

I would like to make an apology to all who received the email on 9-26-07 dealing with the preventive maintenance program. That was a rough draft of a possible mailing to go out at a later date rather than through this network. I mistakenly submitted the wrong information for the monthly service tip.

*Again my apology,
Stacey Erstrom
Tractor shop service manager*

Here is the information that I intended to send as a service tip.

I have been mentioning over the past several months the issue with the fuel that we are being forced to use these days. There is very little lubricity in the fuel and this is creating numerous problems with the fuel system and components on not only farm equipment, but also on the over the road equipment. My suggestions are as follows:

1. Do not hesitate to change your fuel filters often. The capability of fuel filters that are on the market today to catch more and more of the tiniest particles has increased dramatically. As a results, the filters are plugging faster than ever before. Again, do not hesitate to replace the fuel filters more often.
2. Pay close attention to the fuel that are being supplied. I am hearing more and more reports of customers receiving fuel that is not blended properly. This is more crucial to those customers who have the common rail fuel systems on their engines. The fuel pressure is much greater on these systems and requires a much cleaner fuel. If you are using biodiesel, keep a log of when you got your fuel delivered, who delivered it and how much was delivered. Remember, storage life of biodiesel is not the same as regular diesel fuel.
3. You may want to consider using an additive in your fuel system to increase the lubricity of that fuel. Contact your fuel supplier for recommendations.
4. If you are changing your fuel filters, pay close attention to the operators manual on the proper procedure of changing those filters. Some of the machines request that you fill both filters with fuel before installing them to aid in the bleeding process. Others require that you fill only one of the filters and leave the other empty and still others require that both filters are left empty. Damage to the injection pump can results if the correct requirements are not met. Again, refer to your operators manual to get the proper procedure for changing fuel filters.

Have a safe and productive harvest season.

FAIRBANKS INTERNATIONAL

P.O. Box 571 • 75481 Road 435 • Lexington, NE 68850 • 308-324-5553 • 800-248-5523

www.fairbanksintl.com

Service is the foundation of our business