

Money-Saving Repairs & Maintenance Shortcuts

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deeper plugs. I've since used this to unplug 25 ft. of haylage in about 20 minutes."

John E. Tesch, Mervin, Sask.: John and his brother, Adolph, have converted electric motors from worn out pumps into shop bench grinders and cutters.

"Electric motors in damaged pumps are often still good and cost nothing," says John. "I converted the first motor about five years ago and it worked so well I just converted another one last winter.

"You simply remove the electric motor from the pump, saving the pump's impeller shaft to install on the motor's output shaft. Attach an arbor and washers to the threaded end of the shaft so you can fit a grinding wheel or abrasive wheel on the end.

"I built an open-ended box with a flange on both ends out of 16-ga. sheet metal for a motor housing. I installed an off/on switch in a rectangular hole I cut in the front of the box and wired it to the motor, which mounts inside the box. The box mounts on my work bench on a plate attached to the bottom.

"It looks just like a factory job and didn't cost more than the \$10 or \$20 each wheel cost at our local hardware store."

David Green, Lubbock, Texas: "We manufacture head gaskets for antique and current model tractors, trucks, and stationary engines of any brand. We make them from composites, such as wire inserted asbestos fiber with metal fire rings, or from solid soft annealed copper.

"Our most commonly requested gaskets are for Farmall M, Oliver 88, Deere and McCormick-Deering tractors. We make custom gaskets to fit any engine no matter how rare.

"Prices range from \$40 for some 2-cyl. engines up to \$380 for some 6-cyl. engines. Our gaskets average in the neighborhood of \$75."

Contact: FARM SHOW Followup, Lubbock Gasket & Supply, 402 19th St., Lubbock, Texas 79401 (ph 800 527-2064 or 806 763-2801; fax 0965).

Joyce Dulin, Cordova, Md.: Joyce and her husband, Bunky, operate Antique Gauges

etc.) for tractors built between the 1930's and '50's. They're exact reproductions of originals.



"Our white-faced Deere gauges are our biggest sellers, ranging in price from \$35 to \$42," Joyce says. "Hydraulic pressure gauges for IH tractors are our most unusual, running



\$47. There's \$5 S&H on all orders."

Contact: FARM SHOW Followup, Antique Gauges Inc., 12287 Old Skipton Rd., Cordova, Md. 21625 (ph/fax 410 822-4963).

Kurt Jacobi, Anaheim, Calif.: "We custom-build hard-to-find pistons for any engine, import or domestic. We've been building pistons for over 80 years and have over 77,000 parts listed in our catalog, ranging in size from 1 1/2-in. dia. up to 10-in. dia.

"Our most commonly requested piston in the ag market is for old Deere G's and Minneapolis-Molines. Of course, price varies



according to size and how much modification is specified, but a standard piston for a Deere G runs about \$210.

"At this time, we have a lead time of seven weeks on orders due to the high demand."

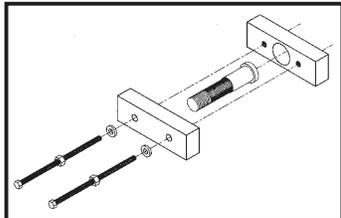
Contact: FARM SHOW Followup, Jahns Quality Pistons, 1360 N. Jefferson St., Anaheim, Calif. 92807 (ph 800 225-0277 or 714 579-3795; fax 524-6607).

Barbara Bland, Paris, Ky.: If the clutch lever on your old Deere tractor wobbles side-to-side a couple inches when the tractor idles, you'll want to check out this "puller" Barbara's late husband, Jess, invented.

It's designed for easy pivot pin removal, which can often be tricky.

It consists of two blocks. One has two bolt holes in the ends. The other has a large hole (for the clutch pivot pin head to pass through) and two threaded holes for the puller bolts.

To use, first loosen the large nut on the end next to the tang on the gearbox. Turn the nut until it is flush with the end of the threaded



portion of the pivot pin to provide more area for the puller bar to contact. Install the puller



Jeremy Subriar, Riverside, Calif.: "K&N Engineering's reusable 'Million Mile Air Filter' is the best air filter you can buy. It uses premium cotton gauze instead of conventional paper to increase the life of the filter, increase horsepower and mileage. Under normal conditions, you take it out and clean it every 30,000 to 40,000 miles using our cleaning kit, which includes a special cleanser. Then you simply rinse off the filter with water, let it dry thoroughly, lightly coat it with a mineral-based red-dyed oil (so you can see

when it's dirty again) and reinstall it.

