

Otto Wenz, Jr., Tekamah, Neb.: "If you're having trouble getting your IH 706, 806, or 1206 tractor into reverse, we can help. We're Wenz Service Inc. (Rt. 1, Box 70A, Tekamah, Neb. 68061; ph 402 374-2202) and we've come up with a kit that solves the problem. We guarantee it'll last for the life of the tractor.

"The problem with these tractors is that sooner or later bushings on the reverse toggle shaft wear down, making it difficult or impossible to get the tractors into reverse. Our kit consists primarily of a new bushing that's over three times as long as the original 1-in. IH bushing. It installs on the reverse toggle shaft.

"If you call us, we'll send you one of our rebuilt top range covers, which includes the new bushing. Then you simply remove the top range cover on your tractor's transmission and install ours. (The entire job takes about two hours). Then you send us back your old cover along with a check for the kit.

"We've shipped more than 150 kits in the last three years since we started selling them, and more than 99% of our customers have been thoroughly satisfied. The kit sells for \$189."

Mark Schlueter, Ryan, Iowa: "Since a lot of double wheel rake manufacturers use a spring-tooth design similar to that of the Gehl 418 I bought in 1992, I'm probably not the only one with this gripe.

"The teeth break off too easily. There are 40 teeth on each of the four wheels, and we've already replaced 200 and will have to replace the rest by the end of the upcoming season if not sooner. At \$2.20 a pop, that adds up pretty fast.

"The problem seems to be that the holes the teeth fit into on the wheel aren't much bigger than the teeth themselves, which makes for a pretty weak stress point. It cuts the metal and the teeth just shear off. I've considered drilling bigger holes for the teeth, reinforcing them with some sort of high tensile plastic or Teflon sleeves, then putting them back on. I haven't tried it yet but I'd be anxious to hear from anyone who might have or might be able to suggest another solution to the problem. (My address is R.R. 1, Box 52A, Ryan, Iowa 52330).

"Meantime, other than tooth breakage, I couldn't be more pleased with my Gehl

rake. In my opinion, it's the best rake for corn stalks money can buy."

Eldred Stocks, Jordan, Minn.: "I found an easy way to remove ice buildup along our machine shed sliding door. Just lay a log chain out lengthwise outside the door. When ice and snow build up on top of the chain, all you do is hook a tractor or pickup up to the end of the chain and pull it out. It'll loosen up all the buildup so you can shovel it away."

Dana Dittbenner, Seaforth, Minn.: "I use old ironing boards as portable shop benches. I have two in my workshop and I use them all the time. I also have one in my basement for gun cleaning and other small jobs. They are sturdy, portable, store easily in a small space, and usually have a padded surface so that tools and small parts do not roll around or get damaged. You can pick them up at garage sales for a dollar or less."

John M. Kiminski, North Brookfield, Mass.: "I came up with a way to free up 'king pins' and some bearings that would not take grease. What I do is take off the quick tach fitting on the hose of my Porta Powr portable hydraulic power unit and fit it with a grease gun end. Then I use it to apply up to 10,000 lbs. of pressure while wiggling the bearing or king pin till hydraulic oil starts pushing through. I then use my regular grease gun, which pushes the oil out so I can get grease through like normal. When I'm done I put the hydraulic power unit back together and add a bit of oil to it. Works great.

"Here's another idea: Several years ago I bought a \$25 automotive electric fuel pump and put a length of gas line hose on both outlets. I've used it to drain out many a gas tank that needed repair or replacement, or on vehicles being junked. To power the pump, I attached two alligator clips to wires that run from the pump to the vehicle's battery. A pair of vise grips holds the pump in place.

"I made a portable gas tank out of a 1-gal. anti-freeze jug, a length of gas line hose and a metal tire valve stem. I first remove the core from the valve stem (on some stems you have to run a 3/16-in. drill through the stem to make it big enough for gas flow). Then I install the stem in a hole at the bottom of the plastic jug using rubber washers. I run a gas line hose from the valve stem to

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 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

the vehicle's fuel pump or just let gas gravity-feed into the carburetor directly. You have to remember to leave the cap loose on the jug so gas will flow.

"I also install metal tire valve stems in the top of various liquid containers - like brake fluid - to make it easier to dispense them. You can easily seal them up with a valve stem cap."

