

## Trap Pulls Sediment From Fuel Tanks

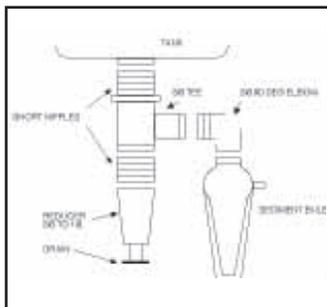
When John Edwards read the FARM SHOW article on Bill Mossback's modified filter system for fuel tanks on old tractors (Vol. 27, No. 2), it struck a chord with him.

He has a couple of old Continental 4-cyl. engines that he uses on his farm that run well and have plenty of power to meet his needs. The only problem was that sediment and water in the fuel tanks were frequently too much for the old engines' sediment bulbs to handle.

To overcome the problem, Edwards came up with a design he says is cheaper and easier to install than Mossback's. It involves removing the sediment bulb from the bottom of the tank and putting a short pipe nipple in its place. Then he screwed a T fitting onto the nipple and put an elbow on the side of that to which he remounted the sediment bulb. At the bottom of the T, he added another short nipple and then a reducer. At the lower end of the reducer, he screwed in a drain cock.

Fuel still flows through the elbow to the sediment bulb and on to the carburetor, but bigger sediment settles to the bottom of the small sump area created at the bottom of the T fitting.

"Before I start the engine, I open the drain cock and let it run until the fuel comes out clean. Water and rust run out. If the tank has a lot of residue in it, you'll need to drain it



Edwards' design involves removing the sediment bulb from bottom of fuel tank and putting a "trap" for larger sediment in its place.

off more often, especially at first," he says.

"Most gas tanks have 3/8-in. fittings but you can use whatever you need to make the small sump area," he says. The advantage of this design over an in-tank filter is that over time, this actually removes sediment from the tanks. The only downside is that it lowers the sediment bulb about an inch, so you have to be sure there's enough room under the tank to install this," he says.

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## Diesel "Repowers" Provide Cheap Transportation

Tired of high gasoline prices? Don't mind driving an older vehicle? Maybe you need to follow Mark Overbye's lead and replace your gas guzzlers with diesels.

Over the past 10 years, Overbye has put diesel engines into two pickups, a Suburban, and a Ford straight truck.

The Lake Alma, Saskatchewan, farmer and cattleman says the first repower job he did was putting a 5.7-liter GMC diesel in a 1965 GMC pickup. He later put a 5.9-liter Cummins diesel from a Dodge pickup into a 1976 GMC crewcab. And for a family vehicle, he put a 6.2-liter diesel in a 1965 GMC Suburban.

"If you have the time, a shop to do the work in, the patience to do it right, and don't mind driving an older vehicle, you can save a lot of money, particularly on fuel," he says.

"I'm a mechanic and I have a repair shop on the farm where I work on just about everything," he says. "When you go out to get a diesel engine, it's best to buy the whole vehicle if you can, or at least get as much of the engine and radiator mountings and attachments as possible," he advises.

"At the time I did the 1965 pickup, I was working off the farm for a John Deere dealer 40 miles away, and needed something cheap to drive to work," he says. The pickup was inexpensive, but the gasoline engine was worn out. So he found a junked 1984 Oldsmobile with a 5.7-liter diesel in it.

He salvaged the engine and Turbo 350 3-speed automatic transmission from the Olds and sold much of the remainder of the car for parts. He says the engine and transmission fit easily into the old 1/2-ton pickup. He's put nearly 70,000 miles on the pickup since putting in the engine in 1994. "I'd heard some negative things about the 5.7-liter diesel, but it was in good shape at the time. I rebuilt the fuel pump and replaced the injectors a few years ago, but it hasn't given me any other

trouble. It's still going strong," he says.

Since he was trying to achieve the best fuel efficiency possible, he later changed the gears in the old pickup's differential. "It had a 3.73 rear end in it when I got it," he says. "I found a 3.08 rear end in a junked early 1970s Chevy and put that into it. That change alone got me another 3 to 5 miles per gallon."

