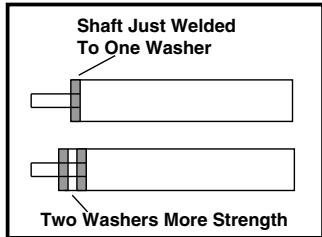
Jerry Miles, Spearfish, S.Dak.: "I make handy hose hangers from 5-gal. plastic pails with lids on them. First I cut away about 2/3 of the lid with a saber saw. Then



I screw the bottom of the bucket to a 2 by 2-ft. piece of 3/4-in. plywood. You have to use big washers on the screws or you can cut out a round piece of plywood and put it in the bottom of the bucket and screw through that. Next, I hang the plywood on the wall with the bucket facing out. It works great to hold cords and hoses and you can put small accessories inside the bucket."

Peyton E. Smith, Covington, Tenn.: "I'm disappointed with the power steering and lift on my 1370 Case tractor. After replacing some worn parts, it really isn't much better. I also changed the hydraulic oil and filters. Does anyone have any ideas?"

Don Voss, Spiritwood, Sask.: "To repair combine pickup rollers, round baler



rollers, Hesston straw chopper rotors, and any other rollers that have shafts with only one washer supporting the end, we've come

up with a handy repair. We install two washers inside each end of the roller, with one at the end and the other a couple inches inside the tube. We weld the washers to the shaft, then machine them in the lathe for a tight fit inside the tube. Makes them a lot stronger. For example, Hesston choppers get out of balance when the single washer bends slightly. We can save these expensive rotors with this simple repair."

Carlton Schwefel, Watertown, Wis.: "My Black & Decker pop rivet tool (model K111) that I bought last year really works good on anything that's too thin to weld. I used it to repair a seam on a gravity box. I just took some light sheet metal and formed it to fit the angle of the seam and put the rivets in."

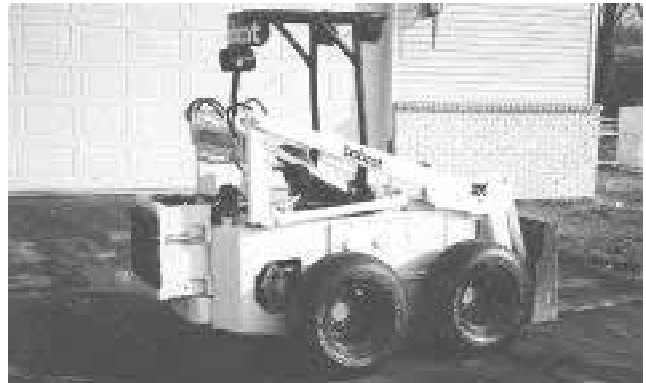
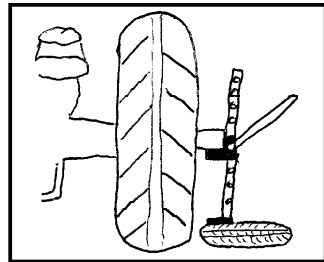
Larry Zenz, Parks, Ark.: "I use this portable vise in the hay fields behind my



round baler to splice belts. I made it out of heavy pipe, 7/8-in. threaded rod, steel plate, and a disc blade. The disc blade forms the base. Two pieces of heavy plate steel mount on sections of pipe that fit inside each other. A "T" handle turns the pipe in and out."

Matthew T. Hempel, Eldridge, Mo.: "I keep a cow magnet stuck to my welder. It comes in handy to hold small parts in place for welding. It's handy for all kinds of jobs."

David R. Schutz, Cayuga, Ind.: "I've found a way to break beads down on tires



VW Engine Great For Repowering Bobcat

After years of hard use with little need for repair, Ralph Johnson's Bobcat 500 skid steer loader needed engine repair.

"It would have cost more than \$1,000 for labor and parts to repair the 2-cylinder Kohler engine," says the Michigan farmer. "I looked around at small engines about the same size and found that a Volkswagen engine from a Jetta car would fit perfectly. A Volkswagen engine operates at about 100 psi oil pressure so any engine you find in a junkyard is likely to be in good condition. The valves might need grinding, but that's about all."

