

# The Enhancer – The Propane Injection System That Works!

“Injecting a little propane into diesel engines correctly will provide more power and a cleaner burn,” says Craig Ridgway of RMR Pro-Diesel Technology. Continued research and development efforts have resulted in RMR’s newest product, the Enhancer II. The Enhancer II is a two-stage valve that works like a 4-barrel carburetor which enables RMR to utilize this valve with propane and also with CNG (compressed natural gas). The Enhancer II works excellent with natural gas also.

Craig states his Enhancer, a patented progressive fuel valve, is catching on fast. He’s installed the system on turbo-powered semis, field tractors, and even pickups.

“The secret to using propane is to deliver the right amount at the right time,” says Ridgway. RMR’s valves are activated by the engine’s turbo boost pressure. As the boost pressure increases, more vapor propane is fed into the air intake, giving the engine only the amount of propane needed to maximize efficiency. Each installation of the valve is specific to that particular engine.

RMR’s in-house dynamometer enables them to analyze test results to increase performance and achieve maximum efficiency. “If you can’t come to us, we provide a suggested setting based on our records of installations on the same engine in similar situations. Once installed, it can be fine tuned to get the optimum flow.”

RMR has installed the Enhancer propane

valve on more than 1,200 engines over the past 12 years with zero engine failures due to propane. RMR promotes an increase of 1 1/2 to 2 1/2 miles per gallon on over the road diesel trucks. Ridgway says he likes to be conservative in estimates. Actual results reported by Ridgway, as well as customer reported results, point to much higher returns. “Overall, my Duramax has gone from 14-16 mpg to 24-27 mpg and motor homes have seen 3-5 mpg increases,” Craig says.

Ridgway has also installed RMR’s Enhancers on his own field tractors and bulldozers. He reports his 8640 John Deere burned 16 gph pulling a 30-ft. chisel plow. Injecting only 1 1/2 - 2 gal. of propane per hour dropped diesel use to 9.2 gph. The increased power also let him double ground speed. Ridgway says he can literally see the difference on his 8640 John Deere. “When I am burning straight diesel, I can see the shadow of the exhaust on the ground,” he says. “When I turn on the propane, the shadow goes away.”

He says the propane simply helps burn diesel fuel more efficiently. Typically, he explains, only 75 percent of diesel used is burned. With the propane injected, efficiency jumps to 98 percent. “That’s where we get our increased power,” says Ridgway. “We turn that wasted fuel into energy. Burning the diesel more completely reduces carbon buildup in an engine for longer engine life. It also cleans up the exhaust.”



**Propane Enhancer injects a little propane into diesel engines for faster speeds, more power, and a cleaner burn in tractors and trucks.**

Ridgway says, “When you put a pencil to it, you’ll be surprised how quickly it pays for itself in fuel savings and extra power.” He also states, “There are other propane injection systems out there that may be cheaper to purchase, but you get what you pay for. In other words, if you want a system that works AND you want to have service after the sale you want the Enhancer. The Enhancer comes with a lifetime warranty and 24 hr. customer service.”

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**Reader Inquiry No. 116**



## Dodge Ram Steering Problem Solved



**Luke’s Link Track Bar, Tie Rod End Kits 1994-2007.5: \$72.00 each; 4 or more \$65.00 each. Poly bushing for Track bar sells for \$18.00 each.**

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**Reader Inquiry No. 117**



**Dodge Track Bar, Tie Rod End Kit 1994-2007.5**



**Dodge Track Bar Bushing Kit 2003-2007.5**

To owners of Dodge Ram trucks from 1994 to 2007.5: Do you have play, wandering or a violent shake when hitting a bump (some call it a “death wobble”)? Then Luke’s Link is your solution. Luke’s Link was developed to permanently solve these problems. Track bar and tie rod ends are the number one cause of the wandering or shake. Luke’s Link converts the ball stud end of these bars to a fully adjustable end. No need to keep buying expensive bars that don’t last when all you need is the ball joint ends.

These kits are fully adjustable, easy to install, and guaranteed for the life of the truck. Luke’s Link has been solving steering problems for 28 years.

Luke’s Link products work on Dodge tie rod ends and track bars as well as Ford tie rod ends and Jeep track bars.

### How To Check If Track Bar Or Tie Rod Ends Are Worn

*Convert this*



*to this*



With truck on ground, wheels straight ahead, unlock steering wheel (do not start engine). Have someone rock steering wheel left and right hard while you look at each end of track bar as well as all 4 tie rod ends for any up and down movement. If there is any, you know this is causing play in the steering.