

David Jackson, Peoria, Ill.: "I needed a new floor mat for the cab on my Deere 4230 tractor. My dealer wanted over \$300 for one so I went looking for a different solution. I realized that floor mats in car trunks are larger than what I needed in the cab. So I bought a trunk mat at Walmart for about \$30. I laid the old mat on top of it and traced around the edge with a marker to cut it to fit. The new mat looks great and is heavier than the original."

Paul Krejci, Deerton, Mich.: "When I had to remove damaged bolts from a cramped spot where no extractors would fit, I just welded a wrench to the bolt heads and then removed the bolts. Worked great. "Another idea I had was mounting a car alternator to a lawn tractor so I can jump start equipment in remote areas of the farm when necessary."

Joe Bellor, Lapeer, Mich.: "To minimize problems with tires on wagons and trailers, we use silicone grease to seal the bead against leaks. We only use tubeless tires because they're easier to put on and off."

Gene Johnson, McDermott, Ohio: "My 2009 Chevy Impala got stuck in park while at a McDonald's drive-thru when the button on the shifter stopped working. We hit down on top of the shifter to release it, but later figured out that we could drill a 1 1/2-in. hole through the console so you can take a screwdriver and depress the button while you have your foot on the brake. It's a cheap fix vs. \$600 at a GM dealer to replace the shifter."

Michael L. Morrison, Winterset, Iowa: "Sometimes when I have to hook up my 3-pt. mower, it's tough to get close enough. To avoid hopping up and down off the tractor, I use a come-along to pull the mower up inch by inch. Very handy."

Olen J. Bontrager, Bloomfield, Iowa: "If you have squeaky windshield wipers and it's not the blades, the problem is likely with the linkage down below. Just a few drops

of oil will solve the problem.

"A small tire on my garden tiller went flat. I squirted some expensive stuff into the tire but it didn't last so I coated the bead on the rim with silicone caulk. It has held ever since."

Simon Lapp, Ashville, Ohio: "I had a problem with snow blowing into my 23-year-old pole barn under the ventilating ridge cap. I was going to replace the weatherstripping but got to looking at it and decided it would be easier to push the old stripping back into place from the inside and nail a piece of 1/2-in. OSB on the edge of the top 2 by 4 purlin. It worked just fine."

Clarence Fixter, Puslinch, Ont.: "A drill press makes a good clamp when gluing large pieces in the shop and you need another pressure point."

Lon Rice, Richmond, Ind.: "In your last issue a reader told how he uses a dab of Gorilla glue to seal a caulking tube after using part of it. Here's another way to seal up a tube. I save the small end after I cut it off and when I'm finished, I insert the small end into the tube opening and push it in tightly by pressing against a solid surface. It works well for me."

Benjamin Lovejoy, Victor, N.Y.: "Instead of using files, I use worn-down grinding discs when I need to file something down by hand. Works great. I've done it for years."

Carl Deaubler, Minford, Ohio: "To reclaim refrigerant from an air conditioning system, I put a 30-lb. tank inside a 5-gal. bucket and pack it in ice. Connect the center hose from a gauge set to the tank. Before opening the valve to the tank, purge the lines with pressure. When you open the tank valve, refrigerant will flow into the ice cold tank from the A/C system. Then use a heat gun to warm up the A/C components (condenser, dryer, accumulator, lines, etc.) which pushes refrigerant into the iced tank, where the gas will condense into a liquid. Observe both gauges connected to the high and low sides of the A/C system. When the refrigerant is

FARM SHOW

Money-Saving Repairs & Maintenance Shortcuts

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 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 or email us at: editor@farmshow.com.

Mark Newhall, Editor

heated, a pressure rise will be noted on both gauges. Once all liquid has been boiled into a gas, the gauges will not show an increase when heat is applied so you'll know the system is empty. The liquid refrigerant in the tank can be reused. If any air was introduced into the tank, keep the tank upright and 'burp' it slightly before reuse. Tank will remain at 30 to 35 psi.

"Use this method when you know that the refrigerant was not contaminated before reclaiming."

Jacob Schrock, Trenton, Mo.: "To test pto-powered equipment, I made a bracket to hold a hydraulic motor on the forks of my skid steer. Then I put a 6-tooth spline on the motor's shaft and hooked it up to auxiliary ports on the skid steer. It gives me forward, reverse and variable speed power for testing

dipstick handle broke on a 2-cyl. Kohler engine and the remainder fell down into the tube. To get it out, I took some clear plastic tubing and connected it to a hand-operated vacuum pump from a brake bleed kit. I added a dab of thick motor oil to the dipstick tube and then sucked the broken dipstick up into the clear tube. Bought a new dipstick online for \$14."



Gary Swensen, Yankton, S. Dak.: "I carry a generator in the back of my 2004 V-10 Ford pickup and needed a heat shield to protect the paint on the side of the box from muffler heat. I bought a metal basement window protector for \$10 at Menards and wrapped it around the side of the generator. Does the trick."



and maintaining equipment."

Albert Holt, Butternut, Wis.: "I made a caddy to store and transport planer blades. It's a long rectangular wood box with 3 slots that keep the blades separate. A hanger goes through holes in brackets at the top of the holder so it's easy to hang on the wall."

Dave Mertell, Independence, Mo.: "The intake heater on my Case 350D crawler broke, making it hard to start cold. The price of a new heater was too high to justify so my son purchased a length of coilwire and I brazed it onto the old heater. Works like new again."

Dave Doherty, Lebanon, Ore.: "I made a simple overhead lift by mounting a 4-in. I-beam in my shop fitted with a trolley and an electric hoist from Harber Freight. Very handy for picking up heavy stuff like mowers, ATV's, and car engines."

Jim Holt, Cincinnati, Ohio: "The



Truck Particle Separator filters from S&B use small vortex tubes to clean dirty air before it enters the air filter. Dust is continually evacuated by the air vortex.

Air Filtration Improved With Particle Separator

Anyone who drives a pickup truck in extremely dusty conditions will be interested in the Truck Particle Separator filters from S&B. These are military-grade products with 49 small vortex tubes that clean dusty air before it enters the filter element. As dirty air enters the separator tube, centrifugal force throws debris and dust against the outer sides of the vortexes where it's ejected by a fan. Clean air continues through the main center tube.

A Truck Particle Separator replaces the entire stock intake on a pickup, including the box, tube and filter. Most installs can be completed in less than a couple hours with no drilling required. The system has easy access latches that allow the air filter to be changed without using tools. The filters can be installed on Ford Powerstroke diesels,

Dodge/Ram Cummins engines, and Chevy/GMC Duramax diesels.

The company says failure to service a conventional clogged filter can collapse the filter and allow dusty air to bypass the filter and enter the engine, where damage can easily occur. S&B Particle Separator filters don't have that problem because dust and debris is continually evacuated by the air vortex.

S&B also produces Particle Separator filters for ATV's and UTV's.

Sells for \$699 for 2017-2019 Ford 6.7L Powerstroke diesels. The ATV separators sell for \$399 to \$419.

Contact: FARM SHOW Followup, S&B Filters, 15461 Slover Ave., Fontana, Calif. 92337 (ph 800 358-2639; www.sbfilters.com).