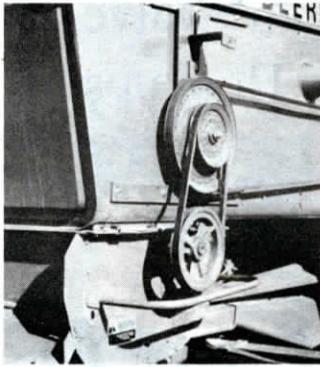


# New "Add-Ons" Boost Combine Performance



## "Slow Down" Kit For Deere Choppers

New for Deere combines (6620, 7720 and 8820) is a kit for slowing down the speed of the straw chopper when harvesting corn.

"Corn is extremely abrasive and hard on the chopper. Our add-on kit, which slows operating speed 46%, helps prevent costly wear and tear on the chopper hammers and pan housing," explains Dennis Stevens, manufacturer.

The kit includes a double sheave transfer pulley and belt that converts the regular chopper drive to "slow drive." Once installed, it only takes 3 to 5 minutes to switch back and forth from regular "high speed" direct drive (for use in soybeans and small grains) to "slow speed" indirect drive (for use in corn).

The kit (adjustable mounting bracket, double sheave pulley, belt, bolts and shield) sells for \$325.

For more information, contact: FARM SHOW Followup, Stevens Implement Co., Rt. 97, Box 160, Petersburg, Ill. 62675 (ph 217 632-7767).

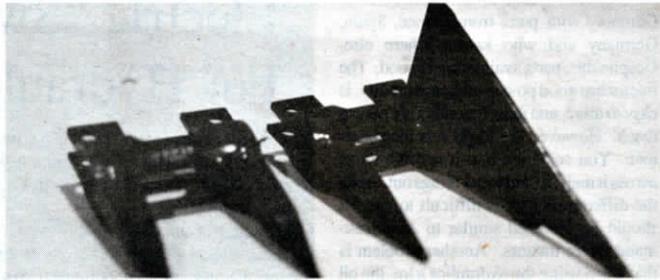
## Speedy New Service For Hydrostatic Transmissions

If the Sundstrand-Sauer or other brand hydrostatic transmission in any of your machines should fail, you can save time and money by exchanging it for a "like new" rebuilt model at your nearest new Fauver Service Center.

Under contract with Sundstrand-Sauer, Fauver Service Centers have recently opened in 6 Midwest cities: Bloomington, Minn.; Kansas City, Mo.; Addison, Ill.; Hilliard, Ohio; Madison Heights, Mich.; and Kentwood, Mich. There's also a Fauver Center in Mississauga, Ont., Canada.

"These centers provide localized service and support to farmers," says Tim Opdahl, technical service representative, Bloomington, Minn. "Sundstrand-Sauer formerly did all of its own hydrostatic transmission rebuilding at six U.S. plants. But the geographic locations were such that farmers sometimes had to wait several days to have transmissions repaired. As a result, many non-authorized repair houses were opening up, claiming to be specialists in Sundstrand-Sauer hydrostatics which, in fact, they were not. And, some of them were using inferior quality, non-genuine Sundstrand-Sauer parts."

According to Opdahl, most farmers are no more than a couple of hours from a Fauver



## New "Easy Lift" Guards For Low-Growing Crops

"They're great for soybeans, edible beans, peas and other low-growing or lodged crops," says Argis of its new "Easy Lift" guards.

Equipped a welded-on "lifter," they raise low-growing plants and branches off the ground, allowing the sickle to cut the main stem so the entire plant moves into the feederhouse. In most low-growing crops, the "lifters" allow you travel 1 or 2 mph faster and yet salvage virtually the entire crop, the manufacturer points out.

Spaced about 1 ft. apart, the "lifters" are for use with the Argis "upside down" Easy-Cut cutterbar (Featured in FARM SHOW's Vol. 10, No. 2, 1986 issue). It features special-made guards and every other sickle

section is turned upside down to eliminate plugging and reduce wear and tear.

"Easy-Cut guards are built heavy enough to support the welded on steel 'lifters'. Conventional guards on conventional cutterbars aren't built heavy enough and would be difficult to weld," the manufacturer points out. Each welded-on "lifter" extends the point of the guard about 6 in. and lifts up the crop about 4 in.

Easy-Lift guards factory-equipped with welded-on "lifters" sell for right at \$16 each (Canadian). "Lifters" alone sell for \$2 each.

