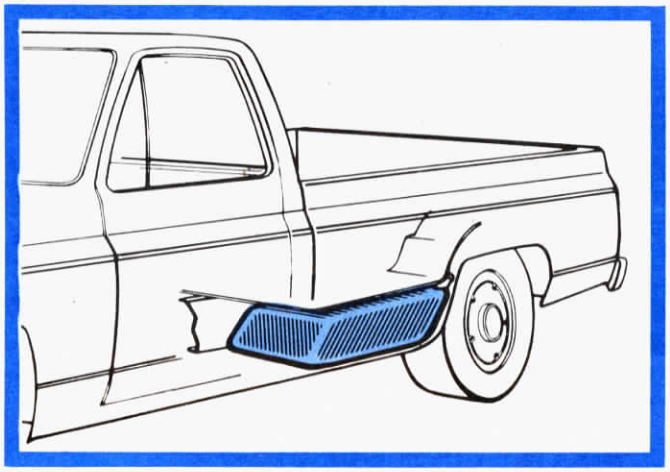


Photo on right shows plow working next to ditch bank. Left photo shows how furrow wheel and hub of rearmost disk determine how near to obstructions plow can operate.

LETS YOU CARRY 40 MORE GALLONS

Extra Tank Helps Beat Fuel Crunch

Picture yourself cruising down the highway in your pickup or recreational vehicle. You're 150 miles from home and the gas gauge is near the empty mark. You start looking for a gas station, and every one is either "closed" or "sold out."

No need to panic — if you've equipped your vehicle with an auxiliary gas tank. Just flip a switch and you've got up to 40 gals. of reserve gas to go on.

"Sales are very good," reports Jack Adams, operations manager of RPM, Inc., manufacturer of auxiliary tanks for pickups and recreational vehicles. "With the threat of widespread gas shortages, people want to avoid an emergency if they can."

He notes that add-on gas tanks aren't new but, because of the current energy crunch, they're selling like hotcakes. The RPM tank is especially popular, says Adams, because of its lightweight polyethylene construction. "It's so strong it can be sledge hammered without damage. In addition, the material is rust proof," Adams points out. "Our tanks meet or exceed the Federal Motor Vehicle Safety Standards for fuel system integrity and have repeatedly passed the 30 mph impact test."

The lightweight, rugged tanks can easily be installed in an hour by one man, according to Adams. The standard 1000 series consists of 2 saddle tanks, each of 20-gal. size. These fit pre-1972 models of Chevrolet, GMC, Dodge and Ford pickup trucks. A single 20-gal. tank is also avialable.

Later models of Dodge and Ford pickups take a 3000 series tank which is available with dual or single 18 gal. tanks. Late model Chevrolet and GMC trucks take a series 2000 which is a single tank with 32 gals. capacity.

All models connect to the fuel gauge for an accurate reading of fuel remaining in both the conventional and auxiliary fuel tanks. A switch near the driver's seat lets you change over to the auxiliary tank without stopping.

Standard 2000 Series kit consists of two 20 gal. polyethylene saddle tanks.

Retail prices range from $112.50 for the small single tank to $218.50 for the large dual tanks. Complete instructions and installation kit included. All tanks are warranted for as long as you own the truck.

For more details, contact: FARM SHOW Followup, Recreational Products Marketing, P.O. Box 7936, Waco, Tex. 76710 (ph. 817 754-5687).

GOES RIGHT UP AGAINST FENCES, DITCHES

New "Up-Tight" Plow From Sweden

Swedish farmer Lars Alden has adapted his semi-mounted plow for "up-tight" plowing against fence lines, ditches and other inaccessible areas previously left unplowed.

"Leaving these unplowed areas, we create weed banks around the field. When we run alongside these weed banks with implements, we carry bits of weeds and weed seeds out into the field where we don't want them," explains Alden.

To solve the problem, he adapted his 5-bottom semi-mounted Kvernelands plow so that its rear land wheel, which normally runs on unplowed land, runs in the plow furrow behind the rearmost bottom. The hookup gives the wheel a firm base on which to run. Together with the pilot wheel that runs on the land side, it controls plowing depth. The two wheels are each controlled by hydraulic cylinders connected in series.

Here, courtesy of Traktor Journalen magazine, is a closer look at how the "uptight" plow works.

The disk coulter of the rearmost plow bottom becomes the outermost point on the left side of the plow. The two wheels are controlled by their respective hydraulic cylinders, which are connected in series. The flow of oil governs their position relative to the plow.

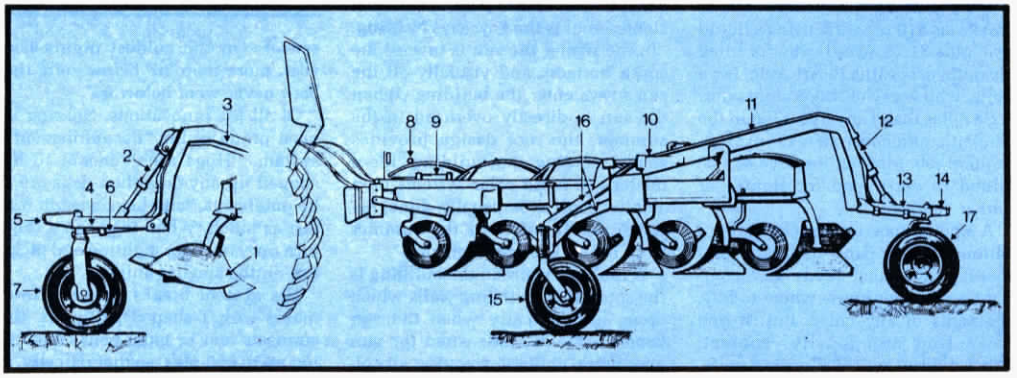
The frame member connecting the pilot wheel and furrow wheel is arched so as to provide additional clearance. The furrow wheel is steered by a double-acting cylinder, series connected to a corresponding cylinder mounted between the drawbar and the front part of the plow.

To provide clearance for the stroke of the steering cylinder, the feeding cylinder on the drawbar is mounted upright. The guidance system makes reversing out of corners in the field and into confined spaces easy.

The setting of the plow can easily be checked from the driver's seat by an indicator on the drawbar, or by an indicator on the furrow-wheel axle.

For transport, the plow can be moved alongside the draw beam with the aid of the hydraulic system, or guided with the furrow wheel. In this way, the tractor and plow together do not require a turning radius any larger than that of the tractor alone. A patent application has been made for the system.

For more details, contact: FARM SHOW Followup, Lars Alden, Vaderbrunn, Nykoping, Sweden.



Plow viewed from side when it's in transport position. 1. Spring-protected moldboard; 2. Furrow-wheel ram which, together with pilot-wheel ram, controls depth; 3. Frame; 4. Arm; 5. Plow setting indicator; 6. Double-acting steering ram; 7. Furrow wheel; 8. Pressure gauge; 9. Double-acting feeding cylinder; 10. Pilot wheel ram, series-connected to furrow-wheel ram; 11. Frame, arched to allow full plow clearance; 12. Ram between frame and arm; 13. Arm; 14. Plow setting indicator; 15. Pilot wheel which runs on unplowed land; 16. Parallel linkage; 17. Furrow wheel.