

Latest New Accessories For Pickups

Differential Experts Boost Traction

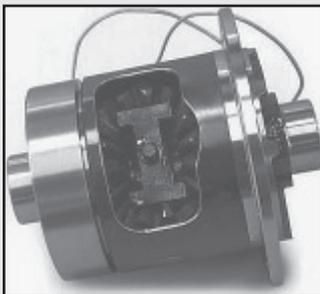
JTS Parts and Accessories says its new limited slip differential boosts traction in tough conditions.

The company specializes in upgrades for differentials on most light duty trucks and passenger cars.

"The problem is that on loose or slippery surfaces, whichever tire has the least traction will slip, leaving only one tire spinning," says Carl Montoya. "Our limited slip differentials provide additional traction by using clutch, springs, and/or gears that limit wheel spin, providing traction to both wheels.

"Since our system uses friction, a limited slip differential still allows for smooth cornering. The smooth operation of a limited slip differential makes it ideal for muscle cars, farm trucks, hunting vehicles, and even street vehicles. Prices start at about \$230 but vary by application, brand, size, etc."

The company also offers automatic lockable differentials that lock 100 percent when the throttle is applied and disengage when



Limited slip differential boosts traction.

you let off the throttle. In addition there are manually locked units that you control by flipping a lever.

Contact: FARM SHOW Followup, Carl Montoya, JTS Parts & Accessories, 406 S. Wenatchee Ave., Wenatchee, Wash. 98801 (ph 509 888-2953; www.justdifferentials.com).

Electric Engine-Cooling Fan

Convert your belt-driven fan to electric and you'll improve engine performance, says Flex-a-lite Consolidated, Fife, Wash.

The company recently introduced a model for Ford Powerstroke and Dodge Cummins diesel pickups. The bolt-on units come with two fans that fit inside a metal shroud.

"Electric fans keep your engine cool and improve the horsepower and torque at the wheels by eliminating the parasitic drag of the stock belt-driven fan," says company rep David Heutmaker. "They can result in up to 27 more horsepower and 20 ft.-lbs. of torque, boosting fuel mileage by 6 percent. They also allow quicker engine warm-ups and cool-downs, longer water pump life, less fan noise, and improved air conditioner performance."

Electric fans come with variable speed control so they speed up or slow down as needed.

"All engines react differently but in general, diesel engines will benefit the most from electric fans in power and torque gains," says Heutmaker. "We don't recommend using electric fans in heavy towing applications because of amperage overload. If your ve-



Dual electric fan uses less power.

hicle has a gross vehicle weight of more than 18,000 lbs., we recommend you stay with a belt-driven fan."

Heutmaker says the average retail price for their electric fans is about \$550.

Contact: FARM SHOW Followup, Flex-a-lite Consolidated, 7213 45th St. Ct. E., Fife, Wash. 98424 (ph 800 851-1510 or 253 922-2700; www.flex-a-lite.com).

Aluminum Air Intake

Jobe Performance recently introduced aluminum air intakes designed for 7.3-liter and 6.0-liter Ford turbo diesel pickups.

"We've done a complete re-engineering of the entire air intake system. Our intake provides maximum air flow, which boosts engine power and improves fuel economy," says inventor Reagan Jobe. "In most cases it improves fuel economy by 10 to 20 percent."

Aluminum sheds heat five times faster than steel and six times faster than stainless steel, which lowers the under-the-hood temperature and also the air intake temperature. "The colder the air, the denser the air which results in more oxygen in the combustion chamber. Most diesel engines, especially the 7.3-liter, are oxygen deprived. Our air intake system results in 80 percent more oxygen than the factory airbox, whereas most other aftermarket air intake systems improve the airflow by only 15 to 50 percent."

A patented "rifling" at the air inlet spins air. According to Jobe, this results in virtually unrestricted air flow. "Rifling spins the air to create a vortex. You can only get so much air through a tube by pushing or pulling it, but if you spin the air and give it direction it increases velocity by 30 to 35 percent."



Intake on a 7.3-liter Powerstroke diesel.

The unit is completely sealed from engine heat and also features the industry's first Hi-Flow crankcase ventilator.

It also comes with a 1,000 cranking amp Optima battery located outside the air box and upstream of the air filter. "This is a non spillable, non leakable battery so it won't cause terminal corrosion or leak lead acid vapors," says Jobe. "The airbox in every other aftermarket air intake system contains a factory battery which puts toxic, corrosive, harmful vapors all the way through the engine components."

