

Simple Device Absorbs Water In Hydraulic Fluid

Michael Hurst says water contamination in hydraulic fluids is one of the leading causes of metal surface corrosion, rust and metal pitting. "Emulsified water can also cause sludge, seal damage, clog filters, and increase oil acidity that can score pistons. Our DryZoil Fluid Absorbers are just the ticket for removing moisture in working equipment as well as storage tanks," Hurst says.

Placed individually or in bundles for larger tanks, the absorbers continuously remove all forms of bound, free and emulsified water in hydraulic fluids. One 12-in. long absorber is used for every 20 gal. of fluid. Hurst says up to 48 individual units can be bundled and linked to provide protection in large capacity storage tanks.

"Water removal extends the bearing life of equipment, stops hydrogen embrittlement that causes metal pitting, stops variable fluid viscosity, and improves the lubricity of fluids by maintaining optimum friction reducing capacities," says Hurst. "The system also stops hydrolysis in synthetic esters and stops bacteria and algae contamination."

The patented water absorbers are made of a proprietary material encased in a nearly indestructible fabric-type housing that's placed inside a fluid tank and tethered to the filling cap. In harsher environments, the absorber is placed inside a small steel cartridge for protection. The cartridges hold up to 25 percent of their weight in water.

Hurst says DryZoil is a proven product



DryZoil Fluid Absorbers remove moisture from hydraulic fluid in working equipment as well as storage tanks. One 12-in. long absorber is used for every 20 gal. of fluid.

that's shown to provide 99 percent water reduction within 72 hours of being placed in a hydraulic tank. Priced from \$32 to \$110 plus S&H.

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Photo shows the difference between a 2020 stock Polaris Ranger (left) and a Ranger equipped with a Marshall Motoart 2 1/2-in. lift kit.

Bolt-On Polaris Ranger Lift Kit

"Installing my Marshall Motoart lift kit on your Polaris Ranger UTV improves its operation and boosts its performance," says Chris Burke, Roy, Utah.

The 2 1/2-in. lift kit is designed for mid and full-size 2009 - 2020 Ranger models equipped with front strut suspension and bolts on with basic hand tools. The kit includes zinc-coated hardware, aluminum spacers, nylon nuts, and steel rear triangle brackets.

"All components are solidly welded together out of the box. You don't have to bolt any of them together like you do with some other kits on the market," says Burke. "Any time you have to bolt lift kit components together there's the risk they'll eventually loosen up and move, which will make them more likely to break. My solid components may cost more at first, but in the long run they'll hold up."

Burke says his lift kit allows hauling heavier loads while also maintaining good ground clearance, which allows you to drive through deep ruts or on uneven ground without getting hung up. Another advantage is that you can fit your UTV with larger tires. "You don't need wheel spacers or aftermarket wheels with my kit, but you can use them if

you want to."

He says the kit is designed to work well within the factory suspension's articulation. "Some other lift kits on the market provide too much lift, which can destroy the CV boots and joints and also cause the vehicle to ride rough," says Burke. "If you want to raise the vehicle more than 2 1/2 in., you're better off just replacing the CV boots and joints with bigger ones. My kit works within the angle limits of the factory CV boots and doesn't change the quality of the ride at all."

Burke says he prides himself on customer service. "I'm a one-man operation with a farm background, and I make my products by hand in my shop. I'm known for making a great product with great customer service, and I work 7 days a week so I'm always on call to help the customer."

The Marshall Motoart lift kit sells for \$188 including S&H. You can view the kit on YouTube or on the company website, which includes installation instructions.

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Goeweil baler-wrapper compresses material more tightly than a conventional baler-wrapper. It can compress and wrap almost any material, including corn silage.

Machine Can Bale "Almost Anything"

Goeweil's LT-Master baler-wrapper can compress and wrap almost any material, even corn silage. Exporters in Egypt and the Sudan use it to bale corn silage for transport to Saudi Arabia. The baler-wrapper compresses material more tightly than a conventional baler and holds the up to 4-ft. diameter bales together better with either film or net.

