

tractors; Nuffield tractors; the IH B250 series tractors and up; the Ferguson TEA; and the Fordson Dexta. We have a lot of hard-to-find carburetor parts and gasket sets."

Mike Genovese, 3607 Justine Dr., San Jose, Calif. 95124 ph 408 728-5281; www.wrencherchest.com: "As a contractor, I specialize in kitchen remodels with custom cabinetry," says Mike. "One day I realized I could use my woodworking skills to build



a wooden rollaway tool chest to store my mechanics tools. That was the start of what is now Wrenchers Tool Chest.

"I use only the finest materials and custom build each tool chest by hand. They're stained and sprayed with multiple coats of a satin clear acrylic urethane to provide a rich look with a hard finish."

His 7-drawer solid walnut chest measures 32 in. wide by 24 in. deep by 54 in. high. It weighs about 385 lbs. and has solid 1/2-in. maple dovetail drawers on full extension, soft close glides. It has 1,000-lb. capacity swivel wheels with locks. The top has a hinged storage area. Includes solid billet handles with logo, rubber-lined drawer bottoms. Sells for \$3,795 plus S&H.

An 8-drawer chest with center pull-out shelf measures 38 in. wide by 24 in. deep by 60 in. high. Sells for \$3,595 plus S&H. A 6-drawer chest with stainless steel work top that measures 32 in. wide by 19 1/2 in. deep by 48 in. high. The customer has a choice of drawer handles - rocker arms, vintage car door, or solid billet. Sells for \$2,895 plus S&H.

A 5-drawer under-counter unit measures 38 in. wide by 23 in. deep by 34 1/2 in. high. Sells for \$2,395 plus S&H. A 3-drawer bench top unit measures 25 1/2 in. wide by 14 in. deep by 18 in. high. Sells for \$725 plus S&H.

Arthur Freymiller, Fennimore, Wis.: "To remove a broken pipe from a valve block or other equipment, slip a bolt down inside the pipe. Then weld it to the pipe and turn it out."

Gordon Easton, Clayton, Calif.: "I cut off the bell from old semi truck air horns to make nice-looking funnels for changing oil. I used a hacksaw to cut the air horn off at the skinny part, leaving a tube with a big, wide mouth at one end. Horn-funnels are easy to clean, especially the chrome ones."

Donnie Mathews, Stockbridge, Ga.: "I had some rusted wheel bolts that were stuck. I soaked them with WD-40 but it didn't help, and I tried heating them with a torch with no luck. I considered trying a cheater bar but was afraid I'd break the bolt off. Finally, I decided to heat the area around the bolts again and then touch a wax crayon to the threads. It worked. The wax was sucked into the opening around the threads, causing the bolts to come right off when I turned them. Crayon wax also makes it easy to turn a bolt in."

Hobart Stewart, Republic, Mo.: "When I built my 32 1/2 by 82 1/2-ft. shop, I embedded a pair of steel rings made from 3/4-in. stock in the floor, about 25 ft. apart. The rings, which have an inside diameter of 6 in., are recessed below floor level so no one can stumble over them. A cover fits on top of each hole so we can drive or walk

over them.

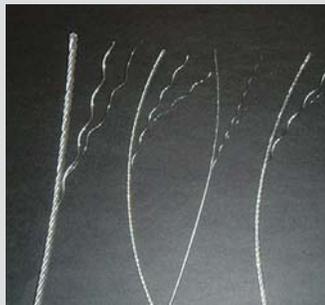
"They're very handy for pulling or straightening equipment. We've used them to pull cylinders apart, to straighten vehicle frames, and to bend metal on equipment.

"As we built the shop, I dug a square hole about 1 ft. deeper than the floor and filled it with concrete. There's about 1 1/2 in. of clearance between the top of the floor and the rings to make room for the cover.

"The rings are embedded deep enough that we can wrap chains or cables on them."

David Paul of Warroad, Minn.: He recently sent FARM SHOW this easy-to-use tip for cleaning out the jets on carburetors.

"I'm in the lawn mower repair business and consider galvanized aircraft cable to be the perfect tool for cleaning the jets on



any carburetor. It's quick and cheap," says Paul. "The carburetors on most modern lawn mowers are equipped with fixed jet orifices, which are very small and tend to plug up with debris. Sometimes they're so small it's difficult to physically clean them out."



He says aircraft cable comes in 6 or 12-in. lengths and is available at most hardware stores.

"I like the 6-in. length because it makes a nice working length, but you can cut the cable to whatever length you want. I use my fingernails to unweave a single strand from the cable. Then I pass the strand through the jet, drawing it back and forth 2 or 3 times," says Paul.

