

Where To Buy "Orchard Tractor" Parts

Collectors of Deere Orchard tractors will have an easier time restoring their tractors to original condition if they work with John Craig. As co-owner of Craig Welding in Mentone, Indiana, and a collector of Deere tractors himself, he hadn't thought about making parts for others until a Michigan collector convinced him many other collectors would be interested in reproduction parts.

"He told me there are a lot of tractors sitting in people's barns just waiting for metal," Craig says. "There has been surprisingly good demand." He's been selling reproduction orchard metal parts for about three years.

Customers tell Craig that without the orchard metal, their tractors are ordinary utility tractors. Orchard tractors were designed to protect hanging limbs and fruit, by using large metal shields to brush them aside. They were used in orchards all over the country, for oranges in Florida, cherries orchards in Michigan, and pecans in Arkansas, for example. When orchards started trimming lower branches to make it easier for workers and equipment, the orchard tractor was no longer needed.

The orchard metal is often damaged or missing, Craig explains, because it was removed to change a tire and not put back on.

Working with original blueprints and using the cold-rolled sheet metal as used on the



John Craig has been selling reproduction parts for Deere Orchard tractors for three years.

original orchard tractors, Craig makes exact replicas selling individual parts or complete sets.

When Craig attends tractor shows he takes his own orchard tractor plus the primed orchard metal pieces. He's working on restoring an orchard disc to show younger people what type work the Orchard tractor did.

Customers often arrange to pick up orchard metal parts at shows, or they can be sent by freight. The whole unit weighs 350 to 400 lbs.

Contact: FARM SHOW Followup, John Craig, Craig Welding Mfg., Inc., 5158 North 825 East, Mentone, Indiana 46539 (ph 574 353-7912; 800 863-6584; john@craigwelding.com; www.craigwelding.com/orchard).

Idler Pulley Repair Saves Farmers \$640

Dale Denton, Cowden, Ill., is a retired machinist with a well-equipped country shop. He has a reputation for being able to rebuild expensive farm equipment parts for a lot less than new. One of his most cost-effective repairs is the way he rebuilds the main idler pulley on older New Holland combines. New pulleys cost about \$700 but he rebuilds the old ones for only about \$60.

Denton bores out the old pulley and puts in a new sleeve so he can install the original size bearing.

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Dale Denton rebuilds the main idler pulley on older New Holland combines.



Bump Shocks Protect "Hard-Use" Pickups

Light Racing's new JounceShock is a patent pending new form of air shock that's never before been available to the public in bolt-on kit form. The technology originated from desert racing and has now been adapted for everyday full-size pickups.

Also referred to as secondary suspension, or a bump shock, it has the ability to dissipate extra-hard jolts, saving a vehicle's suspension.

The system is made for trucks that have not had their ride height altered. It's compatible with '01 and newer GM 1/2-ton pickups, the new Toyota FJ, 4Runner and Tacoma (full bolt-on kits), the new F150 (rear package only) and 3/4-ton GM pickups (some drilling and welding required). The company also has complete packages for several Jeep, Nissan and other Ford models.

Because it's "nitrogen charged," the JounceShock adds additional compression damping and controlled rebound to the

vehicle's system. This translates into keeping the tires on the ground in rough terrain, even at higher speeds.

The small cylinders convert mechanical energy into heat when the shock's piston compresses a cavity of nitrogen, quickly changing the would-be violent energy into heat and reducing the harshness of the impact. This softens a landing that would normally destroy the bumpstops of any stock suspension.

"JounceShock's main advantages are that it eliminates suspension bottoming, increases stability, improves handling at all speeds, enhances rock crawling ability and improves towing stability and load capacity," says Jeff Hargash of Light Racing. "Also, because of its compact size, which comes in 1.5-in. and 3-in. travel units, it can be utilized in limited spaces. It's externally adjustable for compression and rebound, and has various threaded end mounts that reduce fabrication and in-

Air Filter Makes Diesels Run Smooth

Rough idling, lost torque at high rpm's, and hard starting are common results of getting air in diesel fuel, says Charles Ekstam. To get the air out, he developed the Air Dog system for large and small diesels, including pickups and diesel tractors.

While other filtration systems remove water and contaminants, Ekstam says air removal is vital.

"When fuel sloshes around in the tank, it mixes with air," explains Ekstam. "Air gets in the fuel filter and creates a void. When you start up, it has to be pumped through, and that creates white smoke and makes the engine hard to start."

The problem doesn't end there. Pump cavitation is caused when the fuel pump creates a vacuum in the tank. Atmospheric pressure drives air into the pump and into the fuel. The air vapor in the operating engine delays compression and retards timing, creating black smoke when the engine starts to pull.

Ekstam's solution is to pull the air out of the fuel, cycling it back to the tank so positive pressure is maintained in the tank, eliminating cavitation. The PureFlow system also maintains positive fuel flow pressure on the transfer pump so the engine is always provided with needed fuel. Excess fuel, like the air, cycles back to the tank.

"It lets diesel engines run at maximum efficiency," says Ekstam. "It's like a constant tune-up on the engine. A side benefit is that they burn much cleaner."

The system also takes water and particulates out of the fuel. Ekstam says the latest version has 2-micron filters. That is especially important with diesel engines that sit for extended periods between firing, such as combines, high horsepower tractors used for tillage and semi tractors used mainly at harvest.

"As diesel fuel degrades and ages, it forms insoluble gums 0.5 to 1.5 microns in size," explains Ekstam. "When you get water in the fuel, these gums will bind in clumps of up to 130 microns and plug a standard fuel filter. The trick is to keep the water out before you start the engine."

"You can put a switch on the line to run the filter without starting the engine and even put it on a timer to cycle fuel on a regular basis," says Ekstam. "It makes starting after



Air Dog filtration system pulls air out of fuel, cycling it back to the tank so positive pressure is maintained.

sitting for 6 months like you just shut it off."

The system is easy to install, especially on single fuel tank trucks. The AirDog is only 3 in. wide by 7 in. long by 10 in. high and simply bolts in place. Installation is made on the fuel line between the tank and the transfer pump. The wiring harness includes a line to the fuel solenoid on the pump and an indicator light on the dash that tells when to change the filter.

"I have seen late 1980's diesels burn as clean as today's emission-controlled diesels," says Ekstam. "When you drive a diesel with one of these, it is completely different from before it was installed. One firm has had them on 30 trucks for 7 years and only lost three injectors."

Ekstam also produces large units for bigger diesels. He built his first unit in 1993 and got into production in 1996. He says the company has flourished due to personal health problems and licensing it to two different companies in the intervening years. With his health restored, he has regrouped and is expanding from trucking and bus fleet markets to the smaller diesel market.

The AirDog is priced at \$639. Larger models for the biggest diesels cost more.

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Designed for full-size pickups, the JounceShock supplements a vehicle's existing shocks.

stallation time for a custom build."

The product has almost no effect on a vehicle's ground clearance.

Complete JounceShock systems with all the bracketry, retail for between \$1,300 and \$1,500 plus S&H. Each component is also

available separately.

Contact: FARM SHOW Followup, Light Racing, 4045 Specialty Place, Longmont, Colo. 80501 (ph 800 525-6505; jhargash@specprod.com; www.lightracing.com).