One Turbo Blast blower unit mounts on each side of combine.

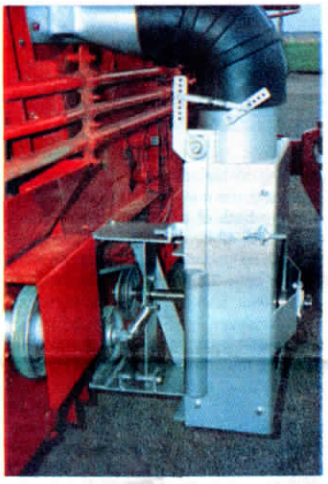
"COSTS FAR LESS THAN LEVELING SYSTEMS ON HILLSIDE COMBINE"

"Turbo Blast" Hillside Grain Saving System

If you're looking for a way to get the benefits of an auto-leveling combine without the cost, you'll want to take a close look at the new "Turbo Blast" hillside grain-saving system.

The new unit is designed to increase capacity and decrease grain loss of non-leveling Case-IH Axial Flow and Deere Maximizer combines operating on hillsides.

"It greatly decreases grain loss in hillside conditions due to overloading of the low side of the combine, and it costs far less than leveling systems on hillside combines," says Lenny Hill. "The economics of farming today, coupled with the rising cost of after-market leveling systems ($50,000 to $70,000 per combine), are forcing farmers to return to non-leveling combines. Our Turbo Blast costs only $3,200 so it can save a lot of money."

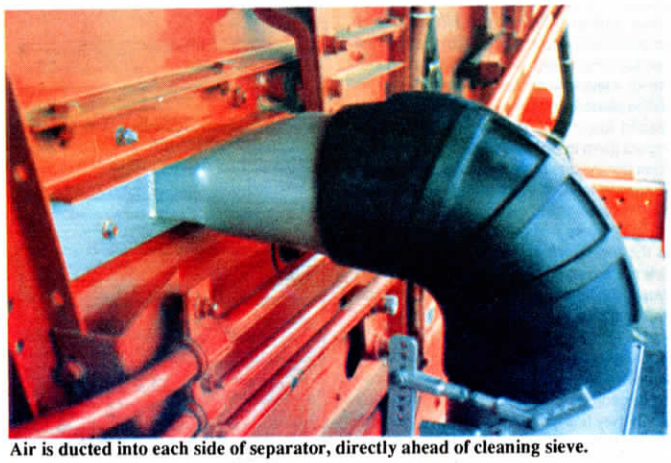


Blowers are powered off combine cleaning fan shaft.

One Turbo Blast blower unit mounts on each side of the combine. Both units, which contain high-performance fans, run off the combine's cleaning fan shaft. They're ducted into each side of the separator, directly behind the auger bed and before the cleaning sieve. Pendulum controlled dampers regulate the cross flow of air to redirect chaff and grain away from the downhill side of the combine. The dampers continually sense the varying slopes, increasing or decreasing the cross flow of air to ensure the even distribution of material on the sieve.

"The amount of air that the Turbo Blast delivers changes with the cleaning fan speed," says Hill. "Easy adjustability of the control dampers allows you to customize the air flow to eliminate other material imbalances that may occur, such as rotor side loading or conventional sidewall loading. The cross flow of air provided by the Turbo Blast fans also increases shoe capacity by breaking up the heavy layer of material and starting the separation process before the material reaches the sieve."

For more information, contact: FARM SHOW Followup, Hillco, 107 First Avenue, Box 399, Nezperce, Idaho 83543-0399 (ph 208 937-2461).



Air is ducted into each side of separator, directly ahead of cleaning sieve.

Olson used a chop saw blade mounted on a skill saw to strip away the body of the bus before mounting the spreader box on the chassis.

SELF-PROPELLED SPREADER BUILT FOR LESS THAN $2,000

"School Bus" Manure Spreader

"Everyone says it's the strangest looking machine they've ever seen, but it works great," says Leonard Olson, Gay Mills, Wis., about the 350-bu. self-propelled manure spreader he built from a 60-passenger school bus.

Olson bought a 1973 International schoolbus equipped with a V-8 gas engine. He stripped away most of the body and mounted a 17-ft. long, 6-ft. wide used Farmhand manure spreader on the frame. The spreader is chain-driven by a 6-ft. long pto shaft that runs off the bus's transmission.

"It's in real good shape and cost very little to build," says Olson, who raises hogs, beef, and dairy cattle. "I paid $450 for the bus and $750 for the manure spreader. When I bought the bus I had planned to convert it to a round bale hauler. Then I found out about the manure spreader. The previous owner had converted it to a fenceline feeder by adding a cross apron in front and side rack attachments. He never used it much to haul manure so it was almost like new when I bought it. It had been mounted on a truck.

"I have a liquid manure handling system so I use my spreader only seasonally to clean up solid manure around my feedlots. I load it with a front-end loader. Buses are generally well-maintained and don't get as much wear and tear as farm trucks so they last a long time. My school bus spreader is classified as a farm vehicle so I don't have to license or insure it. I can go as fast as any truck on the highway. The 5-speed transmission is geared low enough that I can drive it in the field in first gear at normal tractor speed. The bus's 345 cu. in., 175 hp engine has plenty of power."

Olson used a chop saw blade mounted on a skill saw to strip away the body behind the front row of seats. He cut 4 ft. off the rear of the frame to match the length of the spreader, then removed the cross apron and racks and bolted the spreader onto the frame. He used the same brackets that originally attached the bus's body to the frame. "I never closed up the body of the bus, but it hasn't been a problem for the driver," says Olson.

For more information, contact: FARM SHOW Followup, Leonard Olson, Rt. 1, Box 22, Gay Mills, Wis. 54631 (ph 608 734-3211).

Bus-spreader's 5-speed transmission is geared low enough that Olson can drive at tractor speed in the field.