



The front end of this Farmall tractor couldn't handle the weight of big round bales, so the Careys equipped it with an axle off a 1979 Ford 1 1/2-ton pickup.

## Truck Axle Helps Carry Big Bales

The front ends of Tom Sr., Tom Jr. and Steve Carey's smaller Farmalls couldn't handle the weight of big bales, so they tried adding truck axle front ends. Tom Jr. did it first to his dad's Super M. Two years ago, his son Steve did it to the family's M.

"We've had these Farmalls around the farm since they were new," says Steve. "This modification keeps them productive today."

Steve admits some of the welding wasn't too fancy. Winter was coming on, and the M was needed to move big round bales.

"As my grandpa says, it makes more sense to start a \$1,000 tractor to move 10 bales in minus 40 degree weather than it does to start a new diesel," says Steve.

The only problem with those \$1,000 tractors is the spindles weren't built for lifting and turning with 1,500-lb. bales on the loader. After a few broken spindles, Tom Sr. came up with the truck axle idea.

"When I did the M, we used an axle off a ton and a half '79 Ford," says Steve. "We took the M front-end cross member, capped the ends and covered over the bolt holes. Then we flipped the truck axle upside down and welded it to the cross member with a few spacers in between to mate them up."

The biggest challenge was bridging from the M tie rods to the truck axle. Steve welded successive tabs of scrap steel over each other to connect the truck steering knuckles to the M tie rods.



They welded tabs of scrap steel over each other to connect the truck steering knuckles to the tractor's tie rods.

"It looks rough, but we needed the tractor that week to start loading hay into a feed truck," recalls Steve. "It still works, so we never changed it."

Another advantage to the truck front axle add-on is tires. Steve points out that the larger truck tires outlast tractor tires, and when they do wear out, they're easy to replace.

"We always have plenty of the same size and just throw one on as needed," he says. "The only drawback is they're harder to turn. The only drawback is they're harder to turn. We have aftermarket power steering on the Super M, but the M has 'arm-strong' steering. It's hard to turn anytime and harder under load if you aren't moving."

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## "Never Dig Up A Yard Hydrant Again"

"Any time a yard hydrant fails, you normally have to dig it up with a backhoe. Our Hydrant Assist Kit (HAK) encasement system eliminates that problem," says Corey Seppmann, inventor of the HAK system.

The HAK is designed to attach a yard hydrant to a water line. It allows you to service or remove your hydrant quickly from the surface, eliminating the need to dig down to the water line. Once installed you can do all your hydrant repairs from above ground.

To install, unbolt the locking cap and unscrew the hydrant from the 3-in. brass coupler at the bottom of the kit. Put pipe sealant on the female threads of the new pipe to be installed. Lower the pipe down the hole and screw the hydrant onto the coupler. Turn the water on and check for leaks, then rebolt the locking cap into place. Seppmann also offers an optional universal check valve that allows you to service or remove your hydrant quickly without having to turn off the water. "When installed with a HAK, the check valve allows automatic water shut-off with a quarter turn of your hydrant. It allows your HAK to become a port for hydrants, quick-fill pipes, thermal pipe packages, and so forth," says Seppmann.

"This system works great for livestock watering systems, quick-fill pipes for filling spray barrels, lawn irrigation systems, and homes without basements.

The check valve is available in 3/4 and 1-in. sizes.

The company also offers a thermal pipe package that allows you to use your hydrant site year-round in extreme weather conditions by heating the water service from the waterline to the surface to prevent freezing. It comes with a 1-in. pvc supply line and a self-regulating heat cable. The pvc supply line can be unscrewed and removed from the ground, allowing the heat tape to be secured into place while the pipe is above ground.

"It allows you to service or remove the supply line and heat tape package quickly from the surface without digging it up. It's ideal for anyone who wants to add a livestock watering system and still allows the flexibility of being able to shut the water off at the site," says Seppmann. "It lets you service your supply line or heat tape year-round quickly



Hydrant Assist Kit is designed to attach a yard hydrant to a water line. It lets you do all your hydrant repairs from above ground.



and easily without digging."

The kit comes with a 2-piece locking cap that attaches to the top of the hydrant pipe to be installed, and a 3-in. brass coupler that connects the bottom of the pipe to the underground water line. The kit can be ordered with or without a new yard hydrant pipe.

The kit sells for \$130 without a hydrant pipe and \$295 with one.

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## How To Get The Most From Electronic Diesel Engines

If you own a newer diesel pickup, truck, tractor or combine, you've probably had problems with EGR valves, DPF filters, or Uria fuel injection systems. KJ's Repair Service of Ponoka, Alta., says it can help.

"Alberta is one of the few places in North America with no laws against the removal or alteration of emission controls. That allows us to reprogram engine control modules and remove the emission controls from most diesel engines, so you can achieve the maximum power and reliability from your engine," says owner Keith Kjenner. "We can improve any diesel engine equipped with an electronic control module."

According to Kjenner, the whole idea of recirculating exhaust gas back into the intake system is wrong. "The goal has always been to provide as clean a source of fresh air to your engine as possible. Instead, manufacturers are piping exhaust gas back into the engine, which clogs up intake manifolds and causes endless problems.

"Combine this with diesel particle filters which cause extreme back pressure, and with exhaust burners which can burn up to 3 gal. of fuel with each regen cycle and reach temperatures of more than 1,000 degrees.

Many of the newest engines use diesel blue fluid or urea, which is injected into the exhaust. However, this system is prone to failure in cold weather and adds nothing to the engine's performance."

According to Kjenner, KJ's has developed programming and delete kits to eliminate all these systems on most of the popular diesel engines used on heavy trucks and in many agricultural applications. The company is continually testing and developing new kits and researching new programming for the new diesel engines as manufacturers release them.

Kjenner says the company can also provide horsepower and torque increases by reprogramming your engine control module. "On many trucks and tractors, the only difference between the lower and higher horsepower engines is in the programming. By deleting emission controls and increasing the horsepower, all our customers have experienced substantial fuel mileage improvements, greater engine life, and far better performance. Semi trucks generally gain 1 to 1 1/2 mpg, with some gaining up to 4 mpg. Tractors definitely gain power and also improved fuel economy."



"We can improve any diesel engine equipped with an electronic control module," says Keith Kjenner of KJ's Repair Service.

He says any diesel engine with an electronic control module can be improved. "Models with emission controls see the most improvement. We haven't done any work on gas engines."

He says they can do the programming "for anyone from anywhere. The customer sends

his engine control module to us, and we take it from there."

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