"I've used this method to clean orifices for more than 20 years. I like it much better than using chemicals. It also works great for cleaning sprayer nozzles and fuel oil gun nozzles. The cable strands are stiff but not brittle, so there's no danger they'll break off inside the jet. The strands keep their wavy braided shape, which helps provide more contact area for cleaning.

"You can buy different size cables with different strand diameters. For example, a 1/16-in. dia. cable yields a single strand with a diameter of .006; a 1/8-in. dia. cable yields a strand of .008; and a 3/16-in. dia. cable yields a strand of .011. Larger sizes are also available. If the jet is real big, you can wrap some strands together. You can even use the entire cable depending on the size of the jet. A 6-in. length of cable typically sells for about 30 cents."

Paul says there's another neat use for aircraft cable - it can be used to remove hair from drains. "Just fray up one end of the cable, shove the cable down into the trap, and give it a spin. It'll collect every hair in there," he notes.



DCS conversion kit is used to convert a Ford engine-powered truck to a Cummins diesel.

Pickup Repowers Made Easier With DCS Kits

A new kit makes it much easier to convert a Ford engine-powered truck to a Cummins diesel engine. Diesel Conversion Specialists (DCS) will do it for you or help you do it yourself with complete kits or individual components. They also offer some conversion parts, such as adapter plates and custom flexplates, for most Chevy automatics and later model Chevy NV4500 standard transmissions.

"I bought the business 11 years ago from a guy who was doing conversions himself," says Dave Bradley, owner, DCS. "I wanted to make conversions easier, simpler and less expensive. Today we have a staff of 15 and are doubling business every year. We provide everything needed and help you choose the kit, truck, engine, transmission and other variables."

DCS uses aircraft grade aluminum on most parts and does high grade machining. Mounts are designed to be durable and easy to install. Adapter plates bolt to existing transmissions with no modifications. Modification wiring, gauge sensor bushing kits and other components are also available. In some cases, electric cooling fans replace belt drive fans to provide the extra room needed for the Cummins engine.

"Depending on the engine selected and the truck it's going into, we may have 4 or 5 different kits available," says Bradley. "Right now, replacement kits for 6.0 and 6.4 Ford Powerstroke engines are our most popular.

Some of those engines have had so many problems that there are class action suits with Ford. We can solve those problems for a fraction of the cost of a new truck."

DCS offers its conversion kits and components for installing any 5.9 Cummins engine in any F Series Ford truck going back to 1969 through 1997. Conversion kits and components are also available for 5.9 and some common rail engines for Super Duty Ford trucks and Ford Excursion SUV's from 1999 to 2007. Kits can also be used on full-size Ford Broncos with beefed up front suspension or a solid front axle or heavy suspension lift.

Bradley reports that the company website will soon allow customers to place orders over the internet 24/7. Depending on the engine and transmission variables, the customer will design their own conversion kit or be able to order individual components as needed.

"We listen to our customers and change to meet their needs," says Bradley.

Check the company website, and you'll even find rebuilt engines for sale. Conversion kits range from less than \$2,000 to nearly \$4,000, depending on the original vehicle, engine and transmission and the replacement Cummins engine.

Contact: FARM SHOW Followup, Diesel Conversion Specialists, 220 Lost Creek Dr., Kalispell, Mont. 59901 (ph 406 755-8878; sales@dieselconversion.com; www.dieselconversion.com).

Rolling "Wheelchair Workbench"

"Ordinary wheelchairs can be used to make a low-cost portable workbench," says Ken Grazier, Havre, Mont., who attached a 6-ft. long bed frame to a set of wheelchair wheels.

"Wheelchairs work for rolling work tables because they're built strong and can hold up to about 400 lbs. per wheel," says Grazier.

He cut off the wheelchair's seat and front wheels, leaving just the rear wheels and handle. Then he bolted the 6-ft. bed frame to the handle. The bed frame is supported on front by the wheelchair's front wheels.

The workbench has 2 levels made out of 1-in. pine boards. Toolboxes set on the top level and shop tools on the bottom level. Grazier extended the brakes for the wheelchair's wheels by fitting a small metal wrench onto the end of each brake handle.

"I have another wheelchair caddy with a hinged plywood lid over the seat to store tools



Ken Grazier attached a 6-ft. long bed frame to a set of wheelchair wheels to make this portable work bench.

and other objects. The lid folds up, so if I want I can still use it as a chair," says Grazier.

Contact: FARM SHOW Followup, Ken Grazier, P.O. Box 1746, Havre, Mont. 59501 (ph 406 265-7670; lyndatapl@hotmail.com).