

Tyler Czipar and his wife, Katelyn, have built an internationally recognized performance tuning business from their shop near Dubuque, Iowa.



## Tuning Packages Bump Vehicle Performance

At an age when most kids were playing video games, Tyler Czipar was rebuilding lawn mowers and garden tractors with blown engines that his dad would buy from the local hardware store and repair shop.

"Growing up and working on small engines, I always knew I wanted to make a career out of performance tuning for a wide range of engines and equipment," Czipar says. After small engine repairs, he began building garden tractor-pulling engines, then eventually moved into performance tuning. He learned first-hand skills working alongside his dad, who has an engine-building background. After high school, he earned an associate degree in electrical technology, and since then, he's mastered his skills by self-study and applying what he's learned. Since 2011, Czipar and his wife, Katelyn, have built Czipar Performance & Tuning into a nationally recognized performance tuning business. They've grown from tuning vehicles for local customers to bumping horsepower and performance for customers across the U.S., Canada, and other parts of the world.

"We made a name for ourselves with excellent work for local guys who spread the word, and it's really taken off from there," Czipar says. "Most of our work is for people who just want better performance, whether it's from a truck, car, or even farm equipment." Their reputation for exceptional work has even brought them prominent customers such as podcaster Joe Rogan, prestige car builder Chip Foose, and Ryan Martin of Street Outlaws.

Czipar says pickups and cars are their main focus, but they'll also tune tractor and combine engines for improved fuel

economy and more horsepower. Their tuning packages include cam kits, Holley tuning, and installing performance parts such as intakes, headers, and manifolds. Fuel systems can be upgraded, and for extremely high performance, they can specify and install several brands of superchargers.

Tyler's wife and father, Steve, are integral to the business. Says Katelyn, "I'm in the shop every day, either ordering parts or handling billing. Sometimes Tyler calls out, 'Hey, I need a smaller hand to reach in here and put this bolt in.' We work together to make this business successful."

Czipars also provides a remote tuning package for vehicles that aren't in their shop. This service includes analysis, equipment recommendations, and step-by-step installation instructions.

Tyler says their tuning improves power, throttle response, and gas mileage along with smoother shifting. For example, modifications such as a GPI HL3, Johnson lifters, a Katech oil pump and timing chain, GPI hardened push rods, a new head, manifold, ported throttle body, and converter produce outstanding power and performance in a 2017 Silverado pickup with a 6.2 V-8. They tune other brands of trucks and cars such as Camaro, Mustang, Corvette, and Dodge Chargers.

Katelyn says the best way to start a project is to look at their website and Facebook page, then contact their office for ideas, pricing, and a schedule.

Contact: FARM SHOW Followup, Czipar Performance & Tuning, 8610 Route 52 S, Dubuque, Iowa 52003 (ph 563-599-8492; cziparperformance@gmail.com, www.cziparperformance.com).

## Triple Flex Ratchets Reach Tight Spaces

Dan Considine of Rathdrum, Idaho, has created numerous inventions, including flexible ratchets and wrenches designed specifically for tricky spaces. The Triple Flex Crow's Foot Ratchet and Triple Flex Ratchet Wrench will reach and flex into the most inconvenient workspaces.

"This wrench will do things no other wrench will do and access the unreachable," Considine says. "They can reach straight down or in blind areas and still turn bolts or nuts. You can turn bolts and nuts where even sockets won't reach. No traditional wrench can do that." To date, his inventions have won four separate awards.

The idea came when he was talking to a friend who is ASC-certified and owns an auto repair shop. "He's tried and loved the other tools I let him test, so he requested a custom design to reach the unreachable. I designed him a prototype, and he loved it."

Considine is a retired Air Force Master Sergeant and former fighter aircraft crew chief. "I love the USA," he says. "Finding a



**Triple Flex ratchets can reach and turn bolts where traditional sockets and wrenches don't fit.**

company that hasn't moved manufacturing overseas is the absolute dream! Even if it's only a small U.S. company."

Currently, all Northwind Tools are custom-made, so pricing can vary. You can reach out to Considine to make a purchase.

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# FARM SHOW®

## Money-Saving Repairs & Maintenance Shortcuts

**Have you come up with any unusual money-saving repair methods for fixing farm equipment? What maintenance shortcuts have you found? Have you had any equipment recalled by the factory? Name a particularly tough mechanical problem you've had with a piece of equipment and how you solved it.**

**These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or email us at: editor@farmshow.com.**

**Scott Geyer, Editor & Publisher**



**Dale Fisher, Jackson, Mich.:** "The portable propane heater that I use in my shop was difficult to move to different locations, so I put it under one of my worktables that has casters on it. Now I have portable heat and the work surface is free to use. The only thing I had to do was to add a shelf under the table to hold the burner and tank."



**David Simpler, Elkton, Md.:** "I use a cam-lock load binder to tension the drive belt on my rotary mower."

"Typically, people put a new belt on a mower and tension it. Then they forget it and leave it under tension all summer, and it stretches."

"Mower decks vary, but all have a spring to tension the belt. Some have an eyebolt or hook welded on the deck, and you pull the spring over it."

"Releasing the tension on a belt can be difficult and even dangerous, depending on the machine. A small cam lock load binder makes it easy to tension a belt and release the tension."

"On one mower deck, I just hooked the load binder to the edge of the deck. On another, I bolted an L-shaped piece of steel to the deck. An eyebolt on one end of the load binder is secured through a hole in the

short leg of the L to anchor the load binder in place.

"When I want tension on the belt, I hook the other end into the tensioning spring and pull back the lever. The cam-lock load binder releases tension slow and easy. It makes it less likely I'll leave the tension on when not using the mower."



**Joe Kansak, Ocean View, Del.:** "I have a 10,000-sq. ft. shop, and it seemed like we were always leaving stuff on. I would come in and discover a heater, air compressor, or lights hadn't been shut off. Left on for a day or two, the electricity used adds up."

"I solved the problem with a shop monitoring plate. I drilled six small holes in a blank outlet plate and inserted LED lights in them. I ran wires from one of the legs of each light to the neutral bar on the shop's electrical panel."

"I ran a 16-gauge insulated wire from the other leg of each LED to the non-energized side of the switches I wanted to monitor and labeled the LEDs for air, heater, exhaust, attic light, back lights, and outside lights."

"If an LED light is on, it reminds me to shut off that switch before I leave the shop. It worked so well that I've added another set of LEDs on a second plate for additional switches I want to monitor."

**Ronald Hurst, Knoxville, Tenn.:** "When working on sheet metal reassembly, it's very easy to accidentally strip screw holes. To avoid this, I always restart a screw in a previously threaded hole by turning the screw slowly counter-clockwise until I feel it drop into the hole's old thread. Then I turn the screw clockwise to snug it down. This avoids cutting a new thread and stripping the hole. If more than one fastener is needed to secure a part, leave all the fasteners loose before tightening them. This saves time and aggravation by allowing minor adjustments