



New running board/toolbox fits virtually all sizes of cabs and cargo boxes. **SAVES SPACE IN CARGO BOX.**

## Pickup Running Board Doubles As A Toolbox

A Texas inventor can't keep up with demand for his new running boards for pickups and vans that double as locking toolboxes.

Mark Alldredge of Lubbock formed Trailblazer Accessories, Inc., to build and market the new pickup add-on. "I got the idea from a kid in a parking lot who was looking at some homemade running boards I built for my pickup. They were a little bigger than normal and he asked if I used them as a toolbox. That was the idea that got me started," he says.

"Stowaway" runningboards mount on any vehicle that would normally accept standard running boards with the exception of mini-vans. They look like normal heavy-duty boards except that the top slips off to the side to reveal a 4 by 8-in. storage compartment that's as long as the running boards. While open, the cover is held in place by two small chains. It locks in place with a key and is fully weatherstripped to keep out moisture and dust.

"They're great for any hand tools, oil, anti-freeze, jumper cables, fishing rods, rifles, and anything else that'll fit inside. In many cases it eliminates the need for a tool



Top slips off to the side to reveal a 4 by 8-in. storage compartment that's as long as the running boards.

chest in the box of the truck, saving cargo space," says Alldredge, who makes the running board/toolbox to fit virtually all sizes of cabs and cargo boxes, ranging in length from 67 in. up to 93 in. Some owners prefer split boxes on each side. Made out of aluminum alloy, each set weighs only from 28 to 50 lbs. yet Alldredge says they will support the weight of two average adult men easily with no intermediate brace. Takes about 20 min. to install. Price ranges from about \$194 to \$270 per pair.

For more information, contact: FARM SHOW Followup, Mark Alldredge, Trailblazer Accessories, Inc., 8212 Venita Ave., #8, Lubbock, Texas 79424-4914 (ph 800 477-0966 or 806 866-4961).

## LOOSENS THE TIGHTEST OF NUTS

### "Nutcracker" Lug Wrench

One man working alone with this tool can loosen the tightest lug nuts—including those overtightened with an impact wrench, says Spectrum Mfg. of its new Nutcracker lug wrench.

Designed for heavy use on big tractors and trucks, it consists of a support bracket (you step on it with one foot to hold it in place) and a leverage enhancing "cheater" wrench bar. The bracket and bar combine to provide extra leverage for loosening "the toughest of the tough nuts."

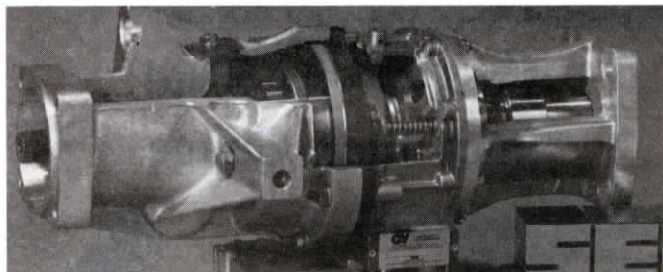
You fit your own sockets to the drive end (3/4 in.) of wrench bar, made of heat treated carbon steel. Optional wrench bar extensions are available to reach inset lug nuts.

Sells for \$49. A smaller version of the Nutcracker, designed for cars and pickups, sells for \$39, including a universal flip socket (fits 3/4, 13/16 and 19 mm lug nuts).

For more information, contact: FARM SHOW Followup, Spectrum Mfg., Jerry LaBrosse, pres., 116 1st Ave W, Osseo, Minn. 55369 (ph 612 425-6881).



"Step-on" bracket and "cheater" wrench bar combine to provide extra leverage for loosening tight nuts.



"Under/Overdrive" gear splitter lets you gear low for heavy pulling or gear high for cruising in overdrive at highway speeds.

