

One end of cylinder attaches to tractor's right rear axle and the other end to the 3-pt.'s right side lift arm. Note small oil reservoir above axle.



## Hydraulic 3-Pt. Hitch Stabilizer

"I love my 1968 Ford 4000 tractor, but I had a problem with the 3-pt. mounted rototiller I used with it jumping all over from side to side. I didn't like the 3-pt. stabilizers on the market, so I made my own using a hydraulic cylinder. It's easy to use and very effective," says Larry Wood, Waldo, Ohio.

He bought a 2 by 8-in. stroke hydraulic cylinder equipped with a 3/4-in. dia. rod and attached one end to the tractor's right rear axle and the other end to the right side lift arm. He also bought a pair of 3-pt. ball ends and welded one onto the lift arm and the other to the rod end of the cylinder. The rod-mounted ball end goes through a clevis that's welded to an angle iron bracket at the bottom of the axle and is held on by a 3/4-in. dia. pin.

He also mounted a pair of ball valves on the cylinder ports. A 1/4-in. dia. nylon hose connects the ball valves and runs up to a small oil reservoir he mounted on the axle.

"It works great. I use it any time I need the 3-pt. hitch to stay put without any movement from side to side," says Wood. "The ball ends allow the cylinder to swivel in any direction without binding. I mounted the cylinder even with the 3-pt.'s lower lift arm where it hooks under the tractor's axle, so that whenever the 3-pt. is raised or lowered it will go straight up or down. It works better than 3-pt. hitch stabilizers that use pins because I don't have to line any pins up with holes. I just close the ball valves wherever I want the lift arms to be, and they stay put."

Operating the stabilizer is a simple job, says Wood. "I open both valves before I hook up the implement, and once it's hooked up I close the valves to lock both lift arms in place. The oil reservoir makes up for the difference in the oil volume in the cylinder as it's extended or retracted."

He made the reservoir by welding up a piece of pipe and then installing a big bolt on



A pair of ball valves mount on the cylinder ports. "I close the valves wherever I want the lift arms to be, and they stay put," says inventor Larry Wood.

top to serve as a cap. "I didn't need to use high pressure hoses with the ball valves because there's no pressure on the oil as it goes in and out of the tank. I made sure I got all the air out of the cylinder before I installed it so the cylinder isn't 'mushy.'"

He uses the stabilizer with other 3-pt. mounted implements, too. "It really helps keep my backhoe from jumping around as I'm driving down the road. I also use it with my flail mower and bushhog mower, as well as a 5-ft. grader blade. It only takes about 30 seconds to remove the cylinder and oil tank, but so far I've never had to do that."

Contact: FARM SHOW Followup, Larry Wood, 2081 Newmans Cardington Road, Waldo, Ohio 43356 (ph 740 360-1956; lawpressman@aol.com).

## Automatic Trailer Hitch Flips Back Out Of The Way

If you think hooking trailers up to your vehicle is more work than it should be, you'll be interested in this new guide system that makes the job quick and easy.

The Flip 'n Hitch mounts on your vehicle's hitch and comes with an 11-in. wide guide plate that folds up out of the way underneath your pickup once the trailer is hooked up. Side rails guide the trailer up toward a spring-loaded trigger on the unit as the vehicle is slowly backed up. Once the trailer engages the trigger, the guide plate automatically folds back out of the way and locks into storage position, allowing the trailer to drop down onto the ball.

The system is installed by removing the nut from the ball on your existing receiver hitch. Then position the Flip 'n Hitch flat against the bottom of the receiver bar and retighten the nut.

"There are other guide systems on the market but they don't fold out of the way, and they don't have a guide plate as wide as the Flip 'n Hitch," says co-inventor Mike Morehead. "As long as you're within the 11-in. guide area the Flip 'n Hitch will drop the trailer hitch right on the ball and make a positive connection every time. It's made from heavy metal so it'll stand up to heavy use without bending."

## "Reach-Out" Ball Hitch

Hooking up a trailer is an easy job with this new "reach out" ball hitch.

The patented Reel-Quick Hitch is designed to extend the hitch ball rearward, and can also be adjusted sideways to position the ball directly beneath the trailer coupler for hook-up. Then, as you turn a crank it pulls the ball and trailer forward into the locked towing position.

