

“Restoration Ready” IH Tractor Parts

Precision Tractor Parts offers hard-to-find, U.S.-made parts for older International Harvester, Farmall and Cub tractors.

“We manufacture all our own parts using U.S.-made components, so we can control quality all the way through,” says Randy Wyant. “We do headlights, taillights, fuel lines, choke rods, controls for pto and hydraulics. We manufacture them all, even wiring harnesses.”

Wyant says the company is licensed by IH. In the case of Rochester gauges, it gets the gauge housings from Rochester and then assembles the stainless steel bezels and glass.

“Rochester Gauges was the original gauge supplier to International Harvester through the 1930’s, 40’s and 50’s,” says Wyant. “Our gauges have the correct part number to match the year of the tractor you are restoring. If you are striving to complete an original restoration, our gauges are the most accurate and original available on the market today.”

The line, which includes 20 categories, continues to expand, according to Wyant.

“We have started doing pto covers for IH equipment in the past 6 months,” he says. “We will be adding battery boxes this winter. We now have the dies made to stamp the embossed IH emblem into them. We keep adding products as we go.”

Adding products doesn’t happen overnight. Wyant explains that it takes time to find a pristine part, such as a fuel line, that is unhampered and very straight. Only then can it be duplicated.

“We just started making IH 450 diesel fuel lines,” says Wyant. “We waited a year to find something suitable, and now we are making them.”

Wyant suggests FARM SHOW readers looking for parts have the year, make, model and serial number handy when they call. “There were changes in parts over the years that can be matched to serial numbers,” says Wyant. “It helps a lot to have that information handy. The serial number is as important as anything else. We’ve never had anyone send back a fuel line that didn’t fit if we had the



Precision Tractor Parts offers many hard-to-find parts for IH tractors, including oil gauges, precleaner assemblies, and sediment bowls.



tractor’s serial number.”

Parts can be ordered online or by phone.

Contact: FARM SHOW Followup, Precision Tractor Parts, 111 East Eighth St., Gibson City, Ill. 60936 (ph 800 245-3774; sales@precisiontractorparts.com; www.precisiontractorparts.com).

He Produces New Shares For Old Plows

Steve Rea and his company, Ploworx, produce tough-to-find fitted plowshares, moldboards, landsides and other parts for old and outdated plows. Rea says his company is one of the few anywhere in the U.S. or Canada to manufacture new, low-draft yet high-performance replacement parts for plows and tillage equipment.

“We currently have parts for the more popular Deere, I-H, Minneapolis-Moline, Massey-Ferguson, Ford-Ferguson, Dearborn, A-C, Case and Oliver brands. We custom-make conventional blacksmith shares and moldboards, shins, landsides and other tillage parts using forged carbon steel.”

Ploworx has no affiliation with any of the OEMs, but the products it offers are made with tooling purchased from Crescent Forge and Shovel, a well-known company that closed in 2012. Rea says there’s a big market

for his products by Amish farmers, as well as people involved in competitive plowing, hobby farmers, and plow collectors.

Rea has verified how well his products work through field testing. In 2014 he ran independent tests on various equipment and learned that the older fitted style bases he produces require about 1/3 to 1/2 the power needed by plows equipped with throwaway-style bases. He says the quality of plowing with his equipment is superior at lower speeds, which is important to farmers using draft horses and people involved in competitive plowing.

Rea has also made design improvements to several products, including a new version of the old Oliver sod bottom. That design, which shows more curvature for better soil twist as it rolls off the moldboard, works on Oliver 219 and 419 plows, on the Ford 101,

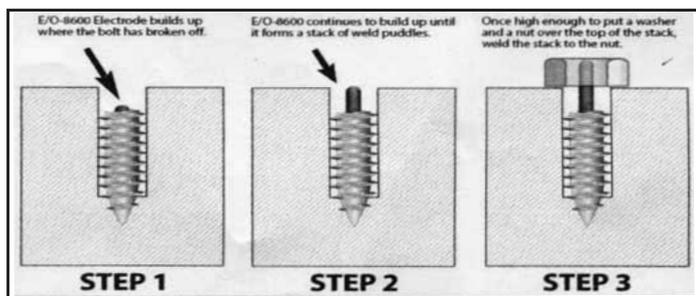
and the Minneapolis-Moline plow. Ploworx moldboards are also drilled for extensions that help improve trash coverage.

