

Tool Pack Hangs From Tractor Seat

This patent-pending "Tractor Pac" tool tote hangs on the back of a tractor seat to hold a wide variety of tools in nine pockets of varying sizes.

Made from tough nylon, it'll hold gloves, a water bottle, spray bottle, pruning shears, and just about any other tool. One of the storage pockets also has a hook and loop closure to secure a ball of string or twine for easy dispensing. In addition, there are two 18-in. hook and loop accessory straps for bigger items that won't fit in a pocket.

Tractor Pac fits most full height seats. Sells for \$24.95 plus S&H. Dealer inquiries are welcome.

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"Tractor Pac" tool holder hangs on back of tractor seat to hold a variety of tools.

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He Made His Own Shop "Elevator"

The balcony storage area in Ron Mickle's shop is much more useable now that he can get there by elevator.

The shop balcony area is 8 ft. deep and 25 ft. long. "It's 80 inches off the floor, so lifting anything up for storage presented a problem for someone who's only 5 ft. 8 in. tall," says Mickle. "Now I can ride up to the balcony with whatever I want to store."

He made the elevator-lift using a no. 1700 Warn winch, some purchased steel, two old riding lawn mower tires and two small caster wheels. The winch is powered by a 12-volt battery and is operated by a remote controller attached to a 10-ft. long cord.

"The unit converts from a forklift to a 3 by 4-ft. platform, so I can use it as a work bench for a tiller or snowblower at standing height. No more lying on the ground to work on small equipment or to change the oil," says Mickle.

The 3 by 4-ft. platform is contained by a pair of wooden 2 by 4's on either side and held secure by 1/8 by 2-in. steel straps.

A pair of pulleys give the elevator a 3 to 1 reduction on the cable lift, slowing it down and adding to its lifting ability. The winch is rated at 1,700 lbs. "It goes up at a nice, comfortable slow speed," says Mickle.

"A lever-operated brake is used to take the weight off the rear tires and hold the unit steady as I ride it up. The system works on an overcenter principle. Pulling up on the lever drives a pair of steel rods into the floor, and lifts the back end of the elevator 3/8 of an inch, which is just enough to take the weight off the tires so the unit can't slide.

"I'm very happy with it, and my friends think it's pretty snazzy," says Mickle. "I spent only about \$300 to build it. I use a handle on back of the elevator to move it around."



Ron Mickle built this elevator-lift so he could reach the balcony storage area in his shop.

The lift carriage is made from 2-in. sq., 1/4-in. thick tubing. The mast is made from 11/2-in. sq. tubing and with 3-in. wide, 3/16-in. thick steel plate.

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Dieselcraft oil centrifuges eliminate the need for conventional oil filters on gas and diesel engines, says the company.

Centrifuge Oil Cleaner Replaces Paper Filter

A personal quest to convert his vehicles to burn waste vegetable oil led Oz Cheek to become a distributor for Dieselcraft oil centrifuges. Along the way he discovered they're also a great way to completely eliminate conventional oil filters on gas and diesel engines.

"They do a better job of filtering out both water and solids, improving engine performance and longevity," says Cheek.

The fact that the centrifuges don't have any parts that need to be replaced appealed to Cheek. "No more filters to throw away. That's the big thing," agrees John Nightingale, Dieselcraft's owner.

Involved in the manufacturing business for 30 years, Nightingale started Dieselcraft in late 2002.

The centrifuge is an old concept. A rotor that looks like an upside down Rainbird sprinkler spins inside a drum at about 7,000 rpm's. The solids stick to the rotor and the clean oil gets pumped through the system.

"It looks like peanut butter stuck to the rotor after waste vegetable oil runs through it," Nightingale says.

Though the centrifuges were initially marketed for oil filters in industrial vehicles and semis, the interest in recycling vegetable oil has sent sales soaring, he says.

The size of a half roll of paper towel, the centrifuge also fits in passenger vehicles and tractors (hydraulic lines as well) and other equipment to replace standard oil filters. They come with brackets and can be mounted in several locations near the engine. Cheek has added them to cars in his collection, from Studebakers to a Jaguar.

Installing a centrifuge requires additional

plumbing. Most people add a T to the place where the oil pressure sending unit attaches, Cheek says. Either rubber hydraulic hose or steel lines can be used to connect to the centrifuge. Regular oil filters are left on, but don't need to be changed very often because the centrifuge does most of the work.

"Anything you can do to extend the life of your equipment to me is good insurance," Cheek says. He simply cleans out the centrifuges every 3,000 to 5,000 miles.

"They're easy to take apart. You just clean and wash the rotor and put it back in," Cheek says.

"Regular oil filters catch solids down to 35 microns in size. These go down to less than 1 micron. It's common sense that if you're taking 350 percent more particulates out of the oil, you're reducing abrasive material and the life is going to be extended."

Nightingale has distributors in various regions of the U.S., and centrifuges are sold for a variety of applications, from the marine industry and backup generators to industrial equipment and personal vehicles.

The centrifuges cost \$289, including brackets and hardware for the smallest unit (OC-20). A larger unit, OC-50, handles 110 gph and costs \$479. The largest centrifuges, OC-200, for industrial equipment start at \$1,550.

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New Motor Oil For Latest Diesel Engines

If you plan to buy a diesel-powered vehicle in 2007 or beyond, be aware that you'll need to use a new heavier duty motor oil designed for low-emission diesels with particulate traps.

While specially formulated for the new engines, the CJ-4 oils are also backward compatible to older engines.

"All industry experts say that the new CJ-4 category is the most robust category of lubricants from a performance standpoint that has ever been put out in the marketplace," says Bob Theisen, technical service manager, CHS. "They offer great improvements in wear protection, oxidation protection and in

ability to handle soot. That is as important for old engines as new."

The new oils have lower levels of sulfated ash, phosphorous and sulfur (SAPS.) Higher levels of SAPS can clog the particulate filter on the new engines. In the past, it was SAPS that neutralized acids and prevented wear. The new ultra low sulfur diesel fuel reduces acid levels in today's fuel, and other additives replace the benefits lost with lower levels of SAPS.

The new oils are expected to cost 10 to 15 percent more than previous lubricants. "They're definitely worth the increased cost," says Theisen. "Ultra low sulfur diesel fuel

has gotten into the market a lot quicker and is distributed a lot wider than people thought."

CHS, marketer of Cenex lubricants, is so confident in the quality and value of the new oil formulation, it is all they plan to market. Other oil companies plan to continue offering the older generation oils.

Mike Svobodny of Greenway Co-op in southern Minnesota says, "There are very few of the new engines out there yet. Until you have the 2007 engine, you can continue to use the older oils, but we will see a transition to CJ-4 oils as time goes on."

Theisen says CHS is working to confirm

the potential for extended drain use of the new lubricants.

"We are working with customers on used oil analysis," he says. "We can't make a blanket statement that time between drains will dramatically increase, because it depends on how the tractor or truck is used. We can say it adds a good reason to start making more use of used oil analysis programs."

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