



Barry Kapplinger installs or rebuilds used Deere cabs at his implement dealership. He covers a six-state area and specializes in Deere 4230 and 4430 Sound Gard cabs.

He Rebuilds Deere Cabs To "Like New" Condition

Need a new Sound Gard cab for your Deere tractor, or a rebuild of the cab you already have? You might consult Barry Kapplinger, who installs or rebuilds used Sound Gard cabs at his implement dealership in Kiester, Minn.

Kapplinger buys used Deere tractors at auctions and then parts them out. Often the tractor's cab is still in good condition, and over the years he has developed a thriving business installing used cabs on older tractors. He gives each cab a general rebuild, installing new fenders, doors, upholstery, glass, etc.

He covers a six-state area and specializes in Deere 4230 and 4430 Sound Gard cabs.

"Many of the tractors we put cabs on have been damaged in a rollover or fire," says Kapplinger. "In other cases the cabs are simply rusted out. The farmer wants them restored back to working condition, so we do whatever it takes. We can either restore an existing cab or replace it with another one. Typically, a used Deere 4430 cab will cost between \$4,000 and \$5,000 installed. When we're done we repaint the cab to look like new."

He says insurance companies bring him a lot of work because they know they can save money. "Deere no longer offers new 4430 cabs, but they did up until a year ago and they sold for about \$13,000," says Kapplinger.

Some farmers will buy a used tractor with



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a damaged cab and have him replace it or restore it. "A farmer might be able to buy a used 4430 for \$15,000 instead of paying \$90,000 for a new tractor with comparable features," he says. "He comes to us because the cabs we buy are usually in much better condition than the ones you find at salvage yards."

Kapplinger says he doesn't use cabs that have been structurally damaged in a rollover, etc. "We don't want to take the risk of stressed parts failing later on," he says.

Contact: FARM SHOW Followup, Barry Kapplinger, Kiester Implement, 110 S. Main, P.O. Box 249, Kiester, Minn. 56051 (ph 507 294-3387).

Big Dental Drill Helps Keep Horse Teeth Healthy

A new tool is making horse dentistry simpler and more effective, and that's good news for horses and their owners. The "Power Float" is a right angle dental drill made extra large to fit a horse's mouth. Its tungsten blade won't grab gums or tissue. Although sold only to veterinarians, knowing about it could be a good idea for horse owners. It makes dental work on horses fast and easy compared to using hand tools.

"It's important to do regular dentistry to ensure that the wear is even on the horse's teeth, so it can chew normally and have a long, normal life," says inventor Dennis Rach, DVM. "If a horse loses its teeth, it will end the horse's life. They are vital to its survival."

His Power Float has caught on quickly, with more than 2,000 sold in North America, Australia, New Zealand and Europe.

Because horse teeth don't all make contact, they develop sharp points or spurs on

the inside of the lower teeth along the tongue and on the outside of the top teeth along the cheek. A vet equipped with the Power Float can grind down these points and also adjust the bite on incisors and molars if they aren't wearing fast enough or are growing too long.

Like in people, a little prevention can go a long way. Indications of dental problems can include: dropping food while chewing, eating slowly, drooling saliva from cuts in the tongue and cheeks, weight loss, unchewed oats in the manure, colic and puffed cheeks.

For horse owners interested in knowing more, Rach recommends a DVD titled "Digital Equus" produced by Dr. B.A. Rucker, Lebanon, Virginia. It can be viewed and ordered from www.digitalequus.com.

"It gives an excellent sense of what equine dental care is all about," says Rach. "Dr. Rucker is a leading equine dental veterinarian in the USA."

Contact: FARM SHOW Followup, D & B



Built-in AC power system works directly off pto gear found on transmissions of many newer pickups.

Truck-Powered Generator Provides Mobile AC Power

If you have a late model pickup equipped with a transmission-driven pto, you'll want to take a look at this new built-in AC power system that literally becomes part of the truck.

"Unlike an inverter, our Real Power unit doesn't affect the trucks' electrical system, but instead works directly off the pto gear found on many newer transmissions," says John Storm, company president and inventor of the Real Power system.

Real Power requires a GMC or Chevrolet pickup equipped with an Allison 1000 transmission with a pto gear manufactured in 2001 or later. Ford pickups equipped with the new TorqShift transmissions also work with it. Storm says dealers are discovering the pto is fast becoming an attractive selling point.

"We've only been selling it since early June, and we already have dealers changing their orders to add the pto," says Storm.

"These full size trucks run 300 hp, and this unit only draws 15 to 20 hp," explains Storm. "You can run the generator at full production, and the engine will run only at idle or slightly above. A stand alone generator will burn 1.2 gph for 6 kW. We burn about half that for 8 kW."

The Real Power generator comes in two sizes. The smaller unit will produce up to 8.0 kW continuous output or up to 9.0 kW peak output for 2 hours out of 24 and up to 66 amps at 120 volts. The larger unit will produce 12.0 kW continuous output and up to 13.2 kW peak output and up to 100 amps at 120 volts.

The beauty of the system is that it requires no inverters or DC converters. It is maintenance-free with no brushes to replace. The generator itself mounts between the frame rails, while the outlet box is located just behind the wheel well.

It requires no electrical system alterations, holes to be drilled or cutouts. Once installed, the system has virtually no impact on the



System requires no inverters or DC converters.

truck until engaged.

"The pto-driven gear disengages completely from the transmission drive gear when not in operation," explains Storm. "This means no drag or noise during normal truck operation."

The unit is controlled with a cab-mounted switch and the truck's cruise control. The switch engages the pto, while the cruise control maintains constant speed as the engine comes under load. It can maintain constant voltage and frequency independent of load.

"At less than \$4,000 installed, this system is cheaper and lighter than competitive products," says Storm.

Contact: FARM SHOW Followup, Contour Hardening, Inc., 801 NW Boulevard, Indianapolis, Ind. 46278 (ph 317 876-1530 or 888-867-2184; website: www.realacpower.com).



"Power Float" is a right angle dental drill made extra large to fit a horse's mouth.

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(ph 403 615-2661 or 877 969-2233; website: www.powerfloat.net).