

A 2-speed blower sends filtered air through a charcoal and dust/pollen filter which absorbs chemical fumes. Fresh air then runs through flexible tubing to the cab.

TRAPS CHEMICALS AND DUST

First-Of-Its-Kind Air Filter For Pickups

"It's the first-ever air-filtering system for pickups," says Henry Svehaug, Key Dollar Co., Milton-Freewater, Ore.

The "Safe Air Pressurizer" is a 2-part system that consists of a dust particle pre-filter and a charcoal and dust/pollen folded paper filter. The pre-filter traps dust and dirt particles. The 2-speed blower sends filtered air through the charcoal and dust/pollen filter which absorbs chemical fumes. Fresh air then runs through flexible tubing to the cab.

"Farmers tell us it's exactly what they've been looking for," says Svehaug. "It works great for farmers who use their pickups as sprayers. Many farmers use it because they're becoming more concerned about inhaling blowing dust that might be impregnated with herbicides and pesticides. In addition to filtering out herbicides and pesticides, the filter-pressurizer also absorbs engine exhaust and other objectionable odors. The vehicle's air conditioner works as good as ever."

To make the system work you close off

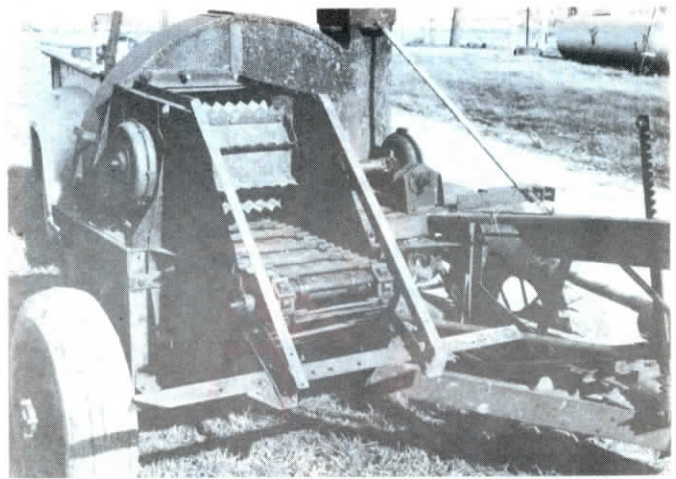
the outside air intake on the air conditioning system. The pre-filter air intake can be mounted wherever air is the cleanest, preferably above the cab. The company furnishes a 10-ft. length of 4-in. dia. flexible blower tubing. To maintain visibility, some farmers insert the end of the tubing through a section of clear plastic Lexan that replaces the sliding rear window opening. The company also furnishes a steel framework that lets you bolt the filter-pressurizer to the vehicle's frame.

According to Svehaug, the system can even be used on tractor cabs, cars or even motorhomes. "The charcoal filter alone is adequate for normal driving conditions. Some people cut a 4-in. hole in the floor and place the charcoal filter and blower in the trunk to bring filtered air into the car."

The system operates off a 12-volt battery and takes only 10 amps.

Sells for \$495.

Contact: FARM SHOW Followup, Key Dollar Cab, 114 Southwest 5th, Milton-Freewater, Ore. 97862 (ph 503 938-6336).



Williams modified a 1-row Case field silage chopper into a nifty "chopper-chipper".

"DOES THE JOB OF A \$10,000 MACHINE AT ALMOST NO COST"

His "Chopper-Chipper" Turns Brush Into Mulch

Old forage choppers can be easily converted into brush chippers, according to Missouri farmer J.E. Williams who modified a 1-row Case field silage chopper into a nifty "chopper-chipper".

Williams says his home-built chipper easily handles branches up to 2 in. in dia. "We have several hundred black walnut trees that we keep pruned, as well as other fruit trees. The chipper makes waste wood into a great mulch for trees or shrubs or for easy disposal. It does the job of a \$10,000 to \$12,000 commercial limb chipper at almost no cost except for a few hours labor with a cutting torch and welder."

Williams first removed the row dividers, sickle drive mechanism, gathering chains, and other unnecessary tinwork. He replaced the angle gearbox drives on either end of the conveyor chain shaft (they originally drove the gathering chains) with bear-

ings removed from other parts of the chopper. He also raised up the mounting brackets on the conveyor chain so it runs on the horizontal rather than at a 45° angle. The chopping mechanism itself is unmodified as is the blower, which blows chips into a trailing wagon. He powers the wood chipper with a 3-cyl. Ford 4000 tractor.

"I've put pine limbs up to 2 in. in dia. through it and have never stalled it yet. I wouldn't put hardwood limbs that big through it, though. It chops it up into tiny pieces, at most an inch or so long. It works best if you feed long pieces into it. Short pieces will sometimes go through sideways and not get chopped up," says Williams. "The chipper turns a liability into an asset since it makes a beautiful mulch."

Contact: FARM SHOW Followup, J.E. Williams, 700 Harvey St., Harrisonville, Mo. 64701 (ph 816 884-5266).

HAS FEATURES NOT FOUND ON ANY COMMERCIAL GRAIN HAULER

Home-Built Grain Cart

By C. F. Marley

When Paul, Roger and Bruce Elliott, Montrose, Ill., needed a new grain cart, they couldn't find what they wanted on the market. So they decided to build their own grain cart.

"We wanted flotation tires, good holding capacity, and a low profile due to the relatively low combine auger on our Gleaner combine," Roger says, noting that they added several other special features not found on most commercial rigs.

The cart holds 370 bu. To get that capacity and retain a low profile, the Elliotts positioned the hopper ahead of the axle. Yet, to keep the axle as far forward as possible, they notched into the large H-beam used for the axle and fitted the hopper

into it. The hopper was formed out of 10 ga. sheet metal.

To make their axle, the Elliotts used hubs off a retired Mack truck. These were welded onto the 8-in. H-beam used for the axle. To make sure the bearings never needed oil, the Elliotts built housings for the hubs and filled them with fluid oil for constant lubrication.

The gearbox which turns the unloading auger is from a New Holland 800 chopper. Inside the box there is a telescoping shut-off that keeps the bottom end of the unload auger covered until unloading starts. Once the auger is turning, a small hydraulic cylinder opens the slide. The auger cover reduces stress on the auger at start-up. An



The cart holds 370 bu. To get that capacity the hopper is positioned ahead of the axle indicator at the front of the hopper tells the driver whether the auger cover is open or closed.

The cart has its own hand-operated jack

to hold up the tongue for storage.

For more information on, contact: FARM SHOW Followup, Paul Elliott, Montrose, Ill. 62445 (ph 217 924-4301).