

Automatic Greaser For Snapper Riding Mower

Arlon Glander likes his 2002 Snapper 18 hp. lawn tractor equipped with a 48-in. mower deck. However, he didn't like the poor access to the zerk fittings for the blade bearing housing. So he made his own deck-mounted automatic greasing system.

"One of the zerk fittings was out in the open where it was easy to reach. But to reach the other two zerks I had to remove a metal housing, which required removing 4 bolts on each housing. So I decided to build a manifold block that distributes grease through individual lines to each grease point."

The manifold block is made out of 1-in. sq. aluminum. Glander drilled 3 holes in it, then

tapped the holes on both sides with 1/8 NPT tapered threads. He bought some poly tubing and pushlok fittings, and ran the tubing from the block to the original zerk taps inside the bearing housings.

"It's really handy to use," says Glander. "I just give each bearing three pumps of grease every time before I go out to cut our lawn. I made my automatic greaser 14 years ago and haven't had a single bearing failure since."

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Home-built manifold block distributes grease through individual lines to each grease point on Glander's mower deck.

Rubber Track Expert Sells Parts For All Makes, Models

If you've got a rubber tracked tractor, dozer or other equipment, DJ's General Repair is likely to have whatever parts you need. Owner Daniel Troyer claims he carries track and undercarriage parts for more than 4,000 rubber tracked machines.

"If I don't have the parts in stock, I have easy access to them," says Troyer. "Call in your order before 3 p.m., and it will be shipped that day. Ninety percent of orders arrive within 2 to 3 days. Most are at the customer within 2 days."

Troyer advises customers to have the make, model and year of the equipment that needs the part. If they don't know where to look for the serial number, he can often help over the phone.

Troyer is proud of his ability to find parts when others fail. That holds true even for "gray area" equipment that technically shouldn't be in the U.S.

If parts numbers can't be matched up, Troyer has suggested customers send the part that needs to be replaced, and he will try to match it.

"Gray area machines are the most difficult to find parts for," he says. "I've found rollers that weren't exactly like the original, but they could be made to work. You may need to go to a machine shop to get some parts modified."

All parts are sold under warranty (except for the ones that need machine shop work). He notes that warranties vary from one company to another, as does reliability.

"The previous owner started out selling a lot of different brands, but he ended up with so much warranty gray that he weeded out suppliers that didn't hold up," says Troyer. "I've stayed with the best ones, including CAT, ASV, Camoplast and Warrior Tracks."

Warrior Tracks is a major supplier for him. They offer a 13-month or 1,100-hr. warranty, and they back it up, he says.

"I can't tell you how many of their tracks I've sold, but I've only had a problem with one set," says Troyer. "It was a year old when one side broke, and after seeing an emailed photo, they replaced it."

Contact: FARM SHOW Followup, DJ's General Repair, 2407 Pearson's Corner Rd., Dover, Delaware 19904 (ph 302-423-5690).



DJ's General Repair carries track and undercarriage parts for more than 4,000 rubber-tracked machines.

Old Generators Made Like New Again

When Ken Warner restores an old generator, it is effectively like new. He doesn't simply replace brushes. He tears the generators apart, strips them down to bare metal, and replaces every nut, bolt and screw. If the parts were originally plated, he will replat. His reputation for total restoration has produced some interesting challenges.

"I don't do a lot of motorcycles, but I once redid a 1919 or 1920 Harley," says Warner. "Nobody else could figure out how to restore it. The oldest car I've done was a 1922 Essex."

In several decades of working with antiques, he has made accuracy a key feature of the business. He may even suggest replacing a generator rather than restoring it. This is especially the case if the customer is restoring a vehicle to showroom status.

"I'll often get a request to restore a generator for a tractor and discover it isn't the original make or model generator the tractor had when it left the factory," says Warner. "A starter is married to the motor, but early generators often got changed out by farmers. I've seen Cadillac generators on tractors. What's on it now doesn't mean much with a 70-year old tractor."

The tendency to swap out units is why Warner suggests sending in a picture of the generator when requesting a restoration. Include the make, model and year if possible, and he will verify if it was original.

When a difference occurs, Warner gives the customer a choice. He'll restore what is there or get the right one for the tractor.

Even if the generator is the right one, there can be a question over color. Warner explains that up until the introduction of the 520 or 530, Deere generators were painted green.



BEFORE



AFTER

"Many people assume that all Delco generators on Deere tractors were Delco's classic semi-gloss black paint," says Warner. "Green was usually the original color. If a generator was added to a B John Deere after purchase, or if it was later replaced, it may have been black."

That said, if the customer wants his B generator painted black, Warner is happy to oblige, saying, "Ultimately, it is up to the customer."

When it comes to old cores, Warner is a likely customer. "I'm always in the market for old cores," he says. "A lot of John Deere and Oliver generators are hard to come by. A John Deere H starter is like finding gold."

Contact: FARM SHOW Followup, Classic Generator, 4316 Dollar St., Midlothian, Texas 76065 (ph 817-473-1448; www.classicgenerator.com).

Hand-cranked "fluid transfer containers" work fast thanks to an 8 gpm pump that fits on top.



Container Fitted With 8 Gpm Pump Transfers Fluid Fast

Whether you need to fill a tank with chemicals or fuel up a tractor or ATV, FLO-FAST "fluid transfer containers" get the job done fast thanks to the 8 gpm pump that fits on top.

Mike Franks, owner of the Eden Prairie, Minn., company, says the pump is operated with a simple hand crank. It can be reversed for extraction, which is useful for multiple applications including fuel, chemicals and diesel exhaust fluid.

The cap on the pump system fits on all standard containers as well as FLO-FAST's own containers, which come in 2 sizes - 7 1/2 and 10 1/2-gal.

The rotationally molded containers are 3 to 4 times thicker than traditional containers and are suitable for fuel, lubricants, oils, chemicals, anti-freeze, bio-diesel, etc. They have built-in air valves to release pressure and vent the container, and come in various colors for fuels and HAZMAT liquids.

FLO-FAST also offers carts to wheel the containers and pumps to boat ramps, across farm yards and off-road areas.

Though the containers are too small to fuel

large tractors, they're ideal for filling diesel exhaust fluid, small tractors and chemical tanks, Franks notes.

"If people need more capacity they can buy multiple cans. The pump transfers from can to can very quickly," he says, adding that customers appreciate the portability of the system.

FLO-FAST offers a variety of sizes and packages including basic 5-gpm pumps and pumps that can be attached to 55-gal. barrels and/or containers.

Prices run from \$209 for a barrel pump to \$269 for a pump and 10 1/2-gal. container to \$569 for a complete system with a cart.

FLO-FAST products are available in some farm supply chain stores and through about 70 dealers.

Franks welcomes inquiries from interested dealers for all applications, from ag to marine to commercial.

Contact: FARM SHOW Followup, FLO-FAST, 7887 Fuller Rd., Suite 116, Eden Prairie, Minn. 55344 (ph 952-934-4505; www.flofast.com; pdg@flofast.com).