

A key feature of the new Kinze Til-Planter is its 3-pt. hitch for quick mounting or dismounting of toolbar-mounted planter units (6 or 8 rows) of your choice.

New "Til-Plant" Rig

(Continued from cover page)

- A rear-mounted 3-pt. hitch which will accommodate most any make of planter units designed for toolbar hookup. It also provides for fast, easy changeover from corn to drilling soybeans or wheat with a 3 pt. drill.
- Precise, total depth control is provided by independent hydraulic forward and rear lift mechanisms. The driver can adjust the unit so only the planter is in the ground, or for combination tilling and planting at optimum depth.

- Spring pressure on the incorporator and rod reel is adjustable to match changing soil conditions.

- All tillage shanks are spring loaded to help prevent rock damage.

The new Til-planter is available in 6 or 8 row unit. Those prices are for units equipped with the Kinze planter units, which are virtual carbon copy of Deere's popular Max-Emerge planters.

"We'll be in limited production this fall and winter, and hope to be in full production early next spring," Jon Kinzenbaw, president of Kinze Mfg., told FARM SHOW. He notes that prices will run about \$23,000 for a 6-row unit, and \$33,000 for the 8-row unit. Those prices are for units equipped with the Kinze planter units, which are virtual carbon copy of Deere's popular Max-Emerge planters.

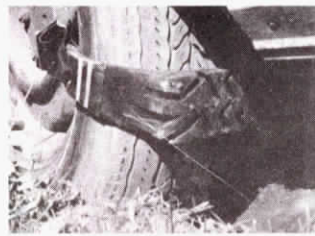
"I've used it on my own farm for several years, I know it works," reports Zimbahlen. This year, he planted his corn and soybeans with an experimental 12-row version of the new Til-planter. He has entered into a licensing agreement whereby Kinze will manufacture and market the unit under the name of Kinze Til-Planter. Kinzenbaw notes that Bill Dietrich, president of DMI Mfg., Goodfield, Ill., was instrumental in developing the tillage portion of the prototype unit which was unveiled at the 1980 Farm Progress Show in Iowa.

From front to back, the rig incorporates a disk, a 3-rank field cultivator, a blade type incorporator (it resembles the wheel on a pull-type lawn mower) and a rotary roll-packer which packs and seals the ground. The unit rides on large 40-in. dia. flotation tires (13.50 by 16.1). They're mounted on oscillating axles to equalize the load on uneven surfaces.

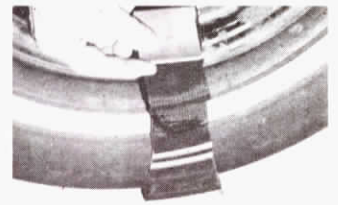
A tank for holding spray solution can be mounted on the Til-Planter rather than on the tractor.

Zimbahlen says the system's tractor horsepower requirement is right at 25 hp. for each planter row - the 6-row systems requires a 150 hp. tractor, for example.

For more details, contact: FARM SHOW Followup, Kinze Mfg., Williamsburg, Iowa 52361 (ph 319 668-1300).



Traction Intensifier, made of tire segment, takes only 45 seconds to install.



A flip of a finger on the cam-buckle is all it takes to release it.

"TRACTION INTENSIFIER" SLIPS ON AND OFF IN A MATTER OF SECONDS

New Way To "Unstuck" Cars, Trucks Or Tractors

Slickest new system we've seen for "unstucking" cars, trucks or tractors hopelessly mired in mud or snow is the patented Dyna-Bite Traction Intensifier from TG Strips, Inc., Lake Forest, Ill.

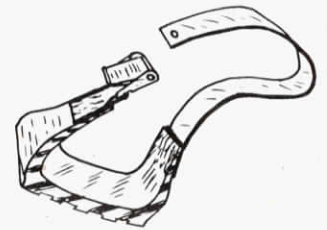
Dyna-Bites strap onto the drive wheels. Each unit consists of a tire segment 3 in. wide and almost 1 in. thick with a nylon-webbed belt and buckle fastened to it. To "unstuck" a vehicle, you simply strap a Dyna-Bite to each drive wheel. The device is used in pairs — one for each driving wheel. Thus, a two-wheel drive vehicle requires one pair. Four-wheel drives take two pairs for maximum mobility.

"The key element of Dyna-Bite is the tire segment," explains Tod Granryd, inventor-manufacturer and a professional consulting engineer. "Thanks to its bite, it kicks the vehicle ahead. It also has other very useful characteristics. It's strong, conforms with the surface of the driving tire, and is capable of stretching under strain without failure. It has been tested and shown to have 3,200 lbs. of breaking strength. That's strong enough to suspend a good-sized car in mid-air with one belt, says Granryd.

"Dyna-Bites cost less than a pair of chains, yet are much more effective, and much simpler to put on and take off," Granryd points out. "Anyone who knows how to fasten and release a seat belt in a car can put the device on, or take it off, in a matter of seconds. A piece of wire comes with the product which makes for fast, easy installation. You simply thread the wire through an opening on the wheel, hook it onto a hole at the end of the belt and pull back. Next, you fasten the belt, pull it up tight and you are ready to go," explains Granryd. "The device is effective whether you drive in deep snow, mud or sand. And, it fits rear wheel drives, front wheel drives and four-wheel drives — even those with disc brakes on the driving wheels. What's more, it's equally useful whether you drive forward or want to go in reverse."

Dyna-Bites to fit most tractors will be available soon.

Dyna-Bites can be left on the tires without undue wear or tear for limited driving on dry pavement.



Looking ahead, he thinks his new Traction Intensifier will prove successful for many farm and ranch applications, including combines and other self-propelled equipment. He also thinks they will give four-wheel drive vehicles "a run for the money". Here's why:

"The premium for the increased mobility of a four-wheel drive vehicle is about \$1,200 more than a comparable two-wheel drive vehicle, plus 11 to 20% poorer gas mileage in most cases. We think we have found a way to combine the mobility of four-wheel drives with the economy of two-wheel drives — for the price of a tankful of gas. A two-wheel drive vehicle equipped with our Traction Intensifiers can go into wet mud holes, snowbanks and up wet grass banks with the same mobility as a four-wheel drive. And, it only takes a minute or two to strap on the Dyna-Bites to make the vehicle behave as an all-terrain vehicle," Granryd explains.

The Dyna-Bite is designed so only two models — "large" and "small" — cover most cars, pickups, vans and campers. A special chart shows which size fits which tires. Generally, compact cars take the "small" size and most other vehicles the "large" size. Both sizes come in a box (7 by 7 by 3/4 in.) and sell for \$29 per pair, including shipping. When ordering, give tire size.

For more details, contact: FARM SHOW Followup, TG Strips, Inc., Tod Granryd, president, P.O. Box 258, Lake Forest, Ill. 60045 (ph 312 234-0013).

FARM SHOW
For everyone in agriculture interested in latest new products.

Vol. 4, No. 6, 1980

Editor-Publisher — Harold M. Johnson
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FARM SHOW is published bimonthly for \$9.00 per year (\$11 in Canada and foreign countries) by Farm Show Publishing Inc., P.O. Box 704, 8500 210 St., Johnson Bldg., Lakeville, Minn. 55044. Controlled circulation postage paid at Lakeville, Minn., and Madelia, Minn. POSTMASTER: Send address changes to FARM SHOW, Box 704, Lakeville, Minn. 55044 (ph. 612 469-3303). Publication No. 470870

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