

To repair a tire, you simply push the threaded tool into the puncture up to the handle, then give it a turn and a half, explains Charles Nealey, inventor.

FIX FLATS RIGHT ON THE WHEEL

Repair Tubeless Tires In Minutes

"In selling the product, I normally demonstrate it by puncturing a tire on my car and then repairing it. A tire that I removed recently had 481 repairs in it and it still ran perfectly — no imbalance and no loss of air."

So says Charles Nealey about the new "Sure Seal" tubeless tire repair kit that will fix "at least 24 punctures in any size tire up to 24 ply" for just \$14.95. What's more, you can repair a punctured tire in less than a minute — without even having to remove the wheel from a car, truck or tractor.

Most tire dealers generally persuade their farmer-customers to tube punctured tubeless tires at a cost of \$15.00 to \$75.00, depending on tire size. "With the Sure Seal kit, you can fix flats yourself on any size tire for less than \$1," Nealey points out.

His Sure Seal kit includes an inserting tool that looks like a screw driver with a needle eye in the end. Also included in the kit are 24 rubberized strands of sealant.

"To repair a tire, you simply thread the repair strand through the eye of the inserting tool, push the threaded tool into the puncture up to the handle and give it a turn and a half,"

explains Nealey. "Then, pull the tool out until it clears the puncture and cut the repair tool free. The entire procedure takes less than a minute."

Nealey explains that, by inserting the repair strand into the puncture and then turning it a revolution and a half, a knot is formed. This knot is pulled securely against the tire casing when the tool is removed. "The rubber then tends to cure out of the knot down into and around the puncture area. The repair is permanent and will last the life of the tire."

Nealey notes that the kit works on all tubeless tires up to 24 ply. He also sells a smaller \$7 kit for repairing two and four ply tires. Both kits are guaranteed and can be returned for full refund if you're not satisfied after using it up to five times, says Nealey. The price, including shipping, for the large kit is \$14.95 in the U.S., and \$18 in Canada (payable in Canadian dollars).

For more information, contact: FARM SHOW Followup, The Nealey Company, 8767 Sunny Hill Drive, Des Moines, Iowa 50322 (ph 515 276-2171).



A screw drive, rather than hydraulics, powers the new line of Gilson splitters.

ADJUSTABLE STROKE WORM DRIVE DOES THE SPLITTING

New Wood Splitter Uses No Hydraulics

Here's a unique new wood splitter that uses no hydraulics to transmit power from the engine to the splitting ram. Instead, a 2 in. dia. worm drive system is used on the Gilson line of Power-Bolt splitters.

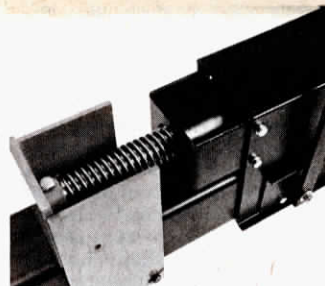
A 5 hp Briggs and Stratton engine drives the "worm" through a torque converter, similar to those used on snowmobiles and mini-bikes. "The torque converter is the mechanical equivalent to the two-stage pump that a hydraulic unit would require," explains Andy Schad, assistant product manager at Gilson.

"Its purpose is to shorten the time cycle required for easy-splitting wood, and to increase the amount of torque available for tough wood. In operation, the torque converter shifts into a near-neutral position so the ram can enter the wood under high torque and split it with up to 12¼ tons of force."

The splitter also features automatic ram return at the end of the splitting cycle. It takes less than 20 seconds to complete the entire cycle.

A key feature of the new-style splitter is its adjustable stroke control. A single knob on the machine allows you to change the length of stroke from 16 in. up to 26 in. in just seconds. "This is particularly nice if you have a stove that only takes a certain length of wood," notes Schad. "So far as I know, only one brand of hydraulic splitter on the market has this adjustable stroke control feature."

There are a number of reasons for offering a mechanical-drive splitter, according to Schad. "Since it's mechanical, all the drive components



The splitter's worm screw drive.

are simple and easy to understand, and easy for most owners to fix themselves," Schad notes. "Also, you don't have to be so particular about cleanliness around this splitter as you would around the components of a hydraulic splitter. Another advantage is that even if something does go wrong, the entire drive system can be replaced for about \$35, compared to at least \$200 on most hydraulic splitters."

Schad notes that buyers were wary at first of the mechanical drive. "But, after the initial skepticism wore off, we've had excellent results selling them."

The company is offering two models. The 57000 features a highway towing package (high-speed pneumatic wheels, ball trailer hitch and highway light kit) for a total of \$949.95. The model 57001 is the same model, but without the highway trailer package. It sells for \$829.95.

For more information, contact: FARM SHOW Followup, Gilson Brothers Mfg., Box 152, Plymouth, Wis. 53073 (ph 414 893-1011).