



Combine was wrecked when it slipped into ditch and flipped over, landing upside down in field.

CONVERSION COST JUST \$5,000

Crop Sprayer Created From Rollover Combine

Steve Loomis almost junked his 1981 Gleaner MH2 hillside combine after it was wrecked in a rollover accident. But then the St. John, Wash., farmer got the idea of converting the combine into a self-propelled sprayer.

Loomis's father-in-law was driving the combine on a highway when it slipped into the ditch and flipped over, landing upside down in a field. Luckily, he escaped with only bruises and scrapes but the upper half of the combine was ruined. However, the frame was undamaged.

"Financially I came out smelling like a

rose," says Loomis, who made the conversion last winter. "The insurance company paid me for the value of the combine, then gave it to me because they didn't want to spend the money to haul it away. I spent only about \$5,000 to convert it into a sprayer. I could have spent as much as \$26,000 for an 80-ft. pull-type sprayer."

Loomis removed the cab and replaced it with a used one designed for an earlier model Gleaner combine. He stripped everything else down to the frame, remounting the 158 hp diesel engine in a lower, forward position. The combine still has its original



Sprayer's 92-ft., 6-section boom hydraulically folds to 18-ft. width from cab.

hydrostatic transmission. Loomis made a steel cradle for a 650-gal. spray tank that mounts behind the engine. He used sq. steel tubing to build a 92-ft., 6-section boom that's mounted on the combine drive axle. Loomis welded lengths of 6-in. sq. steel tubing to each side of the axle, then bolted the boom to the tubing. The boom hydraulically folds to an 18-ft. width from the cab.

The boom is divided into two halves that can be individually controlled from the cab. It's supported by 6 small implement gauge wheels, one per section. "I couldn't mount the boom in place of the header because it

would have been too heavy for the header mounting brackets. Also, on our steep hills the boom wouldn't have stayed parallel to the ground. On a self-leveling combine, the axle is the only part of the combine that stays parallel to the ground. The nozzles are spaced 20 in. apart. Foam marker nozzles are mounted on each end of the boom. The hydraulic driven sprayer pump is controlled from the cab.

Contact: FARM SHOW Followup, Steve Loomis, Box 2, St. John, Wash. 99171 (ph 509 648-3961).

SELF-PROPELLED, 8-FT. WIDE

Old IH Combine Makes Great "Farm-Sized" Mower

Stripped-down old combines can be easily converted into big self-propelled farm mowers, according to Miles Filer, Vandalia, Ill., who turned his old IH 403 Hydro-Stat combine into a first-class pusher-type mower with an 8-ft. wide Bush Hog rotary deck on front.

Filer stripped everything off the combine except the cab, engine, hydrostatic drive transmission, and running gear. He used 6-in. channel iron to build his own frame. He cut 2 ft. off the front axle to reduce it to 7 ft. in width and mounted a home-built 3-pt. hitch on it in place of the header lift. The mower is powered by a hydraulic pump mounted behind the engine. The pump powers a hydraulic motor that belt-drives a jackshaft that runs along the right side of the combine up to the mower. An Oliver pto reduction gearbox gears it down. The jackshaft drives a pair of pto shafts and gearboxes mounted on top of the mower deck to drive the two sets of blades.

"It does a better job than pull-type mowers because you don't drive over grass before

you mow it," says Filer, a retired dairy farmer. "I use it to custom mow for businesses around town. Visibility is great because I sit practically on top of the mower and can easily see the mower without constantly turning around. I bought the combine two years ago for \$650. I paid \$1,000 for the mower deck, which I bought used, and another \$1,400 for miscellaneous parts, for a total cost of about \$3,000. The 300 cu. in. engine has plenty of power.

"It has a low center of gravity and looks like a tractor. When people first see it they wonder why I'm running it backward. I think it would be ideal for mowing waterways because the front-mount hitch allows it to oscillate from side to side on uneven ground. I use the header hydraulics to raise and lower the mower and the clutch that operated the threshing mechanism to operate the mower. I replaced the original 18.0 by 26 tires with smaller 14.9 by 26 tires."

Contact: FARM SHOW Followup, Miles Filer, Rt. 2, Vandalia, Ill. 62471 (ph 618 425-3548).



Filer built his mower out of this IH 403 Hydro-Stat combine.



He stripped everything off combine except cab, engine, transmission, and running gear, built his own frame, and mounted 3-pt. hitch on in place of header lift.

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