

Push pole from a large V snowplow mounted under the tractor.



Wing Mower Mounted On Front Of Case 830 Tractor

Dale Rogers says he got the idea for mounting a rotary mower on the front of his Case tractor several years ago so he didn't always have to crank his neck to look behind the tractor while mowing. Rogers says he'd never seen that setup, although he did see that type of Trackless mower at a large auction. "I was tempted to buy it, but it wasn't running, and there was no telling how much it'd take to get it going," he says. Instead, he sketched out plans for mounting a Trackless M14 mower on the front of his Case 830 tractor.

The framework for the mower is a push pole from a large V snowplow that Rogers mounted under the tractor. He connected the rear end to the tractor drawbar and mounted the front to the tractor's front axle. The mower attaches to the front of the push pole. Raising and lowering is done by a hydraulic cylinder that runs from the push pole up to the top of the mower's 3-point hitch. The cylinder also tilts the mower deck for cleaning and repairing.

Rogers says the tractor's original hydraulic pump provides power to drive the mower's wing blades and lift the 4-ft. sections for travel. The tractor pto drives the mower's 6 ft. center section. Rogers has the pto shaft driving a pneumatic tire that presses against a flat pulley, which reverses the tractor output so the mower runs in the right direction.

"That was probably the most difficult part



Rogers has the pto shaft driving a pneumatic tire that presses against a flat pulley, which reverses the tractor output so the mower runs in the right direction.

of the project," Rogers says, "along with mounting the deck so it can float and follow the ground contour regardless of where the tractor's front wheels are."

Rogers says if the wheel drive slips too much, he'll probably have to devise a chain drive system to run the shaft. "It worked fine even though I was only able to use it a few times this year."

Rogers says he spent about \$3,600 and about 100 hrs. to build his mower, considerably less than buying and fixing up an old Trackless tractor.

Contact: FARM SHOW Followup, Dale Rogers, P.O. Box 59, Mayfair, Sask., Canada S0M 1S0 (dalecmrogers@gmail.com).

Narrow Seed Wheel Stays Cleaner

Less than 1/2 in. wide, DuraLok Seed Firming Wheels from Exapta Solutions fit seed furrows. As a result, the narrow wheels do a better job of firming up seed-to-soil contact.

"It took a lot of trial and error on our part to get the design right," says Ethan Begle, Exapta Solutions. "OEM and after-market seed-firming wheels are simply too wide. Even the narrowest were not narrow enough for the conditions we saw."

Begle says DuraLok wheels have proven themselves on farms throughout the U.S. and Canada, as well as in other countries.

"We have no dissatisfied customers," he says proudly.

The DuraLok wheels are designed to fit Deere 50, 60, and 90 Pro Series drills, as well as Deere 750 and 1850 drills. They also fit Case SDX drills.

The wheels feature a chamfered hub with a replaceable bearing. The design lets dirt fall away more easily for better bearing life. The sleek hub has no bolt heads sticking out to catch field debris and provides more clearance between the hub and the firming arm. This simplifies bearing replacement.

The urethane wheel ring also stays cleaner and stays down in the bottom of the furrow better. In dry or slightly hard soil, the hard plastic of the DuraLok presses the seed into the soil better than softer tires do.



DuraLok wheels are designed to fit Deere 50, 60, and 90 Pro Series drills, as well as Deere 750 and 1850 drills. They also fit Case SDX drills.

DuraLok wheels retail for around \$50 and are available directly from the company.

Contact: FARM SHOW Followup, Exapta Solutions, 2475 E. Kansas Ave., McPherson, Kan. 67460 (ph 785-820-8000; sales@exapta.com; www.exapta.com).



Hicks aluminum trailers can be repaired back to a like-new condition simply by removing and replacing components.

Weld-Free Aluminum Dump Trailers Last Longer

Steel and aluminum dump trailers often experience material weakening accompanied by cracking issues over time when box walls, corners, and floors are secured by welding.

