



Huge splitter features a 40-ton ram cylinder with the wedge mounted on the ram rather than on the stop plate, as on most splitters.

“BIG AND TOUGH”

Tractor Mounted Wood Splitter

“The best thing about it is that it’s built big and tough,” says Tom Garity, pleased with the heavy duty, tractor mounted splitter he designed and built for his own use.

The big splitter mounts on the tractor 3-pt. and is powered by hydraulics. Built-on stands make it easy to mount and dismount.

“I cut an old 6-ft. cylinder down to 3 ft. to get a ram cylinder with a 35 to 40 ton push. The frame is an 8-in. I beam with 1/8-in. steel sidewalls welded to the sides. One unusual feature is that we mounted the wedge on the cylinder ram rather than on the stop plate because it’s less dangerous and because, like swinging an axe, it’s the natural way to split.”

Tom mounts the splitter on a 1977

686 International and says he’s had no trouble with it so far. “We load our pickup with wood and position the splitter on the tailgate. As we split the wood, we throw it to the ground.” He’s split pieces up to 3 ft. in dia. Remote hydraulic controls on the unit make operation easier.

“It’s built heavy, unlike many of the splitters on the market. We expect to use it for years,” says Tom, noting that he’d be interested in comparing notes with interested manufacturers. He spent about \$240 to build it.

For more information, contact: FARM SHOW Followup, Tom Garity, 10039 Versailles S.E. Rd., Versailles, Ohio 45380 (ph 513 526-4488).

New “Safety” Gloves Made Out Of Chain

“They’re lightweight but so strong they’ll deflect knife thrusts,” says the French manufacturers of new stainless steel chain gloves.

The gloves were designed for use in the meat and fish industries for workers handling knives and meat cleavers. But J.M. Herve of Metal Chainex, Paris, says there may be many other uses where the new chain gloves can virtually eliminate damage to hands. For example, you may want to leave a pair by your emery wheel and avoid nipping your fingers every time you’ve got an edge to file.

The gloves consist of metal links with a middle dia. of 2.3 mm that make them effective against knives and other cutting objects. Made from molybdenum stainless steel, the gloves are light and flexible.

A quick fastening system closes the glove simply by pressing it shut.

“Only a hard mesh like ours can stop knives and machines that’ll cut right through conventional gloves,” says Herve.

The gloves are available in small, medium, and large sizes for both men

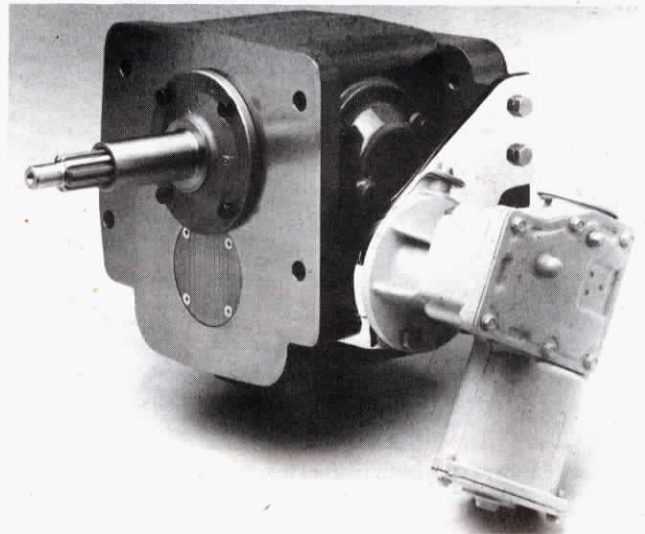


Metal gloves might be just the thing for working around grinders cutting knives or other dangerous machines.

and women, and in 2, 3 and 5-digit models.

A pair of gloves sells for \$32.

For more information, contact: FARM SHOW Followup, Metal Chainex, rue de Gramont, 75002 Paris, France (ph 010 33129666 44).



No special skills or tools are needed to adapt this add-on transmission to your existing 4-speed, say company officials.

NEW AUXILIARY TRANSMISSION ADDS FOUR EXTRA GEARS

Easy Way To Convert Your Pickup To 8 Speeds

If you’ve had the feeling there’s something missing in your pickup’s performance, a company in Texas may have just what you need. Four extra gears.

“Everytime you pull or carry a heavy load with a pickup you find you have to wind it out just to get up enough speed to shift to the next gear. Everyone wishes they had another gear in between and now we’ve found a way to get the power that’s already there,” says Dan Daniels of Power Torque Industries, Inc., Arlington, Tex.

What the company has developed is a new 2XT auxiliary transmission that mounts between the bell housing and your existing 4-speed. No special tools are required to install it, although you will have to shorten the drive shaft.

Here’s what you get with the new transmission:

The “spaces” between your existing gears are eliminated, giving your 4-speed a total of 8 speeds forward, with each existing gear split in half. A push-pull switch mounted on your floor shift lever electrically shifts the transmission from “high range” to “low range” with an Eaton 2-speed shifter. Your shift pattern remains the same. When in first gear, you clutch and pull the button to slip into your new second gear. As you shift the gear shift lever to move up to third gear (your old second gear), you push the button back in. The pattern continues through all 8 gears. If you’re operating under no-load conditions, you can simply skip the in-between gears and shift it like a standard 4-speed.

Daniels told farmers at a recent farm show that, with the new transmission installed, “the engine becomes more efficient, and that most



Electronic push-pull switch mounted on the floor shift lever.

pickup owners will experience less engine wear, less engine maintenance and less down time. By not winding out your engine to excess or lugging it, both of which increase engine wear and fuel consumption, the new transmission will not only get your load moving but the 8th gear acts as an overdrive that should improve fuel economy.”

“A typical 4-speed driven at 55 mph in 4th gear would have engine rpm’s of 2450. That same transmission, with our unit installed and driven at 55 mph in 8th gear, would have engine rpm’s of 1,830, a 33% drop,” explains Daniels.

The new 2XT is designed to fit all Ford, Chevrolet and GMC 3 and 4-speed pickups built from 1968 to 1982. At this time, it is not designed for automatic transmissions. The unit is guaranteed for 30,000 miles or six months. It sells for \$1,250 and comes with complete instructions for do-it-yourselfers.

For more information, contact: FARM SHOW Followup, Power Torque Industries, Inc., 1001 Commercial Blvd. N., Arlington, Tex. 76017 (ph 817 467-6386).