"The filters, which come pre-oiled, are available for virtually any car or light truck, foreign or domestic, and we can often match sizes to fit farm equipment, too. Prices range from approximately \$12 up to \$120. Our cleaning kit sells for around \$10."

Contact: FARM SHOW Followup, K&N Engineering, P.O. Box 1329, Riverside, Calif. 92502 (ph 800 992-3000, access code 38-04, or 909 684-9762).

with block A contacting the pivot pin nut and block B in contact with the clutch lever so that the head of the pivot pin can pass through the large hole. Slowly tighten the bolts, keeping the bars parallel, until the nut contacts the tang. Remove the nut and push off the rest of the way.

Sells for \$29.50 including S&H.

Contact: FARM SHOW Followup, Mrs. Jess Bland, 2255 Millersburg Rd., Paris, Ky. 40361 (ph 606 484-3326).

Robert Schum, Saint Meinrad, Ind.: "I made a low-cost workbench by welding a steel I-beam on top of a pair of old steel wheels. I keep the workbench outside my shed. The I-beam is 18 in. high and 10 in. wide, and the wheels are about 30 in. high. It really comes in handy for sharpening Bush Hog or lawn mower blades. I clamp the blades right onto the I-beam and use a portable grinder. The lip of the I-beam comes in handy for storing small parts and keeps them from getting lost. If I ever need to move the workbench I can just pick it up with a front-end loader."

Jack Dyck, Richmond, B.C.: "I built my own pto-driven air compressor by mounting a right angle gearbox and pulley unit - sal-



vaged from an old tractor - on a steel bracket that I bolted onto a 200-gal. air tank. I also mounted a used compressor equipped with its own pulley on the bracket. I use a tractor to pto-drive the gearbox which belt-drives the compressor. The compressor blows air through a copper tube that goes through the bracket and into the tank. The original pulley on the gearbox was designed for a flat belt. I replaced it with a bigger 2-groove pulley, using an adapter to install it.

"I work part time for a construction business and got the idea while working at a place

that had no electricity. I was given the compressor and found the tank alongside a road. I made an adjuster that lets me move the bracket back and forth to tighten the belt.

"I also made my own pressure washer that's powered by the engine off a 1962 Volkswagen Beetle car. I removed the clutch plate from the flywheel and filled in the center of the clutch with a small steel plate, then drilled holes into the plate and bolted on a 3-groove pulley. The pulley, covered for safety, belt-drives a Giant pump that I bolted onto a steel bracket. I bolted half of a VW transmission case to the engine block (the early VW transmissions were built in two pieces) and bolted an 8-in. channel iron bracket onto the transmission in order to mount the pump. Water travels from the pump through steel hydraulic hoses and into a wand (not shown). I knocked the valves out of the connectors on the hoses so that they're totally open.

"The original VW fan housing is still used to cool the engine. I didn't change anything on the housing except to close some ducts in order to get more air to the engine. I mounted a pair of switches on the housing. One is the ignition switch (the transmission contains the engine's starter mounting) and the other activates an automatic throttle that I made. The throttle is a flow switch that's activated by flowing water - it closes a relay which energizes an electromagnet on the throttle. It always keeps the engine running at idle until I pull a trigger on the wand - then it will rev up the engine to its pre-set maximum. As soon as I let go of the throttle switch the engine returns to idle.

"The pump bracket has slotted holes for adjusting belt tension. I just loosen a bolt to adjust the tension.

"The fuel tank is from an outboard motor. I use an automotive electric fuel pump to supply the carburetor with fuel. The pump is wired into the ignition switch so that whenever the ignition is on, the pump is working.

"I'm semi-retired but have started a pressure washing business. I use my homemade pressure washer to clean houses, driveways, sidewalks, etc. I even use it to wash restaurants. It mounts in the back of my pickup."



Inc., which handles custom-built replacement gauges (temperature, oil pressure, amperage,