

“Stack Saver” Pulls Out Bale Spear Without Tipping Stack

Stacking big bales with a loader-mounted bale spear isn't easy. When you try to back away from the bale, more often than not the bale comes with you.

That's why Westendorf Mfg. came up with a powered bale spear it calls a “Stack Saver” that lets you pull the spear out without messing up the stack.

“It's a simple, mechanical cure to the problem that doesn't require any extra hydraulics,” says sales rep Mike Perry.

Two models are available - one for round bales and one for big square bales. Both models make use of the loader's existing hydraulic cylinder that's designed to tilt the bucket forward or back. The model for round bales is equipped with a metal push plate that pushes out against the bale as you back away. The model for big square bales uses the full width of the frame to hold the bale in place.

The model for round bales sells for \$795. The model for square bales sells for \$950.

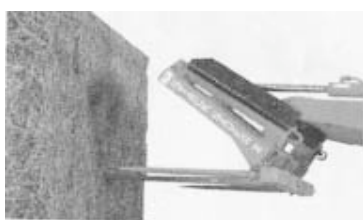
Contact: FARM SHOW Followup, Westendorf Mfg. Co., Box 29, Onawa, Iowa (ph 712 423-2762; fax 712 423-1460; Website: www.westendorfmfg.com).



Rectangular steel frame with spears is used to place bale on stack.



As operator backs up, he extends loader cylinder to tilt frame forward so bale can't come back with spears.



Spears pull all the way out of bale without the bale moving at all.

New Lift Loads Bales Onto Trailer

Like many people who take along hay and bedding when they haul horses and show cattle, Scott Sullivan wondered just how that guy who designed the trailer intended him to load those bales into that little rack on top.

After years of research and many failed designs, the Pendleton, Oregon entrepreneur perfected what he calls the Bale Buddie™. It allows even the scrawniest wrangler to lift and deposit up to 150 lbs. of hay onto a bale rack at the top of the highest horse trailer, without leaving a dent or a scratch anywhere.

An aluminum rail attaches to the outside of a trailer to support a track that's fitted with a “hay trolley” that has removable lift arms. The trolley is raised by a winch with a 6:1 gear ratio and a 25:1 mechanical advantage. Sullivan contracted with a leading winch manufacturer to custom build Bale Buddie winches. For people who don't want to expend any energy cranking the winch, he'll soon have a 12-volt electric model available.

He says the Bale Buddie installs easily in less than 30 minutes using just three 5/16-in. carriage bolts. To use the Bale Buddie, simply attach the removable bale arms with one pin, add the winch handle, load on a bale and crank it up. A load strap keeps the bale in place on the trolley arm. At the top, you just roll the bale off the bale arms and onto the hay rack.

The Bale Buddie is made of all-weather aluminum and has four sealed ball bearing rollers. The winch cable is nylon-coated. The trolley and track, when installed, are less than 7 1/2 in. deep and about 11 1/2 in. wide. The track section is 7 1/2 ft. long. Positioned properly, he says the lower end of the track should be about 3 ft. off the ground. The bale arms are 34 in. wide.

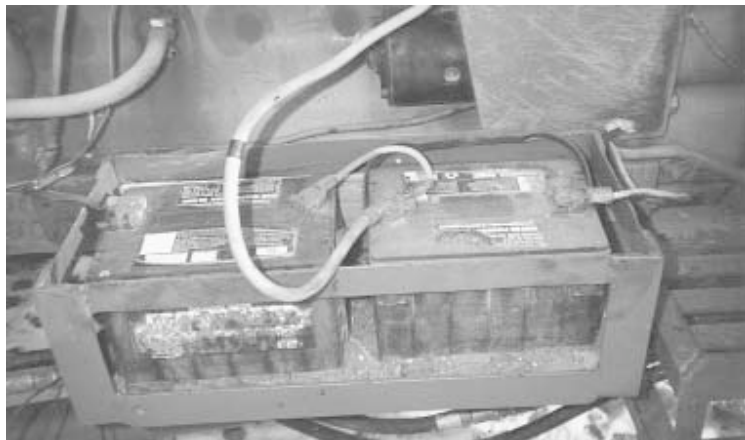
Sullivan formed Bale Buddie, Inc. to market the device. The Bale Buddie sells for



Aluminum rail attaches to outside wall of trailer. It's fitted with removable lift arms that carry bale up to roof.