## BOOSTS POWER AND ECONOMY

### "State-Of-The-Art" Gear Splitter/Overdrive

"I installed a gear splitter on my 1987 Ford 2-WD diesel pickup that works so well I'd like to tell FARM SHOW readers about it. It's a state-of-the-art piece of equipment that works unbelievably well," says Harmon Pfister, Bondurant, Wyo., who telephoned FARM SHOW one day recently to tell us about his "Under/Overdrive" gear splitter from Gear Vendors, El Cajon, Calif.

Pfister lives up in the mountains and had trouble pulling big loads with his pickup, which is equipped with a 4-speed automatic transmission and a 410 rear end. "Installing the Gear Vendor's splitter lets me gear low for heavy pulling or gear high for cruising in overdrive at highway speeds. I now get 20 mph just cruising around - without the splitter, I got 14 to 15 mph - and there's no comparison when pulling a load," says Pfister.

The Gear Vendor's splitter is not a new product. It's made in England and has been on the market in the U.S. for 10 years. But Pfister says it's not well-known to farmers and he thinks it should be. "There's no comparison between it and other splitters on the market in terms of sophistication and quality. It's very slick. No plastic parts and some of the finest machining I've ever seen. It's got an internal pump for pressure lubrication, planetary gears, and is built to last 250,000 miles."

Rick Johnson at Gear Vendors says the company's splitter is the only auxiliary transmission on the market that's used in new cars and motorhomes. It's standard equipment in Chevrolet Corvettes, for example, and Volvo buys more than 40,000 of the

units a year for its cars. It's also widely used on many RV's, including Ford and GM.

The splitter/overdrive is designed for both manual and automatic transmissions. When installed on an automatic, it shifts automatically without any input by the driver. When installed on a manual transmission, it works like a 2-speed axle and is shifted by depressing the clutch and pushing a button. On both models, it splits the existing gears in half.

Pfister says the splitter is easy to install in less than a day. It mounts a few inches behind the existing transmission. You simply shorten up the existing driveshaft and connect it up to the splitter. A dimmer-type switch on the floor of his pickup turns it on and off but, since he has an automatic, he usually just leaves it on all the time. "My pickup now pulls like it's got a heavy-duty 310 rear end yet cruises down the highway like a car. I wouldn't want to operate without it," he says.

"We have a 2-year warranty and a 30-day money back guarantee. No one else in the industry even comes close," says Rick Johnson of Gear Vendors. "It's much higher quality than most after-market products and is very quiet - it actually reduces engine noise because it lowers engine rpm's."

Over 700 dealers handle the splitter, which sells for around \$1,600, depending on the model. Models are available to fit all 1980 and forward Ford, Chevy and GMC pickups and some Dodge.

For more information, contact: FARM SHOW Followup, Gear Vendors, Inc., 1035 Pioneer Way, El Cajon, Calif. 92020 (ph 800 999-9555 or 619 442-0365).

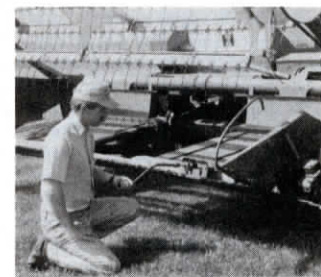
## Hand-Operated Sickle Installer, Remover

"It eliminates sickle damage caused by prying, pounding and pulling," says Lyle Bengston, Spicer, Minn., inventor of a handy hand-crank device for removing and installing mower, combine and swather sickles.

Lyle welded special cleats onto roller chain to make the device. To install it, he removes the sickle guard nearest the sickle head. The cleats press against individual section rivets, or bolts, to drive the sickle. He turns the crank clockwise to install the sickle and counter-clockwise to remove it.

Lyle has had a lot of farmer interest in his invention and would like to team up with an interested manufacturer to produce and market it commercially.

Contact: FARM SHOW Followup, Lyle



Hand-crank device lets Bengston easily remove and install mower, combine and swather sickles. Bengston, 14781 10th St. N.E., Spicer, Minn. 56288 (ph 612 354-5566, or 4864 (evenings)).