

A 15-in. blade runs straight in line with drill to penetrate trash and tractor tracks and smaller 13 1/2-in. blade runs at angle about 2 in. back to create slot for seed.

BIG 15 1/2-IN. DISC PAIRED WITH ANGLED 13 1/2-IN. DISC

“High Trash” Double Disc Openers For Drills

“Our new offset add-on openers can be used to convert existing grain drills so they’ll be able to handle more trash,” says Tom Laubach, Drill Disc Supply, Canton, Okla.

The company’s unique double disc openers have two different size blades - a big 15-in. blade that runs straight in line with the drill to penetrate trash and tractor tracks, and a smaller 13 1/2-in. blade that runs at an angle about 2 in. back.

“The big disc cuts through trash and the small blade creates a slot for the seed,” says Laubach. “The back disc is angled just enough to open the furrow. Other double disc drills run their discs in a ‘V’ configuration which separates loose trash but doesn’t cut it. Our straight-up-and-down 15-in. disc has much more cutting ability. It’s a common Deere planter blade. The 13 1/2-in. disc is the same one used on Great Plains

drills except that we reverse the blade so the wide bevel rides against the big blade to reduce wear. The double disc opener mounting bracket comes with a seed tube in front and a fertilizer tube at rear. The seed tube is positioned in front so it won’t plug up with mud that falls off the rotating discs.”

Optional press wheel depth control brackets can be bolted onto the disc opener mounting brackets. A spike trash guard mounts in front of the openers.

The openers fit all Deere and International drills and sell for \$85 without press wheels, \$105 with press wheel brackets (using your own press wheels), and \$125 with press wheels and brackets.

Contact: FARM SHOW Followup, Drill Disc Supply, 3 Miles South - Hwy. 58, Canton, Okla. 73724 (ph 800 633-7183 or 405 886-2259).

NEEDS NO PTO

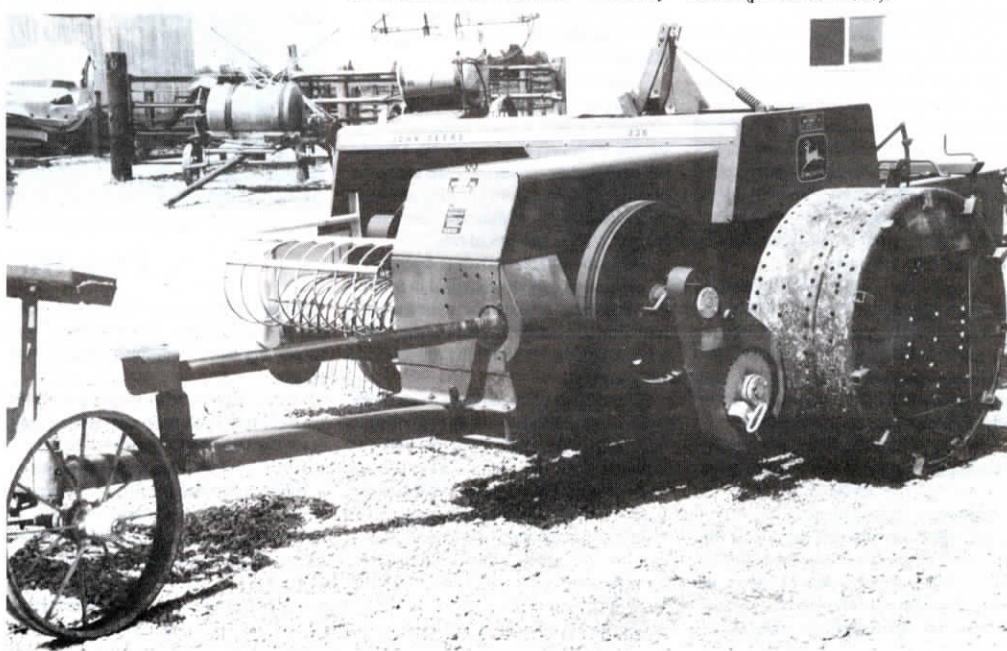
“Bull-Wheel” Hay Baler

The pto shaft on this Deere 336 baler doesn’t have much to do thanks to a “bull wheel” ground drive system that makes it possible to pull the baler with horses or a pto-less tractor.

Developed by Amish mechanics Martin Schmucker and Melvin Lengacher of New Haven, Ind., the bull wheel system can be used on balers, compickers, and other powered equipment. It consists of an oversize metal wheel that replaces a wheel on one side of the baler. It runs against a friction wheel fitted with a chain sprocket that chain-drives the baler flywheel. It’s geared to run the baler at similar speeds as when pto-powered.

The baler can be converted back to its original configuration in minutes, according to Schmucker.

Contact: FARM SHOW Followup, Martin Schmucker, 12815 Doty Road, New Haven, Ind. 46774.



Oversize metal wheel replaces wheel on one side of baler. It runs against a friction wheel fitted with a chain sprocket that chain-drives baler flywheel.



Boom has heavy-duty winch that mounts behind cab. Note “fifth wheel” behind truck.

HYDRAULICALLY LOWERED REAR WHEEL BOOSTS LIFT CAPACITY

’51 GMC Truck Fitted With High-Lift Boom

After restoring a 1951 GMC truck, Nebraska farmer Arthur Lang equipped it with a high-lift boom on back with a heavy-duty winch that mounts right behind the cab.

He had problems right away because the front wheels on the light duty truck would come up off the ground when lifting a heavy load. That’s when he decided to add a “fifth wheel” behind the back of the truck.

The wheel mounts on a grain drill hub between two pieces of 5-in. channel iron that are anchored to a 2 1/4-in. dia. steel rotating shaft mounted on bearings at the back of the truck bed. A hydraulic cylinder raises and lowers the wheel as needed. Hydraulics is provided by a power steering pump from a junked car that Lang mounted on the truck engine. There’s a control lever in the cab.

Since the boom, which is braced by chain and cable to the rack behind the cab, extends far beyond the back of the truck, Lang uses the fifth wheel on most lifts. “I recently



Hydraulic cylinder raises and lowers wheel as needed.

lifted a large engine with a transmission attached - a total weight of about 3,200 lbs. - and had no problems with the front wheels coming off the ground.”

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