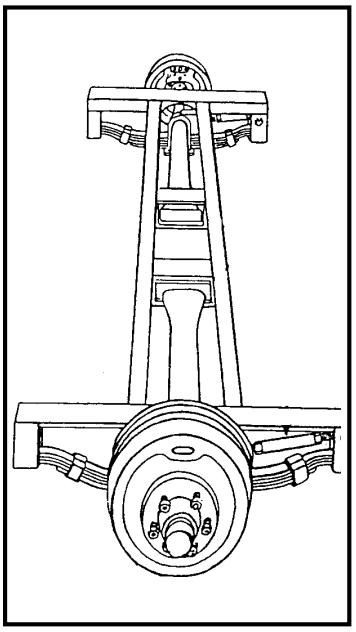
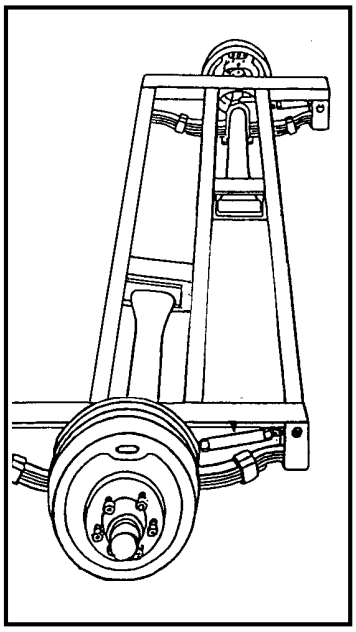


Straight Roadtamer Axle



Offset Roadtamer Axle

New-Style Replacement Axles Improve Trailer Performance

After several years in the trailer manufacturing business, Lea Mino decided there had to be a way to build axles that would provide a better ride and superior performance. He came up with a fully independent design he calls the "Roadtamer", which allows each wheel on the axle to operate and flex independently.

Randy Iverson says this design provides a better ride, better handling, less wear and stress on the trailer, and longer tire life.

Each Roadtamer axle is assembled and aligned in its own subframe, so each wheel can be adjusted for camber and toe-in independently. Alignment is done mechanically without bending the axle tube.

The Roadtamer uses commonly available components that can be purchased at just about any parts store, so repairs, although seldom needed, are simple and convenient. Brake assemblies are available for any customer need, too, Iverson notes.

The Roadtamer is available in straight single and dual, and a new offset axle version. The offset axle version staggers opposite wheels slightly, so both don't hit the same break or hole in the road or field at the same time. Not only does this result in a better ride, it improves control of the towed vehicle, Iverson says. Roadtamer axles can be adapted to most any sprayer trailer or other towed implement.

For more information, contact: FARM SHOW Followup, RTS Systems Ltd., Box 2, North Battleford, Sask., Canada S9A 2Y6 (ph 306 445-8227; fax 306 445-4005;-mail: northpet@sk.sympatico.ca)

Front-Unloading Silage Wagon Converted To Rear-Unloading "Dump Wagon"

"They unload a lot faster than conventional front-unloading models and are virtually maintenance-free," says Ben Currier, Mantorville, Minn., about his two rear-unloading "dump wagons" made from 20-year-old, front-unloading, H & S silage wagons.

Each 14-ft. long wagon is raised and lowered by a 10-ton hydraulic cylinder that operates off tractor hydraulics. Ben and his brother Jay bought the wagons from Curt Harris of Kasson, Minn., who made the actual conversions. The Curriers use the wagons to fill their silage and haylage bunker silos.

