Replacement Fluid Lines Done To Order

NEW Hydraulics can provide the hydraulic, fuel line, power steering and A/C tubes and hoses needed to rebuild, restore or customize equipment. Whether you need one tube or hose or multiples, no job is too big or too small, according to Paul Konopa, the owner.

"Most of our orders are 1 or 2 at a time, but one customer came in with a 50-year-old boat lift crane," recalls Konopa. "He said it was a diamond in the rough and asked us to replace all the hydraulic hoses and tubes. Tubes alone ran more than 350 ft."

In most cases, the request is to replace a single tube that has gone bad. "As long as the hydraulic block or banjo fitting is okay, we can make the rest from scratch," says Jeff Jordan, lead mechanic. "We have the tools to bend tubes or machine parts if needed. Hoses and tubes are our niche. If only the hose is bad, we can replace it, rather than the customer having to replace the entire assembly."

Jordan says people will sometimes call and describe where on the machine a particular tube or hose they need goes. Sometimes a picture is all that is needed. Best of all is when they can send in the entire part, he adds.

In addition to tubes and hoses, NEW Hydraulics sells and services snowplows. They fabricate mounts, offer repair kits for plow A frames, rebuild upper lift frames, and more.

"We can make anything people need to get their equipment up and running, even if it is a completely different modification from the original part," says Konopa. "Often we can rebuild for a fraction of the cost of new."

Contact: FARM SHOW Followup, NEW Hydraulics, Inc., 2389 Clay Rd., Oshkosh, Wis. 54904 (ph 920 231-0124 or 920 915-8789; info@newhydraulics.com; www.newhydraulics.com).

NEW Hydraulics specializes in replacing hoses and tubes that have gone bad. Photo above shows new hydraulic tubes and hoses installed in a 50-year-old boat lift crane. Photo at left is a sampling of other hoses and tubes made by the company.

Reusable Oil Filters Never Need Replacing

Engine tinkerer and car enthusiast Christopher Hubbard was often frustrated with the poor performance of conventional oil filters and the fact that they haven't changed much in 50 years or more. So he took the giant leap of inventing reusable filters. He used experience gained while working with classified agents, toxins and diseases while performing lung and liver perfusions in Army military research as motivation and inspiration for his new idea.

Seven years and millions of investment dollars later, the reusable HUBB oil filter was introduced. Hubbard says the radically new design does a better job of protecting an engine, and saves time and money while keeping filters out of landfills. The patented design of a HUBB filter captures more contaminants from combustion so oil is kept clean longer. Their performance is backed by the industry's first 100,000 mile or 5,000 hr. guarantee.

HUBB CEO Scott Killips says independent tests on their filters have demonstrated that HUBB can save a typical fleet up to 50 percent on their oil change costs through longer oil change intervals. In 2018 the company introduced the Swap Filter Exchange Program. Used HUBB filters are sent back to the company for cleaning, inspection and certification, then returned for re-use. Says Killips, "We made it easy to put the HUBB Swap program in place, with no contribution to landfills and immediate savings for fleets."

HUBB filters are available for any light truck or passenger vehicle that uses a spin-on filter. Its elements are made with a surgical stainless steel weave rather than paper. Killips says the design and functionality offers 5 times better oil flow than a paper filter.

Contact: FARM SHOW Followup, HUBB Filters, 233 Tamalpais Drive, Suite B, Corte Madera, Calif. 94925 (ph 844 289-7791; www.hubbfilters.com).

HUBB Filters says its reusable oil filter captures more contaminants so oil stays clean longer. Offers 5 times better oil flow than a paper filter.

Multitool attachment can be used with different belts to grind, sand or polish steel, plastic and wood.

Multitool Speeds Up Grinding

If you use a stone grinder in your shop, you'll appreciate the Multitool, says Greg Bolton, national sales manager.

"It removes metal five times faster than a traditional bench grinder. And there are four extra work areas," he says, for front contact wheel grinding, flat paten grinding, slack-belt grinding, and disc grinding. With different belts, the Multitool can do it all - grind, sand, shape, sharpen, clean, condition, buff and polish steel, plastic and wood.

"The Multitool has been around nearly 30 years since being developed in Australia," Bolton says. "What sets it apart is the easy belt change in a matter of seconds. Simply depress the belt, remove it and slip on another belt."

Since Bolton's brother, Joe, brought the Multitool to the U.S. in 2000, several markets have found it useful. Farriers use it to shape and polish horseshoes. Welders, blacksmiths, auto and tractor restorers, fabricators, and knife makers also find it fast and efficient. It's portable so it can be used in the field with a generator. A variety of 2 by 36-in. belts with a wide range of grits and purposes work with the tool.

The $229 attachment can be installed on standard grinders, or Multitool sells it for $650 on an 8-in., 1 hp. grinder. The company plans to offer a 4 by 48-in. belt option in the near future.

Bolton suggests contacting the company to find out if local dealers stock the Multitool. If not, orders can be placed directly with Multitool USA.

Contact: FARM SHOW Followup, Greg Bolton, National Sales Manager, Multitool USA, 14711 Artesia Blvd., La Mirda, Calif. 90638 (ph 800 660-0880; www.Multitool-USA.com; greg@multitool-usa.com).

Rebuilt Stave Silo Used For Farm Storage

"The 12-ft. diameter by 36-ft. tall cement stave silo adjacent to my barn looked good, but I didn't trust it because of its deteriorating staves," says Minnesota handyman Mark Rinke. "Instead of tearing it down I decided to rework it to use for tool and equipment storage."

Rinke knew if he was going to cut a large walk-in door into the staves he'd need to completely reinforce the bottom staves, including the support rings.

To do that he dug around the inside of the staves, then poured footings for a concrete "donut" so the floor had its own support. On the outside, about 5 ft. on both sides of the new door opening, he poured 3-ft. high by 8-in. thick concrete "wings". Two of the silo's lower band rings were embedded in the concrete and several of the staves were bolted into the wall. The 10-in. deep I-beam door frame was also lagged into the wall.

With the support system and a new door opening complete, Rinke hired a company with a vertical hoist to remove about 18 ft. of staves from the top of the silo. He bought a used 12-ft. dia. metal roof to cover the remaining lower portion, then cleaned and sealed the inside of the staves to create weather-tight storage.

Rinke says he probably over-engineered the wall supports, but he wanted it extra strong to support the door opening and the remaining staves above it. "I think it's probably strong enough to be here forever," says Rinke.

To rebuild his silo for farm storage, Rinke cut a new walk-in door into the staves, then poured 3-ft. high by 8-in. thick concrete "wings" on both sides of it. Silo's lower 2 band rings are embedded in the concrete.

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