LIFTS ANYTHING ON PLATFORM, ALSO LOADS BIG BALES

Lift Platform For Pickups

You can load and unload just about anything with the new Load Lifter for pickups from James Engineering, Olathe, Kan. It mounts in the stake pockets around the edge of the box, leaving your pickup free for normal use.

"It lets your pickup do the work it was intended to do without any straining or lifting on your part," says Larry James, inventor.

The loading platform rolls on four small wheels. You can roll it into a storeroom to load it with bags, boxes, equipment — anything you have to move. Then, roll it back to the pickup and lift it into the box. Or, you can drive your garden tractor or snowmobile on and lift it right in."

The platform is raised by ½ in. nylon rope run through two winches at the end of the lifter's extended arms. The platform is winched up with a crank behind the driver's door. When it's been raised above the floor of the box, another crank is turned, drawing in the extended arms. Both cranks can be hooked to an electric motor or 3/4 in. drill.

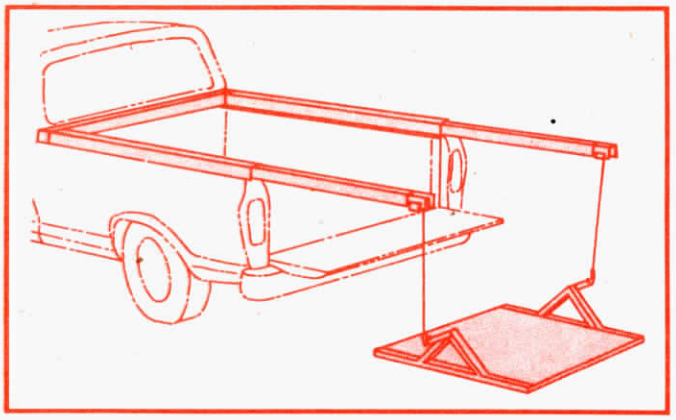
An optional attachment lifts big round bales into the pickup. Although the extended lift capacity of the lifter is only 1000 lbs., James says it will lift 1,500 lb. bales because it doesn't lift the whole bale at once.

Other lifting attachments include a watertank cradle, a log cradle and a dump box. The flat lifting platform comes in 4, 5, and 6 ft. widths.

"The amazing thing about this lifter is its simplicity. You don't have to drill or weld anything to mount it on your pickup. It fits in the stake pockets, which are rarely used anyway. And, it doesn't take up an inch of hauling space," says James.

The Load Lifter and flat platform, without electric drive, sells for $795.

For more information, contact: FARM SHOW Followup, Larry R. James, James Engineering, 26260 West 135th, Olathe, Kan. 66061 (ph 913 884-7974).



Load lifter can pick up 1,000 lbs. on its lifting platform, or load a big bale (as at left).

RUNS OFF 12 VOLT BATTERY

Under-The-Hood Air Compressor

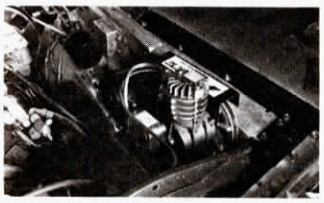
How many times have you wished you had an air compressor you could take right to the field or wherever it's needed?

Try this one on for size — a new 12-volt battery-operated compressor that mounts under the hood of your pickup or truck.

"Our compressor will run off any 12-volt system and mounted on your truck, it will always be there when you need it, and out of the way when you don't," says Stanley Briggs, Beloit, Kan., manufacturer.

The Briggs' compressor consists of a 1½ hp motor and compressor, both mounted on a bracket under the pickup hood. Copper tubing runs from the compressor to a tank mounted underneath the cab (or anywhere else). The compressor develops its full pressure of 11 psi in 3 min., according to Briggs.

The compressor comes with a 15 ft. braided hose, an air chuck, a pressure gauge that can be mounted anywhere on the pickup and an on-off switch that mounts inside your truck cab. Comes ready to install and weighs about 90 lbs. Sells for $249.95.



Air lines run from "underhood" compressor to an air tank usually mounted under the cab.

Another Briggs model uses a special bumper as the air storage tank. Air is pumped from under the hood to the bumper and used from there. The bumper system develops 150 psi and sells for $429.95.

Briggs also has a 12-volt compressor on wheels, with a 3/4 hp motor, that pumps 100 psi. It can be run off a truck battery or in a farm shop with a 12-volt converter. Lists for $229.

For more details, contact: FARM SHOW Followup, Stanely Briggs, Briggs Manufacturing, Inc., Beloit, Ks. 67420 (ph 913 738-5382).

REVOLUTIONARY WORM SHAFT DRIVE

"Non-Hydraulic" Log Splitter

Except for those cone-shaped spirals, virtually every mechanized log splitter on the market uses a hydraulic cylinder to provide the splitting force.

Now comes the Woodsman, a first-of-its-kind "non-hydraulic" splitter that uses a revolutionary worm shaft drive instead of a hydraulic cylinder.

The 5-hp gas engine rotates the shaft, moving a large "nut" forward or backward inside the heavy steel beam box. This nut is attached to the pusher plate which forces the log toward the wedge with tremendous force but under complete control at all times.

"The mechanical principle is similar to the operation of a common bench vise — rotating the shaft closes the vise by moving one jaw toward the other," the manufacturer explains. "On the Woodsman, the engine rotates the shaft and the stationary jaw is the wedge."

A simple V-belt drive activates the shaft in response to pressure on the control arm. Releasing the control arm stops the motion of the pusher plate. Reverse pressure on the arm engages the reverse drive and returns the pusher plate for the next log. The stroke may be stopped, started or reversed at any point for maximum efficiency in splitting varying length logs. The pusher plate travels to within 1¼ in. of the wedge for complete splitting of stringy woods.

Another key feature of the Woodsman is its fast 3 to 5 second stroke return. Splitting time is 16 to 18 seconds per log, depending on the model.

The model 2003 Woodsman splits logs up to 20 in. in length. There is no physical limit to diameter of logs it will handle but the manufacturer says it performs best on logs up to about 18 in. in dia.

The model 2605 is equipped with a 5-hp. engine and generates over 30,000 lbs. of splitting force. The pusher plate travels to within 1¼ in. of the wedge to split stringy logs completely.

The model 2605T is the same splitter as the 2605 except that it has the added convenience of a complete highway towing package — high speed highway tires and wheels, a ball hitch and a full lighting system.

Suggested retail is $545 for the model 2003 (3-hp. engine) and $695 for the model 2605 (5-hp. engine).

For more details, contact: FARM SHOW Followup, Thrust Manufacturing Inc., 6901 S. Yosemite St., Englewood, Colo. 80112 (ph 303 770-3163).