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3-Wheeled Liquid Fertilizer Cart Made From Combine Final Drives

Illinois farmer David Kiser came up with an inexpensive way to make his own 3-wheeled, 1,000-gal. liquid fertilizer cart. He used the wheels and final drives off old combines.

Kiser, who farms near Sumner, salvaged the wheels from a pair of Massey Ferguson 510 combines. He stripped the gears out of the final drives, then had a machine shop make new hubs and add seals in order to keep out dirt. The front wheel is free to swivel.

Kiser pulls the rig behind his 12-row planter to carry starter fertilizer and also behind a toolbar to sidedress fertilizer. He likes the flotation provided by the big 16.9 by 26 tires. "I didn't want to carry a tank on my corn planter because of the extra weight, but I didn't want to spend the money for a commercial fertilizer cart. My total cost was about \$1,800. Commercial units of comparable capacity sell for \$7,000 to \$8,000. Also, commercial carts have smaller wheels which causes them to pull hard. The big tires on my cart go right through mud and roll so well I hardly even know the cart is back there."



The 10-ft. wide cart straddles four 30-in. rows. The wheels and final drives are off old combines.

The 10-ft. wide cart straddles four 30-in. rows. Fertilizer is pumped out by a ground-driven John Blue piston pump that mounts on the cart frame and is activated by a hydraulic cylinder. The frame was made from 12-in. channel iron, and the axle is off an old DuAll tillage implement, cut down to size.

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SP Tree Pruner Built Out Of Combine

Monte Martin, a south Texas custom tree trimmer, built a unique self-propelled tree pruning rig out of an old combine.

"It cuts up to 44 ft. high and handles limbs up to 4 or 5 in. in dia. at up to 3 mph depending on condition of the stand," says Martin who primarily trims pecan trees in the Rio Grande River Valley around Fabens, Texas.

He started with an old 642 Ford combine he bought from a neighbor for \$6,500, stripping the machine down completely and re-building the main frame out of 6-in. I-beam. He raised the rig's ground clearance by 10 in. so it'll ride over sawed branches and limbs.

The cab was removed and replaced with an operator's cage built out of heavy-duty sq. tubing. "You can't have a glass enclosed cab because sawdust sticks to it so badly you can't see what you're doing," Martin explains. "The operator obviously has to wear goggles."

Martin relocated the combine engine from behind the cab to over the rear caster wheels. A 3-stage Clarklift mast bought new from the company was mounted as close to the front drive wheels as possible. The idea was to better balance the rig, but concrete counterweights mounted on back of the machine were still necessary to handle the weight of the mast and cutterbar.

He built the 20-ft. long cutterbar out of 6-in. sq. light gauge tubing and mounted it on the mast. The cutterbar is fitted with nine custom-built 30-in. dia. circular saw blades which overlap each other for a continuous cut. Blades are belt driven from a hydraulic motor mounted underneath the center blade.



Self-propelled tree pruner reaches up to 44 ft. high and cuts through limbs up to 4 or 5 in. in diameter.

A 4-in. hydraulic cylinder is used to adjust the cutterbar's position on the mast, which raises from 5 to 24 ft., from parallel to the ground to straight up.

To use, Martin raises the cutterbar straight up, then adjusts its position for the proper cutting angle.

"I can cut limbs up to 8 in. in dia.," he says, "but you really have to slow down to prevent belt slippage to the point you have to stop and back up. Under normal conditions and traveling 3 to 4 mph, you can prune 2 acres of trees per hour with it."

Construction of the rig took about a year and out-of-pocket expense was about \$38,000, Martin says.

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Van Wyk used a 275-gal. square poly tank to make the cab and reinforced it with wire mesh so it will stand up.

Nifty Deere Gator Cab

"My Deere Gator came with just a small windshield. We needed a larger one to keep bugs out of our faces but that we could put down in hot weather when we needed a breeze to stay cool," says Case Van Wyk, Pinetown, N.C.

"We made a large windshield that folds down against a front support in hot weather. Then we made a large cab using a 275-gal. square poly tank that was being thrown away. It's reinforced with wire mesh so it will stand up. We cut out wide openings in the sides and curved it toward the back.

"Since the dump box comes up close be-

hind the seats - and you have to raise the dump box to get at the engine - we cut off the bottom half of the back wall of the cab and fastened it to the dump box. It raises with the box for easy access to the engine.

"The doors for the cab are not shown in the photo but they're made like jeep doors with 3/4-in. square tubing and covered with lightweight aircraft covering, and painted.

"The cab looks great and works better than cabs you can buy on the market."

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"Weight holder" lets Roberts move 2,000 lbs. of weights all at one time using his front-end loader. Clevises on weight bracket are used to lift weights.

Labor-Saving Tractor "Weight Holder"

If you've ever wished there was a better way to mount or remove front end weights from your tractor, you'll like this weight holder invented by Harvey Roberts of Shawboro, N.C. It lets him move 2,000 lbs. of weights all at one time using his front-end loader.

The holder consists of a pair of 2 by 6-in. rails that bolt to each side of his 4840 Deere tractor. A set of weights is held together by a bracket that goes over the top of the weights. A long bolt extends all the way through the handles on the weights. A clevis on top of the weight bracket is used to lift all the weights at once. Four bolts through the ends of the weight bracket hold the weight assembly in place.

"Once the bracket is installed I can put the set of 20 100-lb. weights on or off as needed in just minutes," says Roberts. "I got the idea after I permanently injured my back. It took only about an hour to build and cost only \$35 for materials. The angle iron frame itself weighs only about 60 lbs. It can be adapted to fit any make, model, or size tractor."

Roberts says he and David Dunavant of



The set of weights is held together by a bracket that goes over top of weights. A long bolt extends all the way through the handles on the weights.

Dunavant's Welding and Steel, Inc., are considering building the tractor weight holder for sale.

Contact: FARM SHOW Followup, Harvey Roberts, Box 14, Shawboro, N.C. 27973 (ph 919 336-4793) or Dunavant's Welding and Steel, Inc., Box 28, Camden, N.C. 27921 (ph 919 338-6533).