



**Bruce Klemm, Whitelaw, Wis.:** "We decided our 1975 4366 International 4-WD drive tractor would be a lot more useful if it had a 3-pt. hitch instead of the drawbar hitch it came equipped with. However, we ran into two problems. International 3-pt's are scarce because only about 1,000 of these tractors were ever equipped with them. And, when you can find one at a salvage yard, it'll likely cost over \$1,300.

"We discovered that 3-pt. hitches for Case 4-WD's are more plentiful and are priced around \$850. So we bought a Case



3-pt. from a salvage yard and adapted it to fit our International tractor. It was a surprisingly simple project.

"The main subframe of the Case 3-pt. required that two half-moons be cut out of the top rails to clear the axle housings of the 4366. We fabricated mounting brackets for the subframe and welded a 2 1/2-ft. wide by 2-ft. high plate made of 3/4-in. thick flat plate across the back of the tractor. It was pre-drilled to accommodate the top link brackets. We shortened the drawbar support by 3 in. on each side and welded it in position about 4 in. higher than the Case drawbar support had been. We plumbed it up simply adding an extra valve to the tractor's external hydraulic system.

"We're extremely pleased with the outcome. We're now able to pull an 8-shank subsoiler with the 4366 and we plan to buy a semi-mounted plow. Best of all, it easily adds \$4,000 to \$5,000 to the resale value of the tractor. I'd be happy to share how-to info with anyone interested."

## "Pressure Handle" Takes The Work Out Of Drilling

"It's especially handy when drilling from underneath in close quarters," says the manufacturer of the "Pressure Handle" that installs on any portable electric or pneumatic drill.

It lets you chain the drill up to whatever you're working on in order to support the drill's weight. It also pulls the drill into the hole. You simply remove the existing handle and screw in the pressure handle. Fasten one end of the chain around what you're drilling, and run the other end over a slotted wheel on the handle. Twisting the handle slightly causes a gear mechanism to crank up the chain, which pulls the drill toward the work.

"The drill requires very little pushing by the operator. It's especially handy for drilling big holes," says Carl Geiser. "It's been available since 1945 but isn't well

Contact: Bruce Klemm, 9008 Meier Rd., Whitelaw, Wis. 54247 (ph 414 732-4592).

**Nick Dengler, Middletown, Ohio:** "We carry the most complete line of parts for Deere 2-cylinder tractors in the U.S., and we've filled orders from every corner of the world. We have virtually every part (used, rebuilt, remanufactured, or newly built and improved) for virtually every Deere 2-cyl. ever built, from the 1918 Waterloo Boy to the 840's built in 1960. Our inventory fills 40,000 sq. ft. of indoor storage area. Even sheet metal parts, which are the most frequently requested, are stored inside.

"Our newest remanufactured part is a belt pulley wheel for models A, B, 50, 60, 620 and 630 and 520 and 530. The wheels are built to exact O.E.M. specs. We remove the easily breakable cast clutch latching dog pivot tabs and replace them with six solid steel pivot tab weldment units. The pin holes in these new tab units are virtually indestructible. Rebuilt wheels are always in stock, ready for immediate shipment on an exchange basis. Or, if you prefer, we'll rebuild your pulley wheel and return it to you. Cost is \$445."

Contact: Dengler Tractor Inc., 6687 Shurz Rd., Middletown, Ohio 45042 (ph 513 423-4000 or 0706).

**W.A. Gibbs, Elmwood, Tenn.:** "Here are a few shop-built tools I can't do without.

"This is the slickest way ever to easily and safely remove pulleys. Works better



than conventional two and three-jaw pullers. The tool consists of a hydraulic jack, two chains, a piece of round stock steel, and a couple of pieces of flat steel - one with a hole drilled in the center and each end. You bolt the pulley to the holes drilled in the ends of the flat steel, matching up the crankshaft to run through the hole drilled in the center. You put the piece of round stock between the end of the crankshaft and the bottom of the jack. Then run chains around the piece of steel attached to the pulley. Ends of the chains attach to a heavy piece of flat steel plate welded to the ram on the jack.



known because we've never advertised it and have no distributors."

Sells for \$129.95 plus S&H.

Contact: FARM SHOW Followup, Pressure Handle Co., 399 Hughes St., Swoyersville, Penn. 18704 (ph 717 288-5282).



*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 farm 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.*

*Mark Newhall, Editor*

## "Fast Way To Remove Studs"

Here's the fastest, safest tool ever designed for removing "headless" studs, according to Trycon Technologies, manufacturer.

The "Stud Remover" is a sort of socket set that fits on any standard air impact wrench to remove studs up to 6 in. in dia. The torque from the wrench combines with a high frequency vibration that works the studs loose. The "suction" sockets grip tight with no damage to the threads.

Available in standard 3/8, 7/16, 1/2, 5/8 and 3/4-in. dia. sizes, beginning at \$89.95. Set of five sells for \$495. (Special order sizes up to 6 in. available on request).

Contact: Trycon Technologies Inc., P.O. Box 520, Paducah, Texas 79248 (ph 806 492-3542; fax 3250).



This set-up allows you to pull the pulley while staying clear of any potential flying parts.

"I used this method to pop the pulley off a crankshaft on a 2-ton truck equipped with 6-cyl. engine by removing the radiator and grille. This tool can be adapted to many other jobs by modifying the steel plate and chains to fit the job.

"I also built this drill press out of scrap steel, using a jack with a bad shaft. I



mounted it in a channel iron and flat steel frame about 5 ft. tall. I use it for many small jobs, such as pressing bearings onto shafts. Press height is adjustable from about 1 ft. to 4-ft. It only cost about \$20 to build and works great."

**Jeff Roberts, Needville, Texas:** "Not long after I bought an old Deere 60 planter

with round fiberglass hoppers, I began to notice wear spots where the hoppers rubbed against toolbar brackets every time I lifted the planter. Soon the hoppers were badly cracked; one even had a large triangular hole in the bottom.

"To fix the problem, I used auto body filler, or Bondo to reseal all the worn-open cracks. To fix the large holes, I cut a piece of nylon window screen (aluminum would work too) and 'super glued' it into position over the hole. I applied Bondo over the hole thickly and worked it gently into the screen from both sides. The Bondo cost only about \$10 and worked great. It should last longer than ordinary fiberglass repair kits and was a lot cheaper than buying new hoppers."

**James S. Wilson, Celeste, Texas:** He used a tractor rim off an old "B" Farmall to build a forge for his welding shop.

"I cut the 2-ft. dia., 10-in. deep rim in half around the middle and discarded one half. I welded a 1/4-in. thick steel plate under the remaining half. I lined the inside of the rim with firebrick, sloping inward like a funnel to a 3-in. dia. opening at the bottom. I placed a 3/8-in. thick plate on top of the firebrick and drilled 1/4-in. dia. holes 1/2 in. apart in the plate, like the pattern on a Chinese checkerboard. This allows heat from the coal I burn in the fire box to radiate up.