

bars off the cylinder so dirt doesn't build up and cause vibration in small grain."

"Our 1974 International 915 combine and all previous IH models is hard to shift due to a poor linkage. Also, dust and chaff accumulates under the dash and it's a fire hazard that's hard to clean out. Another problem is that it leaves a fair amount of grain in the tank so if it rains, we've got a messy cleanup problem. The only modification we made to the combine is to install a Schwerin bored concave (Schwerin Concaves, Inc., Rt. 5, Box 314-A, Walla Walla, Wash. 99362) which fits the cylinder better," says Terry Nugent, Fairfield, Mont.

"I just traded a 1981 Deere 7720 for the new 1989 Deere 9500, which we haven't used enough to judge yet. The 7720 has been an excellent performer, with very few breakdowns. Visibility was limited because of the offset cab and the parking brake was difficult to use. Also the cornhead auger occasionally threw ears forward and the grain head pickup reel would wrap up with straw in adverse conditions. Overall, though, we've been very satisfied," says George Weisbrod, Canastota, N.Y.

Vernon Dunham, Edinburg, Ind., owns a 1976 Massey Ferguson 510 diesel. "It's a good machine. My only complaint is that the grain head doesn't sit level to the ground."

"The only repeat trouble I've had with my 1979 International 1480 combine is with the hub on the separator drive which has stripped its gears four times in 10 years. Most improvements have been made on newer combines. I put a Love reel with plastic fingers on mine which is now standard on newer machines. It's a great im-

### "The hub on the separator drive has stripped its gears 4 times in 10 years."

provement. I also installed an SCH "Easy Cut" knife assembly with every sickle bar section turned upside down, which eliminates plugged and bent sickle sections (Argis Ltd., Box 154, Listowel, Ont. N4W 3G8 Canada)," says Steve Vankesteren, Onanocock, Virginia.

Bill Gragg, Bell City, La., likes his 1975 Massey Ferguson 760. "The capacity and threshing ability are good when on dry ground but it's underpowered with a 6-cyl. engine. Also, repairs are very expensive and dealers don't stock parts."

"I'm satisfied with our Deere 4400 diesel for harvesting edible beans and corn except for numerous electrical problems in the engine and cab control area. Also, they should put baffle plates between the rows of spikes on the cylinder so it will do a better job shelling corn. I made and installed my own plates and they helped in both corn and beans. The headers work well but need a reversing mechanism on the feederhouse," says Gary Semke, Durand, Mich.

Wilbert Meunier, Barrhead, Alberta, owns a 1984 Deere 7720 combine. "One problem is that wild oats and other weed seeds work their way out through the grain tank extensions and onto the ground, resulting in more weeds the next year. I like the pickup header. All our crops are swathed. The feed is positive and the feederhouse has variable speed and a reverser, which saves time and tempers when you overfeed and plug up."

"We bought a Mud Hog rear drive axle for our 1978 International 1440 combine.

We also had our dealer install an electric-over-hydraulic header reverser. It saves a lot of time when the feederhouse plugs up," says Leroy J. Poormon, Waterloo, N.Y. "My biggest complaint is that it chews up the straw too fine. There's a market for baled straw in our area but fine straw is objectionable to some horse farmers. The combine works extremely well on corn with very few broken kernels and excellent capacity. It also works well in soybeans. The floating cutterbar gets right down low. The floating cutterbar gets right down low. We get many comments from other farmers about how close we cut to the ground."

Gary McIntosh, Russellville, Kent., is pleased with his 1989 Deere 9500 combine. "Even though it's a new model, it had almost no bugs in it at all. With most new machines it takes a while to get everything running right. Not this one."

Maurice H. Girouard, Dieppe, New Brunswick, owns a Lilliston 6200 edible bean combine. "I'm satisfied with it but last fall we had exceptionally wet conditions. The bed would fill up with wet soil and the elevator plugged twice. I wish they'd make the elevator drive more rigid instead of the belt drive, which can slip."

"My 1987 Case/IH 1682 is a vast improvement over the 1482 I owned previously. However, there are still a number of small problems that should have been corrected before the combine was marketed. It has excellent capacity but needs work on air delivery to the shoe. The control panel is confusing. The automatic header speed adjustment does not work well and the torque sensing rotor drive doesn't tighten sufficiently under load. This seems to be a problem they are unable to correct. The new pickup header is an improvement over the 810 head that was on the 1482. However, Case/IH still can't make a decent pickup. I suggest they take a tip from Deere and use a 3-roller design," says Darrell Felah, Watson, Sask.

"I'm very satisfied with my Massey Ferguson 750 diesel because it has great capacity, is easy to fix and service, is very fuel efficient, and does a clean job of combining. Even though it has 1,800 hrs., it didn't break down once last year while harvesting 500 acres. It's also powerful, turns on a dime, and rides well over both rough and soft ground," says Ron Zaheniko, Rolling Hills, Alberta.

