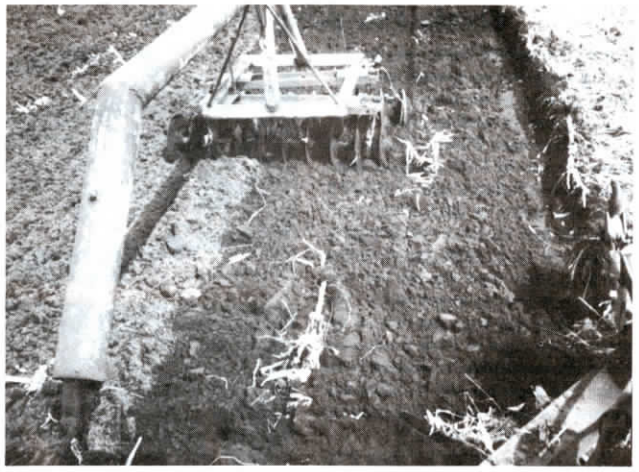


Pull-Behind Disk Eliminates One Pass Through Field

Monticello, Minn., farmer Greg Thune cut out one trip through the field by constructing a pull-behind disk that he tows in back of his semi-mount moldboard plow.

He used 5-in. dia. steel pipe to build a bridge hitch that hooks up to the front of the plow beam - just behind the tractor - with a single drawbar pin. He made the 5-ft. wide disk by cutting down a 10-ft. McCormick-Deering tandem disk that he bought at an auction for $25. The disk frame and bridge hitch were both fashioned out of scrap steel.

"The 5-ft. width of the disk matches up with my plow, which has three 16-in. bottoms. The angles of the disk are adjustable by removing two bolts and sliding the gangs to different holes. My plow extends straight back behind the tractor but the disk pivots, following the tractor on turns. I hooked on at the front of the plow beam, rather than at the back, so the

disk wouldn't pull the plow off center. I first made the bridge hitch out of 4-in. dia. pipe but it wasn't strong enough. Now I can even back up in fresh plowed ground with no problem," says Thune, noting that last year he only had to use his regular disk on dead furrows and headlands.

"This disk is making money for me by cutting time in the field, lowering fuel expense, and reducing tractor wear and tear," says Thune.

Contact: FARM SHOW Followup, Greg Thune, 162 Co. Rd. 39 NW, Monticello, Minn. 55362 (ph 612 878-2450).

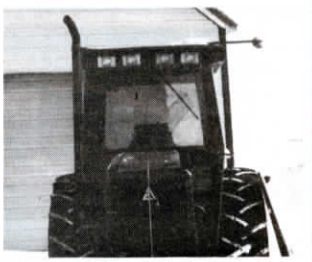
Muffler, Air Cleaner Rerouted On Allis-Chalmers Tractor

Most new tractors equipped with cabs have the air cleaner under the hood and exhaust muffler mounted on the side to improve visibility. Lloyd Robertson, Worthington, Minn., "modernized" his 1980 Allis-Chalmers 6080 tractor by rerouting the exhaust pipe to the right side of the tractor and tucked the air cleaner under the hood.

"It was a fairly simple job and cost less than $80 for exhaust pipes and fittings," says Robertson. "I now have a much better view from the cab. It's especially helpful when planting corn because I can see the furrow mark much better."

The tractor's batteries originally were mounted in front of the radiator. Robertson moved them onto a rack beside the engine, then lowered the air cleaner down into the area vacated by the batteries.

To reroute the exhaust, he discarded the muffler and then bought two lengths of 2 1/2-in. dia. exhaust pipe and a pair of 90 degree elbows from a local truck supply store. He used the elbows to run exhaust from the turbocharger back alongside the engine and up the corner of the cab, welding the pipes to the flanged connections on the elbow. He used sheet metal to cover the holes in the hood where the



exhaust muffler and air cleaner had been.

