

“Hydrogen Drip” System Generates Better Mileage

A little bit of hydrogen goes a long way for Carl Fountain. His 1994 Buick LeSabre gets more than 100 mpg thanks to his Hydro Fuel Maximizer. The electrolysis unit uses from 15 to 40 amps to break down water to oxygen and hydrogen and slowly releases them into the combustion air intake. Fountain says the gas enhances combustion of petroleum fuel. It doesn't replace it completely.

“We guarantee over-the-road trucks will see a 15 percent increase in mileage, and the ones that are trying the Hydro Fuel Maximizer are getting all of that or more. It's common for the trucks to get a 30 percent improvement, and some are getting 50 percent,” says Fountain. “Independent truckers are the ones buying the units. Trucking companies don't figure their drivers will care enough to keep them serviced.”

At this point, the units need to be serviced daily or more often, depending on size and time used. “Anybody with mechanical abil-

ity can watch the gauges and get good results,” he says. “But, we want to get it to where the average consumer doesn't need to know more than where to put the water.”

Fountain started working on the hydrogen generator while driving 1,500 miles in three days every week. That was three years ago. He has found that some newer cars see no change, perhaps due to computer-controlled systems, while others like his older Buick can reach 100 mpg.

Since this past spring, Fountain has been selling the units as Advanced Energy Technology. Currently, he is working on a business plan and looking for investors to fund continued research. He's also looking for dealers to sell the current hydrogen generator.

“Proper installation is important,” says Fountain. “There are a few things that need to be done just right in setting it up. It is also very important that only distilled water be

used and that an electrolyte, such as baking soda, be added to the water.”

The current model has already proven its durability. One Hydro Fuel Maximizer has been on the road for about two years. “At one point the customer stopped using it for two to three months and decided he couldn't afford to run without it and started using it again,” says Fountain.

The Hydro Fuel canister fits under the hood of a truck or car. It is set up so the hydrogen enters ahead of the air cleaner. Any excess water from overfilling or condensation will drain away before entering the air cleaner. The unit flips on and off with a toggle switch.

Fountain sells a smaller unit that runs about 4 to 6 hours without having to refill with water. It is priced at \$850 and is best suited for cars, pickups and even farm tractors. The larger unit sells for \$1,500 and can run 10 to 12 hours per day without a refill. These are best suited for over the road trucks, irriga-



Hydro Fuel Maximizer uses from 15 to 40 amps to break down water to oxygen and hydrogen, then slowly releases them into the combustion air intake.

tion motors and other long hour systems.

Contact: FARM SHOW Followup, Advanced Energy Technology, P.O. Box 25, Hill City, Kansas 67642 (ph sales 785 871-0063; office 785 421-8136; wesmeyer@hotmail.com; www.hydrofuelmax.com).

Air Ride Cab Kit For Deere Tracked Tractors

Anyone who's driven a tracked tractor knows they have a lot of vibration and often ride rough. This new air ride cab kit is designed to provide a smoother ride for Deere 8000, 8010, 8020 and 8030 series tractors.

The kit consists of a pair of air bags and shocks and a lateral control rod, which all mount on a metal bracket. The bracket slides in under the rear part of the cab in place of the original factory cab mounting bracket, which rigid mounts to the tractor's cab and transmission housing. Metal shields cover everything but the shocks to keep corn stalks and other debris from getting under the cab.

“It's like going from a Pinto to a Cadillac,” says inventor Keith Brown, Air Ride Technologies, Central City, Neb. “You get a better ride with less vibration of electronic equip-

ment and monitors and better accuracy of auto steer systems. It's especially useful when doing rough work like pulling a scraper to close pivot irrigation tracks.”

According to Brown, the kit doesn't affect the structural integrity of the cab or ROPS. “In fact, there are more points attaching the cab to the tractor with this kit than with the original mounts. Installation takes six to eight hours and involves a small amount of welding. A small bottle jack is used to raise the cab so you can slide the factory brackets out.”

