

Where To Buy Uni Harvester Parts

Jack Welti likes New Idea Uni harvesters so much that he has 30 power units and 75 attachments in stock, as well as countless parts. He enjoys introducing the versatile, multi-use system to new users and helping other people around the country keeping their units running. He buys New Idea systems for resale and to salvage for reusable parts, as well as for use on his own farm.

"We got our first Uni's in the mid 60's with chopper, sheller and ear corn attachments," says Welti. "We mounted a spray tank with a 60-ft. boom on one, use a snowblower on another, and still do some harvesting with them."

Welti got into the used Uni parts business looking for parts and attachments for his own use. His business expanded when New Idea stopped making Uni harvesters in 1997.

"AGCO owns the rights to the Uni, and any AGCO dealer can get parts, but some dealers may not even have the parts books," says Welti, who also carries a large number of operator manuals and parts manuals. "The company was good about using a lot of universal fittings, so one part may be used in two or three applications with a different part number for each use. If you have the parts number, you can get most parts, but new ones can be costly."

Some parts are no longer available, like the dampener pulley on the Perkins motor used on some models. He specializes in hard-to-get parts like the pulley. If he finds a Perkins engine with other problems, he knows the pulley may have some value. He also carries a number of after-market parts such as chopper knives and high wear parts. He also buys and sells Uni's with a range of \$6,000 to \$12,000 depending on the model and the shape it's in.

"Half or more of those I buy are for salvage," says Welti. "However, I recently picked up two nice 800C models with 5.9L Cummins engines with about 2,000 hrs. on them. I'm asking around \$8,000 each."

Welti questions where else one could find a multi-use, 4-WD power unit with 150 hp or more at that price. He says the design makes them easy to adapt to other uses, something he enjoys helping with.

"One guy mounted a gravity box and auger on a Uni," recalls Welti. "I know of two with rock pickers on them and one outfitted with a grain conveyer that can load a semi in 3 min. or less."

Welti says he is always glad to visit with farmers looking for a Uni or parts or those who simply want to talk about the unique line of equipment. "We have people drive in just to see ours," he says.



Jack Welti got into the Uni parts business looking for parts and attachments for his own use. Now he buys New Idea systems for resale and to salvage for reusable parts.

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Valley Farm, 28085 Hwy. 247, Plainview,

They Burn Used Oil In Pickup Trucks

"Used motor oil works just fine to power my 1998 Chevy 3500 4-door pickup, which has a 6.5 liter turbo diesel engine and 220,000 miles on the odometer," says Carl Weaver of Lisbon, Ohio.

Weaver converted his pickup to burn used oil after his friend John Bennetch of Carlisle, Penn., started using a similar system on his truck. Bennetch drove from Pennsylvania to Missouri and back with used oil as the main fuel. He got 14 miles to the gallon and didn't have any engine problems, so that convinced Weaver to try the same system.

"My truck starts on straight diesel and when the engine temperature reaches 140 degrees, a relay sensor switches it over to oil. During colder months I run 10 percent diesel fuel with the oil, but during summer the straight oil works just fine," Weaver says. The switchover can also be done manually. LED lights show if the truck is running on oil or diesel fuel.

When the truck ignition is turned off, there's a delay timer that automatically switches the valve back to diesel and keeps the engine running. The timer can be set to run the engine from 30 seconds up to 5 min. to purge oil from the engine and revert back to diesel fuel.

Weaver's truck has a high performance fuel pump that can take fuel pressure up to 20 lbs. He says it gives the truck more power and doesn't starve the engine for fuel.

John Bennetch is convinced that older diesel engines with mechanical fuel pumps can run on just about any organic petroleum product. He says used automatic transmission fluid or any grade of synthetic or petroleum motor oil from a diesel or gasoline engine will work. The key is to run it through a screen before it goes into the tank and filter it well at the engine. If it's heavier than 15-40, you should thin it with 10 percent diesel fuel. Both his truck and Weaver's have aftermarket 12-micron fuel filters. Bennetch says that a centrifuge oil filter can be added between the fuel pump and the engine injector pumps. At a cost of about \$600, that would filter at 2-microns and provide extra insurance for the fuel system.

Bennetch says engine shops have told him a system like his won't work because injectors will fail because of poor lubrication. His experience is that delaying the switchover to oil until engine temperature is 140 degrees raises the oil viscosity so it moves through the lines. He said his system isn't anything fancy, basically the same as those that run trucks on vegetable oil. "My line of work gives me access to plenty of old oil, so that's what I use." He says vegetable oil would also work, but he wouldn't mix petroleum and vegetable oil together.

Although the system is simple, it's not without a few challenges. He usually gets 30 to 40 hrs. of driving time or a couple thousand miles on fuel filters, and sometimes tries used fuel filters until they're completely plugged. The oil he uses is filtered every time he moves it from one tank to another.

Bennetch says most diesel engines will allow you to burn up to 50-50 oil and diesel without modifications. It's a way to save money and get decent mileage. He recommends that if you try this idea on a Cummins diesel, which has smaller injectors, that a 2 micron filter be installed.

Contamination is also a concern when using oil. Both Weaver and Bennetch check their oil to be sure there isn't water or anti freeze in it. Oil stored in a 55 gal. drum should have a tap on the bottom to drain out water or contaminants.

Weaver is happy with the economical new way to power his truck and says performance is the same as with diesel fuel. "I think the system is really great and practically failsafe. The only difference I've noticed is a small amount of smoke when the engine is idling, but on the highway you'd never know you're running on oil. I shove the foot feed to the floor, a small puff of smoke comes out and after that it's clear." Weaver figures he spent less than a thousand dollars on the system, which includes the 100 gal. tank for the back of his truck.

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Track tightener for skid loaders uses a threaded bolt to draw the loose ends of the tracks together, making it infinitely adjustable.

Track Tightener For Skid Loaders

Arnold Otter, Molalla, Ore. developed a track tightener for his Bobcat skid loader to make a tough job easier. It worked so well the tool is now on the market.

"Using the factory-provided tightener, it used to take me more than a half hour to mount tracks on my skid loader. Now it takes only about 10 min., and when the job is done I don't have any busted knuckles or cut-up fingers," says Otter.

According to Otter, the tightener that's provided with the tracks is basically a ratcheting nylon strap without any hooks on it. "The strap is fed through both ends of the tracks and then attaches back to itself. Through ratcheting action, the ends of the tracks are brought together so you can install the bolts and bushings that hold the track ends together. That's where the problem begins," says Otter.

"First, the strap doesn't generally hold both ends of the tracks together in a square fashion - one side is always ahead of the other so nothing ever lines up. Second, the ratcheting mechanism has only a set number of 'clicks' for which you can draw up the track. Nine times out of ten the ratchet either draws up the tracks too far, or not far enough to insert the bolt and bushing. So then you have to use a line-up punch and fight the 600-lb. tracks, or get someone to help wrestle the tracks in place so you can install the bolts. My tightener uses a threaded bolt to draw the loose ends of the tracks together, making it infinitely adjustable.



A wrench is used to draw the track ends together until you can install the bolts and bushings by hand.

"When my tightener is hooked up to the tracks, they're held rigid and square with each other. You use a wrench to draw the track ends together until you can install the bolts and bushings by hand. Even if the tracks only need to be moved a fraction of an inch, it doesn't matter. The threaded bolt allows you to move the track's ends exactly where they need to be for easy hookup, without any fuss.

"Once the bolts are installed, you simply loosen the tightener and remove it."

The track tightener sells for \$150 plus S&H.

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