The unit's hinged metal arm can be adjusted about 15 in. from left to right and also front to back. Once the hitch is positioned beneath the trailer coupler, you lower the trailer coupler onto the ball. Then as you turn a crank, the hitch pulls the ball and trailer forward.

The system allows hook-up to the ball in seconds. And not having to back the hitch all the way to the coupler eliminates multiple back-ups and the possibility of damage to your vehicle, says the company.

The Reel-Quick Hitch has a towing capacity of 6,000 lbs. and sells for \$349 plus S&H. A heavy-duty model with a towing



Reel-Quick Hitch extends hitch ball rearward, to hitch up. Hand crank pulls it back in.

capacity of 10,000 lbs. is also available and sells for \$399 plus S&H.

Distributor inquiries are welcome. Contact: FARM SHOW Followup, Hitchrific, 1 Mallard Point Cove, Little Rock, Ark. 72223 (ph 501 821-0000; www.hitchrific.com).

## Trailer Jack Solves Annoying Problems

Kent Madison was inspired to invent a new trailer jack attachment after bending a jack when crossing a railroad track. His Jack-E-Up removable trailer jack device solved that problem and more.

"It also eliminates tailgate interference, and helps prevent theft," Madison says, because with his system the jack can be removed once the trailer is hooked up.

Jack-E-Up works on triangle-based or round-based A-frame jacks, explains the third generation Oregon crop farmer.

His device installs easily after removing the triangle or round base of the jack. Once the base of the Jack-E-Up is put in place, the jack base is replaced along with a top plate that comes with Jack-E-Up. They are bolted in and ready for the jack to slip through. The device engages the jack when cranking to lift and lower the trailer. With 1/6 of a turn, the jack can be disengaged and removed to be stored in an optional Jack-E-Hand or the back of the truck or in the trailer.

The Heavy Duty Universal Jack-E-Up is 1/4-in. black powder-coated steel and sells for \$69 with a lifetime warranty and satisfaction guarantee. To ensure quality, Madison buys U.S. steel and manufactures his product in Oregon. Jack-E-Up fits all 2-in. diameter top wind, side wind or electric triangle-mount-based jacks. He also sells versions for round-based jacks and holders for the jack. The holder keeps the jack higher off the ground and safely away from the tailgate when it is lowered.

When the jack is completely removed, it is easier to step over the hitch. Madison adds



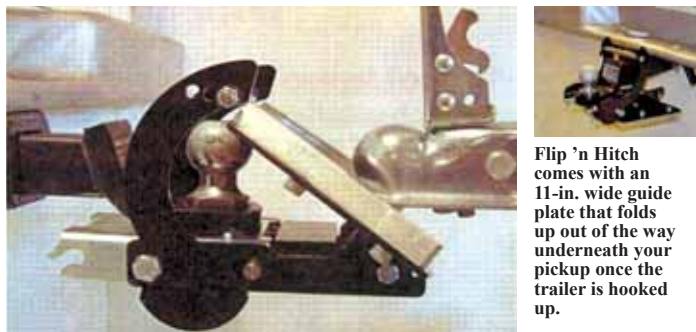
Trailer jack slips through Jack-E-Up device, which engages jack when cranking to lift and lower trailer.

that less winding is required to remove the jack than to lift a standard jack for clearance when driving.

Videos on his website show how it works and how to install Jack-E-Up.

Madison welcomes calls from interested distributors or dealers.

Contact: FARM SHOW Followup, Jack-E-Up, 29299 Madison Rd., Echo, Ore. 97826 (ph 541 376-8107; www.jack-e-up.com; info@Jack-E-Up.com).



Flip 'n Hitch comes with an 11-in. wide guide plate that folds up out of the way underneath your pickup once the trailer is hooked up.

Two models are available. One for pickups equipped with a standard 6,000-lb. tow bar and a 1-in. ball, and the other for pickups with a 12,000-lb. tow bar and a 1 1/4-in. ball. Both models sell for \$98.50 plus S&H.

Contact: FARM SHOW Followup, Greg Morehead, 16348 River Road, Plattsmouth, Neb. 68056 (ph 402 660-0124; www.flipnhitch.com; mgmorhead@msn.com).