

Kit Replaces 8-Ft. Fluorescent Lights With CFL Bulbs

If you're tired of spending money and time replacing the fluorescent lights in your farm buildings, this new kit lets you very easily convert them to energy efficient compact fluorescent (CFL) light bulbs or LED bulbs - and save money in the process, says Retro-Bright Corp. of Bainbridge, Ga.

The kit is designed to convert existing T-12 or T-8 fluorescent strip lights to screw-in CFL or LED bulbs. The kit uses your light's existing wiring and framework and snaps on in place of the old ballast cover. You throw away the old bulbs, ballast and cover.

The kit includes two 4-ft. fixtures, which will convert one 8-ft. T-12 strip light, or two 4-ft. T-12s. You just hook up 2 wires and snap the kit onto the old housing, and then screw in the CFL or LED bulbs.

"It's a simple conversion that most people can do themselves," says John Sims with Retro-Bright Corp. "You don't need any ballast or special bulbs, and you save on electricity. But most of all, you've reduced your future maintenance to the simple changing of a commonly available bulb."

According to Sims, due to new lighting mandates required by the Department of Energy, 8-ft. fluorescent strip lights are being phased out and someday in the near

future you won't be able to buy them, so the kit offers an early start by retrofitting your existing lights. However, he says those new regulations aren't the main reason there's a lot of interest in the kit.

"In test marketing, the number one complaint we heard from people is they're tired of putting money into fixing the ballast and replacing the bulbs on their existing lights. They're also tired of constantly hassling with lights that don't work properly and make humming noises or flash on and off. The Retro-Bright kit offers a convenient alternative to repairing or replacing existing T-12 lights and makes changing light bulbs a much easier task. There are no special bulbs to replace, and you don't have to contend with ballast issues."

He says the conversion kit costs 25 to 40 percent less than a new replacement fluorescent lighting fixture. "Since CFL's are a lot more energy efficient than fluorescent lights, you'll also save on your electric bill," says Sims. "The CFL bulbs are just as bright as the original fluorescent bulbs but are cheaper to operate."

Each Retro-Bright kit sells for \$39 plus S&H. The kit includes two 4-ft. fixtures, which will convert one 8-ft. T-12 or two 4-ft.



Kit lets you easily convert fluorescent lights in farm buildings to energy efficient compact fluorescent lights (CFL) or LED bulbs, while saving money in the process.



Kit uses your light's existing wiring and framework. Parts snap on in place of the old ballast cover.

T-12s.

Retro-Bright also offers kits to easily convert fluorescent office lighting fixtures to use CFL or LED bulbs.

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Lester Adelman's 3-section sprayer has a 14-gal. tank that mounts on front of his Deere 445 riding mower, and a 10-ft. breakaway boom on back.

Spray Boom Added To Riding Mower

Lester Adelman, Rice, Minn., mounted a quick-disconnect boom sprayer on back of his 1990 Deere 445 riding mower so he can use it to control weeds in his lawn.

"I've also used this sprayer on a 4-wheeler on fields that are too wet to drive on with a bigger sprayer," says Adelman.

The 3-section sprayer has a 14-gal. tank that mounts on front of the tractor and a 10-ft. breakaway boom. It's operated by a 12-volt pump that hooks up to the mower battery.

He used 1-in. box tubing to build the boom, which attaches to the back of the mower with 2 pins that go through a metal frame welded to the boom. A garden hose connector attaches the hose to the pump so the hose can be quickly removed.

"It takes only about 10 min to take everything off," says Adelman, "but most of the time I leave the sprayer on, with the wings folded up, while mowing the lawn. The boom is equipped with 5 spray nozzles. It rides only about 12 in. off the ground, which minimizes drift. There's a pressure gauge on the front-mounted tank that I can see from the operator's seat. The boom shut-off valve is anchored to a handle on the mower's right hand fender. I also added an on-off pump switch and a red indicator light to the dash under the mower's steering wheel."



Each boom wing is held in place by a 7-in. long spring fastened to a metal arm.

The boom's wings fold backward against the sides of the mower and pivot on a bolt that runs through a metal tab welded to the boom. Each wing is held in place by a 7-in. long spring fastened to a metal arm welded to the tab. "The boom will break away if it hits a tree or post," says Adelman. "Once the boom slides past the obstacle it springs back into position."

Adelman says he already had most of the material I used to build the sprayer. "My only cost was for the tank, electric pump, ball valve and nozzles. Total cost was less than \$100."

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Field Boss slide-in sprayer can be used on yards and fence lines as well as in pastures and fields.

Heavy Duty Sprayer Built For UTV's

"Our new heavy duty, slide-in sprayer is designed specifically for heavy duty utility vehicles. It's versatile enough to use on yards and fence lines as well as in pastures and fields," says distributor Darrell Ifft, Fairbury Fastener and Supply, Fairbury, Ill.

The Enduraplas Field Boss sprayer comes with a 60-gal. tank, 4-stroke Honda pump, a 13, 20, or 26-ft. breakaway boom, and a 50-ft. hose reel with a hand-held spray wand. The entire unit mounts on a steel frame, allowing you to use a forklift to lift it into the back of the UTV.

The sprayer comes with a hinged metal control arm equipped with 3 valves that swings forward next to the operator, making it easy to switch from one side of the boom to the other. A gauge on the control arm shows boom pressure.

"The control arm is beside you all the time within easy reach, which is really handy. When you're done spraying, you just swing it back out of the way," says Ifft.

According to Ifft, utility vehicle manufacturers have been playing catchup with sprayers for years. "Most end users have been using spot sprayers or making their own boom. The Field Boss is built from the ground up just for utility vehicles and comes with high quality features."

He says utility vehicles are becoming more popular than ATV's for spraying work because they have more capacity. But until now, no one made a sprayer specifically designed for UTV's.

"Most ATV sprayers have small 6 to 10-

ft. booms and a small 15 to 20-gal. tank that has to be refilled often," says Ifft, "whereas today's larger UTV's can easily handle a 60-gal. tank. UTV's are also more stable and less likely to tip over, and they have rollover protection. The steering wheel on a UTV also offers more control when driving over bumps and working in corners than the handlebars on an ATV. Also, another person can ride with you to operate the spray wand."

He says the Field Boss isn't for light duty or short bed utility vehicles. "You need a UTV with at least an 800-lb. capacity load rating. Also, if your UTV has a tilt bed, you need to secure the front of the bed in order to ensure it doesn't accidentally get tripped."

Two different kinds of booms are available - galvanized steel and plastic. Also, 2 different nozzles are available for the handheld wand. One works like a garden hose nozzle, and the other works like a "fireman's nozzle" to give you more control over the spray pattern.

"Both booms are built strong and feature an integrated return breakaway system just in case they hit a tree post or sign, etc. The boom folds in 'criss cross' style for secure transport."

The Field Boss sells for \$1,964 without the boom. The complete sprayer equipped with a 20-ft. galvanized steel boom sells for \$2,435.80; with a plastic boom, \$2,799.

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