

## "Roof Shade" Keeps Tractor Driver Cool

An 8-ft. square "roof shade" mounted over his tractor cab keeps Robert Brekke, Neilsville, Minn., cooler during the heat of summer.

Brekke made the shade out of plywood bolted to an angle iron frame that fastens to the cab. He painted the top side of the plywood white to reflect heat.

"It reduces cab temperatures 10 to 15 degrees," says Brekke. "It also keeps the air conditioner from working as hard. The plywood is mounted a few inches above the cab so air can circulate under the plywood and help cool the cab. I mounted roof shades on three of my tractors, including two White 4-150s and a Versatile 850."

Brekke cuts holes in the plywood as



needed for air cleaner pipes. Contact: FARM SHOW Followup, Robert Brekke, Box 128, Neilsville, Minn. 56568 (ph 218 946-2715).

## IH "2 Plus 2" Cab On 1466 Tractor

"It fits tighter than the original cab and is much quieter," says Myron Krauskopf, Decorah, Iowa, who mounted a cab salvaged from an International Harvester 3588 "2 plus 2" tractor onto a 1973 International 1466 model.

"The 1466 cab was noisy and dirty and didn't have air conditioning," says Krauskopf. "The company redesigned the cab when it introduced the 86 series tractors. It was a big improvement. The 86 series cab and the 2 plus 2 cab are very similar so after I mounted the 2 plus 2 cab my 1466 looked a lot like a 1486. I even mounted a 1486 decal on the tractor. The 2 plus 2 cab itself cost \$2,500 and the total cost to install it was about \$4,000.

"The biggest problem in rebuilding the new cab was reworking the hydraulic lines. The return lines had to be drilled out at the rear end of the cab. There wasn't



room for the air conditioner condenser so I had to mount it in front of the radiator. I also had to modify the clutch throwout shaft. The steering column wouldn't fit the new cab so I removed it and replaced it with a new one."

The tractor is now owned by David Larson, Albert Lea, Minn.

Contact: FARM SHOW Followup, Myron Krauskopf, Rt. 3, Box 194, Decorah, Iowa 52101 (ph 319 735-5897).



## "Fold-Up" 80-Ft. Sprayer

A Canadian farmer who didn't like the sprayers he saw on the market built his own "fold-up" 80-ft. sprayer for less than \$5,000.

Darius Tschetter, Crooked Creek, Alberta, used the wide flotation tires and axle off a Deere 95 pull-type combine together with a home-built chassis and boom and an 800-gal. polyethylene tank. The boom is built in five sections with two sections on each side folding up for transport.

"It's much easier to move from field to field than sprayers that fold back for transport," says Tschetter. "I used it to spray 4,000 acres last year without any problems. I had been using a sprayer that had to be folded back manually. Folding the sprayer backward was time-consuming and caused crop damage. Now all I do is flip a hydraulic lever. It takes only about 30 seconds to fold or unfold the sprayer and there's no crop damage. I also saved money. New commercial sprayers of

comparable size cost \$15,000 to \$20,000."

The middle section of the sprayer is equipped with two 32-in. long, 3 1/2-in. dia. hydraulic cylinders. To fold the sprayer the cylinders pull the two inside boom sections up as the ends of the boom drop down. A small wheel mounted on each end of the boom guides the outside sections as they fold up. When the outside sections reach a 45 degree angle a pair of cables tighten and cause disc markers mounted on each end of the boom to lift up off the ground.

Tschetter used 3 by 5 steel tubing to build the sprayer's frame and 2 by 2 steel tubing to build the boom, which is supported by four old tires from a Toyota pickup. Sprayer is driven by a centrifugal hydraulic pump and solenoids are electrically controlled from the tractor seat.

Contact: FARM SHOW Followup, Darius Tschetter, Box 1, Crooked Creek, Alberta, Canada T0H 0Y0 (ph 403 957-2607).