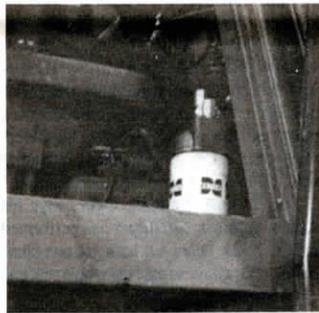
For more information, contact: FARM SHOW Followup, Argis Ltd., Rt. 3, Box 154, Listowel, Ont. N4W 3G8, Canada (ph 519 291-4205).

## "Easy Access" Filter For Deere Combines

Changing oil filters on Deere combines and 4-WD tractors is easy and clean with a new remote-mount filter kit invented by a farmer who got fed up with the mess and fire hazard of Deere's behind-the-engine filter.

"On Deere combines the filter is located between the engine compartment and the grain tank. No matter how careful you are, oil and dust accumulate there, creating a fire hazard and making it difficult to cleanly screw on a new filter without getting dirt in the way," says Jim Jirava, Ogema, Minn., who's just begun marketing his "Change-Eze" oil filter relocation system.

The kit consists of two castings. One covers the old oil filter housing - it simply screws into place - and the other mounts on a bracket that attaches to the outer side of the



engine. Two lengths of high-pressure hydraulic hose carry oil to the new filter housing.

"It takes only about 20 min. to install. There are no holes to drill or modifications to make on combines. The add-on bracket uses holes already tapped into the Deere engine. On tractors, you just drill two 7/16-in. holes," says Jirava.

The filter fits all larger Deere combines since 1974 (except for the 6600 during the years 1974-77) and all Deere 4-WD's since 1975 (except for the 8850). Jirava says that although convenience is the biggest reason for installing the filter, combine and tractor fires are also a factor. "At the first show we exhibited the filter kit, at least 15 farmers told me about fires that had started in the filter area," he says.

The Change-Eze filter kit sells for \$175. Jirava plans to develop kits for other "problem" engine filters.

For more information, contact: FARM SHOW Followup, Jim Jirava, Margaret Industries, P.O. Box 438, Detroit Lakes, Minn. 56501 (ph 218 983-3448).



## Vibration Analyzer Balances Combine

Eliminating vibrations caused by unbalanced cylinders, straw choppers or other components on your combine helps reduce wear and tear on both the equipment and the operator, according to electronic balancing expert Dave Lucke, Spokane, Wash.

"Some combines vibrate so heavily you can hardly sit in the seat. In most cases we can eliminate vibration by making some quick adjustments," says Lucke who balances hundreds of combines every year, working through combine dealers throughout the Northwest. The basic tool of the trade is a "vibration analyzer," an electronic monitor that's able to sense irregularities in nearly any piece of rotating equipment. Lucke operates an on-farm balancing service and also sells do-it-yourself balancing equipment to farmers and dealers.

Lucke says anyone with a little mechanical ability can operate a vibration analyzer. "They're easy to use but experience helps. Because I've worked on so many combines, I can fix most problems quickly without much experimentation. It takes a while to really get good at it," he says.

The most common complaints on combines involve cylinders and straw choppers. Lucke says some combines tend to have more problems than others, but he's worked on nearly every make and model, including rotaries. He can analyze the machine in the field without dismantling it in any way. He simply attaches sensors to the equipment being analyzed and then measures the vibration level. On a combine cylinder, for example, he might put a sensor on each end of the unit and then balance it by adding weights to either end as needed, or drilling small holes to subtract weight.

Straw choppers can be a problem in the Northwest where big wheat yields come with lots of straw. As choppers begin to wear, they can become unbalanced. "Many dealers like to balance machines when new and then every 200 to 900 hrs., as needed. Keeping high-wear equipment like straw choppers well-balanced also tends to reduce wear," Lucke notes. He says his maximum charge to analyze and eliminate combine vibration is \$150 per machine. If a dealer lines up enough jobs in a particular area, the charge may be less.

Lucke also uses vibration analyzers to predict maintenance on engines. By measuring vibration levels on big engines, he says he's able to help schedule engine work.

Lucke's vibration analyzers, manufactured by IRD Mechanicals, sell for \$4,600 to \$12,000. He also sells reconditioned analyzers starting at about \$3,000.

For more information, contact: FARM SHOW Followup, Dave Lucke, Balancing Service Co., P.O. Box 3311, Spokane, Wash. 99220 (ph 509 325-2323 or 326-2599).