A few years later Overbye found a 1976 GMC crewcab 4-WD pickup that he could redo. "I found a junked 1993 Dodge 4-WD with a 5.9-liter Cummins diesel. The engine was fine, but the body was in sad shape," he says.

The 1976 model wasn't in much better shape. The cab was fine, but it took parts from several other Chevy and GMC pickups to make it acceptable all over. "The box came off a 1987 pickup. The front clip is off a 1980 model, and the frame, axles and drivetrain were salvaged from a 1984 model," he says.

The 5.9-liter was a tight fit under the GMC's hood, but he didn't have to cut the firewall or the radiator for it to fit. The biggest problem was that he had to build a new cross member to fit under the crew cab. "I used the dimensions from the Dodge to pattern the new one, so it wasn't that difficult a problem to solve," he says. For a transmission, he left the GMC transfer case in place and attached it to the 5-speed manual transmission that was in the Dodge.

The crew cab pickup has become his primary farm vehicle now, and he uses it for everything from running around the farm to pulling a 5th wheel trailer. He figures he spent less than \$11,000 on the crew cab rebuild and repower.

Overbye's family vehicle is the 1965 Suburban. "I had been looking for an early Suburban for awhile. I finally found a good body in North Dakota. I mounted that on a frame salvaged from a 1980 half-ton Chevy pickup. For an engine, I found a totaled 1982



In-line wheels allow Neet Kart to easily climb over logs and other obstacles.

## Narrow Two-Wheel Cart Stores Behind Pickup Seat

Chuck Woods is an avid hunter. But after three back surgeries he couldn't do any more heavy lifting. Rather than give up on his love of hunting he invented a cart that allows him to transport heavy game with minimal effort. What's more, the collapsible cart folds up into a package just 6 in. wide, small enough to fit behind the back of a pickup seat.

Woods designed the "Neet Kart" with two in-line wheels so it could be used on deer paths in the woods and fit through narrow barn doors and gates. The big-wheeled cart easily climbs over logs and rocks without losing its cargo due to tie-down straps.

Another advantage of the Neet Kart is that it can pick up a load using the cart itself, saving your back. You just lay the cart down next to the deer or other cargo, tie it on, and then grab the steel frame and lean back using your body weight to pull the cart onto its wheels.

"What's amazing about it is that I don't have to lift a single pound. The weight of my body does all the lifting. I use tubular steel for the frame because I don't want my hunting to be limited by the amount of weight my cart can carry out," he says. The entire frame is welded completely together, not just in spots. "I even had a couple structural engineers look it over and give me approval," he says. It weighs only 32 lbs. because of its tubular steel construction and it folds up in less than five minutes.

Woods' new cart is so strong that search and rescue units from around the state have expressed interest in using it for their operations. "The Neet Kart is versatile enough to hold packs, a stretcher, or any other equipment you can think of," Woods says.

Neet Kart sells for \$425.



"I didn't want my hunting to be limited by the amount of weight my cart can carry out," says Woods.



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Chevy Blazer with a 6.2-liter diesel. The engine, mounts and radiator were useable, but not much else," he says. "I used the transmission and transfer case from the 1980 pickup in the Suburban. The conversion went so well we get 22 miles per U.S. gallon on the highway."

He says the easiest conversion he's done was helping his father-in-law, Kenneth Oberkirsch, put a 3208 Cat engine in a 1977 L700 Ford truck. "He replaced a 391 cu. in. gasoline engine. The donor engine came from a 1983 Ford 8000 truck. There were more differences in the trucks than I had antici-

pated, but the only real problem was finding the right pto shaft to operate the hydraulics on it. He used the 5-speed transmission from the 8000 and the 2-speed rear end from the L700. The clutch and bell housing came from the 8000."

Overbye says besides fuel savings, he also enjoys the fun and challenge of repower projects. He'd be happy to advise anyone who's interested in replacing gasoline engines with diesels.

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