"The 3-level sieve design in my 1984 Massey Ferguson 850 out-cleans any other combine on the market in grain and does better than most in corn," says Chris Runstedler, Listowel, Ontario. "This year the combine operators had problems with straw wrapping up in the cylinder because, although the wheat was dry, the straw was still tough. Rotary combines had more trouble than conventionals. Our neighbor burned up his second rotary combine in as many years. But my Massey kept going, a little slower than normal but I could still get something done. It would be nice if you could change the cleaning fan speed from the seat. And the grain bin should be 50 to 100 bu. bigger. However, the V-II pickup reel is unbeatable in down crops and the automatic reel speed-to-ground speed control is a real time and work saver as well as a grain saver. I changed the knife and guards on my straight header to the SCH "Easy Cut" system with every other sickle upside down. It outperforms Tiger Jaws, Razor Cat, and any other cutting system. It'll even cut through a windrow of straw. And the guards are 10 times stronger than Massey guards. One nice thing is that they're not



Augustine cut off the cab, moved the seat and controls to the center of the machine, and widened the wheelbase to 120 in.

### ALSO WORKS AS SPRAYER, WICK WIPER, AND MOWER

## Self-Propelled Cultivator Made From Old Combine

"My home-built 8-row self-propelled cultivator, made from a junked out early 1970's International 315 combine, has better visibility and maneuverability than any tractor-cultivator combination on the market," says William Augustine, Rose Hill, Iowa.

The 2-WD machine, which pushes a rear-mounted Noble cultivator, is equipped with a band sprayer during cultivation. Augustine can replace the cultivator with a broadcast spray boom, wick wiper or a hay mower that he made from an old soybean header.

"I built this machine because I didn't like the poor visibility with rear mounted cultivators," says Augustine, who built the self-propelled cultivator a year ago. "During cultivation I use spray nozzles to deliver a 10-in. wide band of herbicide which costs only about one third as much per acre as broadcasting. The 400-gal. saddle tanks are mounted behind the driver's seat where they can't block the view like tractor-mounted saddle tanks do. Also, the driver's seat and controls are centered above the eight rows so I have a good view of weeds coming up. The narrow 16.9 by 26 tires fit more easily between my 30-in. rows than conventional tractor tires do. The best part is that I paid less than \$1,000 to build this rig."

Augustine bought the combine for \$300 at a farm sale. It had a worn out threshing mechanism and a 40 hp, 6-cylinder gas engine that had recently been overhauled. The first step was to strip off the threshing

mechanism and build a new frame out of 3 by 8-in. box beam steel for the engine and hydrostatic transmission in order to lower the center of gravity of the machine. Next he cut off the cab and moved the seat and controls to the center of the machine. He widened the axles to 120 in. allowing the rig to straddle four rows, and shortened the wheelbase 2 ft. allowing tighter turns. He then made U-clamps to bolt steel arms to the cultivator toolbar. The arms attach the cultivator to the combine's original header mounting brackets. The 15-ft. broadcast spray boom, wick wiper, and mower are also mounted to the header mounting brackets. Augustine built the mower by removing the auger and rear framework from an old bean header. Hay mowed by the header's cutterbar simply drops to the ground behind the header where it's raked into windrows.

Two cylinders fold the wings on the cultivator. There are three pumps - a hydrostatic pump for the transmission, a hydraulic pump for lifting the cultivator and folding the wings, and a hydraulic pump that drives the sprayer and mower. "A hydrostatic drive transmission is a must for anyone considering building a similar rig because of its easy maneuverability," notes Augustine.

For more information, contact: FARM SHOW Followup, William Augustine, RR 1, Box 157, Rose Hill, Iowa 52586 (ph 515 632-8364).

cast so if you straighten one, they don't break."

"The instrumentation on my Deere 4400 is terrible. The reds and greens are bright all the time and to get a reading you have to find the little white pointer. They say the instruments are 'back lighted'. Did you ever try to read the colored section of a newspaper with light applied to the back side? After dark the instrument panel lights up like a Christmas tree but it can't be read without a flashlight," says Dale G. Grothusen, Ellsworth, Kan., who's otherwise pleased

with the performance with his Deere combine. He made his own manual feederhouse reverser. "I put a cage-like hub on the upper feederhouse drive sprocket that I can grab with my specially-made spanner wrench to turn the feeder backwards to back out a plug."

"The engine on my 1972 Deere 7200 kept overheating so I modified the hydrostatic oil cooler. I moved it outside of the radiator and put it on hinges for easier cleaning," says Arlis Day, Wellington, Kan.