

# “Window” Splitter Mounts On Skid Steer

Matt Trelstad likes to see what he’s doing, so when he built a log splitter for his skid steer, he built it with a “window”. The design not only lets him see what he’s doing, it is stronger and more rugged than an I-beam. The design worked so well that he began making and selling them.

Trelstad says the design lets him split wood faster than other designs. Mounted on the front of his skid steer, the splitter serves double duty. With fingertip control, he can grab a log or branch and carry it to a pile and drop it. He can even use it to hold the log off the ground while cutting to avoid an accidental dip in the dirt with the chainsaw.

The working end is a two-stage design with a 12-in. splitter face. The narrower first stage sinks 6 in. into the wood before the wings hit. They spread the log a full 8-in.

“The 12-in. face makes the wedge more aggressive to begin with,” says Trelstad. “Pushing the log onto the wedge makes the splitting action even faster and more aggressive.”

While the Pro Series is designed for heavy use and fast splitting, Trelstad also offers smaller and less aggressive splitters. “They can also handle large pieces, but are specially designed to be really fast at making smaller pieces,” says Trelstad. “You have the option of using four-way splitting wings with small logs. If you take the wings off, you can use it on large pieces as well. It just isn’t as aggressive as our Pro Series.”

Trelstad makes six splitter models. They start at \$1,700 and range up to \$3,900.

The three Pro Series models have 24, 30



Log splitter is built from two pieces of channel iron mounted back to back, with an 8 by 24-in. “window” in between. The window design lets Trelstad see what he’s doing and is also stronger than a single I-beam.

and 36-in. strokes. The 24-in. stroke has a 4-in. cylinder and weighs 800 lbs. The 30-in. stroke has a 5-in. cylinder and weighs 900 lbs. The 36-in. stroke also has a 5-in. cylinder, but weighs 1,000 lbs.

The TM Heavy Duty has a more traditional I-beam design, without the window, with a 5-in. cylinder and a 30-in. stroke.

The two Warrior Series splitters are for lighter use. Equipped with a removable 4-way splitting wedge, one model has a 4 1/2 in. cylinder with a 24-in. stroke and the other a 4-in. cylinder with a 30-in. stroke.

The TM Pro 2 Splitter (patent pending) revolutionizes splitting wood. You can now

buy one splitter and reap the benefits of a variety of different splitting wedge configurations. At TM Manufacturing we specialize in speed, and with single, 4-way, and 6-way splitting heads, nothing is faster than the Pro 2. If the standard splitting heads aren’t enough for you, contact us and we’ll make you a custom splitting head that is perfect for your project.

Contact: FARM SHOW Followup, T.M. Manufacturing, 1087 County Road 4 SW, Cokato, Minn. 55321 (ph 320 286-3077; www.skidsplitter.com).

**Reader Inquiry No. 194**

## Burning Gas In Diesel Engines

“We can get 100 mpg or more in a diesel-powered farm pickup by burning gasoline instead of diesel fuel,” says innovative mechanic Gary Brown, Byron, Georgia, who first made a splash in FARM SHOW 3 years ago with a story about how he repowers farm pickups with diesel tractor engines, regularly getting up to 50 mpg in the converted trucks (See story on page 70).

Gary’s a great guy to know even if you’re not interested in his diesel-power projects. For 33 years, he and his brother have been buying, reconditioning and selling Ford tractors. They tear used tractors down to the frame and totally rebuild to near-new condition. They also sell tractors in “as is” condition to people who want a project of their own. From what I’ve heard from readers, they offer fair prices and fantastic service to customers who come from across the country.

Gary’s latest new idea is vaporizing gasoline to burn in diesel engines. He mounts a metal canister on the engine manifold. Once the engine warms up on diesel and the canister becomes hot, he drips gasoline into it. “Each drop instantly turns into a cloud of gas. That gas is sucked into the air intake and down into the cylinders. It’s tremendously efficient – we’ve been able to get more than 100 mpg – because nearly 100 percent of the fuel is burned so there’s almost no detectable exhaust. In a regular gas engine, only about a third of the fuel is turned into energy while the rest comes out the exhaust,” says Brown. “The biggest problem we have is figuring out how to control the flow of gas into the air intake. We’ve tried different throttles and gas regulators but there’s a lot of heat involved. If anyone out there has any ideas about how to regulate the flow of hot gas, we’d like to

hear from them (ph 478-954-1283; www.shadetreeconversions.com).”

Brown says he’s done enough experimenting to know this might be one of the most exciting new “alternative energy” ideas he’s ever come across. “We’re just a bunch of shade tree mechanics. What could the big car companies do if they ever put their engineers on a project like this?” he says.

That made me wonder if anyone else is working on the idea so I went to Google and did some searching. I didn’t see anything like Gary’s vaporizing idea but I found a story about an engineer at Argonne National Laboratories who started experimenting with the idea of burning gasoline in diesels several years ago and took his design to General Motors, which is now testing the idea in its research labs. Stay tuned.

**Mark Newhall, Editor**