

## Tractor Engine Powers Pickup

Virginia farmers, Kenneth Hooley and sons Daniel, Mervin and Eldon, of Amelia, wanted a diesel pickup. Instead of purchasing one they converted a gas-engine 1979 GMC pickup into a 4-speed diesel using a Deere 2440 tractor engine for power.

"The tractor engine has more than 60 hp. We had to put in new motor mounts and another transmission. The pickup's existing automatic transmission wouldn't work with the engine so we put in a 4-speed GMC transmission bought from a salvage yard. We still had to custom make the bell housing," says Daniel.

The revamped truck has good

power and works well at low speeds around the farm. It also runs with ease at highway speeds. Gets fuel mileage of 20 mpg around the farm and 28 to 30 mpg on trips. The Hooleys added an electric shut-off switch, electric fan and vacuum pump for power brakes to the truck. They also added a battery for additional cranking power. Since the original transmission was an automatic, they had to add a clutch assembly.

Daniel notes that total cost for the truck, transmission, engine and miscellaneous parts was under \$4,500.

Contact: FARM SHOW Followup, Daniel Hooley, Rt. 4, Box 158, Amelia, Virg. 23002.



## Combine Made "Taller" For Ridged Row Crops

Ridge-till specialist Dale Kleinschmidt, of Petersburg, Ill., made two major changes on his Deere 6620 combine to make it more efficient at harvesting ridged corn and soybeans:

1. He made the combine 2 in. taller up front by equipping it with single 18.4 by 42 in. Kirchner wheels, and 3 in. taller at the rear by extending the plates on the axle A-frame.

2. He replaced his other-style Deere row-crop soybean head with a Deere 220 grain table. "I can cut lower with the platform header and there's less chance of picking up dirt clods," he points out. "Also, my 6620 combine can handle 8 rows of 30 in. beans with this platform head but isn't large enough for an 8-row Deere bean head."

The idea behind the modifications: To raise the entire machine a few inches so the header operates at a more normal angle to cut ridged soybeans lower down. Raising the combine also makes for more efficient harvesting of ridged corn, says Kleinschmidt.

Cost of raising the rear end of

his 6620 was about \$200. Kleinschmidt had the work done by Meteer Machine and Mfg., of Athens, Ill., but notes that "it isn't that big a job if you want to tackle it yourself. The alteration could be easily reversed, if desired, at trading time but I think the combine would be worth more with it left intact."

Kleinschmidt also narrowed up the spacing between the rear wheels of his 6620 — from 66 to about 61.5 in. — by drilling out the welds, repositioning the wheels to take out part of the "dish," and then rewelding them. "I would have gone to 60 in. spacing but the tie rods interfered," he notes. "This alteration makes my 6620 more maneuverable when harvesting 30 in. ridged rows. I harvest corn with a 6 row head, beans with the 8 row platform head, and use the same 8 row planter to plant both crops on 30 in. ridges."

Contact: FARM SHOW Followup, Dale Kleinschmidt, Rt. 3, Petersburg, Ill. 66675 (ph 217 632-7027).



## Switch To Friction Slip Clutches On Deere Header Pays Off

After a bad experience with the factory-equipped ratchet safety clutches on his 653 Deere soybean header, John Friedman, Chatsworth, Ill., decided to replace them with friction-type disk clutches.

"When a ratchet clutch let's loose, it shakes the whole combine, and tears things up. I once tore up a new chain in the first half hour. And it's worse the older a header gets," notes Friedman. "Since I changed over to friction clutches, I've never had to replace a chain."

The two friction-type slip clutches Friedman installed were originally designed for a

72-in. Woods rotary mower. Unable to find used ones, he bought them new 5 years ago at \$250 each. "You could use smaller slip clutches if you can find them," he points out.

To install the clutches, he first bolted the original ratchet clutches solid, then cut the shaft and installed both halves of the Woods clutch. "I use only 4 of the original 6 bolts in the Woods clutch, and I run them with as little tension as possible," he notes.

In the photo, the bell-shaped housing has been pulled aside to show how the clutch halves are bolted solid.



## "Blade Lift" For Old Tractors

Here's how Vince Koebensky, Buffalo, Minn., mounted a 3-pt. grader blade on the rear of his Farmall "H" and IH 400 tractors which were equipped only with drawbars.

"The lift arm consists of a 24-in. long piece of 12 by 3-in. channel iron. Bolted to the back end of the lift arm nearest the tractor are two 6-in. channel uprights. The hydraulic cylinder is attached to the top and, at the

bottom, the lift arm is pinned in such a way that it pivots. The two 6-in. uprights are welded together to allow you to bolt them into place as a rigid unit. The blade rotates 360°. The tray mounted on top of the lift arm is for additional weight, if needed."

Contact: FARM SHOW Followup, Vince Koebensky, Rt. 1, Box 126-1, Buffalo, Minn. 55313 (ph 612 682-4276).