

Backhoe snaps into quick-tach couplers on loader arms. Bucket is controlled by hydraulic cylinder powered by the skidsteer loader's auxiliary hydraulic system.

MOUNTS DIRECTLY ONTO LOADER ARMS

New "Quick-Tach" Skidsteer Backhoe

You'll like this new first-of-its-kind "quick-tach" backhoe that mounts directly onto a skidsteer loader's arms and lets you dig faster for less than half the price of a conventional skidsteer backhoe.

The backhoe, equipped with a standard bucket, snaps into quick-tach couplers on the loader arms. The bucket is controlled by a 3 by 10-in. hydraulic cylinder powered by the skidsteer loader's auxiliary hydraulic system. A pair of outrigger arms quick-pin onto a stabilizer plate mounted between the skidsteer loader's front tires and extend 2 ft. in front of the loader.

"It works just as well as a conventional skidsteer backhoe and is much more affordable," says Jerry Foster, sales manager. "Other skidsteer backhoes cost \$6,000 to \$9,000 and require a separate operator seat, set of controls, and hydraulic system. You can dig faster with our backhoe because the

skidsteer always remains mobile. It works great for digging tile lines or pits or any other kind of general digging. The bucket extends 8 ft. in front of the skidsteer loader and lets you dig a hole more than 7 1/2 ft. deep. With both the loader arms and boom fully extended, bucket lifting height is 14 to 16 ft. compared to six to nine feet for conventional skidsteer backhoes, so you can dump dirt right into trucks. The outrigger arms normally stay 2 to 3 in. off the ground and are there only in case the skidsteer loader gets front heavy and begins to tip. Switching from the backhoe to other attachments takes less than five minutes."

Fits Case and Bobcat models and is available with 12, 18, and 24-in. wide buckets. Sells for under \$3,000.

Contact: FARM SHOW Followup, Farmer's Factory Co., P.O. Box 122, Lee, Ill. 60530 (ph toll-free 1 800 747-2132).

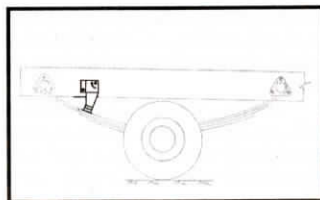
SHORTENS WORKING LENGTH OF LEAF SPRING TO ELIMINATE REAR END SAG

Pickup Load-Leveler

Heavy loads can cause the rear end of your pickup to sag. The problem can be solved by installing this new load-leveling and stabilizing system, according to manufacturer Brian Boye of EvenLoad, Laurel, Mont.

"Evenload" brackets bolt onto each side of the pickup frame just behind the rear wheels. By loosening a knob on each unit they fold down to come into contact with the leaf spring and shorten their working length. The result is a stiffer spring that eliminates rear end sag and maximizes the load carrying capacity of the pickup.

"It lets you retain an empty vehicle's normal soft ride as originally supplied by the manufacturer, yet it keeps the rear end of the pickup up under heavy loads," says Boye. "Many farmers use their pickup more as a car than as a truck, and that's why today's pickups are built with long springs. However, long springs aren't good for hauling heavy loads. EvenLoad puts most of the weight on the stiffest part of the spring. It transfers weight forward, allowing the steering, braking and headlight aim to operate



Drawing shows EvenLoad in engaged position.

most efficiently. It also acts as an anti-sway device that results in improved safety and better vehicle handling. When the load is off you simply raise it up out of the way alongside the frame."

EvenLoad is installed by drilling three holes in each frame. A stabilizer bar runs under the frame between the two EvenLoad units.

Sells for \$179.95.

For more information, contact: FARM SHOW Followup, Evenload, Box 39, Laurel, Mont. 59044 (ph toll free 800 832-6066 or 406 628-8307).

"STOP" ARM KEEPS FENDER FROM BUMPING TRACTOR WHEN YOU TURN "Pivoting" Fenders For FWD Tractors

An Iowa manufacturer has come up with a new fender for front wheel drive tractors that doesn't bump the tractor when you turn, even when wheel spacing is set narrow for 30-in. rows.

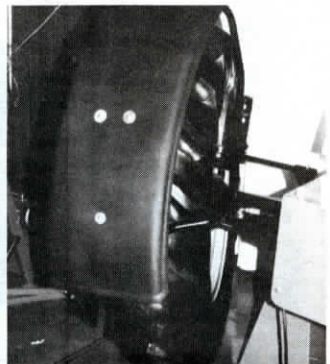
The "Defender" fender mounts on a pivot assembly that bolts onto the wheel hub housing. A "stop" arm bolts onto the tractor's steering axle. As the wheel turns, a guide hits the stop arm, preventing any further movement of the fender.

"Most conventional factory-built fenders on front wheel drive tractors work alright until you move the tractor wheels in for narrow rows. Then you have to remove the fenders or they'll bump into the side of the tractor when you turn short," says Michael Dick, company representative.

They sell for \$485 per pair.

An adaptor kit that makes use of existing fenders on Deere MFWD tractors sells for \$170 (per pair).

Also available is a new high-clearance fender for 2-WD tractors. "It offers six inches of clearance and is the strongest 2-WD fender on the market," says Dick. "Most conventional fenders have less clearance which allows mud to ball up between the



"Defender" mounts on a pivot assembly that bolts onto wheel hub housing. "Stop" arm bolts onto tractor's steering axle.

fender and tire. Our fender can support 700 to 800 lbs. A built-in step lets you stand on it while refueling or washing your tractor."

Sells for \$275.

For more information, contact: FARM SHOW Followup, Midwest Fender & Supply, Inc., 104 Main St., Schaller, Iowa 51053 (ph 712 275-9910).



A pair of studded snow tires are used to flatten aluminum cans. Tires run up against each other, crushing cans down to about 1/4 in. thick.

CRUSHES AS FAST AS YOU CAN FEED IT

Powered Can Crusher

"We've crushed at least 10,000 cans with no problems at all," says Bill Swets, Fort Collins, Colo., about his unique can crusher that uses a pair of studded snow tires to flatten aluminum cans.

Swets is an innovative inventor and tinkerer who runs an on-farm museum consisting of more than 100 animal sculptures - mostly dinosaurs - made out of scrap equipment, as well as an on-farm railroad, numerous pieces of antique equipment, and other attractions. Thousands of visitors flock to the farm each year and he provides refreshments from a pop machine. He needed a way to get rid of the cans left behind.

One tire mounts on a car rear axle that's powered by a 1/2-hp. electric motor driving the pinion. The other tire turns freely, mounted on a front spindle, and is adjustable against the powered tire. The two 15-in. tires, which are inflated to about 20 lbs., run up against each other, crushing the cans

down to about 1/4 in. thick.

"It'll smash cans as fast as you can feed them in - about 120 cans a minute. At first I tried regular car tires but they weren't aggressive enough and wouldn't always pull the cans down through. So I switched to studded snow tires and they get the job done. Also, the rpm's of the tires is critical. At first I had it running too slow and it wouldn't work. The right speed is 80 to 100 rpm's. I've got a 14-in. pulley on the pinion and a 2-in. pulley on the motor. I also tried a 1/4 hp. electric motor but that didn't have enough power," says Swets.

He puts a 5-gal. pail under the tires to catch the cans as they're crushed. A protective guard rail across the top of the tires keeps arms and hands out of the tires.

For more information, contact: FARM SHOW Followup, Bill Swets, 4801 E. Harmony Road, Fort Collins, Colo. 80525 (ph 303 484-9509).