

KEEPS AIR OUT OF FUEL LINES

New Air-Bleed Control Protects Diesel Engines

"It keeps air out of fuel lines and, if you run out of fuel, it'll shut the engine down," says Bob Worl, marketing manager for Airout Inc., manufacturer of a new fuel line control that prevents one of the major problems with diesel engines.

"If air gets into diesel fuel lines the engine can't be restarted until all air is removed from fuel lines, filters, injections pump and injectors. If you have to have someone else do it for you, it can cost as much as \$150 because it can be a two to three hour job," notes Worl, who says the Airout air-bleeder was originally developed for rental equipment because people often took poor care of equipment and often ran out of fuel.

The Airout device looks like a fuel filter canister and simply mounts anywhere in the engine compartment, connected in-line to the fuel

line. Fuel runs in one side of the canister and out the other. Any air bubbles in the fuel rise to the top of the fuel in the canister and go out through a small hole in the top. Fuel is returned to the fuel tank through a return line.

The Airout contains a float switch which cuts the fuel supply off at the injector pump when fuel runs out. A red fuel warning indicator on the instrument panel lights up to advise the operator of the reason for the shutdown.

The Airout system sells for \$147.50. Can be used on any diesel engine, including cars, tractors, combines, and industrial equipment.

For more information, contact: FARM SHOW Followup, Airout Inc., P.O. Box 26828, Indianapolis, Ind. 46226 (ph 317 547-6620).



Bale carrier extends out and under bale. Drag chains pull it into pickup.

"IDEAL FOR COW/CALF OPERATORS"

Pickup Carrier For Big, Square Bales

"It allows one man to load, transport and feed out 4 by 4 by 8 big square bales," says Jake and Henry Thiessen, High River, Alb., designers of the Big Tee Bale Feeder for pickups.

The feeder fits on ¾-ton and larger trucks and is ideal for cow/calf operators since it's easy to feed out the bale, say the Thiessens. Their feeder bolts to the truck bed with four bolts so it's easy to remove. It's powered hydraulically and the driver operates it right from the tractor cab.

The hydraulics control three separate functions. They extend the carrier out to pick up the bale, control carrier tilt and also control bale chain

speed and direction.

To load, you back up to the bale, extend the carrier, tilt it to the ground, start the chain to move the bale up on the carrier, retract the carrier and tilt the bed back onto the truck bed. To unload, you reverse the process. To feed the bale off the end of the truck, cut the twine and reverse the chain.

Sells for \$4,700 (Canadian).

For more information, contact: FARM SHOW Followup, Henry or Jake Thiessen, Big Tee Welding and Fabricating, 520 Centre St. S., High River, Alberta, Canada T0L 1 B0 (ph 403 652-2809).

REQUIRES ONLY A 2 BY 12-IN. HEADER FOR MOUNTING

Full Clearance Bi-Fold Door

How about this — a low cost, full clearance Bi-Fold door that requires only a 2 by 12 in. header for mounting, allowing you to install it in widths up to 40 ft. without losing an inch of headroom.

Regardless of how wide (up to 40 ft.) or high (up to 16 ft.) the opening, the new Keller Bi-Fold door, when fully opened, leaves the entire area below (or above) the 12 in. header completely unobstructed.

Key to its ability to cover large openings without sacrificing headroom are patented bracing arms, one on each side. They automatically move into position to support the door when it's fully upraised, with both halves folded and completely horizontal to the ground. (See photo).

"On all-steel buildings, the full-clearance door can be bolted or welded to the existing header," notes Dan ("Toby") Keller, of River Falls, Wis., inventor-manufacturer.

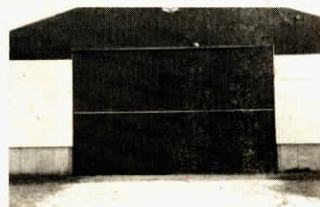
He points out that installation of his full-clearance Bi-Fold door "is a snap. You can do it yourself in only 2 or 3 hours. The electric lift and cables come factory installed, and wired for electricity."

The door runs on Z-type face plates which you bolt (or weld) to the existing support post on each side of the door opening. All gussets are on the inside, thereby creating a flush exterior.

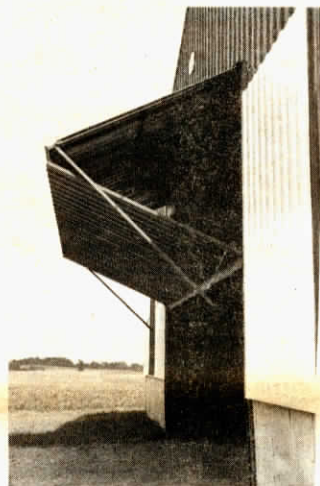
Framing for the door is made of ½ by 1½ 14 ga. square tubing. It can be covered with insulation, if desired, and the tin or other material of your choice to match the existing building. A rubber seal on the bottom and weather stripping along the sides seal the door tight to keep out wind, rain or snow. The electric lift, positioned at the base of the door for easy maintenance, opens or closes the door in less than 60 sec. It's equipped with automatic shutoff top and bottom.

Keller also offers a standard Bi-Fold door which requires 24 in. of space above the header for mounting. "It comes without the special braces which allow the full-clearance model to operate on only 12 in. of header space," explains Keller. "If you're building new and allow for 24 in. of header space, the lower-cost standard door can be used. Or, it can be used on existing buildings if the 24 in. header requirement isn't a problem."

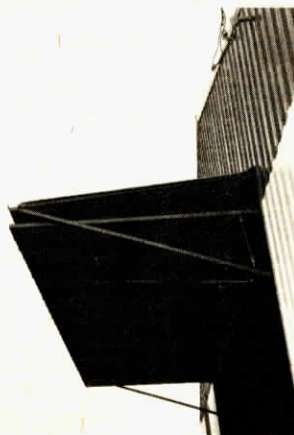
The standard Keller Bi-Fold (requiring 24 in. of header space) sells for \$68 per foot of width. The full-clearance model (requiring only 12 in. of header space) sells for \$200 (to cover cost of the special side braces) plus \$68 per foot of width.



All gussets are on the inside, creating a flush exterior.



Note patented braces which don't come into play until door is fully upraised.



Side braces automatically move against side of building to support fully upraised door, with both halves completely horizontal to the ground.

For more information, contact: FARM SHOW Followup, Keller Welding and Mfg., Rt. 4, Box 157, River Falls, Wis. 54022 (ph 715 262-3018).