

Gauge installs between valve stems on duals and monitors pressure between them.

“Equalizer” Air Pressure System For Duals

A new air pressure system automatically equalizes the air pressure between dual tires on-the-go. It improves tread wear and also lets you know when tires are low on air so you can fill both of them before a problem develops, says Link Mfg., Sioux Center, Iowa.

The “Cat’s Eye” gauge attaches to the outside wheel. You position the valve stems on both tires so they’re 180 degrees across from each other, then run an air hose from each valve stem to the Cat’s Eye gauge. When the “Cat’s Eye” is all yellow, tire pressure is within 2% of the recommended in-

flation level and is equalized between the two tires. As pressure drops, the eye begins to open. A completely open eye indicates that pressure has dropped 10% or more and that an internal check valve has been activated. The check valve prevents both tires from going flat if one tire develops a leak, blows out, or if one of the pressure hoses gets cut or broken.

Sells for about \$49.95 per side or \$99.90 per axle.

Contact: FARM SHOW Followup, Link Mfg., Ltd., Box 68, 223 15th St. N.E., Sioux Center, Iowa 51250 (ph 800 222-6283).



Russ reversed direction of travel on the International 4366 4-WD he uses as a loader.

“WORKS GREAT FOR PACKING AND LOADING SILAGE IN MY BUNKER SILO”

4-WD Articulated “Reverse” Tractor

“It works great for packing silage and can climb right up a 45 degree slope with no problem because of its long wheelbase and good weight balance. It has deep tread rice tires on all four wheels so it has a lot of traction,” says Bill Russ, Roscoe, Ill., who reversed a 1980’s International 4366 4-WD articulated tractor and installed a loader on it facing backward.

Russ paid \$8,500 for the tractor. He turned the steering wheel and seat around and reversed the controls, making extensions for the brakes, clutch, and gear shift lever. He rerouted the hydraulics and connected a hand pump to the steering system to provide power steering. He replaced the tractor’s original tires with the 24-in. wide rice tires and mounted a loader with an 8-ft. wide bucket on back. The loader came off an IH 3800 backhoe loader-tractor that he already had.

“I spent less than \$15,000, including \$1,000 each for the four rice tires. The tractor has 175 to 200 hp. A new comparable industrial loader tractor sells for about

\$100,000,” says Russ. “Because of its size and maneuverability it can move silage twice as fast as a conventional loader tractor, and because of its weight it also does a much better job of packing silage. I use a 4-ton homemade dump wagon to unload silage into my bunker silo, and I can push the entire load on the level in only one pass. It leaves me more time for packing which results in lower silage moisture levels. Buyers like low moisture silage because they don’t have to haul as much water.”

“It works better than a conventional tractor for loading out silage because it has a much longer reach. I can easily dump the big bucket into an 8-ft. high truck. I connected the loader directly to the tractor frame and some tank mounting brackets which had been installed by the original owner. I didn’t have to make any brackets at all. By removing two bolts and a shaft I can remove the loader and use the tractor in the field.”

Contact: FARM SHOW Followup, Bill Russ, 8309 Mitchell Rd., Roscoe, Ill. 61073 (ph 815 885-3465).

New-Style Heavy-Duty Bale Splitter

You’ll like this new-style heavy-duty bale splitter that has fewer moving parts and sells for about half the price of any comparably sized bale splitter on the market.

The McHale 994 bale splitter is built in Ireland and is just being introduced in the U.S. by the Lely Corporation. It was on display at the recent Power Show Ohio in Columbus, Ohio.

It consists of a 6-ft., 9-in. hardened steel blade that attaches to a tractor’s 3-pt. to split hay, straw or silage bales. It’s powered by a double-acting hydraulic cylinder and requires a hydraulic system with capacity of at least 1,500 psi’s, notes Lely’s Peter Langebecke.

Three bale forks on bottom of the 460-lb. attachment allow bales to be hauled from the stacking to the feeding area, then sliced up in a few seconds into as many sections as desired.

The splitter adapts to front-end loaders with optional mounting brackets.

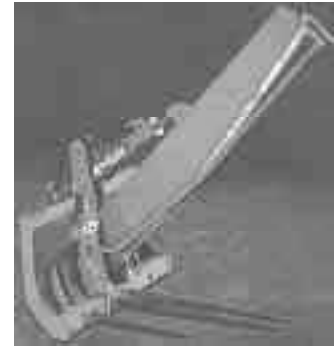
Sells for \$2,210.

Contact: FARM SHOW Followup, The Lely Corporation at office nearest you:

Hwy. 301 S, P.O. Box 1060, Wilson, N.C. 27894-1060 (ph 919 291-7050; fax 6183).

P.O. Box 961, Albany, Ore. 97321 (ph 541 926-7753; fax 967-1236).

P.O. Box 1026, Temple, Texas 76501 (ph 817 938-2564; fax 7204).



Splitter is a 6-ft., 9-in. steel blade that attaches to a 3 pt.



It splits 4 by 5-ft. bales into as many sections as desired in a few seconds.



The system consists of two interlocking triangular steel frames that weld or bolt to the original hitch point.

3-Pt. Automatic Quick Hitch

This self-aligning 3-pt. hitch lets you hook up and unhook implements as well as adjust the implement’s angle, all from the tractor seat.

“It eliminates the need to get on and off the tractor to insert pins or adjust the manual top link,” says Guarian “Bubba” Simmacher, Bubco Distributing, Lodi, Calif., who’s handling the Norwegian-built hitch.

The “Triangle Quick Hitch” consists of two interlocking triangular steel frames. One frame attaches to the lower arms of your tractor’s 3-pt. hitch and is assisted by a hydraulic top link that replaces the existing manual top link. This unit is also equipped with a self-engaging locking mechanism to ensure that the two components don’t become accidentally disengaged. The receivers can be bolted or welded directly to the implement’s existing hitch points.

To hook up the implement, you lower the 3-pt. hitch while backing up until the two components come in contact with each other, then raise the 3-pt. hitch - the system will automatically align and lock the implement in place. To unhook, pull the release cord while lowering the implement to the ground. Once on the ground the tractor-mounted unit will disengage itself from the receiver, allowing you to pull forward and then hook onto another implement without leaving the tractor seat.

An indicator gauge on the top side of the cylinder provides a reference point of the top link’s position and can be easily read from inside the tractor.

Contact: FARM SHOW Followup, Bubco Distributing, 816 “B” Black Diamond Way, Lodi, Calif. 95240 (ph 800 474-2532; fax 209 367-3895).