Money-Saving Repairs & Maintenance Shortcuts

Top Cylinder Lubricator Adds Life To Engines

The concept of top cylinder lubrication has been around for years, but for older engines, it may be more important now than ever, says Floyd Andrus, Florence, Mass., who sells an add-on lubrication kit.

“Today’s gasoline fuels don’t contain the amount of lubrication that fuels had prior to the days of unloaded gasoline,” he says. “Couple that with the growing interest in vintage cars, truck, tractors and farm equipment. “All of those older engines can benefit from top cylinder lubrication,” he says.

Andrus got into the lube business when he bought out the remaining inventory of Ampco Automotive and Marine.

The lubricators work by atomizing small quantities of oil into the fuel-air mix in the intake manifold.

“The oil has a higher flash point than fuel, so it doesn’t burn,” he explains. “Instead, it rides into the cylinder with the fuel and clings to the valves, valve guides, valve seats and rings.”

In cars, pickups and trucks, the lubricator mounts under the hood on the firewall. It consists of a reservoir to hold the oil, a copper line from the reservoir to the intake manifold, and an atomizer to inject oil into the manifold. There’s also a needle valve to regulate the flow of oil.

Most of his customers install them on restored vehicles and tractors. “I sell a lot of lubricators to farm people in the far North who need engines to turn over easier and start in very cold conditions. Also, I find that the antique and collectible engines do better with them. Flat head Fords, in particular, really need the extra lubrication. During WWII, Ford Motor Company endorsed it. In fact, it was one of the few aftermarket add-ons that Ford ever allowed,” he says.

Andrus says besides vintage car, truck and tractor owners, he also sells top cylinder lubricators for engines fueled with LP or compressed natural gas (CNG). “These fuels burn cleaner than gasoline, but they burn hotter, too. They have a lot of valve problems as a result.

In a car, top cylinder lubricators will use about a quart of oil for every 1,000 miles driven, depending on how one drives and how much of the time the engine is idling.

Andrus still has about 26,000 top cylinder lubricators for sale, in three sizes. The 1-quart model sells for $49.95. A 2-quart model sells for $59.95.

Contact: FARM SHOW Follow-up, Floyd Andrus, Ampco Top Cylinder Lubricators, Box 60006, Florence, Mass. 01062 (ph 413 586-0978; fax 413 586-1020; E-mail: ampcolubes@rcn.com; Website: www.ampcolubes.com).

Jig Makes Pipe Welding Easier

Anyone who has ever tried to tach weld a nipple fitting onto a steel pipe or tank knows it can be tricky. You have to hold the fitting with one hand and at the same time tach weld it into place with the other, all the time keeping the fitting level. Anew weldig jig makes the job a lot easier. The Align-O-Let can be used on pipe from 1/2 to 2 in. in diameter.

“It lets you work with your hands free and takes all the guesswork out of welding on pipe,” says inventor John Davio, Whitecourt, Alberta.

The tool is shaped like a small sawhorse. There’s a 2-in. dia. opening in the middle, with a thumb screw on one side and a leveling bubble on the other side. You insert the fitting you want to weld through the opening and use the thumb screw to tighten it down. Then you adjust the jig as needed and make a couple of tach welds to hold it in place.

“It makes a very tedious fitting job much easier,” says Davio. “It works just as well on flat surfaces as it does on pipes, so you can also use it to weld fittings and spigots onto fuel tanks, water tanks, etc. It also works great for welding threaded fittings onto hydraulic cylinders where the hose hooks onto the cylinder.”

The tool is made of a composite material with a melting temperature of 500 degrees F., so you tack weld the electrical current can’t go through the tool and cause it to weld itself

Align-O-Let welding jig can be used on pipe from 1/2 to 2 in. in diameter to the pipe. Sparks from the welder will just bounce off the tool without sticking to it.”

Davio says the Align-O-Let can also be used to help you cut out the hole in the pipe where you plan to install the fitting. “The tool makes it much easier to find top dead center and mark where to cut the hole,” he says.

Sells for $59 (U.S.) including S&H.

Contact: FARM SHOW Follow-up, John Davio Welding Ltd., 16 Chickadee Drive, Whitecourt, Alberta, Canada T7S 1G3 (ph 780 778-3597).

Contact: FARM SHOW Followup, Floyd Andrus, Ampco Top Cylinder Lubricators, Box 60006, Florence, Mass. 01062 (ph 413 586-0978; fax 413 586-1020; E-mail: ampcolubes@rcn.com; Website: www.ampcolubes.com).

Kevin Yutani, Constant Velocity of Ocala, Inc., 1706 N. Magnolia Ave., Suite 304, Ocala, Fla. 34475 ph 800 889-2953 or 352 351-9557; E-mail: cva@cvaxles.com; Website: www.cvaxles.com: “My company specializes in making, repairing, and rebuilding specialized drivetrain components for a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications. CV driveshfts are a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications.

Kevin Yutani, Constant Velocity of Ocala, Inc., 1706 N. Magnolia Ave., Suite 304, Ocala, Fla. 34475 ph 800 889-2953 or 352 351-9557; E-mail: cva@cvaxles.com; Website: www.cvaxles.com: “My company specializes in making, repairing, and rebuilding specialized drivetrain components for a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications.

Kevin Yutani, Constant Velocity of Ocala, Inc., 1706 N. Magnolia Ave., Suite 304, Ocala, Fla. 34475 ph 800 889-2953 or 352 351-9557; E-mail: cva@cvaxles.com; Website: www.cvaxles.com: “My company specializes in making, repairing, and rebuilding specialized drivetrain components for a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications.

Kevin Yutani, Constant Velocity of Ocala, Inc., 1706 N. Magnolia Ave., Suite 304, Ocala, Fla. 34475 ph 800 889-2953 or 352 351-9557; E-mail: cva@cvaxles.com; Website: www.cvaxles.com: “My company specializes in making, repairing, and rebuilding specialized drivetrain components for a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications.

Kevin Yutani, Constant Velocity of Ocala, Inc., 1706 N. Magnolia Ave., Suite 304, Ocala, Fla. 34475 ph 800 889-2953 or 352 351-9557; E-mail: cva@cvaxles.com; Website: www.cvaxles.com: “My company specializes in making, repairing, and rebuilding specialized drivetrain components for a wide variety of industrial applications. We think farmers might benefit from our services, too. In particular we specialize in Constant Velocity (CV) driveshfts, which are ideal for pto applications.