

Improvements Made A Good Tractor Better

"My 855 Deere is a really nice mower tractor and easy to drive, but I made it safer and more ergonomically correct with a few simple improvements," says Minnesota handyman Mark Rinke. He replaced the original seat, extended the steering wheel, and added step brackets and grab bars to make it easier to get on and safer to drive.

"I've got a 6-ft. mower on the tractor, which made getting up and onto the platform a long stretch, even for someone with long legs like me," Rinke says. "I made it easier to get on and off by adding an extra step and grab rail on each side." The steps are 8-in. square corrugated metal welded onto 1 1/2-in. tubular steel that's bolted to the tractor frame. Extending up and across the steering column are grab rails made of 3/4-in. water pipe.

"Now when I mow on the side hills the grab rails are easy to hold onto for extra support," Rinke says. "I also extended the hand rails an extra 4 in. above the fenders alongside the seat."

Rinke says the OEM seat and steering on the tractor were adequate for level land use,

but not on the hillsides and ditches where he mows. He replaced the original seat with an aftermarket model that has very good back and side support, adjustable weight and shock resistance, along with 2 to 3 in. of up-and-down travel. "It's a big improvement over the standard seat," he says.

"As with most of my projects, one thing leads to another, and that was definitely the case with the tractor," Rinke says. After changing out the seat he found the steering wheel was too short to comfortably drive the tractor. To remedy that issue he added a 2-in. spacer that he cut from a junkyard steering wheel shaft. A solid center core and sleeve provide plenty of support for the added length, which Rinke says now allows him to sit level while driving and not have to arch over uncomfortably.

Rinke also improved the capacity of his mower by extending the height of the box to give it a larger cutting cavity. He welded a continuous piece of 5/8-in. dia. silo hoop rod to the base of the deck and added larger blades with more curvature. Those



Mark Rinke says changing out the seat, lengthening the steering wheel, adding grab bars, and new side steps make his Deere 855 tractor easier to get on and safer to use.

improvements increased air flow and lifted the grass better. "Adding the rod was real simple because I tack welded it every few inches as I bent the rod around the base of the deck," Rinke says. "Now my wife and I are both safer and more comfortable driving

the tractor, and the mower definitely has more capacity."

Contact: FARM SHOW Followup, Mark Rinke, 11175 225th St. E., Lakeville, Minn. 55044 (mark.rinke@nngco.com).

He Specializes In "Heritage" Diesel Fuel Injection Repair

"I was born and raised on a farm, and spent a lot of time fixing old tractors and working on cars as a teenager. I gravitated toward fuel injection repair about 20 years ago, opened this shop in 2013, and it has been going gangbusters ever since," says Ed Guenther of Heritage Diesel, Walnut, Ill.

Guenther's speciality is overhauling heritage diesel injector systems built from the early 1960's to the 1990's. "Right now I've got injectors in here from a Ford 900, an 1850 Oliver, a 1010 crawler, a 220 Allis, an IH 1466, an IH 1256 and a CIH 7150," Guenther says. "Products that I don't work on in-house are handled through my various suppliers. I can also build fuel systems for tractor pullers."

Guenther says he has puller customers across the U.S. and Canada and also works on his own pulling tractors, though he doesn't have a lot of time for that.

"Customers send me injector pumps from their heritage tractors and I completely take them apart. I clean and inspect all the parts, replace what's necessary, then put them back together and calibrate them. I have 7 different kinds of test stands, so I'm able to handle almost any pump out there."

Guenther says many injector system problems are caused by fuel that sets for a year. "The fuel goes sour, just like milk that sits in a refrigerator way past its expiration date. A person wouldn't drink that old milk, and a diesel injector shouldn't be subjected to old fuel."

"There's a lot of bio diesel on the market today, which is good for the farm economy, but the higher the bio content the worse the problems are because the bio attracts moisture when it sits," says Guenther. "Then the lines, orifices and internal parts start to gum up, especially if that old tractor is only



Guenther Heritage Diesel specializes in overhauling diesel fuel injector systems built from the early 1960's to the 1990's.

used occasionally."

