

## “Look Alike” Alternators Replace Old Generators

The PowerGEN from Powermaster offers the output and reliability of an alternator with the looks of a generator. It's a great way to update older tractors, cars and trucks.

“Flathead Ford guys really like the PowerGEN,” says Brady Basner, Powermaster. “It's really popular for Ford tractor restorations. It has that old Delco style and can work with just about anything.”

While the PowerGEN has the look of an original stock generator, it has new tech touches. Machined grooves inside the case encourage better air flow across the stator band to the rotor, keeping the PowerGEN cooler under heavy loads and extended rpm runs. A functional light drive lets operators keep a functioning charge indicator light on their dash.

The original PowerGEN was designed for Ford flatheads from 1939 to 1948. It produces up to 75 amps, 60 amps at idle. Based on

its success, Powermaster has introduced PowerGEN alternators for GM long and short generators, as well as Ford swingmount and flatheads from 1949 to 1953. Powermaster also offers a T-Bird specific PowerGEN with factory dimensions and a factory style 1/2-in. wide pulley. It's available in 6V positive ground and 12V negative ground models for 1955 to 1957 Ford Thunderbirds.

Basner admits a PowerGEN unit is more expensive than an off-the-shelf part from a standard auto parts retailer. However, he notes each one is made with all new components from high tech materials and made in the U.S. The company also does custom rebuilding of starters and alternators.

The PowerGEN, which is as likely to go on an old tractor as a hot rod, is sold through specialty retailers like Summit Racing and online performance parts retailer JEGS. You can call the company direct to determine



PowerGEN alternator offers the output of an alternator with the looks of a generator. It's a great way to update older tractors, cars and trucks, says the company.

which unit is right for your application.

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Chicago, Ill. 60185 (ph 630 957-4019; sales@powermasterperformance.com; www.powermasterperformance.com).

## Extend Belt Life, Improve Control With Mechanical Disc Clutches

Mechanical disc clutches are easy add-ons to a multitude of uses from belt tightening to engaging and disengaging equipment. The long-proven, simple design eliminates wear caused by belt tighteners. Georgetown Hydraulics makes 8 models of mechanical disc clutches for use with 5 to 40 hp engines.

“They can be used to replace belt tighteners for longer lasting belts, used on line shafts or on engines,” says David Ash, Georgetown Hydraulics. “All pulleys are A/B combination for use with either A or B type belts. Some models are available with stub shafts or direct drive hook ups.”

Ash says clutches need to be sized properly for the application. Customers should call

to review how they plan to use the clutch to ensure they get the right size.

“Prices range from \$198 to \$896,” says Ash. “The higher the horsepower, the heavier duty and the more expensive the disc clutch needed.”

Georgetown zinc-plates the clutches for rust resistance. Ash says they can be controlled either by cable or air cylinders. He says they are popular with wood shop operators with tools operating off line shafts. They are also popular with farm equipment and powered implements.

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The clutches can be used for everything from belt tightening to engaging and disengaging equipment.



## Old Engine Block Makes Sturdy Workbench Base

When Scott Bruce of Ozark, Mo., found an old straight-six engine block at a dump, he decided to use it to build a heavy-duty workbench.

“The bench is made entirely from recycled material. My only expense was the welding rod,” says Scott. He says the heavy-duty workbench works great for just about any project. “It can hold an anvil and tolerate any amount of hammering, welding, cutting or grinding, and there's a metal rib running down the middle that's useful for clamping projects of any shape in place. Also, the solid weight of the engine block base ensures the workbench isn't going anywhere,” says Scott.

He inserted lengths of sewer pipe into cylinder holes at each end of the engine as legs. The pipes fit into the holes with very little play. To further secure the legs to the block he made a locking collar out of horseshoes. He heated the horseshoes with a torch and then beat them to the engine block around the circumference of each pipe. Then he welded the horseshoes to the pipe and the block. A similar collar was created at the bottom of the block.

The next step was to create a tabletop using sections of a junked trailer ramp. He welded two ramp sections together to create a rib



Lengths of pipe, inserted into engine block cylinder holes, support a tabletop made from sections of a trailer ramp.

that runs down the middle of the tabletop. Then he welded the tabletop to the pipe legs, first notching the pipes where they meet the tabletop. The final step was to bolt a vice to the tabletop.

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Upgrade spacer kit is designed for the Active Seat in Deere 20 and 30 series tractors. It fits between the base and seat.

## Upgrade Seat Kit For Deere Tractors

“I recently came up with an upgrade spacer kit for the Active Seat in Deere 20 and 30 series tractors. It makes the seat a lot more comfortable,” says Kendall Roetman, Hospers, Iowa.

Roetman got the idea after he experienced problems with the factory seat on his Deere 8330 tractor.

“I've always struggled with the ride height on this tractor. I wanted to sit higher, so I was always trying to set the seat as high as possible. But every time I changed the setting, the computer that controls the seat would automatically lower it because I was trying to operate the seat too close to its upper height limit. I even had a Deere technician change the operating parameters for the seat, but it didn't help.

“My Deere service manager suggested



I install a spacer, which he said I could purchase from the company for \$312. I thought that was too much, and their kit didn't add enough height to help.”

He used square tubing to fabricate the 2-in. high spacer that fits between the base and seat and installs with long bolts (supplied). “You just remove the original bolts and replace them with mine. You don't have to disconnect anything,” says Roetman.

The spacer kit sells for \$185 including S&H.

Roetman says he'd be willing to make a kit for other Deere series tractors if there's enough interest.

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