



# Solution To Dodge Ram Steering Problem



Dodge Rams made from 1994 to 2002 have a steering problem that causes the truck to wander. If not corrected it will develop into what is known as a death wobble. The problem is caused by a loose tracking bar, and replacing the tracking bar will only temporarily solve the problem.

Luke's Link has been solving Dodge and Ford steering problems for 26 years and has a rebuild kit that converts your track bar to a fully adjustable ball joint end. It is easy to install, and is guaranteed for the life of the truck. Luke's Link also has bushing kits for 2003 to 2007 1/2 track bars. No need for a new bar. Luke's Link will work on all 1 5/8-in. dia. bars. It will not work on 2 1/8-in. dia. bars but the company offers a lifetime adjustable track bar for these bars.

Luke's Link has been safely repairing the front suspension on Dodge and Ford trucks for 27 years.

One kit sells for \$69; 4 or more kits are \$58 each. Poly bushings axle end - \$14 each. Dodge 03-07 track bar bushing kit - \$36.

Note: This kit will only work on joints 1 5/8-in. and 1 3/4-in. Some after-market Tracbars have a joint diameter of 2-in., for



**Bushing kit for 2003-2007 Dodge trackbar kit.**

which we offer a lifetime adjustable bar.

For more information, check the website at [www.lukeslink.com](http://www.lukeslink.com), or call 877 631-9964; cell 719 254-3064.

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How to check for the tracking problem: With the wheels on the ground and pointed straight ahead, unlock steering wheel (do not start engine) and have someone jerk the steering wheel left and right while you observe the upper end of the tracking bar for up and down movement. Also check the bushing on the axle end of the track bar. (New bushings are available.) Then check the 4 tie rod ends, this kit will rebuild them (one kit per joint).

## Pto-Powered Pelletizer Built To Last

After years of selling imported pelletizers, Make Your Own Pellets, LLC is now building its own pto-powered pelletizer with a heavier-duty gearbox that'll stand up to increased pellet-making torque.

"The weakest part of imported mills is the gearbox," says Brian Dingman. "We went to a 5:1 gearbox versus the more common 3:1 design. It will make a world of difference in the amount of power applied, and the quality of the pellet produced."

Dingman explains that the slower the die turns, the longer the material stays in the press and the more compacted it becomes. With his 5:1 worm gearbox, it has the power and torque needed to produce wood pellets from pure sawdust as well as from grass and other sources, even waste paper.

The 445 lb., 9-in. model produces 350 lbs./hr. of pellets from sawdust or up to 900 lbs./hr. of pellets from soft biomass sources. A binder additive is recommended and available from the company.

According to tests by an independent lab, Juniper tree pellets reached a density of 44.8 lbs. per cu. ft. versus a standard density of 40 lbs./cu. ft., which is what the

Pellet Fuels Institute rates as "premium" pellets. At 540 rpm's, the company produced 64 lbs. of dense Juniper pellets in less than 15 min. A 1,000 rpm pto would increase production.

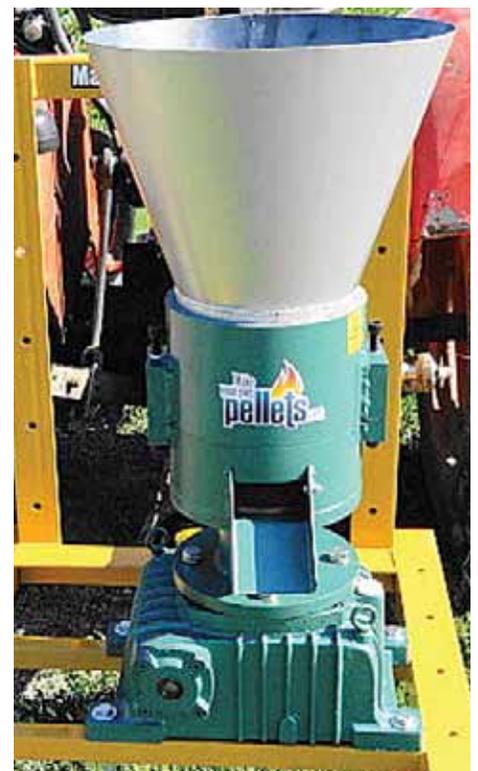
The company now offers 20 or 30 hp, 3-phase electric motor configurations.

The powder-coated mill carries a one-year defective parts warranty. It's priced at \$5,795. Dingman notes that because it's made in North America, there is no tax on it for Canadians as there is for imported mills.

The company offers a detailed publication called "Guide To Making Pellets" that explains how to make wood pellets using pellet mills. You can download it online at [www.makeyourownpellets.com/guidebook.html](http://www.makeyourownpellets.com/guidebook.html) or order a hard copy by mail. Sells for \$31.95.

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**Pto-powered pelletizer has a heavier-duty gearbox that'll stand up to increased pellet-making torque, says the company.**