

Kit Lets You Bleed Brakes Yourself

Marco Romani says his power brake bleeder kit saves money on brake jobs, and marriages, too!

"Bleeding brakes usually requires someone...often a spouse...sitting in the car pumping the brakes," says Romani. "With our Power Bleeder, one guy can do it himself. I've had guys tell me it took one big irritation out of their marriage."

The Power Bleeder kit consists of a pressurizer jug with a hand pump and pressure gauge, bleeder tubes, and a hose with a cap fitting to match the brake cylinder reservoir neck. Different makes and models require different caps, but the company has a wide variety to match most domestic and import brands.

Romani got the idea for the kit while working on his own brakes. After watching a mechanic with a commercial machine, he knew he could make one simpler and less expensive.

"I built one for myself and then for friends and others," says Romani. "The business literally grew out of my garage."

The kit works by pressurizing the system, pushing the fluid out the bleed valve on brake cylinders. Bleeder tubes attached to the cylinder valves carry the fluid to a container for safe disposal.

Romani advises checking fluid first to ensure it's not excessively dirty, as pushing the impurities through may damage or plug lines. If the fluid is dirty, siphon out available fluid instead, and refill with clean fluid before



Power Bleeder consists of a pressurizer jug with a hand pump and pressure gauge, bleeder tubes, and a hose with a cap fitting to match the brake cylinder reservoir neck.

pressurizing and continuing the process.

"Follow vehicle service manual instructions regarding the recommended bleeding sequence," says Romani.

Brake bleeding kits range in price from \$54.95 to \$99.95, depending on make and model. The company also makes Power Fill kits and Power Extractors for changing crankcase and transmission fluid.

Contact: FARM SHOW Followup, Motive Products, 5750 Obata Way, Unit G, Gilroy, Calif. 95020 (ph 408 846-8800; www.motiveproducts.com).

Rubber Track Installation Tool

No pry bar is needed when using the Bair Products Rubber Track Installation Kit. New to the market, it makes installing rubber tracks a whole lot easier.

"It usually takes two people to install rubber tracks using large pry bars and sledge hammers to work the tracks onto the undercarriage," says Tonya Bair. "It's especially hard to do with new rubber tracks that are still tight."

The hydraulic-powered tool does the work that pry bars and hammers used to do. It reduces the tension that normally holds the track in place.

"One person can change tracks in 30 min. with our kit and a Porta Power jack to push the track on," says Bair.

Bair's has two different sized kits for Caterpillar/ASV/Terex small compact loaders. Contact Bair for the correct kit for your loader. The kits are priced at \$445.



Hydraulic-powered rubber track installation tool makes it easy to install all kinds of tracks.

Contact: FARM SHOW Followup, Bair Products, Inc., 2785 W. 247th St., Louisville, Kan. 66053 (ph 913 947-3934 or toll free 855 575-5847; info@bairproducts.com; www.bairproducts.com).

Expert Specializes In Obsolete Parts

"If you're looking for rare and hard-to-find tractor parts, I probably have them, know about them, or can tell you where to find them," says Greg Stephen, who has made antique and unusual parts his business for the past 25 years. Stephen's storefront is a website called The Old Tractor Company. It's literally a museum of parts, product and service manuals, rare equipment and collectibles. He sells pistons, emblems, weights, steering wheels, carburetors and just about anything else for rare antique tractors.

"My father started the Stephen Equipment Company in the 1950's and he enjoyed collecting old stuff," says Greg, who grew up learning the trade. "I picked up where he left off 25 years ago and it's just grown from there," Stephen says. "The internet has given us a much wider audience and that's helped us grow as well."

In addition to collecting and selling rare

parts, Stephen's website is the place to go for discontinued Deere toys. The site offers a selection of Deere AR and Collector's Edition Model D's, the unstyled model A on steel wheels, and low volume toys like the GPWT Bronze Replica. Other products are added as Stephen acquires them.

If you've ever wondered how much an old Deere pocket knife is worth, the value of old sales brochures, or how much you should pay for a Deere dealership sign at auction, Stephen has the answer. He spent several years researching a large field of Deere collectibles from two-cylinder days and has put the information into a book titled Two Cylinder Collectibles.

Contact: FARM SHOW Followup, Greg Stephen, The Old Tractor Company, P.O. Box 709, 7460 E. Highway 86, Franktown, Colo. 80116 (ph 303 663-5246; deeredr@hotmail.com; www.theoldtractorcompany.com).

