



Dave Geyer fabricates replacement hoods and other sheet metal parts for tractors.

He Specializes In Replacement Hoods

If you need a hood for a tractor you're restoring, Dave Geyer can help. For the past 14 years, Geyer has made hoods and other sheet metal parts. He has shipped orders to customers in each of the 48 continental states, Canada, England and elsewhere.

"I don't restore old hoods; I fabricate new replacements," says Geyer. "I have 30 to 40 different products that I make, from hoods to side panels, nose cones and more. In addition, I do custom fabrication."

Geyer got his start with hoods when his dad needed one for an old style G. He decided to try making one, and when it worked out, he made more. While he makes hoods for other brands, he specializes in Deere, making both unstyled (pre 1941) and styled.

"The unstyled have a very simple look to them," says Geyer. "The fancy styled look came in around 1941 or so. Mostly, it was a

cosmetic improvement."

The extra work involved in the styled hoods comes at a premium. While prices vary, styled hoods for the M, 40, 320, 330 and 430 sell for \$420. Unstyled hoods, like those used on pre 1940 A and B Deere tractors, are priced at only \$150. Shipping for both styled and unstyled hoods is \$35.

Geyer laser cuts the hoods and parts listed in his catalog, but hand cuts custom orders. "If the hood you need isn't on my list, you can send the original or a blue print," he says. "I've done a lot of special orders. The oldest was a hood for a 1923 Deere D. The most unusual was a 7-ft. long hood for a Huber and one for a Rock Island."

Contact: FARM SHOW Followup, Dave Geyer, 1251 Rohret Rd. S.W., Oxford, Iowa 52322 (ph 319 628-4257; dageyer@southslope.net).

Cam Caster Kit Removes Wheel Wobble

A leveler kit installed on your Ford truck makes it easier to pull heavy loads, but can cause wheel wobble and tire wear. BD Diesel has a simple solution – a \$225 Cam Caster Adjuster kit, which installs in just a couple hours.

"It's a common thing that happens with Fords," says Ron Clift, who works in advertising for the British Columbia company. The kit is specifically designed for Ford Super Duty pickups (2005 to 2010). Installing suspension lift or leveling kits can cause the steering pivot axis and tire position to swing rearward, which results in wandering, wobble, pulling, stiff steering and tire cupping.

"We hear comments that it straightens the wheel, and they drive straighter," Clift says. "One of our salesmen who puts on lots of



Cam caster adjuster kit is designed for Ford Super Duty pickups. It removes wheel wobble so pickup drives straighter.

miles says he's reduced wear on his tires."

The kits are available through many automotive warehouses in the U.S. and Canada or through BD Diesel.

Contact: FARM SHOW Followup, BD Diesel, 33541 MacLure Rd., Abbotsford, B.C. Canada V2S 7W2 (ph 800 887-5030; www.dieselpower.com).

Deck Tools Make Maintenance Easy

If you've got a wood deck, you know it takes a lot of regular maintenance to keep it looking good. Two new tools are designed to help out.

The Sprayglide® attachment (www.sprayglide.com) is a simple device that attaches to any pressure washer wand. A wheel glides along a deck to keep the pressure washer wand at a consistent distance to avoid gouging the wood.

John Kirkpatrick of British Columbia invented Sprayglide after he became frustrated trying to pressure wash his home's large deck. Distance can be set anywhere from 2 to 14 in. with the standard Sprayglide, and up to 26 in. with an extension. Attaches tightly with a hood and loop strap. Sells for \$25 at major retail outlets.

Shur-Line (www.shurline.com) recently introduced the Shur-Line Stain System, which holds 1/2 gal. of stain or sealer in a

canister. Pull a trigger on the handle to release stain into a pad that glides over the deck. Retail cost at major home supply stores is \$35.

To make it easier to paint the grooves between deck boards, Shur-Line sells the Stain Pad with Groove Tool that slips between 1/4-in. and larger gaps. The 3/4-in. long groove on the paint pad is retractable for flat surfaces, and the tool can be put on a standard extension handle. It sells for \$18 plus \$10 for additional pads.

Contact: FARM SHOW Followup, Sprayglide, 202 15388 24th Ave., Surrey, B.C., Canada V4A 2J2 (ph 646 396-7557; www.sprayglide.com); or Shur-Line, 8935 NorthPointe Executive Dr., Huntersville, N.C. 28078 (ph 877 748-7546; www.shurline.com).



Kenneth Schlabach gets 28 mpg in his full-size Toyota T100 pickup, thanks to a Cummins diesel engine repower and propane kit.

Diesel-Repowered Toyota Gets 28 Mpg With Propane Boost

By Jim Ruen, Contributing Editor

Kenneth Schlabach runs longer for less money in his full-size Toyota truck, thanks to propane injection, a Cummins engine repower, and other modifications. On a recent 980-mile road trip, he burned 20 gal. of diesel and 15 gal. of propane. That gave him 28 mpg. Even better, with propane costing close to a third that of diesel, they were cheap miles.

"The propane injection system kicks in when I am on the road," says Schlabach, a Kentucky logger. "It gives 30 percent more horsepower and a substantial increase in mileage. When the engine boost goes up, the variable regulator pulls in more propane. In the mountains I burn more propane than on the flat."

Adding the Power Shot 2000 propane system was actually the second big modification. The first was to swap out a bad motor in the Toyota for a Cummins diesel he pulled out of an older Frito Lay delivery truck. He modified the Toyota frame and the Cummins engine slightly to get it to fit.

"I was able to use the original motor mounts out of the delivery truck after I made some brackets to fit them into the Toyota," says Schlabach. "The Toyota had an automatic transmission, but I installed an NV4500 five-speed manual transmission from a one-ton Chevy."

He knew the NV4500 would fit the Cummins with no modifications, but he then added a Gear Venders overdrive. "Without the overdrive, mileage would drop considerably on the road," says Schlabach.

He had the stage 2 fuel pump tuned at Scheid Diesel, a specialty shop in Indiana. With the pump tuned to maximum flow, he gets an extra 40 hp for a total of around 200 hp. He also advanced the timing to about 21°, which added still more power.

"I just idle along at 1,400 rpm's and 75 mph and do 60 at 1,000 rpm's," he says. On the



Pickup is powered by a Cummins diesel engine pulled out of an old Frito-Lay delivery truck.



Supplemental propane fuel tank mounts in pickup bed.

road, the propane saves about 5¢ per mile. I spend a lot of time on the road, so I'm always looking for fuel savings."

Schlabach asked that readers not contact him, as he's not interested in building similar rigs. He suggests contacting Scheid Diesel or Diesel Performance Products, maker of the PowerShot 2000, for more information.

Contact: FARM SHOW Followup, Scheid Diesel, 4960 N. 13th St., Terre Haute, Ind. 47805 (ph 812 466-7202 or 800 669-1593; www.scheidiesel.com) or Diesel Performance Products, 7459 Flickinger Dr, Utica, Mich. 48317 (ph 586 726-7478; www.dieselpower.com).



Sprayglide wheel glides along deck to keep pressure washer wand from gouging the wood (left). Shur-Line stain system holds 1/2-gal. of stain or sealer to treat deck boards.