"Fitting the engine into the cavity of the machine was a logical process. The most difficult part was making an adapter to fit the pulley onto the crankshaft. I made four adapters before I was satisfied that I had a perfect fit. The adapter to run the hydraulics on the opposite side of the engine was simple to do.

"I've used the repowered Bobcat for a

year now with no problems. I could have installed a governor but I chose to put a choke cable on that's attached to the carburetor. I ran the cable up through the steering lever so the choke button is on top of the steering arm. So as I work the steering I can control engine speed at the touch of my thumb.

"Any belt-driven Bobcat could use this engine. The 4-cyl. VW puts out over 57 hp, which is considerably more than the original Kohler. The engine is water-cooled and the radiator is about the same width as the Bobcat. I put a hinged frame on back to hold the radiator and to open the back of the motor compartment for service.

"The cost of the engine was about \$200. I could build the crankshaft adapter for sale if there's interest, or make blueprints available."

Contact: FARM SHOW Followup, Ralph F. Johnson, 4597 Sunflower Ridge Dr., Ada, Mich. 49301 (ph 616 874-6827).

using my handy man jack. I set the tire flat on the ground under the end of a tractor axle. The base of the jack is placed on the tire against the rim and the lift mechanism set under the end of the axle. When you crank up the jack, the bead is pressed off the rim. I've haven't found a tire yet that I couldn't break down using this method."

Ken Turbett, Winnipeg, Manitoba: "I have a solid frame cultivator that is 20 ft. wide. Somehow the rockshaft got twisted so there was a 4 to 5 in. difference in cultivating depth from end to end. It had regular 15-in. implement tires on it originally. To solve the problem, we exchanged the tires on the high end for 14-in. car tires. The diameter difference of the tires is just enough to fix the problem. I saved the cost of having to change cultivators. If I need to fine tune tillage depth, I adjust tire air pressure."

Rick Mabeus, Winfield, Iowa: "My



mobile work bench rolls easily because it's fitted with big air-filled wheels. Lets you always have tools and a work area at your fingertips instead of having to continually walk back and forth. It's fitted with a light and electrical outlets. I can even tow it behind my garden tractor to take it out into the yard or field. I made the frame from tubing salvaged from an old field cultivator. The work surface is a combination of 2 by 10 planks and metal plate. Overall dimension of the bench is 5 by 8 ft. and the table surface is 36 in. high."

Changing Oil As E-Zee As One, Two, Three

Changing oil doesn't have to be a messy job, say the manufacturers of this new mobile cart that collects drained oil and then pumps it out into a storage receptacle.

The E-Zee Oil Kaddee is only 11 in. high so it easily rolls under most any equipment. It features a 15-gal. drain pan, a 20-mesh stainless steel screen to protect its 10 gpm pump from foreign objects and an 8-ft. discharge hose. An on-off switch mounted on the handle activates a 1/2 hp motor which drives the pump.

By attaching a suction hose to the unit, it can be used as a transfer pump when it's being used as a holding tank during repairs. Sells for \$725 plus \$50 S&H.



Contact: Juneau Sales, R.R. 3 Box 106, Red Lake Falls, Minn. 56750 (ph 218 698-4222).

Low-Cost Driveline Parts

The next time you need replacement drive train parts for your farm machinery, car, or truck, you might want to contact a Virginia parts supplier that sells drivetrain and component parts for 2 and 4-WD vehicles as well as farm machinery. The company can also custom-build virtually any driveline part.

"We sell complete drivetrains at wholesale prices - about half the price that dealers charge. We specialize in 4-WD parts including 4-WD front and rear axles, hub lockouts, Jeep rear axle kits, clutch kits, etc.," says Ronnie Gordon, president of "Mr. Axle". "We can deliver parts by UPS overnight or drop ship them from different manufacturers. We can supply parts for most any

car or truck, and many brands of farm machinery. We specialize in driveshafts, pto's, remanufactured rack and pinions, Dana Spicer truck and car drivetrain parts, ring gear and pinions, differentials, spindles, truck hubs and rotors, axles for front-wheel drive cars, and much more.

"We can take orders for custom-built parts right over the phone. The customer tears the part from the vehicle and calls in the measurements."

Contact: FARM SHOW Followup, Mr. Axle, Box 866, Railroad Ave., Rural Retreat, Va., 24368 (ph 800 926-2953 or 540 686-4137 or 4128).