

"I'm disappointed with my 1998 Dodge Dakota extended cab 4-WD pickup equipped with a 318 cu. in. V-8 engine. I've replaced everything on the front end and gone through wheel bearings, two oxygen sensors, a water pump and head gaskets. This vehicle has a terrible heater for a fully loaded, mid-sized truck. It only has about 97,000 miles on it."

Bryan L. Schneider, Eden, S. Dak.: Bryan's impressed with his 2009 Napoleon model 1900 in-house wood stove (ph 800 461-5581; www.napoleonfireplaces.com). "I can't say enough good things about this stove. We use it to heat our 30 by 50-ft. ranch-style home, which it does with ease. We burn seasoned ash and oak, which it burns clean. It's a well-made stove. I'd recommend it to anyone."

Sally Czerniak, Owen, Wis.: Sally likes Flex Seal spray rubber sealant (ph 800 307-6201; www.getflexseal.com). "I used this product on wet pipes and concrete where I sealed a leak in my house's foundation. I also plan to use it to seal leaky gutters as well."

Darrick Caisse, Chaplin, Conn.: "It's the best little tractor I've ever owned," says Darrick about his New Holland TL1525. "It handles jobs I wouldn't expect it to. It's super reliable and super efficient, and I bought it at a great price. It's small enough to fit in my garage and always starts right up. Also, all the parts on it are metal - no plastic."

Roger Larson, Lebanon, Mo.: "I like my Kubota 2230 4-WD tractor equipped with a quick-disconnect front-end loader and 60-in. mower deck. This tractor has about 22 hp and does just about everything I ask it to. We also own a Kubota 50 hp model, but the 2230 can do almost as much work. I'm sold on Kubota."

David Cunningham, Tazwell, Tenn.: "I work for our county road department and really like Red Wing work boots. They wear so well that I can go six years before I have to buy a new pair. These boots cost just a little over \$100 but are worth it."

Dennis Pick, Kenneth, Minn.: "My 1998 Deere 25 1/2-ft. 900 field cultivator equipped with a 3-bar mulcher is a good, reliable piece of equipment. I pull a DMI crumbler behind and it works great, too. The combination makes a good seedbed."

Gregory Sprigg, Basye, Va.: "I like my Bailey's Smart-Splitter log splitter (ph 800 322-4539; www.baileysonline.com). It's effective on small to medium-size wood and on larger pieces of already-split firewood. It



lets me safely and precisely split kindling without the danger of swinging a hatchet, and it doesn't burn any fuel. Works great."

Bill Hoefler, Shepherd, Mont.: "My 2008 Honda Ridgeline can't be beat for driving on ice and snow. It's a front wheel drive vehicle, but when needed the rear wheels kick in faster than lightning. It's a stable and sure-footed vehicle. I'd like to trade some power for mileage, though. It averages 20 mpg but has more power than I need."

Dale Wheeler, Ava, Mo.: "I'm well pleased with my 2010 Ford Fusion equipped with a 4-cyl. engine. It averaged 38 mpg on a recent trip and rides great. It has plenty of power."

William Hinckley, West Bend, Wis.: "I like the HVLP paint spray system I bought from TP Tools & Equipment (ph 800 321-9260; www.tptools.com). "It uses a 115-volt turbine so you don't need compressed air. It's easy to use and you don't get much overspray. The turbine warms the air so moisture is eliminated, which also helps the paint dry faster. The paint is always left dry and oil free."

Robert Johnson, Sieper, La.: "In August 2009 I bought a Kubota zero-turn riding mower equipped with a 48-in. deck and grass catcher. I have a small farm and mow about two acres. The first time I used this machine without the grass catcher and it burned 7 gal. of gas in just 3 hours. Another problem was that when I turned the ignition off the engine would keep running, and when it finally quit running it would backfire."

"I called the dealer, but he said he didn't know what was wrong. He didn't ask me to bring the mower in, either. So I called the company's southern district and got the same answer. Next I called the head office in California, and they told me to take the machine in to the dealer. My reply was, 'why, when they don't know what's wrong?'. I was getting the run-around while the warranty was running out. So I wrote two letters to the company headquarters in Japan, but got no reply."

"Finally the dealer picked the machine up and worked on it. He told me he changed the carburetor, but I could see no evidence of wrenches put on the engine. The machine did burn a little less fuel, but still too much, and it continues to backfire when the ignition is turned off. Then a bearing went out on the deck and I had to take the machine back to the dealer, 36 miles one way, with the warranty about to expire. They did, however, repair it under warranty. The mower had only about 90 hrs. on it when the bearing went out."

"The machine's zero turn feature is defeated by the rear wheels being wider than the deck. The belt lock won't stay locked in on the grass catcher, so I designed a spring lock to hold it in place. And the engine still backfires."