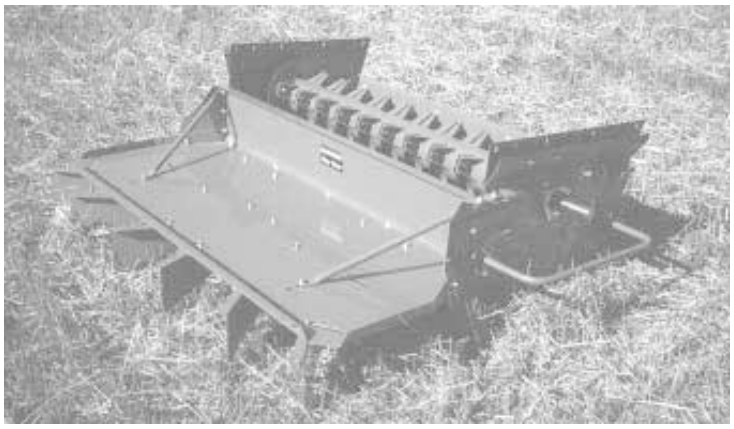
Harris unbolted the unloading conveyor, cross apron, and beaters and also removed the apron from the floor. He used a sheet of plywood to close off the front end of the wagon, made a new wooden subfloor, and added heavy-duty treated lumber sides as well as a wooden endgate. The endgate is hinged at the top and is held in place on each side by metal tabs. The wagon is hinged at the back where it raises up. To support the weight of the wagon as it's being raised, he reinforced the frame, using a pair of steel I-beams that run lengthwise and are connected by 2 by 8-in. U-channel cross members. The hoist mounts on one of these cross members.

"We've used the wagons for two years with very few problems," says Ben. "They save us a lot of time because it used to take five to eight minutes to unload each one, but now it takes only about 15 seconds. We reinforced the frame after one of the frames broke. We also installed a steel roof over each wagon to increase its capacity.

"The operator manually opens the endgate by flipping a lever on front of the wagon that's connected by a steel rod to the back of the endgate. An 'over center' steel rod on the side of the wagon keeps the endgate from accidentally opening whenever the wagon goes over a bump. To operate the hoist we just hook up a hydraulic hose to the tractor that's pulling the wagon.

"We also lined the sides and floor of the wagon with plastic to make it easier for the silage to flow out."

Contact: FARM SHOW Followup, Ben Currier, 59314 272nd Ave., Mantorville, Minn. 55955 (ph 507 635-5743).



"Besides being thicker and heavier, our parts are completely interchangeble with the OEM Deere chopper," says Erickson about his replacement parts for straw choppers.

Replacement Straw Chopper Better Than the Original

Tom Erickson and his family have been manufacturing farm equipment parts for 25 years and, as a sideline, they repaired straw choppers for combines.

When they tired of running to a dealer for parts for choppers on Deere combines, they decided to make them themselves. And while they were at it, they beefed up the chopper so it would wear better and last longer, says Shawn Erickson, Tom's son.

Tom's company, TSR Parts Co., Colgate, North Dakota, (named after sons Tod, Shawn and Ryan) is now selling those beefed up Deere straw chopper parts as a complete straw chopper replacement.

Some of the improvements they made to the chopper include an 8 ga. steel bottom knife sheet and center rotor made of thicker, seamless DOM (drawn over a mandrel) steel tube. Blades are heat-treated and tempered for added strength and to stay sharp longer.

"Besides being thicker and heavier, our parts are completely interchangeable with the OEM Deere chopper," Shawn tells. "And the chopper parts you can buy from your Deere dealer will fit our version."

The best part, Shawn says, is that "Our parts are not only made heavier, they're lower in price. Complete replacement units are less expensive from us than from a dealer. And many Deere dealers now carry our products, too."

TSR makes choppers for 9600, 9500, 9400, 8820, 7720, 6620, 4420, 7700, 6600, and 4400 model Deere combines. Choppers for the older 20 series combines are no longer available from Deere dealers. New mounting hangers are included with all 20 series choppers, as well.

TSR sells direct to farmers and also through a series of dealers. Prices range from around $1,700 to $2,400, depending on the model.

Contact: FARM SHOW Followup, Shawn Erickson, TSR Parts Co., Box 18, 101 Main St., Colgate, N. Dak. 58046 (ph 800 582-2432; fax 701 945-2386; E-mail: tsr@ictc.com)

Wagon is raised and lowered by a 10-ton hydraulic cylinder that operates off tractor hydraulics. Works great for filling bunker silos.

Wagon is hinged at back where it raises up and has a reinforced frame.