Remote Control Power Tailgate

The Droptail remote control power tailgate is designed to raise or lower the tailgate with the push of a button. It consists of an aluminum actuator rod that bolts onto one side of the tailgate and to the top of the bed rail. The actuator contains a 12-volt motor that operates off the pickup battery.

Using a remote control key fob, the operator can fully open, close, or stop and lock the tailgate in any position. An optional automatic mode is available, in which the micro-processor automatically moves the tailgate into a spoiler position to reduce drag at high-way speeds and improve fuel economy. The tailgate automatically closes as the pickup comes to a stop.

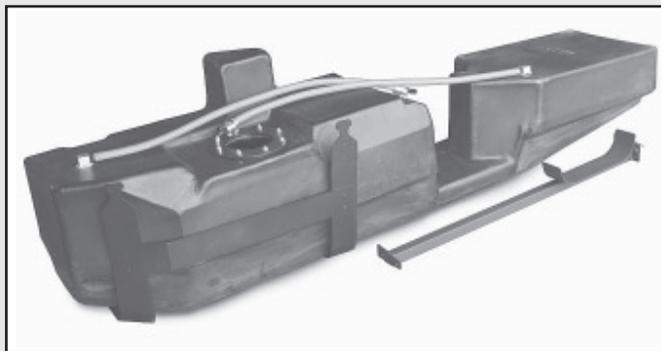
Sells for \$450 plus S&H with the spoiler mode; \$399 without it.

Contact: FARM SHOW Followup, JSC Engineering, 26500 West Agoura Road, Suite



Tailgate raises, lowers at push of a button.

102-503, Calabasas, Calif. 91302 (ph 877 707-8245; james@droptail.com; www.drop-tail.com).



Extra large tank doubles fuel capacity without taking up space in cargo box.

Extra Large Fuel Tanks

You can double the fuel capacity on your diesel pickup by replacing the original fuel tank with an extra large one from Titan Fuel Tanks.

The tanks are made from heavy duty cross-link polyethylene and range from 43 to 60 gal. in capacity. They fit in the same space as the factory tank, without using up any cargo space in the pickup bed. No modification to the pickup body is required.

Tanks are available for most GM, Chevrolet, and Ford diesel pickups made from 1999 to 2008. One model is also available to fit the Dodge quad cab longbed pickup.

"The tanks weigh only about 50 lbs. com-

pared to 200 lbs. for extra large metal tanks sold by others. Also, they won't rust and they're biodiesel fuel compatible," says Bret Olsen, company rep.

The tank slopes toward the center from both ends so the sending unit can reach almost all of the fuel.

Prices vary by model but generally range between \$944 and \$1,092. Add \$139 for shipping in the U.S.

Contact: FARM SHOW Followup, Titan Fuel Tanks, Box 2225, Idaho Falls, Idaho 83403 (ph 800 728-4982; fax 208 529-2162; Bret@xxtank.com; www.titanfueltank.com).

Heavy Duty Starter

The starters on Powerstroke diesel pickups are undersized and aren't really up to the job, says Larry Buck. He's come up with a new solution - a Denso heavy duty, high torque starter. It's designed for 1994 to 2003 Ford 6.9-liter and 7.3-liter diesel engines equipped with the PowerStroke turbocharger. It'll also fit most newer models.

"This is a brand new, heavy built Denso truck starter, whereas Ford uses an automotive starter. It's not a rebuilt or remanufactured model or a cheap Chinese copy," says Buck. "It provides 5.2 hp, which is almost twice as much cranking power as the original factory starter. Some customers tell me that in the past they had to replace their starters once a year. This Denso starter will last 10 years because it doesn't have to work as hard."

Sells for \$549 plus S&H.

Contact: FARM SHOW Followup, Jobe Motorsports, Box 123046, Fort Worth, Texas



Denso high torque starter.

Sells for \$494 plus S&H.

Contact: FARM SHOW Followup, Foster Truck Accessories, 1711 Center St., Tacoma, Wash. 98409 (ph 800 414-0769 or 253 727-1444; larrybuckinc@gmail.com; www.fostertruck.com).

(ph 817 773-5150; fax 817 560-3893; reaganjobe@jobepformance.com; www.jobepformance.com).