

Made It Myself

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Converted Toro Mower Makes Handy Loader Tractor

"We had a Case front-end loader and were looking for a tractor to mount it on. When we spotted a Toro commercial mower tractor at a local dealer, we looked it over closely and decided it might work good on the farm," says James Schlichenmayer, Burlington, Colo.

"It has a heavy I-beam front axle and a heavy frame all the way around. It's fitted with a Spicer 70 rear axle with hood heavy brakes, an N-P transmission, and a Perkins 236 diesel engine. The hydraulic pump mounts on the front of the crankshaft so it's easy to get to. The power steering is also easily accessible. You don't have to split the tractor to put a clutch in or to work on the transmission, like you do with most farm tractors. And

you can easily get parts for the transmission, rear axle, starter, alternator, etc., at any parts store or Toro dealership.

"The tractor was originally equipped with 7 reel-type mowers and used for mowing state highways. Fitting the loader to it was relatively easy thanks to the straight frame of the Toro. Makes for a compact loader tractor that gets into tight places. We have two sets of hydraulic outlets at the back for pulling implements and one set on the side to power a log splitter. We've been using the tractor for about a year with no problems at all."

Contact: FARM SHOW Followup, James Schlichenmayer, 553 13th St., Burlington, Colo. 80807 (ph 719 346-8768).



Combine Axles Rebuilt To Handle Mud

"My Massey Ferguson 550 combine was a headache to operate in muddy conditions. Mud would build up next to the transmission shift lever, making it almost impossible to shift gears," says Jerry Kroll, Montague, Mich., who solved the problem by extending the left side of the front axle 10 in. to get the tire out away from the transmission, allowing mud to fall to the ground instead of packing in around the shift lever.

Kroll also replaced the combine's original 16-in. rear wheels with 24-in. drive wheels salvaged from a junked-out Massey Ferguson 750 combine onto the new wheels.

"The larger wheels raise the back end up about 10 in. and keep it rolling in muddy conditions. It now works like a different machine and goes through three times as much mud with no problems."

Kroll used 1/2-in. steel plate along with pieces of 4 and 6-in. sq. steel tubing to extend the front axle, then bolted the final drive onto the extension. He also extended the left side of the rear axle 10 in. and extended the right side 6 in. He lengthened the steering tie rod by welding a 16-in. long pipe into the middle of it and moved the steering cylinder 10 in. to left.

The original rear wheels had a 6-bolt pattern while the new wheels have an 8-bolt pattern. Kroll solved the problem by bolting the hubs from a junked-out Massey Ferguson 750 combine onto the new wheels.

He spent less than \$300 to make the modifications.

Contact: FARM SHOW Followup, Jerry Kroll, Rt. 2, Box 245, Montague, Mich. 49437 (ph 616 893-4132).

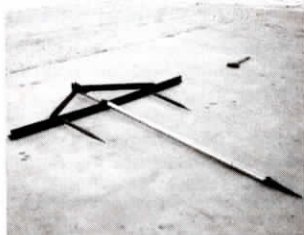


Quick-Attach Bale Spear

New farmer-designed quick-attach bale spear attaches to bucket with one pin.

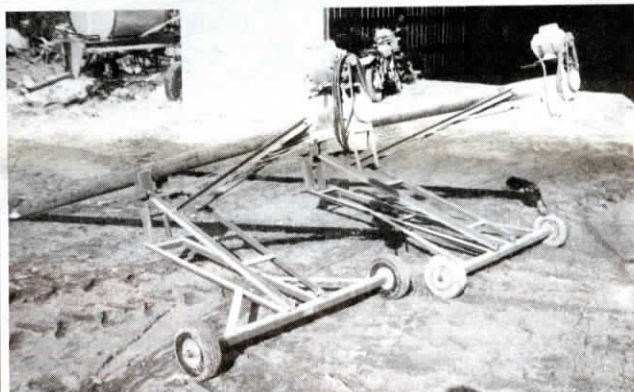
"I made the first one two years ago. I wanted something that could be quickly and easily put on and off and I also wanted something that would be heavier built than other bale spears on the market," says Randy Bakken, Bakken Welding, Ottosen, Iowa.

The 8-ft. long, 2 in. dia. center spear welds to a heavy angle iron base that fits over the edge of loader bucket. Two short spears are positioned on either side. A bracket that welds to base of spear fits over another bracket that welds to back of bucket. A pin slips through the brackets.



Sells for \$279.

Contact: FARM SHOW Followup, Randy Bakken, Bakken Welding, 1355 Delaware Ave., Ottosen, Iowa 50570 (ph 515 379-2059).



Folding Auger Transport Frame

Gary Bakken, Detroit Lakes, Minn., used angle iron to build collapsible folding transport frames for two 4-in. dia. augers and mounted the frames on wheels to make them easy to move around. A geared-down winch and pulley system makes it easy to raise or lower the augers.

Previously, Bakken set the two augers (12 1/2 and 15-ft. long) on stationary steel A-frames to transfer grain and shelled corn into his hammermill whenever he wanted to grind feed for his cattle.

"It was a lot of work for one guy to move the augers around and was hard on my back, especially in deep snow. The wheels make it a lot easier," says Bakken. "I used 1/4 by 1 1/2-in. angle iron to build the frames. Cable from the winch runs through three sets of pulleys mounted on the linkage of the frame. One auger can be raised about 9 1/2 ft. high and the other auger about 12 ft. The linkages bend inward toward the augers so they don't interfere with the hopper on the hammermill.

"I built these folding frames a year ago and haven't had any problems with either one. If the bands are loosened on the



augers, the frame can be moved forward or backward. Both augers are driven by electric motors mounted on top."

Contact: FARM SHOW Followup, Gary Bakken, Rt. 2, Box 179E, Detroit Lakes, Minn. 56501.