## Wilslef installed two 36 by 16-ft. "straight-up" doors on side of 85-ft. building. High Rise Shop Door Lifts Straight Up

When Jim Cashman of Clarence, Iowa, built his 40 by 60-ft. machine shop in 1983, he knew exactly what kind of door he wanted. The ideal door would lift straight up and out of the way with fingertip controls to provide full opening clearance without sacrificing interior space.

So with the help of Norman "Buster" Wilslef, who operates Wilslef Welding at nearby Wyoming, Iowa, he outfitted it with a solid "high-rise" door 20-ft. wide and 18-ft. high. The door is raised and lowered inside a channel frame on both sides by 18-ft.-long hydraulic cylinders fed by pressure from a pump with a 5-hp electric motor.

Both Cashman and Wilslef point out that the unique high-rise door is solid and trouble-free. Because the door is set out past the eaves, a big advantage is that it makes a shop seem bigger. Cashman's shop door, built on a frame of 2 by 4-in. metal tubing, is clad on the exterior with 29-gauge steel paneling like the rest of the building.

To open, the door slides up and down in tracks of 1 1/2 in. by 3-in. channel iron set inside 6 by 18-in. framing channel which is 32 ft. high on each side. A 2-in. dia. pipe holds the two side tracks together at the top. The door is lifted by a pair of 18-ft. shop-built cylinders; a tee in the hydraulic lines allow the cylinders to operate in unison.

"It cost less than \$1,500 to install the door," Cashman notes. "We kept the cost low by using a lot of salvaged material for the framing. The motor for the hydraulic pump came from a used silo unloader."

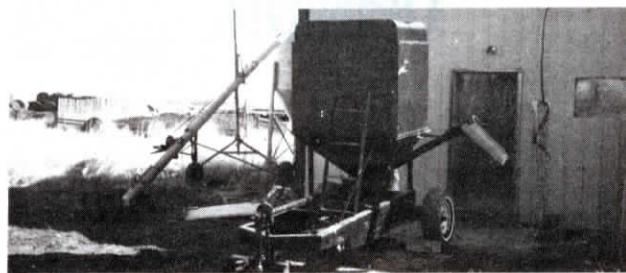
To assemble the cylinders, Wilslef buys only the chrome shafts which have an O-ring on them. Water pipe is used for the outside of the cylinder. He puts the O-ring into a pipe coupler, screws the coupler onto the water pipe, installs a pipe fitting, and fills the pipe with oil.

Wilslef, who has built six high-rise doors for buildings in his area, built the first one for his own shop. "I had priced a big commercial door that would roll back up into the building and they wanted \$1,800 for it," he says. "So I decided to try out the concept."

Wilslef explains that even if a hose would break on the high-rise door system, the door would come down more slowly. Only about 500 lbs. of pressure is needed to push the door up. For more of a safety factor, he says a check valve can be installed to prevent the door from coming down in case of pressure failure.

To build the high-rise doors, Wilslef charges from about \$1,500 for smaller doors to \$3,000 for large ones.

For more information, contact: FARM SHOW Followup, Norman "Buster" Wilslef, Wilslef Welding, Wyoming, Iowa 52362 (ph 319 488-2252).



## Low-Cost Feed Wagon

The cost of commercial grain feed wagons prompted Clint Watson, Scandia, Alberta, to build his own feed wagon using the hopper from an old combine.

Watson removed the 75-bu. grain hopper from a Massey Harris self-propelled combine and welded it to the frame of a junked 2-ton truck. He equipped the truck frame with the axle and 15-in. tires from a 1/2-ton pickup. A pto-driven 4-in. dia. auger, fitted with a plastic chute on the end, is used to unload feed from the hopper into fence line bunks.

"I use it to feed rolled barley to calves in my feedlot," says Watson. "I try to feed two or three pounds to each calf, and the small auger makes it easy to control the amount of grain coming out. The plastic chute swings out of the way if I hit an obstruction. It cost less than \$100 to build. A comparable size commercial feed wagon would cost at least \$2,000."

Contact: FARM SHOW Followup, Clint Watson, Box 85, Scandia, Alberta, Canada T0J 2Z0 (ph 403 362-2249).