

“Third Eye” Makes Hitching Easy

It's not cheap at \$309, but if you hook up to a lot of trailers working by yourself, you'll love this “third eye” wireless video system.

The color camera is magnetic so it's easy to put it in just the right spot. It sends the image to a handheld 2 1/2-in. LCD screen in the cab. The unit even reverses the image so you see as if you were looking at it. Pressing a button lets the viewer switch between reverse and normal images.

The camera will automatically switch to infrared lights at night. It has an unobstructed transmission range of up to 300 ft. and a night vision range of 15 ft.

The camera is about 1 by 3 1/2 in. and weighs just 4 oz. The monitor is 3 by 1 1/2 by 5 in. and weighs less than 9 oz. The devices work in temperatures from 14 to 122 degrees F.

The camera, with its 1/4-in. threaded mount, is rapidly being put to other uses. Chimney sweeps are mounting it on the ends of poles to inspect chimneys. Mechanics, electricians and plumbers are using it to inspect work and check for problems in tight, hard to see areas. Hunters are mounting the camera and using it to view for game where legal. RV and boat owners are using it for backing into tight areas or down ramps. RV owners and homeowners alike are finding it a handy way to keep an eye on anything that needs to be adjusted from another room or out of the line-of-sight.

The suggested retail price includes the



Magnetic camera is easy to position using the handheld video receiver.



Camera sends image to receiver in cab, making hookups easy.

camera, hand held monitor, charging cable and rechargeable lithium-ion batteries. Recharging the system takes about 2 1/2 hours for a four-hour working time.

Contact: FARM SHOW Followup, PLM Trading Co., 803 White Cedar Blvd., Portsmouth, N.H. 03801 (ph 603 319-4909; fax 603 319-4542; swifthitch@comcast.net; www.swifthitch.net).



Wayne McKenzie rigged up this 3-pt. hitch to fit his Farmall M tractor.

Farmall M Gets Heavy Duty 3-Pt.

Wayne McKenzie liked his Farmall M, but he liked it even better after he rigged it up with a 3-pt. hitch. The homemade lift is heavy duty from top to bottom.

“I can pick up loads that will lift the front wheels off the ground,” says McKenzie.

The retired postman fabricated each component of the 3-pt. except for the lift cylinders and the top link arm. To anchor the 3-pt to the tractor, he fastened steel plates, each made from four pieces of angle iron, to either side of the rear axle using U-bolts. These plates serve as the base to attach the lower arms.

McKenzie installed a steel plate under the differential, attaching it to the bottom inside corners of each axle plate. This plate serves as a base for the two hydraulic cylinders that raise and lower the upper arms.

The bolts that connect each side of the base plate to the axle plates also run through two steel uprights bolted to the differential housing and through the swivel ball ends of the lower arms.

The steel uprights are cut and drilled to match the axle housing where it bolts to the differential. Housing bolts go through the uprights and then through the axle housing

to the differential housing.

A 4 by 6-in. angle iron extends across the two uprights and bolts to both. Bearings for a 2 1/4-in. shaft that had once served to lift a header on a one-row cotton picker were bolted to the angle iron. At the center point of the angle iron, two pieces of steel were welded in place to serve as an anchor clevis for the top link arm.

The shaft serves as a pivot point for the upper arms that raise and lower the lower arms. These upper arms had to be especially heavy duty to take the pressure of the two hydraulic cylinders that would provide the lift.

These upper arms also had to be fabricated to translate the hydraulic cylinder's 8-in. extension into a desired 32-in. lift height for the tips of the lower arms.

“I built the upper arms out of lengths of 1 by 3-in. steel plate,” says McKenzie. “Each arm had two short plates with holes drilled in one end to fit over the pivot shaft. The other ends were cut at an angle to match angled ends of two longer plates that were boxed at the other end.”

Welded together, the arms formed an angle of about 30 degrees. Once in position on the



Instead of buying replacement bands from the manufacturer for the pickup on his Owatonna baler, Roger Gutschmidt made his own.

Baler Repair Saved Him \$1,000

“By making replacement bands for the pickup on my Owatonna Manufacturing Company baler, I saved myself more than \$1,000, and I have a much stronger pickup now,” says Roger Gutschmidt, Gackle, N. Dak. “The original bands were badly bent. They were made out of real flimsy metal and seemed to bend just from hitting mole piles or bumps. New ones cost over \$50 each and I needed 19 of them.”

OMC was bought out by Gehl, and Gutschmidt says Gehl 1710 balers use the same pickup bands as OMC 595 and 596 balers. Instead of buying replacement bands from the manufacturer, Gutschmidt bought some 2 by 1/2 by 1/8-in. channel iron at a local steel distributor for \$72.

“By making a bending jig that fits into my vise, I bent the channel iron into the proper shape to fit my baler. It worked like a dream,” he says. “I cut the pieces to the right length (51 in.), and in about 30 seconds, I had it shaped. I bent all 19 of them cold (no heat from an acetylene torch). Then, all I had to

do was drill the mounting holes and I had 19 sturdy bands that are three times as strong as the weak and flimsy ones that were on there before.”

Instead of paying \$1,026 for 19 baler bands at the implement dealership, Gutschmidt's cost was only \$72.

“They fit on like a glove,” he points out. “I actually had to pat myself on the back, and say ‘Good job Rog!’”

Gutschmidt says there are a lot of balers of all brands on the market that have lightweight and weak bands.

“I'm sure everyone who uses a round baler agrees they're made too light and flimsy. I have a friend who has a Case-IH baler and he tends to bend his bands easily, too. But replacements for his are only \$9 each, versus the \$54 each that mine would have cost.”

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Off-The-Shelf 3-Pt. Adapts Easily To Allis WD 45

When Don Kuch decided to get a tractor, he had in mind an Allis Chalmers WD 45 like his father used to own. The problem was he wanted one with a 3-pt hitch. It wasn't a problem for long, though.

“I knew how the WD 45 lift arms worked. I had seen a 3-pt. quick hitch in the Northern Tool catalog,” says Kuch. “I knew the hitch could be mounted on the tractor and it was easy to do.”

All Kuch had to do was drill holes in the quick hitch unit to match the lift arms. The difference in spacing between the quick hitch uprights and the WD 45 lift arms required Kuch to position the lift arms on the outside of the uprights on one side and on the inside of the uprights on the other side.

“I bought a rotary tiller for it to till my 30 by 15-ft. garden and a 7-ft. grader blade that I use for snow. It's much fun,” says Kuch.

Contact: FARM SHOW Followup, Don



Don Kuch built this 3-pt. hitch for his Allis Chalmers WD 45 tractor. “I bought a rotary tiller for it to till my garden and a 7-ft. grader blade that I use for snow,” he says.

Kuch, 8092 Olmway Ave., Olmsted Falls, Ohio 44138 (ph 440 235-2279; 800 231-4203; fax 440 235-2247).

shaft, he welded them in place. A short piece of reinforcing steel plate was also welded into place just past the point at which each arm angled downward.

McKenzie welded a short length of plate with three holes in it to the inside of each arm just below the reinforcing plate. These serve as connection points for the lift cylinder clevis. A similar four-holed plate is welded to the outside plate of each arm at its boxed end, while a 3-holed plate is welded to the top of the lower lift arms.

McKenzie fabricated two adjustable lift

arms to connect the upper lift arms and lower lift arms. One lift arm consisted of two clevis ends and a center rod. The other was a leveling arm using clevis ends and threaded rod.

“I can adjust how much I can lift or lower the tips of the lower arms and how much weight I can lift by adjusting which holes the various clevis are pinned to,” explains McKenzie.

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