

## Ball Bearing 5th Wheel

New from Westran is a "ball bearing fifth wheel" designed to take the swing, sway, and stress out of heavily-loaded four-wheel farm trailers.

The Westran fifth wheel turntable is made of two machined rings separated by ball bearings for maximum load carrying capacity and minimum friction. It's available in diameters from 15 3/4 to 41 1/2 in. for axial loads ranging from 1,660 to 34,000 lbs. A key advantage of this new concept in

trailer steering design is improved tire wear, resulting from better trailability, particularly at road speeds, and its ability to absorb the stress and strain of heavy loads. This latter feature makes it particularly adaptable to trailers being loaded with large fertilizer tanks and pulled in the field where the going is rough and rugged.

The ball bearing fifth wheel is available factory-installed on a limited selection of farm trailers, or it can be purchased separately for do-it-yourself installation on most four-wheel drive trailers. Prices start at about \$100 for turntables for smaller trailers.

For more details, call or write: FARM SHOW Followup, Westran Corp., Austin Products Division, 1148 West Western Ave., Muskegon, Mich. 49443. (ph. 616 722-7251).



Jack Brace, vice president of marketing, displays ball bearing fifth wheel introduced by Westran.



### FIRST ON THE MARKET

## Wagon Gear Features 4-Wheel Steering

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

"The big problem with conventional running gears has always been that the rear end overturns," explains William Wolf, inventor and manufacturer. 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 also turns, causing the back wheels to turn the exact same amount so they follow the tracks made by the front wheels.

"There's no need for backing or jockeying to make sharp turns. You simply turn as short as you want and the "T" mechanism does the rest. Our 10-ton wagon with a 72 in. wheel tread, for example, turns within a 20 ft. radius," Wolf points out. "When pulled down the road behind a pickup, four-wheel steering virtually eliminates the usual whipping, swaying or fishtailing action you get with conventional trailers."

Here's another advantage: True-Trak four-wheel steer wagon gears, equipped with two front ends, turn from either end. If, for example, you get stuck in the field, you can simply pull a pin, switch the tongue around and pull the wagon in reverse.

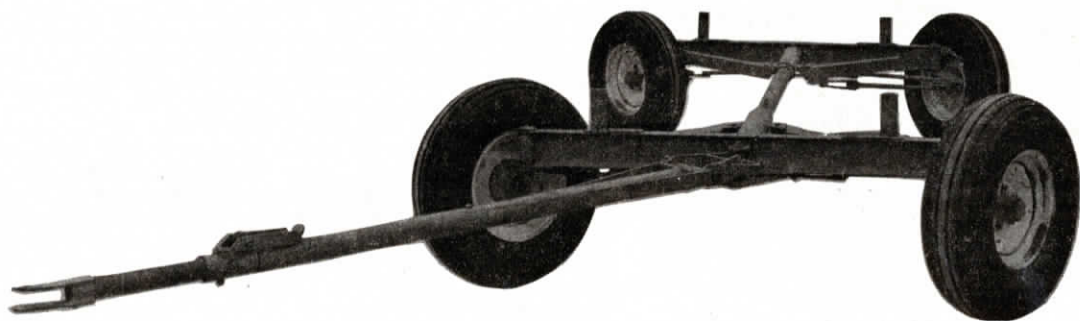
Another feature: The wagon reach telescopes inside special sleeves to provide a variable wheel base to accommodate a wide variety of box lengths.

A 10-ton wagon gear, factory equipped with True-Trak four-wheel steering, sells for right at \$4,050. "That's about \$200 higher than you'd pay for a comparable trailer with conventional two-wheel steering," says Wolf. "Assuming 10 years depreciation, that's only \$20 a year extra for four-wheel steering." Factory-equipped True-Trak wagons with 6 and 8 ton capacity are also available.

If you're handy with a welder and

can round up two front ends, you could buy the True-Trak "rack and pinion" mechanism and build your own four-wheel steer trailer. "You may be able to special order a duplicate front end direct from the manufacturer of a wagon you already own. Or, you may be able to buy a used running gear from which you could salvage a front end to match one you already own," Wolf points out.

For more details, including dealer inquiries, call or write: FARM SHOW Followup, Suemnicht Enterprises, National True-Trak Distributor, Grafton, Wis. (ph. 414-377-7389, or 377-2559).



True-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, causing all four wheels to follow the same set of tracks regardless of how short the turn. Tongue interchanges for towing from either end.