

# The Enhancer – The Propane Injection System That Works!

“Injecting a little propane into diesel engines correctly will provide more power and a cleaner burn,” says Craig Ridgway of RMR Pro-Diesel Technology. Continued research and development efforts have resulted in RMR’s newest product, the Enhancer II. The Enhancer II is a two-stage valve that works like a 4-barrel carburetor which enables RMR to utilize this valve with propane and also with CNG (compressed natural gas). The Enhancer II works excellent with natural gas also.

Craig states his Enhancer, a patented progressive fuel valve, is catching on fast. He’s installed the system on turbo-powered semis, field tractors, and even pickups.

“The secret to using propane is to deliver the right amount at the right time,” says Ridgway. RMR’s valves are activated by the engine’s turbo boost pressure. As the boost pressure increases, more vapor propane is fed into the air intake, giving the engine only the amount of propane needed to maximize efficiency. Each installation of the valve is specific to that particular engine.

RMR’s in-house dynamometer enables them to analyze test results to increase performance and achieve maximum efficiency. “If you can’t come to us, we provide a suggested setting based on our records of installations on the same engine in similar

situations. Once installed, it can be fine tuned to get the optimum flow.”

RMR has installed the Enhancer propane valve on more than 1,200 engines over the past 12 years with zero engine failures due to propane. RMR promotes an increase of 1 1/2 to 2 1/2 miles per gallon on over the road diesel trucks. Ridgway says he likes to be conservative in estimates. Actual results reported by Ridgway, as well as customer reported results, point to much higher returns. “Overall, my Duramax has gone from 14-16 mpg to 24-27 mpg and motor homes have seen 3-5 mpg increases,” Craig says.

Ridgway has installed RMR’s Enhancers on his own field tractors and bulldozers. He reports his 8640 John Deere burned 16 gph pulling a 30-ft. chisel plow. Injecting only 1 1/2 - 2 gal. of propane per hour dropped diesel use to 9.2 gph. The increased power also let him double ground speed.

He says the propane simply helps burn diesel fuel more efficiently. Typically, he explains, only 75 percent of diesel used is burned. With the propane injected, efficiency jumps to 98 percent. “That’s where we get our increased power,” says Ridgway. “We turn that wasted fuel into energy. Burning the diesel more completely reduces carbon buildup in an engine for longer engine life. It also cleans up the exhaust.”



**Propane Enhancer injects a little propane into diesel engines for faster speeds, more power, and a cleaner burn in tractors and trucks.**

Ridgway says, “When you put a pencil to it, you’ll be surprised how quickly it pays for itself in fuel savings and extra power.” He also states, “There are other propane injection systems out there that may be cheaper to purchase, but you get what you pay for. In other words, if you want a system that works AND you want to have service after the sale you want the Enhancer. The Enhancer comes with a lifetime warranty and 24 hr. customer service.”

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**Reader Inquiry No. 94**

## Product “Converts” Rust To Solid Coating

### New And Improved Formulation!

If you have rusted equipment or tools, instead of trying to remove the rust, consider “converting” the rust - never to return again.

That’s what Black Star Rust Converter does according to Steve Cotsalas, president of MROCHEM.com, which manufactures Black Star and other chemical products for maintenance, repair and operations (MRO).

“Black Star chemically reacts with iron oxide to form a hard, black polymer resin that can be used as a final coat or as a primer,” Cotsalas says. Black Star was developed in 1989 for the marine industry on Long Island. Since then it has been used by the Coast Guard, for undercoating salt spreaders, on bridges, cruise ships, and more.

“In the agriculture market, many farmers and ranchers use Black Star on fences, grain bins, propane tanks, barn and shed roofs and on the inside and underside of stock trailers,” he says. “It also works in farrowing pens and chicken coops. Vets use Black Star in areas where there is animal waste.”

Cotsalas notes that there are other less expensive rust converter products on the market. But Black Star stands out in a couple of ways.

“The difference is Black Star is a very stable conversion that won’t reoxidize. You don’t need to do it again in 12 months. We guarantee our product will never reoxidize,” he says. “Also, it is water-based, so there are no fumes.”

Black Star eliminates the need for excessive grinding.

“We recommend power washing to remove the flaky rust, let it dry and then apply Black Star,” Cotsalas says. The “tight” rust will convert.

The resin-like material can be left alone or covered with oil or solvent-based paint, stain or epoxies. They bond better than water-based paints, he notes.

MROCHEM.com sells Black Star Rust Converter in large containers popular with municipalities and companies, but also has aerosol cans (\$27.95) and gallon jugs (\$89.95). Check out the website or call to order.



Contact: FARM SHOW Followup, MROCHEM.com, P.O. Box 11056, Hauppauge, N.Y. 11788 (ph 800 788-9195; www.mrochem.com; customerservice@mrochem.com).

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