"The exhaust pipe is hidden behind the corner cab post and out of the driver's view," says Robertson. "I mounted a bracket on top of the cab to support the pipe, using a piece of tire tread to make a vibration dampener between the pipe and cab. Because there's no muffler, the engine sounds different from outside the tractor. However, the engine is turbocharged so there's no more noise inside the cab now than there was with the muffler.

"Moving the batteries to the side makes them more accessible for service and also keeps them cleaner. I still have plenty of room to service the precleaner."

Contact: FARM SHOW Followup, Lloyd Robertson, Rt. 2, Box 68, Worthington, Minn. 56187 (ph 507 376-4033).

Steel-Wheeled Bean Buggy

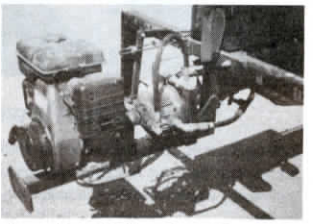
By C.F. Marley

"Some of my neighbors have needled me about 'going Amish', but the steel wheels of this weeder are just the thing for working drilled beans," says Paul Pierce, Sullivan, Ill., who designed the self-propelled bean walker to minimize crop damage.

It's got a hydraulically-driven 15-in. rubber wheel at center and two narrow steel wheels on back. Pierce says you can see little damage from the rubber tire but absolutely no damage from the steel wheels.

Pierce made the 26 1/2-in. dia. steel wheels himself using conventional car wheel hubs and axles. He made the spokes and rims out of flat iron and flat steel rod. "In the field you can't tell they're steel. On the driveway or on the road, you can really hear them."

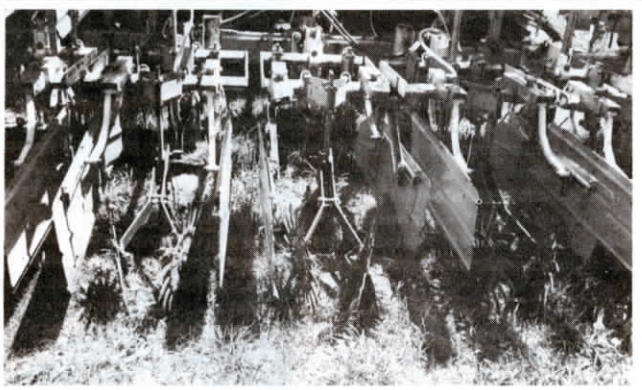
One unique feature of the hydrostatically-driven bean weeder is that 10 gal. of hydraulic oil is stored in the 7 by 7-in. sq.



piece of steel tubing that makes up the backbone of the rig's frame. "With this volume of oil, it doesn't overheat so natural air cooling is sufficient," Pierce says.

A 7-hp. gas motor direct-drives a hydraulic pump. The home-built A-frame suspension in front is cushioned by motorcycle springs. The seat came out of a Dodge car.

Contact: FARM SHOW Followup, Paul Pierce, Sullivan, Ill. 61951 (ph 217 752-6728).



Shank-Mounted Hoe Wheels Level Out Furrows Left By Cultivator Sweeps

Bill and Mark Roth, Stonington, Ill., use pairs of old rotary hoe wheels, mounted at an angle behind the sweeps on their Buffalo high residue cultivator, to level out furrows left by the sweeps and to help control weeds.

They made mounting brackets to bolt the hoe wheels to the back of cultivator shanks and are considering manufacturing them for sale.

"The rotary hoe wheels pull soil back into the middle of the row," says Roth. "They also help kill weeds by separating soil from weed roots.

"We mount the wheels backward to keep them from plugging up with trash. The wheels don't have to dig into the soil because it's already loose. They're about 10 in. apart in front and 4 in. apart in back. Being able to use old hoe wheels makes it a relatively inexpensive conversion."

The mounting bracket consists of two angled flat irons and two square steel plates. No drilling is required. The wheels float up or down on a bolt in front that acts as a hinge. A bolt in back catches the wheels when the cultivator is lifted out of the ground.

Contact: FARM SHOW Followup, Bill Roth, Rt. 1, Box 132, Stonington, Ill. 62567 (ph 217 325-4066).