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Close-coupled wheeled carrier puts minimal weight on ATV's suspension system.

## 'Hay Baby' Makes Moving Hay Fun

Inventor Lonnie Fast designed an ATV bale mover to use on his Fairmont, W. Va., cow-calf operation. The "Hay Baby" was among 15 finalists selected by the Farm Bureau to share their inventions at the organization's 2010 convention.

"When our kids moved away, we switched from all square bales to mostly round bales and some square bales," Fast says. "I wanted to move them with a 4-wheeler, so I wouldn't tear the ground up."

He worked on the concept for 6 years and developed a universal unit that works behind all types of ATV's, UTV's and even golf carts. "I have used one for years to move hun-

dreds of bales," Fast says. "The Hay Baby is designed to carry the majority of the load, placing minimal weight on the suspension of the ATV. It mounts on the receiver hitch so it's closely coupled to the ATV and can't jackknife like some bale trailers," Fast says. Simply back the fork into a bale and use an electric winch to lift the bale. The Hay Baby's 5-ft. axle is wider than the ATV, for good balance and safety. With a low center of gravity it negotiates hills easily.

Fast appreciates that the turf friendly tires don't leave ruts, and he likes the small size and maneuverability of the ATV with the Hay Baby. He can back into tight spaces to unload

a bale and maneuver around in feeding areas. It also makes hay bale pick-up fuel efficient and economical.

He recommends using a vehicle with a minimum of 400cc to operate the Hay Baby, and he includes instructions on how to adjust the winch pulley for various vehicles to get the proper balance. A rocker switch to control the winch mounts on the handle bars.

The Hay Baby can haul 4 by 4-ft. and 4 by 5-ft. bales and has a 2,500-lb. winch with a 2,000-lb. rated axle and starts at \$1,795.

Fast recently added beefed up models to haul bigger bales. Hay Mama has a 3,500-lb. winch, hauls 5 by 5-ft. bales and costs \$1,995.

Hay Papa has a 4,000-lb. winch, a 3,500-lb. rated axle and will haul 6 by 5-ft. bales and costs \$2,095. For Mama and Papa models moving larger bales, he recommends using bigger ATV's or UTV's.

Fast ships the hay movers in two boxes by UPS. He sells them through his website, which includes a video of the unit in use.

Contact: FARM SHOW Followup, Fast Hay Movers Inc., Lonnie B. Fast, Rt. 1, Box 278A, Fairmont, W. Va. 26554 (ph 304 282-1210; www.fasthaymovers.com).

## Reworked Bale Wagon Holds Extra Bales

Peter Fehr put a bigger engine in his 1069 New Holland Bale Wagon and also lengthened it 18 in. to hold more bales. The stretching worked so well he also stretched his 1089 bale wagon, which had been modified for 3 by 4-ft. large bales.

"I never liked gas engines and wanted to switch the 1069 to diesel," explains Fehr, a custom hay baler. "I knew a guy who re-powered one with a Cummins, so I decided to try it."

Fehr pulled the 460 Ford gas engine and replaced it with a 509 Cummins diesel from a Dodge pickup. He also needed to replace the transmission.

"I got a 545 Allison that would work with the Cummins," says Fehr.

Fehr modified the engine mount on the 1069 to match the pickup motor mount he left on the Cummins. With that done, the engine set in place pretty well, recalls Fehr.

"I did have to cut the transmission mount off the frame and move it back to get more space," he says. "The Cummins is longer

than the Ford was. I also had to buy a used bell housing to match the Allison to the Cummins."

Other changes included having a dry mount fabricated to attach a hydraulic pump at the front of the Cummins. Multiple measurements were needed to get the space right and the specific bolts needed to mount it to the front of the vibration damper. Fehr also had to add a pulley to run the fan belt around the corner from the engine to the fan and radiator mounted on the side of the compartment.

"I am planning to change to an electric fan and wish I had done that in the first place," says Fehr.

Stretching the frame on the 1069 was the easy part, he adds. While adding to the frame he also had to extend the drive shaft and affected lines and wiring. In addition, the fuel tank had to be moved and the rolling rack cylinder was lengthened so the rack could move all the way to the front of the longer bed. Push-off feet were extended as well.

"I just moved the push-off mounts back on



Peter Fehr put a bigger engine in his New Holland Bale Wagon and also stretched the table and frame 18 in. to hold more bales.

my machines, but on a recent job for someone else, I extended the square shaft arms," says Fehr. "That was easier than moving the cylinder and lines back."

Stretching the table and frame allowed Fehr to add an entire layer of small bales to each load. Stretching the 1089 bale wagon eliminated difficulties loading ten 3 by 4-ft. bales.

In addition to stretching two bale wagons for himself, Fehr has since done two for others. Costs vary depending on the wagon. He estimates repowering the 1069 New Holland ran close to \$10,000 with all parts, including \$4,500 for the engine.

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## Drawbar Reinforcement For Deere 8000-8030 Series Tractors

Large grain carts, liquid manure tanks, and beet lifters can be hard on tractor drawbars, even on the biggest tractors. This new drawbar reinforcement bracket for Deere 8000 series tractors is designed to take care of the problem.

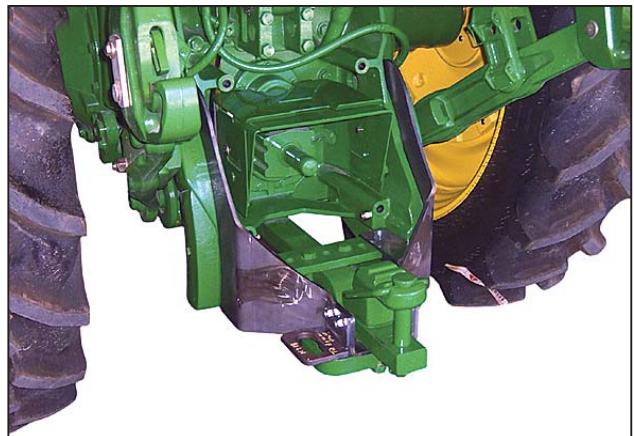
K&M's "Drawbar Reinforcement" fits Deere 8000 - 8030 series wheel tractors equipped with Cat. 3 (2 by 3-in.) standard drawbars.

The system consists of a pair of side plates and a support bracket for them. You remove the pto shield and install the side plates using four provided bolts. Then bolt the support

bracket to the side plates using four 5/8 by 2-in. bolts, lock washers and nuts. A 1/4-in. thick spacer plate goes between the support bracket and the drawbar.

Fits John Deere 8000, 8010, 8020 and 8030 series tractors. Call with tractor model for specific part number. Sells for \$317 plus S&H. Does not fit Cat. 4 (2 x 4-in.) heavy duty drawbars.

Contact: FARM SHOW Followup, K&M Mfg., 308 NW 2<sup>nd</sup> St., P.O. Box 409, Renville, Minn. 56284 (ph 800 328-1752; Kevin@tractorseats.com; www.tractorseats.com).



Reinforcement parts are in black in photo.