Guenther advises heritage diesel owners to use fresh fuel and a quality fuel additive to keep the fuel from going sour and drawing moisture. Also, start and run the engine often and use up fuel in the tank before refueling.

"That won't completely prevent problems, but it sure helps," Guenther adds.

Contact: FARM SHOW Followup, Guenther Heritage Diesel, 313 Red Oak Rd., Walnut, Ill. 61376 (ph 815 303-3492; ed64drag@gmail.com).

Clean Up Coolant With Filter

You can keep your diesel engine coolant clean with a new filtration system from Sinister Diesel. It filters out casting sand, metal shavings, rust and mineral deposits that are even found in new engines. On high mileage and older trucks, filtration removes scale deposits and sludge. Old or new, contaminants can cause seals, gaskets, hoses or even the radiator to fail early.

"We have kits for Ford, GM and Dodge diesels, about 10 models in all, and are adding kits for new models every couple months," says Andrew Sokol, Sinister Diesel. "We also have a universal kit for diesel cars and diesel engines on trucks like the Kodiak, anything with a coolant system. You can pick different hardware options and hose lengths depending on mounting location."

The easy-to-install kit requires a handful of common tools and a couple of hours in the driveway, according to Sokol. An enclosed bracket mounts to factory holes, eliminating the need for drilling. The CNC-machined aluminum filter attaches to the bracket. It includes 2 threaded inlet ports and 1 outlet port. A CAT coolant filter screws into the boss and is easily unscrewed for replacement. Silicone hoses and fittings are pre-assembled

for easy connection.

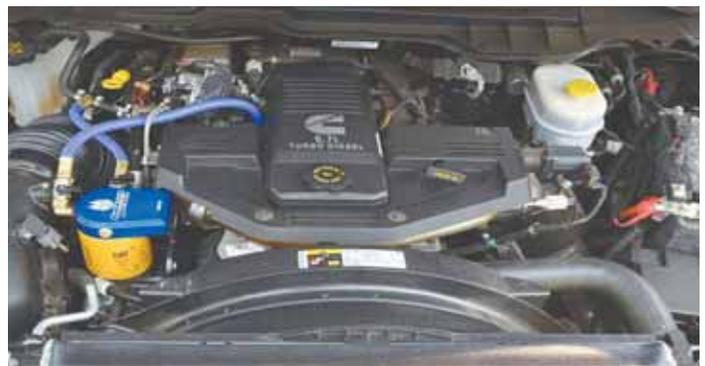
When installed, the Sinister coolant filtration system is designed to bypass and filter small amounts of coolant while the engine is running. The contaminants filtered out can clog the EGR cooler or cause premature wear of water pumps and coolant seals.

Sokol recommends a series of filter replacements following the first install, beginning with 500 miles after the initial filter is put in place. A second and third replacement is advised after 3,000-mile segments, and then replacements should be made annually.

"The first filter picks up the bulk of the contaminants," says Sokol. "Each filter after that traps less."

There's a lifetime warranty on all components other than the replaceable filter. "We manufacture in-house," he says. "We have guys machining the blocks and laser cutting. We even hand package. You can find imitations on eBay, and you may save a couple bucks, but they are likely cast design with generic hoses that will have to be replaced."

The coolant filtration kits vary by make



Filtration kit is designed to keep your diesel engine coolant clean by bypassing and filtering small amounts of coolant while the engine is running.

and model. A kit for a Ford Powerstroke 1999 to 2003 7.3L on sale on the company website is priced at \$164 with a CAT filter. A kit with a CAT filter for a 2003 to 2007 Ford Powerstroke 6.0L engine, also on sale, is priced at \$183. Meanwhile, the sale price of the universal application kit is \$158.

Replacement CAT coolant filters are priced at \$37 on sale.

Contact: FARM SHOW Followup, Sinister Diesel, 2025 Opportunity Dr., Roseville, Calif. 95678 (toll free 888 966-6543; info@sinisterdiesel.com; www.sinisterdiesel.com).