\$379, plus about \$35 for UPS ground delivery. Dealer inquiries welcome.

Contact: FARM SHOW Followup, Scott Sullivan, Bale Buddie, Inc., 72038 Goad Rd., Pendleton, Ore. 97801 (ph 541 276-5455; toll-free 888 944-9400; E-mail: coyote@uci.net; Website: www.balebuddie.com).



Homemade battery box bolts onto tractor frame right beside the starter.

Deere 4020 Fitted With New Steps, Battery Box

Ronald Krueger, Sylvan Grove, Kansas, installed new steps on his Deere 4020 tractor that make it easier to get on and off.

“We use this tractor during the summer to make hay, so we're climbing up and down a lot. It doesn't help that I've got arthritis,” says Krueger. “The original steps were smaller and were also mounted higher and closer in. The new ones are bigger and mount lower and farther out.”

The bottom step is 10 in. wide and 6 in. deep and the top step 19 in. wide and 12 in. deep.

Krueger used 1 1/2-in. angle iron to make frames for the steps and welded lengths of feeder chain slats from a Deere 55 combine underneath, facing the teeth up to provide good traction. The slats are spaced about 1 in. apart. Lengths of angle iron connect both steps. The back sides of the steps are welded to a 7-in. wide, 19-in. long piece of steel cut out of a truck frame. It bolts to the tractor frame using the same bolt holes as the original steps.

Krueger's son Dale built a new battery box for the 4020 to hold two batteries. The box bolts onto the tractor frame, right beside the starter.

“The original battery boxes were rusted out. Deere wants \$180 for new ones,” says Dale.

He started with two 27-in. lengths of 2-in.



Two metal steps mount behind battery box. Steps are bigger and mount lower and farther out than tractor's original steps.

angle iron and made a “U” out of them to form the ends. He cut two lengths of 21-in. angle iron and welded them between the two U-shaped angle irons to form the tray. He then welded lengths of 2-in. strap iron around the top edge of the box to hold the batteries in place. A piece of sheet metal was cut and laid in the bottom of the floor. A length of strap iron laid crosswise in the middle underneath the box helps reinforce the floor. He cut a couple of holes into a piece of 3-in. wide, 30-in. long, 3/8-in. thick strap iron and welded it to the box, then bolted the entire unit to the tractor frame. Old pieces of baler belt were laid in the bottom of the box to cushion the batteries.

Contact: FARM SHOW Followup, Ronald Krueger, Rt. 2, Box 96, Sylvan Grove, Kansas 67481 (ph 785 526-7118).

Add-On Fan Makes Power Stroke Engines More Efficient

The Power Stroke diesel engine found on Ford's F-series pickups comes factory-equipped with a fan that stays engaged all the time. However, tests show the fan is really only needed about 2 percent of the time. It's a drain on horsepower and fuel.

A Chicago, Ill., company says its new Cyclone Fan frees up about 40 hp that the engine would otherwise be using to operate the fan. It replaces the original factory fan and automatically disengages when it's not needed. The fan's control unit, located in the cab, is equipped with thermistor fluid sensors that read changes in temperature outside and in the engine coolant and transmission fluid. A power light on the control unit indicates whether the fan is engaged or disengaged.

The unit is equipped with a manual override option that allows you to activate the fan for specific needs. For example, if you want the air conditioner to deliver extra cooling inside the cab. Or if you're towing a

load and going downhill, when braking is most stressful to the vehicle, manually engaging the fan can safely add retarding horsepower to slow the momentum of your vehicle.

The company says the Cyclone is a better overall value than either power chips or performance headers and exhaust systems. They say it offers the same increase in horsepower and fuel savings, but also delivers improved air conditioner performance, improved cooling to the engine, and transmission, and can assist with engine braking.

Three models are available, depending on the year of the pickup and the cubic displacement of the engine. The three models range in price from \$495 to \$575.

Contact: FARM SHOW Followup, U.S. Gear Corp., 9420 Stony Island Ave., Chicago, Ill. 60617 (ph 800 874-3271; Website: www.usgear.com).