



Air compressor kit turns VW engine into high capacity sandblaster.

Do-It-Yourself Sandblaster

Why haul a sandblaster and motor to a work site when you can drive it there? Dunn-Right, Inc. lets you do just that with their Volks-Air air compressor that turns a VW engine into an air compressor that produces 58 cfm at up to 120 psi.

"Our kits are a real economical way to have a powerful sandblaster that would otherwise be hard to justify," says Larry Dunn, owner of Dunn-Right. "Restoration people like them because they are large enough to do big jobs."

Some people do install the kit on a working VW so two of the car's cylinders are used for air compression and two to power the car. Most people, however, mount a VW engine on a cart with a sand blaster next to it.

Installing the kit is straightforward, says Dunn, who provides detailed do-it-yourself instructions. "You do need to be comfortable working with an engine, as you have to take it apart and swap out the cam shaft," says Dunn. "If you're not skilled, there are plenty of mechanics experienced with air-cooled VW engines who can do the job."

Conversion involves replacing the stock

camshaft, installing compression boosters on the pumping pistons, replacing the outlet valve spring retainer, and modifying the intake manifolds. Air flanges are then bolted to the old exhaust port on the head. Spark plugs no longer in use are grounded, and the clutch housing from the old transaxle and mount starter is cut. If one is needed, a new engine and starter mounting housing costs \$46.50. Dunn also sells a sandblaster for \$319.50.

"The concept of buying a kit and doing the work is what a lot of people like. They end up with a unit worth more than what they have invested," says Dunn. "Avoid the rental of an equivalent compressor/sandblaster for a week, and you've paid for building one."

The kit sells for \$489.50 with airlines and air tank assembly, or \$299.50 for just the engine kit. Fits any dual part type I or type III VW engine.

Complete setup is \$5,695.

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Wiebe keeps his generator and welder inside this trailer-mounted plywood housing.

Mobile Welder Goes Anywhere

It's nice to be able to take the welder to the job, and not always the job to the welder, according to Aron Wiebe of Niverville, Manitoba, who built his own mobile system, which he says works well and wasn't hard to do.

What initially motivated him to take on this project was the humidity in the building where he had originally been storing his welding equipment.

The indoor humidity in that building was harming the performance of his electronic helmet and the generator's electronics.

To alleviate the problem, he decided to set up his system so that he could leave it outside year-round.

His Dayton 25 K.W. generator and a Lincoln Ideal Arc 250 amp welder sit on a trailer that he made himself from scrap materials,

and the equipment is housed inside a plywood shell. The enclosure has sliding doors at either end and shelves to hold the welding cables, electronic helmet, welding rods and miscellaneous.

Since the shell has no bottom, the air can circulate, and Wiebe's humidity problems are solved. He can also move the rig to any location where welding needs to be done.

"I'm always building things, so it's handy. The generator is driven by the power take-off of the tractor that's pulling the trailer — in this case, my Allis Chalmers D14," he says. "I also have the option of parking the trailer alongside a shop and plugging it in to the electrical outlet."

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To make the engine on his Allis Chalmers riding mower easier to start, Roger Wessels installed an electric fuel pump that shoots gas into the intake manifold.



Pump Gives Mowers A Shot Of Gas

Roger Wessels, Fairbury, Ill., came up with an idea that makes it easier to start the engine on his 1983 Allis Chalmers 720 riding mower.

He installed an off-the-shelf electric fuel pump and needle valve on the tractor. He tapped a hole in the intake manifold to install the valve. To start the tractor, he turns the ignition key as he opens the needle valve to pump a shot of fuel into the manifold.

"It solves a common problem with one and two-cylinder tractors, which are notorious for starting hard," says Wessels. "I think this idea

works better than using starting fluid because once the tractor is equipped with the electric fuel pump, I don't have to hassle with anything else."

Wessels also permanently removed the riding mower's hood in order to keep the machine running cooler. "A cooler engine will always last longer," he says.

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Concrete-Cutting Chain Saw

If you ever need to cut through concrete or rebar, you might be interested in this specially designed "wet cut" saw that can cut through concrete up to 12 in. thick, and even rebar.

"It makes cuts that no circular cut-off saw can make and is the perfect solution for foundation work and remodeling," says Joe Taccogna, ICS Blount Inc., Portland, Oregon.

The saw is available in both gas and hydraulic-operated models. It has a water delivery system and in the bar a diamond chain that's lubricated by the water. The water clears the concrete slurry away from the chain and also keeps the saw cool.

The diamond chain grinds through concrete with very small diamond teeth. There is no kickback. "You're grinding away at the concrete, not chipping at it," notes Taccogna.

You can't buy a diamond chain and put it on a wood-cutting chain saw, says Taccogna. "A wood-cutting chain saw doesn't have the water system you need, and the modified air



Specially designed "wet cut" saw cuts through concrete up to 12 in. thick.

filtration."

Saw models are available with 12, 14, and 16-in. guidebars. Prices start at \$1,495.

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Test Deere Planters At Home

"While setting up a new Deere planter with hydraulic drive we discovered that we could not turn the seed drive system in the shop because Deere has a shutoff built into the drive that will not allow it to work unless the planter is moving. That was a problem because we like to check all the drive trains, sprockets and shaft alignments before going back into the field," says Chris Steidinger, Princeville, Ill.

"So we came up with a service kit that will hook up to the planter sensors and allow us to simulate ground speed, wheel and radar, as well as lowering the planter.

"The wheel speed simulator plugs right in place of the Deere sensor and simulates a speed of 5 mph. The hydraulic drive won't activate unless it thinks the planter is moving.

"I also had a customer with a 24-row planter use the service kit when a wheel sensor broke on his planter," says Steidinger. "The sensor broke on a Friday and he couldn't get a replacement until Monday. So he used the service kit to fool the planter into thinking he was moving, and planted 650 acres



Service kit hooks up to planter sensors and allows Steidinger to simulate ground speed in his shop.

over the weekend until the new sensor was available.

"We've caught bent drive shafts, bad drive chain links, broken sprockets and other alignment problems without wasting time in the field," says Steidinger. "The kit sells for \$275."

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