To overcome these problems, in 2016, Hicks Trailers began building weldless trailers, securing all metal components with replaceable fasteners.

"It's a modular concept, so assembly is very clean," says Jeff Hicks, V.P. of Sales and Service. "We don't weld on the body or damage the material. This keeps it at full strength and avoids frustrating cracking issues."

He explains Hicks aluminum trailers can be repaired back to a like-new condition simply by removing and replacing components.

"With bolt-on and bolt-off, it's less expensive and quicker to do," Hicks says. "With a little practice, you can take everything apart and put it back together while maintaining the trailer's integrity."

The trailers feature a trunnion-mounted

inverted cylinder on the front of the trailer to avoid a doghouse, as it's one of the higher-risk areas for sticking material. Also, with the inverted cylinder, it isn't necessary to cut into the headboard maintaining structural soundness.

Hicks uses the bolt-on system for a wide variety of trailers which are typically used in the construction industry for sand, gravel, and dirt. Many also find their way to farms for hauling silage, mulch, and even grain.

The weldless trailers are manufactured in Louisiana and are on the market across the U.S. through a network of dealers.

Hicks encourages interested customers to contact them directly through the website for availability and pricing details.

Contact: FARM SHOW Followup, Hicks Manufacturing LLC, 1365 Allen Drive, Minden, La. 71055 (ph 877-533-0433; sales@hickstrailers.com; www.hickstrailers.com).

Rock Sliders Protect Rocker Panels

Rocks and tree trunks can be hard on off-roading equipment in rugged terrain. Rock sliders like those made by Rocky Valley Fabrication (RVF) can reduce potential damage.

"Our rock sliders are designed to slide over rocks," says Chavez Harrell, Rocky Valley Fabrication. "They're available with or without kickouts to pivot around and fend off rocks and trees."

RVF has only been in business for about a year, but Harrell and his partners have years of off-roading fabrication experience.

"We've been building off-road components since we were kids," says Harrell. "We thought we'd try to make some money building components for others, so we started the company."

Rock sliders were RVF's first product. They also do custom work, including prefab weld-it-yourself kits.

"We cut, bend, and notch all the parts and then send them to the customer to assemble and weld for a final product," says Harrell. "That way, they can get in on some of the action without needing all the tools."

RVF emphasizes quality using Drawn Over Mandrel (DOM) mechanical tubing steel. Harrell explains that it's the industrial standard for off-road applications.

"It's much stronger than alternative tubing with a high weight-to-strength ratio," says Harrell. "Everything is hand-built and made to order. We offer any length, whereas other companies offer only two or three different lengths."

RVF rock sliders are shipped with the mounting legs separate from the slider so they can be attached in different mounting positions, notes Harrell. They're pre-notched on one side and can be trimmed on the opposite side if needed. Mounting legs are 12 in. long, allowing the sliders to stick out far enough to be used as a step if desired.

"We ship them raw with no finish and lightly oiled to prevent rusting," says Harrell. "The sliders can also be used as a high-lift



RVF rock sliders are shipped with the mounting legs separate from the slider so they can be attached in different mounting positions.

jack point for repositioning the vehicle on the trail or jacking it up for repairs."

The rock sliders start at \$300 for a 45-in. slide, appropriate on a small off-roader like a Suzuki Samurai. Slides for full-size trucks can be more than 200 in. long, depending on size and style.

"We can make the slides as wide as a customer wants, as well as to the desired length," says Harrell. "They also can be ordered with or without the bump outs."

Most of RVF's sales have been in the Pacific Northwest, but they've shipped to other areas. "Buyers looking at rock sliders from other companies find us very cost competitive," says Harrell.

Contact: FARM SHOW Followup, Rocky Valley Fabrication, 7814 Tolt River Rd. NE, Carnation, Wash., 98014 (ph 425-444-4323; rockyvalleyfab@gmail.com; www.rockyvalleyfab.com).