

WORKS ON CARS, TRUCKS OR TRACTORS

Lift-Out Device for Stuck Vehicles

Extra leverage for lifting stuck cars, trucks or tractors out of mudholes is provided with a relatively simple new device called the Lift-Out.

Placed in front of the stuck vehicle under the towing chain, it adds lifting force to the normal horizontal pull, explains John Stovall, sales manager for Thrust Mfg. It can be used with a chain or cable, or in conjunction with a winch.

"The Lift-Out enables a towing vehicle to not only pull a stuck vehicle forward, but to lift it out of its stuck position," says Stovall. "It's especially useful when the stuck vehicle is in a high centered position and must be lifted before it can be moved forward."

The device is adjustable for length (2.5 to 4 ft.). Its correct height is dependent on how deep the vehicle is stuck. It should be adjusted so that at



Lift-Out is set at about 45° angle. As towing vehicle (or winch) moves forward, the device helps lift the stuck vehicle as it's being pulled out.

maximum lift the stuck vehicle's wheels are still in contact with the ground, but with most of the weight off of the wheels to prevent the vehicle from sliding to one side.

The Lift-Out is positioned at approximately 45° tilt. As the towing vehicle moves forward, the device rotates forward and automatically falls away from the chain and flat on the ground, enabling the towed vehicle to be pulled over it.

Sells for about \$20.

For more details, contact: FARM SHOW Followup, Thrust Mfg., 6901 S. Yosemite St., Englewood, Co. 80110 (ph. 303 770-3163).



Tru-Trak trailer is equipped with two front ends. When the front wheels turn, "rack and pinion" mechanism (hooked to tie rods) turns the reach which, in turn, causes back wheels to turn the exact same amount as the front wheels.

FIRST ON MARKET

Wagon Features 4-Wheel Steering

First on the market with four-wheel steering for farm trailers is the True-Trak Co., Grafton, Wis.

This is the new-style wagon we told you about in the Charter Issue of FARM SHOW. However, there was a mistake in the price. It's not nearly as expensive as the first report mistakenly told you.

The 10-ton wagon gear, factory equipped with four-wheel steering, retails for \$1,250. "That's about \$200 higher than you'd pay for a comparable trailer with conventional two-

wheel steering," says William Wolf, inventor and manufacturer. Factory equipped Tru-Trak wagons with 6 and 8 ton capacity are also available.

"The big problem with conventional running gears has always been that the rear end overturns," explains Wolf. To solve the problem, he used two front ends and a "rack and pinion" mechanism to provide four-wheel steering. The "rack" or "T" turning mechanism activates all wheels, both front and back. When the front wheels are turned, the reach



Elevator shown with this model is optional. The bed, equipped with a variable speed apron, is only 42 in. high and large enough to accommodate two of the largest big bales.

SEVERAL ADVANTAGES OVER TUB GRINDERS

"Horizontal" Bale Processor

High capacity and a low, horizontal profile are key features of the new hay grinder-processor introduced by Kelly Ryan, Blair Manufacturing, Blair, Neb.

"We think it has several key advantages over tub-type hay grinders," says Curtis Ryan, sales manager. "The feeder, for example, is only 42 in. high, making it easy and safe to load with big round bales without having to worry about height or how

the bales are put in. Regardless of how they land, the feeder apron automatically moves them into the processor."

In addition to the biggest of the big bales, the new portable processor handles conventional bales (rectangular or round) or loose hay grappled from stacks.

After initial cutting, the hay is further processed in the inner chamber by a high-speed drum before passing through the final drum and cutter bar, and then discharged. "Because of this unique design, the machine requires only a fraction of the power needed for hammermill type machines, thus providing a substantial savings in fuel costs," Ryan explains. "A 120 hp tractor is more than enough to process up to 20 tons per hour. Under ideal conditions, we've run big bales through it at the rate of 2½ min. per bale. Once loaded, the unit needs no tending. Coarseness of the grind is easily adjusted from fine to coarse."

In addition to hay, it processes baled or loose straw, stalks and other feedstuffs. Retail cost, less the optional discharge elevator, is \$14,500.

For more details, contact: FARM SHOW Followup, Blair, Mfg., Blair, Neb. 68008 (ph. 402 426-2151).