

# Make Your Own Exact Size V-Belts

Thanks to new plastic V-belts from the Plasti-Vee Co., you can forget about those odd-hour trips to town for that one-of-a-kind belt that no one ever stocks. You just cut your own belt off a 100-ft. roll, "weld" the ends together and, in 15 min. or less, be back in operation.

"It's the only permanent, do-it-yourself V-belt system we know of," says the Columbus, Ohio company's product manager, Porky Cooks.

"Our permanent Plasti-Vee belts are made from a fibrous polyester that has three times the strength of comparable rubber belts. They're formed by heating both ends of a length of belt — at 412° — and then sticking the ends together. The resulting weld has proved to be as strong as the rest of the belt," Cooks explains.

Savings off the bulk-bought belts will more than pay for the \$450 cutting, heating and welding tool needed to do your own work, according to Cooks.

You simply cut a measured length of belt off one of your supply rolls, slicing the ends at a slant to join as much area as possible in the splice.

The unformed belt is then clamped into a small welding frame and both ends touched, under pressure, to a teflon-coated heating "paddle" for about 30 sec. When both ends are hot, the paddle is removed from between them and the ends shoved together.



**Neither hot nor cold temperatures adversely affect the plastic belting.**

In 3 to 4 min., remove the new belt and in 10 min., install it.

"The belts carry more horsepower load and protect motors better against shock loads than rubber," says Cooks.

Plastic belts are affected by some chemicals and certain belt sizes won't fit pulleys of smaller diameters. The company has a toll-free number to answer all questions.

For more information, contact: FARM SHOW Followup, Plasti-Vee, 502 Schrock Road, P.O. Box 29366, Columbus, Ohio 43229 (ph 800 848-3677, or 800 282-0748 in Ohio).



Original grille on this Chevrolet Blazer has been replaced with TOK oil cooler. It's made up of 45 ft. of 1/2-in. dia. aluminum pipe.

## CAN ALSO BE USED TO COOL ENGINE OIL

# New Transmission Cooler For Pickups

A grille-type cooler you can install yourself promises to put an end to overheating problems with transmission or engine oil on pickups.

"Overheating is the most commonly diagnosed problem in transmission failure. This cooler solves the problem," says John Dick, sales manager of TOK Systems, Montrose, Minn., manufacturer of the new TOK grille oil cooler.

The cooler, which can be used to cool engine oil as well as transmission oil, causes the oil to run 45 to 90° cooler under heavy load, according to Dick.

It's made up of a continuous 45 ft. length of 1/2 in. dia. aircraft aluminum tubing which is constructed horizontally with 180° bends at the ends. Shaped into a decorative grille, the cooler replaces the vehicle's factory-made grille.

"The kit is easy to install — no welding or fabricating required,"

says Dick. It fits most Ford, Chevrolet and Dodge pickups, vans, and motor homes with or without air conditioning.

For cooling transmission oil, you leave the original cooler intact and simply connect the TOK cooler to the outlet of the original cooler. For cooling engine oil, the TOK cooler can be spliced into the cam shaft port on the engine, or you can plug it into the oil filter.

Cost of the kit, which includes the grille, mounting brackets, and in-line 10 micron oil filter, hose, fittings and instructions, is \$189.95, FOB. For \$24.95 extra, you can get an optional-mounted high temperature light for monitoring oil temperature, or a direct reading oil temperature gauge.

For more details, contact: FARM SHOW Followup, TOK System, Inc., Route 1, Box 106, Montrose, Minn. 55363 (ph 612 675-3626).

## BREAKS UP HARD PAN

# Deep Plow For Problem Soils

Latest new way to break up "hard pan" and problem soils is with a Kello-Bilt Deep-Plow. This rugged plow is specifically designed to turn and mix solonchic soil with top soil for improved crop growing conditions. It has a 21 in. share and, depending on soil conditions and power available, can cut a furrow from 21 to 30 in. wide and 20 to 30 in. deep.

A 4 x 24 in. hydraulic cylinder controls plowing depth. Plowing width is varied by adjusting the hitch, which is spring loaded to absorb shocks from stones or other obstructions. All tractor wheels (or tracks) remain "on-land" for comfortable, level operation.

Strength is provided by a reinforced main frame made of 3 8 in. thick 6 x 8 in. rectangular steel tubing, and a secondary frame of 4 x 8 x 1/4 in. rectangular tubing. The triangular box-type standard is made of high tensile steel and low hydrogen welds are used throughout. A welded box-steel undercarriage with heavy

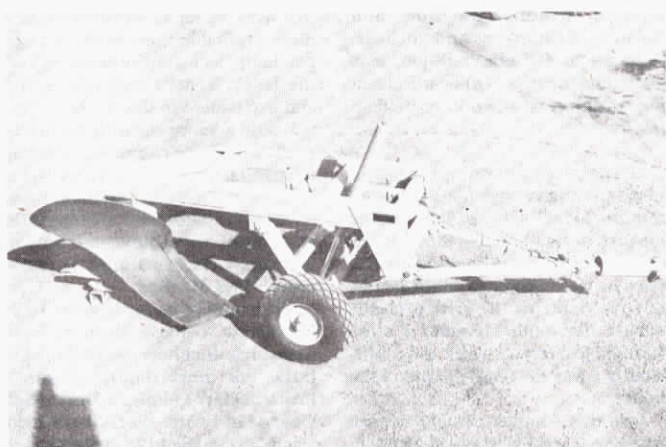
duty hubs and wheels supports the plow on 11-L-15, 8 ply tires.

The plow moldboard has a long parabolic curve for easier draft. The replaceable share, point, landside and moldboard wear strips are made of abrasion resistant steel for longer wear.

Total plow weight is approximately 4,200 lbs. and draft in solonchic soil, at 24 in. depth and 30 in. width, is estimated to be about 11,000 lbs. It is recommended for use with tractors having 140 to 175 drawbar hp at speeds of 3 to 5 1/2 mph.

The Kello-Bilt Deep Plow is designed for use in summer fallowed or stubble fields but is not recommended for use in brush or scrub trees. A coulter is not provided. Retail price is about \$7,500 (Canadian dollars).

For more information, contact: FARM SHOW Followup, Kellough Bros. Ltd., Box 119, Hwy 12 East, Stettler, Alberta, Canada T0C 2L0 (ph 403 742-3101, or 742-3664).



Single bottom of Kello-Bilt Deep Plow can dig furrow up to 30 in. wide and 30 in. deep.