Prices for shares are in the \$125 range, plus shipping. Ploworx carries an inventory of many shares and Rea says he’s willing to do short manufacturing runs if needed. Parts made from patterns are available in 3 to 4 weeks, but custom products require more time. His business also hard-faces plow shares, rebuilds cast-iron shares, repairs moldboards and helps people locate older replacement plow parts and hard-to-find bolts and hardware.

Contact: FARM SHOW Followup, Ploworx, 13909 Duck Creek Road, Salem, Ohio 44460 (ph 330 332-9386; www.ploworx.com).



Steve Rea manufactures new, low-draft replacement parts for a wide variety of plows and tillage equipment.



Kit contains a special welding electrode that builds up where bolt has broken off until it forms a stack of weld puddles. Once the stack is high enough, you weld a washer and a nut over the top of it.

New Bolt Extractor Kit

Larry Schmedding with Agri-Tool & Supply in Greenacres, Wash., recently sent FARM SHOW photos of a new kit he came up with to remove broken bolts.

“I’ve been taking out broken bolts this way on my own for more than 30 years. My kit covers most all sizes of broken bolts and comes with step by step directions,” says Schmedding.

The kit contains a special welding electrode called Perfect Pass #E/O-8600 Blue - an all position AC/DC coated electrode that can weld any carbon steel such as tools, axles, springs and gears. The electrode builds up where the bolt has broken off, and continues

to build up until it forms a stack of weld puddles. Once the stack is high enough, you weld a washer and a nut over the top of it.

“The welding electrode is designed to produce crack-free deposits with very high mechanical properties,” says Schmedding. “The kit lets you purchase 3 different sizes of electrode welding rods at a reasonable price, rather than having to buy a 5-lb. package containing the 3 different sizes.”

Contact: FARM SHOW Followup, Agri-Tool & Supply, P.O. Box 612, Greenacres, Wash. 99016 (ph 800 321-5460 or 509 928-1872; lnschmed@gmail.com).

Spray Can Tool Cleans Clogged Tips

“In the process of restoring a vintage car, I used a lot of aerosol spray cans to paint newly repaired parts. I got tired of the applicator tips plugging up. So I came up with an inexpensive product that saves a lot of frustration, time, and product,” says Bill Samsel, Missoula, Mont.

His Spray Can Tool is designed to adapt most common spray can applicator tips to the applicator straw on an aerosol can of carburetor cleaner or other pressurized cleaning solvent, such as WD-40. The idea is to use the carburetor cleaner to quickly flush out the can’s clogged paint applicator tip.

The spray can tool consists of a small poly adapter with two hollow “towers” of different diameters on top and corresponding holes on the bottom.

The operator removes the clogged paint applicator tip from the spray can and fits it on one of the towers. Then he inserts the straw applicator of the cleaning solvent in the corresponding bottom hole and presses the solvent applicator tip to flush out the clogged material.

“The spray can tool, teamed with carburetor cleaner, works great on everything from spray-on bed liners for pickups to spray-on



Spray Can Tool is designed to adapt most common spray can applicator tips to the applicator straw on an aerosol can of carburetor cleaner.

foam insulation, sealant spray, undercoating and so forth,” says Samsel.

Samsel made a mold for the tool and says he has already manufactured a few thousand units, which he’s now trying to market. It sells for \$3, including shipping.

“I want to find out how much interest there is in my idea,” he notes.

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