

They Specialize In Oliver Parts

The Korves family never planned on starting a parts business, but Oliver tractor restorers all over the world are glad they did.

"We're one of the larger suppliers of Oliver parts. We have the widest variety and build more reproduction parts than anyone else," says Mark Korves, who started Korves Oliver Parts with his uncle, Robert, and father, Victor, 17 years ago.

The Waterloo, Ill., farmers owned Oliver tractors and restored them, but had a difficult time finding parts. Out of need, they finally found a couple of sources and started working with companies to create parts just like the originals. They renovated and insulated the 1800's barn on their farm and set up a parts shop.

"We specialize in late 40's through late 60's Oliver," says Korves. "We're not as familiar with the 4-digit series, but as time goes on we're getting into those, too."

Because they are farmers and restorers,

customers get more than just parts when they place an order.

"We grew up on Oliver's so we know how to install parts. A lot of times, if you change one part, we know you need to change other parts, too, and we can save people time and aggravation," Korves says.

While they have some walk-in customers, most of their orders come through phone, fax and their website from people all over the world. Most are restoring old tractors, but a good number of customers still use the Oliver's to farm with.

The Korves' inventory covers everything from engine blocks to electrical to grills and steering parts. Their goal is to sell restoration quality parts that fit and work the first time – at the best price.

Check out their website for more details.

Contact: FARM SHOW Followup, Korves Oliver, Waterloo, Ill. 62298 (ph 618 939-6681; www.korvesoliver.com).



The Korves family set up their Oliver parts business inside a renovated barn. "We have the widest variety and build more reproduction parts than anyone else," says Mark.

Rural Shop Makes Old Farm Equipment Parts

If you are having trouble finding parts for older farm equipment, Daniel Yoder of Westby, Wis., might be able to help you at his Countryside Repair business.

"Most of the replacement parts we make are for cast iron parts. Our parts are machined steel parts, and we try to make them as close to the original as we can with what we have to work with," Yoder says, adding that his business has a catalog of part patterns they've made in the past.

"If someone has a part that we don't have a pattern for, they bring or send the complete part (or the pieces) and we try to make a part that will work for them," he says.

Yoder also rebuilds teeth on gears and

sprockets and carries weld-on replacement blanks for 2060 and 2050 roller chains and sprockets, link chain for hay loaders and manure spreaders, and some gears for binders and planters.

Prices vary depending on the part, and Yoder sells wholesale and retail. For example, a pinion gear on a Deere 999 corn planter retails for \$40. A drive and idler sprocket for a Deere spreader retails for \$38.

Countryside Repair makes parts for most models of older equipment including Deere, Allis Chalmers, Minneapolis Moline, Case and International/Case.

"We also have the old-type pin roller bearings. Customers can send us the outer

diameter and inner diameter and length and we can make any size bearings they need," Yoder says.

He carries bronze bushings and bearings and makes stub shafts to bolt on the flywheel of stationary engines.

In addition to parts, Yoder sells small and large-sized shoe sole scrapers made with poly bristle brushes. Prices run between \$14 and \$60 including shipping.

For more information, write Yoder and include a phone number so he can contact you.

Contact: FARM SHOW Followup, Daniel Yoder, Countryside Repair, E9847 Pa's Road, Westby, Wis. 54667.



Daniel Yoder specializes in making parts for a wide variety of older farm equipment.

Duramax Experts Boost Power And Torque

Pacific Performance Engineering (PPE) has the tools to upgrade your Duramax engine with massive horsepower and torque or both. If you prefer, PPE can simply replace your old engine with a new Duramax, loaded as you like it. The company also offers products for Powerstroke and Dodge Cummins engines.

"At PPE, we produce products that add not only horsepower, but increase fuel mileage and reliability, too," says Matt Emery, PPE. "PPE's agenda has always been to use the very latest in electronic and manufacturing advances to gain the absolute maximum in performance benefits."

The company supplies high performance engines and engine parts for racing and pulling competitions, marine recreation and racing, as well as work or towing. PPE will rebuild existing blocks or supply a new one customized to order. Kits and components are also available for customer rebuilds and upgrades. They include the PPE Dual Fueler, Duramaximizer Adjustable Power Chip, Standard Xcelerator, Hot Xcelerator, Compound Turbo kits and more.

The Dual Fueler (\$1,450) is just that. It adds a second fuel pump with a microprocessor to double pumping capacity. The second pump reduces drive load on the OEM pump for greater pump reliability. With the addition of a PPE Duramaximizer (\$599) or if tuning is modified, fuel pressure can be increased as well for additional horsepower and torque.

"The PPE Dual Fueler Kit is great for highly modified engines that produce up to 1,200 hp and need that 28,000+ psi," says Emery. "The PPE Duramaximizer was designed for racing engines with the

PPE Dual Fueler Kit. It provides up to an additional 100 hp and 180 ft./lbs. of torque."

Additional fuel pressure can be dialed into the fuel system beyond what's requested by the factory powertrain control module. It's activated only above the 70 percent throttle position that the driver determines. Setting the unit is easily done with just the turn of a knob and can be done on the fly.

The Standard Xcelerator (\$599) was designed for those who simply want improved throttle response, transmission shifting characteristics and general overall performance with a Duramax engine. It was designed for 2001 through 2010 Duramax diesels. The Xcelerator provides five power-tuning levels of additional horsepower and torque (40 to 225 hp, depending on model). At the same time, it provides significant increases in fuel mileage.

"The PPE Standard Xcelerator can also make adjustments for larger wheel/tire combos, raise top speed limits, transmission shift points and other benefits," says Emery. "Down the line, it can be upgraded to the Hot or Hot+2 Xcelerator models."

Emery suggests the Hot Xcelerator (\$899) for the performance minded diesel enthusiast and entry-level racer. It provides a Duramax with up to 300 hp and 460 ft./lbs. of torque with up to 6 levels of tuning. The Hot+2 E.T. Xcelerator (\$999) takes the Duramax to the next level with 6 to 10 levels of tuning. Transmission upgrades are recommended for both.

"The Hot Xcelerator is the perfect choice for those who have or are planning to make upgrades to their fuel systems and may add a mid-sized turbocharger," says Emery. "For everyday driving, all Xcelerator models



PPE says it can upgrade a Duramax engine with more horsepower and torque. They also offer products for Powerstroke and Dodge Cummins engines.

increase fuel efficiency of your vehicle by 2 to 3 miles per gallon."

Compound turbo and compound twin turbo packages, high flow exhaust manifolds and more are also available from PPE dealers, on their website or from the catalog.

Just how much can be done with PPE components was displayed in the company's flagship truck. It features a water/oil-cooled turbocharger, intercooler, Hot+2 Xcelerator, Dual Fueler, Allison 6-speed upgrade kit, hot rod wiring harness and stainless steel exhaust.

"We took a 1970 Chevrolet C10 and

cleaned it up nice and pretty and installed a 6.6 Duramax engine into it," says Emery. "We used a host of hot PPE performance products to give it a cool 700 hp of fun. Fun enough that it ran the 1/4 mile in 10.53 seconds at 132 mph!"

Visit www.farmshow.com for a PPE video on gauging performance.

Contact: FARM SHOW Followup, Pacific Performance Engineering, 303 N. Placentia Ave., Fullerton, Calif. 92831 (ph 714 985-4825; sales@pacifcp.com; www.pacifcp.com).