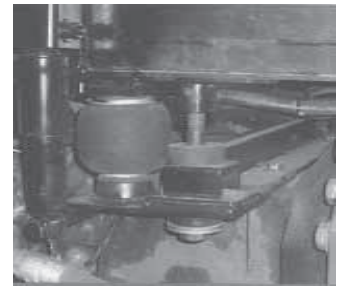
Brown says he got the idea after he developed an air ride kit for his Kenworth semi tractor. “It worked well, and since I had never liked the way my Deere tracked tractors rode I decided to build a kit for them,” he says. “I just came out with it last summer. Two farm-

ers who bought my kit liked it so well they bought more kits for their other tractors.”

He says some other tracked tractor manufacturers are now coming out with new models equipped with air ride cabs. “The problem is that to get a better ride you have to trade tractors. You can retrofit your existing tractor with my kit for a far smaller investment. It sells for less than \$3,000.”

The kit fits Deere tractors with both wide and narrow tracks and is also compatible with inside mounted fertilizer tanks. Brown says he also plans to develop the kit for Deere's 9000 series tracked tractors, as well as Challenger models and Case IH sprayers and tractors.

Contact: FARM SHOW Followup, Keith Brown, Air Ride Technologies, 1495



Air ride kit consists of a pair of air bags and shocks and a lateral control rod, which all mount on a metal bracket that slides under the original mounting bracket.

13th Road, Central City, Neb. 68826 (ph 308 946-2420; fax 308 946-5540; kbrown@cablene.com).

I-Beam Stove Heats, Cooks And Smokes

By Duane Blankenship

Built from heavy scrap I-beam material, this new stove heats, cooks, and smokes. Bud Beaton of Skiatook, Oklahoma, built the stove to heat his shop. It worked so well that he started thinking of other uses for it.

He added an oven and smoker to the stovetop, which lets him use the stove for heating and cooking throughout the winter. His shop is connected to his house, Bud frequently cooks brats and grills steaks while watching TV football games on weekends. And during the week, he's found he can put a big pot of beans or stew in the oven for the family dinner. The stove also works great for smoking meats, as long as the fire is permitted to burn down prior to starting the smoking process.

After modifying it for cooking, Beaton

decided to try heating his home with the stove. He welded tubes inside the firebox to work like heat exchangers, and made an entrance and exit at the back of the stove to circulate hot air to and from his house. He found through trial and error that the tubes have to be 8 in. square or larger to get sufficient airflow.

Beaton says, “I like this stove because I can heat my shop and house and cook all winter for free.”

The stove works so well Bud is building another one with additional improvements and refinements. He's willing to offer do-it-yourself plans if there's enough interest.

Contact: FARM SHOW Followup, Bud Beaton, HC 67, P.O. Box 935, Skiatook, Okla. 74070 (ph 918 288-2602).

Built from heavy I-beams, Bud Beaton figures his home-built stove will last a lifetime. He added an oven and smoker to the stove top.



Bucket Blade Speeds Up Snow Handling

Cleaning snow with a bucket is slow, so a couple of winters ago Bob Aiken created and introduced Snow Champ, a blade that simply clamps onto a loader.

“It clamps down by hand,” Aiken says. “No tools are needed. It goes on and off very quickly.” A single pin sets the angle of the blade right or left.

The steel blades come in 5, 6 and 7-ft. widths, weighing between 235 and 400 lbs. It works on 20 to 55 hp tractors and takes a little getting used to with the blade 18 in. ahead of the bucket, Aiken says. But pushing snow to the side is much faster

than picking it up and dumping it with a bucket.

“Customers tell me it's what they've been looking for - inexpensive and quick to use and they can take it off fast,” Aiken says.

Prices range from \$850 to \$1,150, plus shipping.

Contact: FARM SHOW Followup, Bob Aiken, P.O. Box 156, Albion, Pennsylvania 16401 (ph 800 684-3933; aikentractor@windstream.net; www.aikentrailerandtractor.com).

Bucket blade mounts quickly on any machine equipped with a loader bucket. To install it you just drive into the plow brackets and tighten the hand clamps. No tools or hydraulic hoses are needed.