Mike Taylor, Helena, Ark.: Mike's the owner of a 2012 Ford F-150 pickup. "This pickup rides smooth and is equipped with a 3.5-liter EcoBoost gas engine, which is adequate. However, it has the poorest headlights of any vehicle I've ever owned. I had to put reflectors up where I turn off the highway to go home at night, because I got tired of backing up on the highway after missing the turn. Also, I miss getting to see the neighborhood deer herd - the headlights are so poor that they don't even look up when I come through."

David Martin, Moorefield, Ont.: "Over the years we've owned and operated numerous tractors, but few have been as dependable as our Case IH 7120 Magnums. We own a pair of 7120's, and they're the workhorses on our dairy farm. Day in and day out, these tractors perform trouble-free. They're simple to operate, packed with all the power you need, fuel efficient, and functional. They're also comfortable to operate. I'd recommend them to anyone."

William H. Young, Cottage Grove, Ore.: "In 1941 my father ordered for me, from the Sears & Roebuck catalog, a 6 by 18-in. metal cutting bench lathe, which was a substantial and expensive Christmas gift for a 16-year-old. I later became a machinist after serving a 6-year apprenticeship program. I



Propane kits mount on farm tractors, semi tractors, stationary irrigation engines, and other diesels.



"Best Buy" Propane Conversion Kit

By Lorn Manthey, Contributing Editor

Conrad Miller, a FARM SHOW subscriber from Crossville, Tenn., called us after reading a story in our 2013 Best of FARM SHOW about a company that sells a propane-to-diesel conversion kit. "I wanted to point out that Diesel Performance Products in Michigan makes a lower priced, less complicated kit. I bought one for my truck," says Miller. "Diesel Performance Products holds a patent on the process and has marketed it around the world with great success. I bought their kit for almost 50 percent less than what other people were charging and installed it on my International straight truck with a 466 engine. My driver says the truck has more power going up grades, runs cooler and is getting better mileage. I've been very satisfied and just ordered a second kit for another truck."

After visiting with Miller, we called Diesel Performance Products in Michigan and spoke with Keith Long. He told us he invented the Powershot propane dual fuel conversion kit in 2000. The company received U.S. Patent #6422015 in 2001 for proprietary technology that no other company has. Long says Diesel Performance Products has sold the Powershot PDI (propane diesel injection) for more than 12 years in the U.S. and around the world. They have distributors who've worked hard to test the product through actual fleet and independent vehicle use. The results have verified improved mileage, cleaner running engines, less maintenance and excellent return on investment.

The Powershot system meters propane into the engine based on the turbo boost pressure of the engine. Long says the mechanical system is easy to install, doesn't have any effect or impact on the vehicle's functionality, doesn't change any of the manufacturer's components or set perimeters, and there aren't any permanent modifications to the vehicle. The system doesn't use a computer and installation doesn't involve changing or interfering with the engine's original fuel management/delivery system. All of the kit components are UL listed and CSA approved.

The Powershot 2000 typically costs around \$1,000 and fuel storage tanks add

\$400 to \$800 to the overall cost, depending on tank size. It's installed next to the diesel tank and only two lines run into the engine compartment. The vapor fuel tank mounts on the frame of a semi-tractor or a straight truck. If the kit is used on a pickup, the tank is placed in the box. For safety purposes a control switch is mounted in the dash and must be re-activated each time the vehicle is started.

Long says their product has become even more popular as the cost of diesel fuel continues to rise while LP remains very reasonable. "Fleet owners and diesel operators are looking for a way to save money and the Powershot provides the ideal solution," says Long. Another incentive is the reinstated alternate fuel tax credit, which allows for a \$.50 per gallon tax credit toward LPG purchases made for fleet use.

Verified research results using the device in trucking operations have shown 20 to 25 percent increases in torque and horsepower and fuel savings of 10 to 25 percent. Fuel costs on a 580 Diesel were compared in April 2011 and 2012, showing savings of \$4.10 per hour and \$4.53 per hour when the propane kit was installed. Diesel fuel consumption was reduced by more than 50 percent.

Duane Bellum Farms of Gillespie, Ill., has installed the Powershot system on three Deere tractors, including two MFWD models and a 4-WD. Bellum says they've been very pleased with additional power, cleaner operation and fuel savings of around 30 percent for each tractor.

Long notes that stationary diesel engines used in irrigation have been another prime market for them. With a Powershot kit the fuel cost savings may be 30 percent compared to running on straight diesel. The Powershot System has received ISO Certification, has obtained European and Australian Certification and is also recognized by LP and CNG industry associations.

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still have the original operating instructions for the lathe, and the parts list.

"Last year I overhauled the lathe and was surprised to find that the part numbers on it are identical to the part numbers in the company's

2012 parts catalog. The only difference is that the prices have risen tremendously. I'm very proud of this 71-year-old, made-in-the-U.S. lathe. It has served me well and over the years has needed only minor parts replaced."