Michael Pahls, Menifee, Calif.: "I've found that a 50-50 mix of boiled linseed oil and turpentine works great to loosen seized bolts when working on old or antique equipment. It nourishes wood, protects old metal, and loosens bolts.

"One thing we did in our shop was to paint the floor with a concrete sealing paint. It makes cleanup easy and adds a professional look to our new building."



Charles Sorensen, Corwith, Iowa: "I used galvanized steel pipe, a disk blade, and an old Teflon frying pan to make a portable, telescoping shop light that also doubles as a bolt or tool tray. The light can be adjusted from 4 to 7 ft. high. I welded the bottom of the 1 1/2-in. dia. pipe to the disk blade to make the main stand, then inserted a smaller diameter pipe inside it and mounted a Halogen light at the top of it. I drilled a hole in the side of the 1 1/2-in. dia. pipe and welded a nut onto it, then screwed a bolt that screws against the inside pipe to hold it up.

"I mounted an electric outlet at the bottom of the 1 1/2-in. dia. pipe and use it to power my shop tools. A wire runs from the outlet up inside the pipe to a switch, and from there to the light.

"The pan eliminates the need for a can to throw bolts into. It's bolted to a steel ring

that slides over the 1 1/2-in. dia. pipe. The ring allows me to turn the pan at any angle."

John E. Douglas, Moses Lake, Wash.: "To remove bearing races when they can't be driven out, just weld a bead around the race. The weld will shrink it."

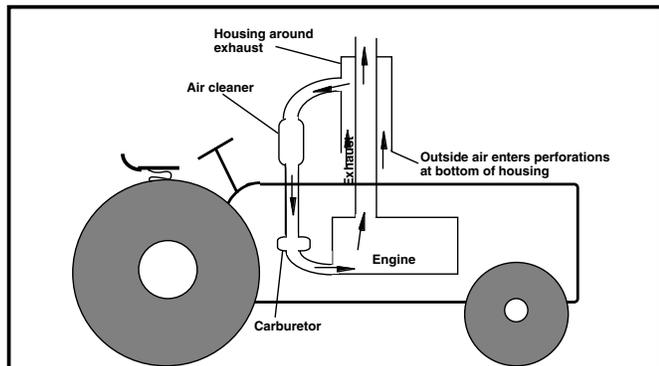
Glen Libbrecht, West Fargo, N.Dak.: "The original U-joint on my Deere 4850 tractor with mechanical front-wheel drive was wearing down the splined transmission



shaft. To prevent further wear, a local welding shop disassembled the U-joint and cut the old yoke off. A slip yoke was welded in to allow for some movement in the driveline. The remaining yoke had two bushings welded on and then was cut so it could be clamped to the drive shaft. Now the small amount of play needed in the driveline is in the slip yoke and not wearing the transmission shaft. The repair cost about \$232 but replacing the transmission shaft would have cost a lot more. I've used it this way for about three years with no problems."

R. Hiller, Greeley, Colo.: "Here's how I start hard-to-start 2 to 8 hp. gas engines. First, I drill a 1/8-in. dia. hole through the air cleaner housing on the engine, making sure the hole is in line with the carburetor intake. Then I make a squirt can using a 1-quart plastic oil bottle that I fit with a metal cap. I weld a small brass tube to the center of the cap - the tube is an ink refill tube from a pen. One good squirt into the engine will get it started. I usually set the plastic can in boiling water before using it to 'activate' the gas. You can leave the hole open in the air cleaner as I do, or plug it with a metal screw."

Don Tupper, Monroe, Wis.: Don used to get false readings when using his long level on stud walls until he made this level holder. The problem was finding a way to get an accurate reading even off a bowed stud. His holder only makes contact at the top and bottom of the wall stud. He made



"De-Icer" For Older Model Tractors

For years Roger Kuntz had problems in freezing weather with carburetor icing in his old Massey Harris tractor. He solved the problem by making an air pre-heater for the tractor and says the idea would work on other tractors, too.

The idea involved making a heat chamber around the muffler pipe. Outside air enters the chamber through perforations at the bottom, runs up along side the heated

exhaust pipe, and then out through a piece of pipe down to the air cleaner and into the carburetor.

Kuntz says the hot air keeps the carburetor free of ice and also helps efficiency of the engine. "It's a simple idea that's easy to make and works well," he says.

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