



Diesel Monthly

January 2024 Newsletter

We have been providing parts, service, and technical support for 32 years!


Employee Spotlight

Jason York

Jason York has been an integral part of the PurrFormance Diesel team for 24 years.

His experience and knowledge of the fuel injection components for diesel engines offers our customers a source of technical assistance. As our Fuel Shop Manager, he regulates the flow of work, offers technical advice to our customers, and monitors the quality of work performed.

We sat down with Jason for a Q & A session to get his industry and personal insights. Keep reading to learn what we discovered!



REMANUFACTURING

BUILT IN-HOUSE

At PurrFormance Diesel, we rebuild inline and rotary fuel injection pumps, fuel injectors, and turbochargers. We also run an exchange program too.

Jason York (continued)

Purrformance Diesel: What fuel injection pumps did you begin working on when you first started?

Jason York: *I rebuilt Roosa Master pumps for years. I then moved onto VE style pumps. As time progressed, I also worked on DPS pumps when they were introduced to our market.*

PFD: How many injection pumps do you estimate that you have rebuilt in your career?

JY: *I would guess about 2,000.*

PFD: Because of your decades of experience rebuilding pumps, what pump is the quickest to rebuild.

JY: *As I have said, I began rebuilding Roosa Master pumps and I find that style the quickest to rebuild.*

PFD: What style pumps are the most challenging to rebuild?

JY: *All pumps consist of many internal components, but the most challenging aspect is the calibration process. My very first pump was on the test stand for 8 hours! With time and experience, a Roosa Master pump can be calibrated in about 20 minutes from start to finish.*

PFD: What is the average turnaround time on a rotary pump, assuming parts and readily availa-

ble and the head and rotor is still in good condition?

JY: *We operate on a first-in-first-out basis. When we begin working on a pump, the entire process takes approximately three days for the average technician.*

PFD: What is the shop record for rebuilding a Roosa Master pump from start to finish?

JY: *Two hours and 45 minutes and I hold that record.*

PFD: Any final thoughts?

JY: *We are very efficient in the fuel shop, but with parts becoming more challenging to find, our turnaround time may increase.*

The Team

In addition to Jason, our Fuel Shop team has a great extent of knowledge and experience they bring to our shop. Additionally, the technicians are multitalented in

The Team (continued)

other areas of the shop and assist others when needed. Our Fuel Shop team of technicians also includes Stephan Harsany, Zane Franklin, and our newest member, Jace York.

Stephan Harsany

Stephan has been around the shop ever since he was a little kid 16 years ago. He has watched the company evolve from a single building into the shop we have today. Stephan then began working as a technician and has been rebuilding injectors, turbos, and cambox pumps for many years.

Zane Franklin

Zane found his way to the shop five years ago on a referral from Josh Stockberger. Zane began rebuilding Roosa Master (Stanadyne) rotary injection pumps. Then he moved onto inline and Caterpillar pumps. Zane is very knowledgeable with test stands and test stand equipment.

Jace York

Jace studied machining in high school and then attended college for computer numerical control (CNC) and manual machining. With the proper equipment, Jace has the technical skills and knowledge to manufacture the internal components of fuel injection pumps. His father hired him as a technician to remanufacture rotary injection pumps over a year ago. ■

Engine Rebuild Kits for Agriculture, On-Highway, Off-Highway, Construction, and Industrial Applications

- In-/Out-Of-Frame Engine Rebuild Kits
- Complete and Specialty Gasket Sets
- Main and Connecting Rod Bearings
- Gaskets and Seals for all engine areas
- Valve Train Components
- Fuel Pumps and Repair Kits
- Oil Pumps and Oil Coolers



Cummins Celect 3090942 M1/ N14 Injection Pump



Simms P4862/1 Injection Pump for Ford 5000

Did You Know?



We rebuild vintage fuel injection components

That's right! We have rebuilt Simms, RD, Cast Iron, PSB, PSJ, and VA injection pumps.

Injection Pumps

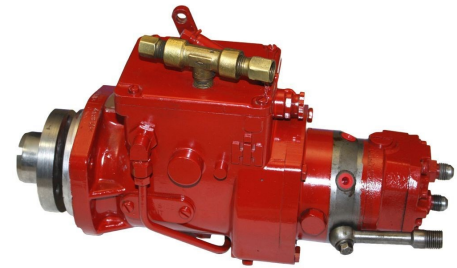
Vintage fuel injection pumps do pose a challenge for remanufacturers. While we have successfully rebuilt vintage injection pumps, sourcing parts is nearly impossible due to obsolescence.

The solution is to find a solid core alongside the customer's pump and build a single pump. Unfortunately, this is not always successful. Another issue is that we usually have to make the gaskets for these injection pumps. We still rebuild the Ambac Model 100 pumps and are still able to source parts.