Diesel Engine Conversion Experts

By Lorn Manthey, Contributing Editor

To get better fuel economy, more power and greater low-end torque, it's hard to beat diesel. Here's a list of companies that specialize in converting gas-powered vehicles to diesel.

Diesel Toys

This company has been "dieselizing" Toyota, Jeep and Ford Ranger vehicles since 2004. The company guarantees that electronics, accessories, gauges and air conditioning will work just as they did when the vehicle arrived in its shop. Cost of a turnkey conversion is \$18,000 to \$20,000 and it might require as little as three weeks to almost a year from the time a person makes a deposit on the order until the vehicle is finished.

In 2012, Diesel Toys developed a professional "plug-n-play" kit for do-it-yourselfers. Kits are designed for the 2005 and newer Tacomas, FJ Cruisers, and the 2003 and newer 4runners. Parts are designed using state-of-the-art CNC fabrication and provide a truly bolt-in diesel conversion with zero headaches, the company says. The kits are the result of more than 2 years of development.

Contact: FARM SHOW Followup, Diesel Toys, Inc., San Antonio, Texas (ph 877 545-8699; www.dieseltoys.com).

Destroyed

Destroyed makes components to replace a Powerstroke diesel engine with a Cummins Turbodiesel. Converting a 1999 to 2007 Ford Automatic to a Cummins 89-02 costs just over \$6,200 for the parts. A similar conversion for manual shift truck would be just over \$3,700. Other kits for different conversions range from \$3,300 to \$6,600. The kits include adapter plates, a torque converter, exhaust manifold, PCS transmission controller, motor mounts, starter, hoses, signal kit, fuel pump and wiring harness preparation. Some items aren't supplied, so contact the company for details. The company also supplies components for Allison, Ford and GM transmissions. V-10 gas engines can also be converted to diesel by using several new components from Destroyed and sourcing others such as a brake master cylinder, a radiator, intercooler, exhaust, front springs and AC condenser.

Contact: FARM SHOW Followup, Destroyed, 7245 W. 116th Place, Broomfield, Colo., 80020 (ph 720 897-7477; www.destroyed.com).

Diesel Conversion Specialists

This company is the place to go to convert Ford trucks, Broncos, Chevrolet and Jeep vehicles with Cummins diesel engines. The company says a Cummins swap into a 1999 and newer Ford SuperDuty is the easiest conversion because of adequate room in the engine compartment. Many components needed are already on the Cummins engine while others such as

motor mounts, alternator regulator, brushing and tachometer kits plus the transmission adapters come from DCS. Full instructions are given with kit components. Older trucks being converted require cutting, torching and re-welding engine supports, equipment brackets and radiator supports. The company has also supplied conversions for Chevy Blazers, Ford Broncos, E Series Ford Vans and Jeep 4BTA's. DCS sells rebuilt 1994 to 1998 12V Cummins engines and 2003 to 2005 Cummins Common Rail engines. The engines have used turbos, injector pumps and injectors unless otherwise specified. Accessories include reman or used alternators, power steering and AC pumps. Prices vary and are quoted after the application is discussed with a company representative.

FARM SHOW Followup, Diesel Conversion Specialists, 2065 Airport Rd., Kalispell, Mont. 59901 (ph 406 755-8878; www.dieselconversion.com).

H-Line Conversions

Since the early 1990's Johnathan Goodwin and his company, H-Line Conversions, Inc., have converted H1 and H2 Hummers from gasoline, 325 hp, 8 to 12 mpg vehicles to eco-friendly biodiesel 650 plus horsepower rigs that get up to 25 mpg. The company has done more than 100 H1 and more than 60 H2 conversions. It does the conversions at its facility and also sells a conversion kit with all components except the drive train to install a Duramax diesel. The basic lower horsepower conversion package is \$30,000 and the high performance 850 horsepower package is \$51,995. A Hummer can also be converted to a hybrid electric vehicle with a Goodwin Assist kit.

Contact: FARM SHOW Followup, H-Line Conversions, (www.hlineconversions.com).

Tennessee Diesel Conversions

TDC sells parts and components for installing 5.9-liter Cummins turbodiesels into 1973 to 1991 GM solid front axle trucks or SUV's. It also has conversion parts for 1988 to 2000 GM independent front suspension trucks and SUV's. Included are motor mounts, cross members, 4BT and 6BT injectors, fuel systems, air intake kits, seals, valve springs, flywheel bolts and washers, AC kits, turbo flanges and other parts needed for trouble-free conversions. Costs for all components are listed on the company's website.

FARM SHOW Followup, Tennessee Diesel Conversions, Knoxville, Tenn. (ph 865 809-7402; www.tndieselpower.com).

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