"We sell the LT-Master throughout the world," says Phil Kieser, Goeweil. "It offers way more flexibility and agility in what you can do with a crop. It can bale anything that is chopped, ideally 2 in. or less in length, but up to 6 inches, and between 10 and 75 percent moisture and make it transportable."

The LT-Master made inroads into the North American market in 2019 with the explosion in interest in hemp. While that market has cooled off considerably, Kieser says the baler-wrapper is quickly finding other markets as awareness of its features and benefits grows.

"A farmer in northeastern Minnesota purchased a used one this summer and is planning to use it to bale up corn silage," says Kieser. "He plans to sell corn silage bales by the truckload throughout the winter. Use them today or 6 months from now; they will stay fresh and sealed."

Kieser notes that LT-Master wrapped bales are about the only way to move loose organic matter like corn silage any distance economically. It is also easy to move the baler-wrapper from one job site to another.

The pto-powered, on-board hydraulic system with oil cooler powers all components. A high power LED lighting system comes standard for night work. An automatic central lubrication system reduces maintenance. The on-board film storage holds up to 18 rolls of film or netting.

The 11 1/2-ft. wide, 16 cubic yard capacity, feeder hopper allows rapid unloading from dump trailers, trucks or wagons.

Once the bale is formed, it moves to the wrapping station with dual arm wrapping. Once the bale is wrapped, it is tipped on to the bale delivery ramp and unloaded to the front of the machine.

Kieser notes that the real advantage of the LT-Master is its ability to handle smaller particles.

Kieser is confident as people learn what the machine can do that it will find new uses and users. "It can bale up TMR rations, sawdust or straw mixed with manure and even straight manure with a low moisture content," he says.

FARM SHOW readers interested in the LT-Master can contact Kieser for pricing. Headquartered in Austria, he handles sales for Goeweil for North, South and Central America.

Contact: FARM SHOW Followup, Philip Kieser, Goeweil Sales (ph 309 750-5639; philip.kieser@goeweil.com; www.goeweil.com).



The F125 Kombi baler automatically bales and wraps airtight bales in one operation, resulting in unsurpassed feed quality, says the company.

Heavy-Built Baler Wraps On-The-Go

The F125 Kombi from Goeweil bales high moisture forage, dry hay, or straw and wraps it up tight in one operation. Not only is air excluded immediately, but also everything is done with one tractor and one operator. The Austrian baler/wrapper is new to the North American market. The 4 by 4-ft., fixed chamber baler is designed for custom operators or larger farming operations.

"Our trailing F125 Kombi is ideal for operators doing between 6,000 and 20,000 bales a year," says Philip Kieser, Goeweil. "It is a top of the line, heavier machine built to outlast its competitors. The standard model has features only available as options on competitive balers."

As a bale leaves the F125 chamber, it moves to the twin-arm wrapping portion of the machine. The hydraulically-actuated wrapping table with 4 bale conveyor belts and bale guide rollers rotate the bale for an airtight wrap. At the same time, a new bale is being completed in the chamber.

Throughout the baling and wrapping process, the operator monitors every action, thanks to the ISOBUS control system standard with the F125. While workflow is

fully automated, the operator can also control work steps manually through a terminal. With only 2 in. between pickup tines, fields are left clean. Kieser points to the F125's pre-cutter with its 30 chopper knives and their impact on forage quality.

"Most competitors offer knives as an option and then only offer 15 to 20 knives," says Kieser. "They will produce 2 1/2 to 3-in. pieces, where ours will produce a 1-in. to 1 1/2-in. cut for superior silage."

Kieser suggests contractors and farmers operating in hilly terrain should consider the hydraulic-powered axle option. It could mean the difference between operating safely with an existing 150 hp. tractor versus having to invest in a larger tractor to handle hills.

The F125 Kombi is expected to sell in the \$140,000 to \$150,000 range, depending on options and shipping. Kieser is currently establishing distributors and retail networks in the U.S. and Canada.

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