

Diesel Conversion Specialists

DCS specializes in Cummins engine conversions into Ford trucks 1967-2010 and Chevy/GMC trucks 1978-1999. Some trucks are an easier platform to start with, due to space available in the engine compartment. Most trucks prior to 1980 do require fabrication skills to mount an intercooler or other non-factory items.

Kit sales are supported with detailed installation instructions and technical support via phone. DCS offers specialized wire harness modifications to make your installations easy as possible. The website contains lots of information prepared to inform folks of engine choices, parts packages & pricing, and an overview of the conversion process. Highly trained parts and technical support agents have helped thousands of folks install a reliable engine.

Gone are the days of turning the ignition wondering where your engine may leave you stranded! A kit builder is available for parts packages at www.dieselconversion.com or call to speak with a parts technician.

Contact: FARM SHOW Followup, Diesel Conversion Specialists, 1485 Hwy. 35 Unit B, Kalispell, Mont. 59901 (ph 406 755-8878; www.dieselconversion.com).

Reader Inquiry No. 108

Kile® Rotor Flight® Impellers

The patented Kile® Rotor Flight® Impellers are precision built bolt-on flights which replace OEM impellers on IH and Case-IH combines. Our impellers wear plate system provide longer and improve threshing performance. The KRF® flights mount on specialty or standard rotors. Our KXF® 66 & 88 fit the AFX66 & 88 series rotors. All can be installed without removing the rotor from the combine.

With our unique auger flight and intake design, the Kile® Impellers (KRF® & KXF®) ensure that crop material efficiently spirals through the transition cone reducing peak torque loads, allowing the operator to achieve higher ground speeds. Extending the life of both the transition cone and rotor belt and reducing gearbox loading and increasing fuel efficiency.

K7890 wear plate kits for Class 7, 8 & 9 Case IH combines. Provide greater performance, more thru put and excellent wear ability then OEM.

Kile® flight impeller kits (KRF® 60 & 80, KXF® 66 & 88, K7890) come complete with mounting instructions, hardware & cast wear plates.

All our flights are used in harvesting all seed and grain crops with complete satisfaction. Made and manufactured in the U.S. by Kile Machine & Manufacturing Inc., Rosalia, WA. Parts price, dealer list & new products are available on-line.



Bolt-on rotor flight impellers are said to dramatically improve threshing performance. They replace OEM impellers on IH and Case IH combines.

Contact: FARM SHOW Follow-up, Kile Manufacturing, 401 Squires Road, Rosalia, WA 99170 (ph 509 569 3814; info@kilemfg.com; www.kilemfg.com). New dealer inquiries welcome.

Reader Inquiry No. 98

Hoof Cinch Eliminates Founder Pain, Realigns Hoof

Horse owners have an inexpensive option to relieve the pain - and to fix - founder and laminitis. Hoof Cinch is a patented, metal band that tightens around the front part of the hoof to prevent the hoof from flexing, which eliminates the pain.

"We are bringing the hoof back to normal," says Chuck Potter, a Minnesota farrier who invented the device after a year of research and development with his business partner, veterinarian Dr. Jan Doelle, DVM.

Instead of expensive traditional treatment involving nerve blocks, sedation and shoeing, without a real solution for fixing the rotation, a \$60 Hoof Cinch set can be installed in minutes, and provide instant pain relief.

"Once it's rotated, the coffin bone (main foot bone) cannot be moved back to its original position," Potter says. "The Hoof Cinch stabilizes the hoof wall and forces the hoof wall growth back toward the coffin bone. As the hoof wall grows down along the coffin bone, it realigns with the rotated coffin bone.

Since we cannot move the coffin bone back to the hoof wall, we move the hoof wall back to the coffin bone."

After many hoof dissections with Dr. Doelle and learning how the hoof flexed, Potter experimented with his device and the proper placement.

The response is usually immediate.

"The very first was a miniature horse that had foundered and couldn't use her front feet at all. I made up tiny cinches and the next day she was running everywhere," Potter says.

Potter emphasizes that the Hoof Cinch doesn't fix the underlying problem causing laminitis or founder, so horse owners must work with a veterinarian to do blood testing to determine the cause, and come up with a treatment plan with medicine and/or diet.

The Hoof Cinch is easy to install and remains on the hoof for at least 12-16 weeks, to allow the bone to realign. The bands come in three sizes for miniature/pony, standard and draft horses. The cost is \$60 per set, plus \$5 standard domestic shipping per order.



Metal band tightens around front part of hoof to keep it from flexing.

International shipping is available at an additional cost.

Contact: FARM SHOW Followup, Chuck and Krista Potter, Hoof Cinch LLC, 39751 County Road 12, Dakota, Minn. 55925 (ph 507 459-6949 or 855 442-4624; www.hoofcinch.com; krista@hoofcinch.com).

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