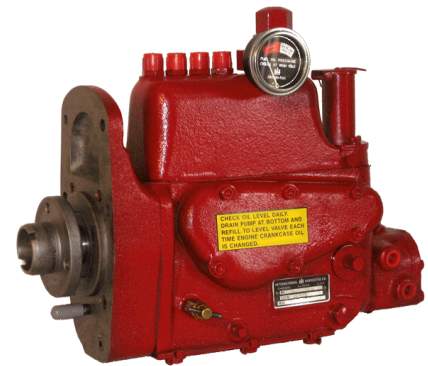
Today, we rebuild a wide variety of rotary, inline, and CP3 pumps from Stanadyne, Bosch, Cummins, CAV/Lucas/Delphi, Nippendenso, Yanmar, and Zexel to name a few. Our fuel shop is more than injection pumps. Continue reading to discover more!



Simms Injection Pump



IH RD Injection Pump



IH Cast Iron Injection Pump



Bosch VA Injection Pump

Fuel Injectors

Besides remanufacturing fuel injection pumps, we still rebuild fuel injectors for industrial, agriculture, and automotive applications.

Our technicians are capable of rebuilding common rail injectors including Ford 6.4L and 6.7L, Duramax LB7, LLY, LBZ, LMM, and LML. Additionally, we can rebuild Dodge Cummins injectors, most John Deere applications, and also Sisu injectors.

The most exciting feature of our fuel shop is our test stands to run injectors for common rail applications and also HEUI (Hydraulic Electronic Unit Injectors).

We can test a vast majority of HEUI injectors including those that are commonly found on early DT series, Ford 6.0L and 7.3L, Caterpillar 3126B, C7, C9, and the 3412.

Call Us Today

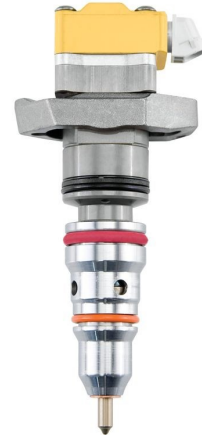
We are here for your parts, service, and technical questions for your diesel truck and equipment.

Call us at: **740-392-3693**

Email: parts@purrformancediesel.com

HEUI

We can run HEUI injectors on our test stands and repair for some applications. We offer HEUI injectors on exchange.

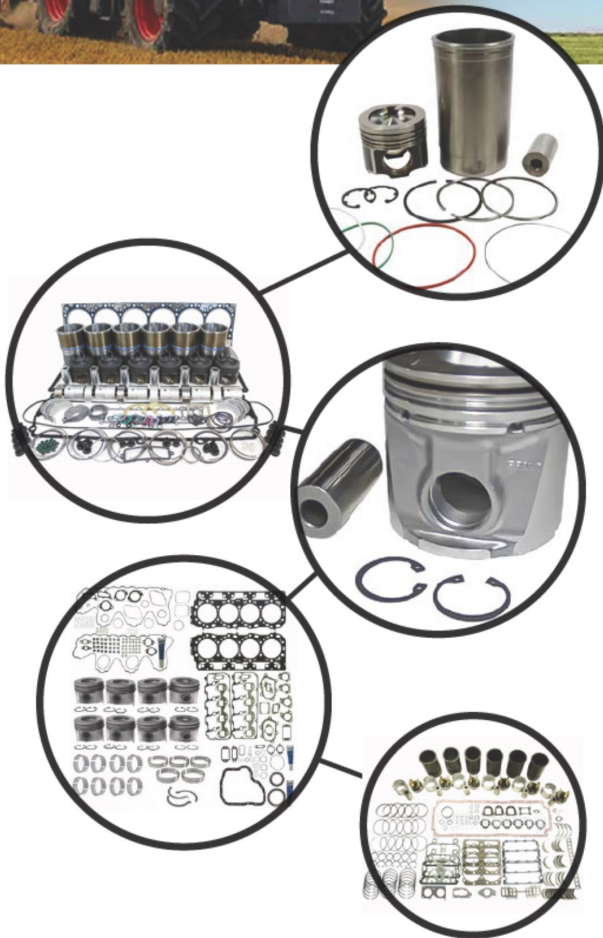


Common Rail

We can run and rebuild common rail injectors. We also have an exchange program.



Engine Rebuild Kits for Agriculture, On-Highway, Off-Highway, Construction, and Industrial Applications



Available Applications:

**Caterpillar | Cummins | Detroit
 International | Mack | Volvo
 John Deere | Komatsu | Kubota
 Mitsubishi | Perkins | Shibaura
 Yanmar | Deutz**

- In-Frame/Out-Of-Frame Engine Rebuild Kits
- Complete and Specialty Gasket Sets
- Main and Connecting Rod Bearings
- Gaskets and Seals for all engine areas
- Valve Train Components
- Fuel Pumps and Repair Kits
- Oil Pumps, Oil Coolers, and Components
- Water Pumps, Repair Kits, and Components
- Thermostats and Seals
- Engine Sensors

