

Long pto shaft drives through two gear boxes to power the sheller and tag-along chopper.

## “Koepe Built” Combine (Continued from cover page)

and chop the stalks for bedding as we shell,” Alan says.

The core of the “Koepe Built” machine is the 729A Uni-Sheller which is mounted on a modified 8 wheel, walking beam Knowles trailer. The trailer was widened and extended to hold the sheller, and to extend forward as the tractor hitch using 8 in. channel iron welded together.

Power for both the chopper and

sheller comes from the tractor's 1,000 rpm pto. A gearbox and pto shaft from a Fox 1000 chopper sits directly behind the tractor on the trailer frame. The gearbox has two splines — one extends straight back out of the gearbox for the chopper pto; the second spline extends out the side of the gearbox and connects with a shaft to the pulley system, salvaged from a Gehl chopper, that powers the sheller.

Alan replaced the 3 row Uni Sheller head with a two row 244 Deere head and modified it to fit on the front of the unit so both the chopper and sheller take care of two rows. The sheller's head is hydraulically adjustable from side to side so the operator can stay “on the row” without steering the tractor.

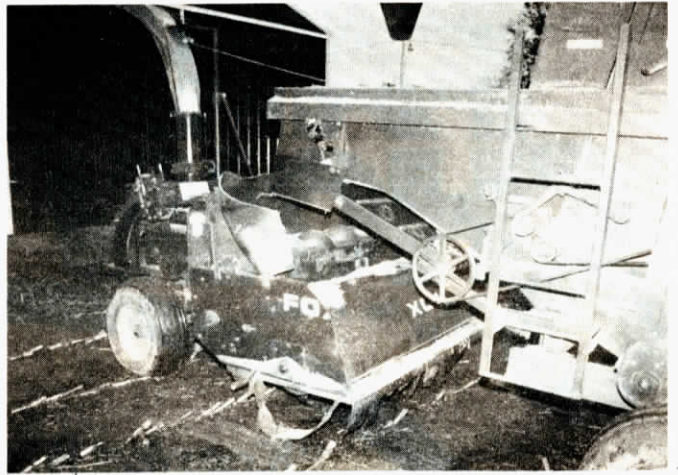
The only other modification made on the Uni Sheller was to add a conveyor to the discharge chute to carry chaff and cobs into the tag-along chopper. The canvas conveyor rides on two rollers powered off the feeder housing slip clutch via a belt and pulley system.

The tag-along chopper is a 6 ft. wide, 3000 Fox flail chopper which hitches to the back of the specially built trailer. Hitched up, the chopper picks up the two 38 in. rows the sheller just went over.

A 10 in. dia. auger mounted across the top of the chopper catches cobs and chaff from the sheller discharge conveyor and feeds the material into the chopper's auger where it's carried, along with the stalks, to the recutter with a 4 in. screen. The add-on auger is powered off the same sprocket that powers the chopper auger.

A special feature on the chopper is the hydraulic steering which Alan designed. He built an axle for the chopper with a hydraulic cylinder connected to the tie rod. This allows him to hydraulically steer the chopper for shorter, smoother turns.

The harvesting rig is powered with a 180 hp. Deere 4840 tractor but, says Alan, a 150 hp. tractor would be powerful enough. “With the 4840, we travel about 3 mph. through 150 to 160 bu./acre corn. Both the sheller and chopper can be used indepen-



Conveyor and discharge chute move cobs, chaff into the Fox chopper.



Utility fork carries everything from water tanks . . . to big round bales of hay or straw.



### “NOT JUST ANOTHER BALE RETRIEVER”

## Handy New Loading Fork For Pickups

“It's not just another bale retriever,” says Don Wolf, Pawnee Rock, Kan. about the 3-pt. utility fork that he built for his pickup.

“I use it to load and transport bale feeders, stock tanks, tractor tires, railroad ties, pallets, and of course round bales. It also works well for pulling posts,” Wolf explains. “Some farmers use the fork as a portable jack to change tractor tires or duals, to hang bearings on disks, or to pick center pivot flat tires up out of the mud.”

The fork hinges off a framework that lays on the truck bed and extends out far enough so the fork doesn't hit the bumper. Brackets bolted to the bed tie downs, just in front of the rear axle, hold the frame in place.

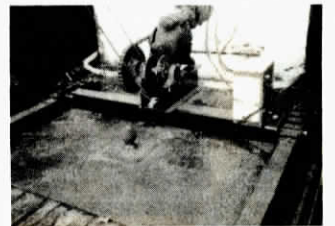
It adjusts for different sized trucks and is pulled to its upright position by a 12 volt electric winch mounted in the front of the pickup truck bed.

To remove the fork, you back it

dently of each other,” Alan points out.

He estimates that it took about three months and \$17,000 to put the machine together.

For more information, contact: FARM SHOW Followup, Koepe Bros., % Alan Koepe, 37326 O'Neal Road, Oconomowoc, Wis. 53066 (ph 414 474-7154).



A 12V winch in the truck bed does the lifting.

under something heavy, such as a round bale, pull two pins that hold the framework to the crossbar with the winch, unhook the winch and drive away. All that's left on the truck is the 3½ ft. long cross bar which leaves enough room to hook up your fifth wheel trailer, or to haul cargo in the back of the truck.

Wolf notes that he, along with his brother, have started manufacturing the forks which fit heavy ½ to 1 ton 4-wd pickups.

The fork, minus the winch, sells for \$375. Wolf also sells do-it-yourself plans for \$25.

For more information, contact: FARM SHOW Followup, Don Wolf, R.R. 1, Pawnee Rock, Kan. 67567 (ph 316 982-4512, or 4452); Or, Wolf's Induction Coil and Furnace Repair, Rt. 1, Box 333N, Troy, Tex. 76579 (ph 817 938-2870).

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