

**REPLACE WORN PORTION
WITHOUT REPLACING ENTIRE BAR**

Combine, Mower Sickle Bar Comes In Sections

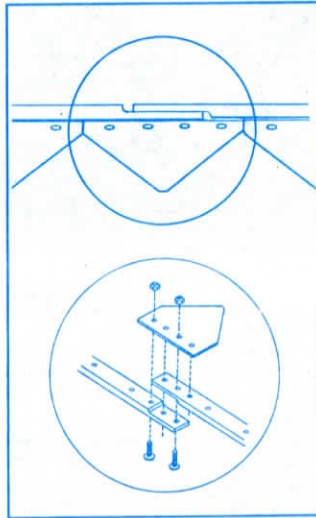
"Typically, a sickle bar wears out near the section head and you have to replace the entire bar. But with our new 'Split Sickle Bar' you can replace only the worn portion and leave the rest of the bar intact to save on replacement costs," says Joe Crary, vice president of Crary Mfg., Fargo, N.D., manufacturer of the new style bar for combines and hay mowers.

Sickle bars are built by piecing together combinations of 1 1/2, 2 1/2, 3 1/2, 5 1/2, 7 and 7 1/2-ft. individual lengths. The varying length pieces interlock and bolt together to form the desired sickle bar size. For example, a 30-ft. bar would be built with one 1 1/2-ft. piece, three 7-ft. pieces and one 7 1/2-ft. piece at the "head" end.

Crary notes that most sickle bars wear out near the head. Now when that happens you simply buy a new 7 1/2-ft. section and the rest of the 30-ft. sickle bar is "good as new".

Installation involves putting a sickle section with four holes over the four corresponding holes where the split bar lengths overlap and bolting the assembly together. You can simply drill holes into existing sickle sections to create the four hole "connectors". Crary says the Split Sickle Bar has the same overall strength as a conventional one-piece bar.

An added benefit to interlocking sickle bar pieces is that they cost less to ship, Crary points out. For example, he says a one-piece 30 ft. bar costs about \$80 to ship,



but the same bar in pieces costs about \$10 to ship.

Split Sickle Bars are available for most combines and mowers. A 24-ft. sickle bar with Superior sickle sections sells for \$230.15. A bar for a 12-ft. Hesston, with sections, sells for \$114.67. Bars come without knife heads.

For more information, contact: FARM SHOW Followup, Crary Co., Box 1779, Fargo, N.D. 58107 (ph 800 247-7335; in Canada 800 231-1211, ext. 151).

"NEAT LOOKING AND OUT OF THE WAY"

Fold-Up Bale Mover Looks Like A Bumper

You've never seen a pickup bale mover like this new Canadian-invented "Bale Bumper" that folds up out of the way into a good-looking pickup bumper when not in use but can pick up and unroll any size bale at any time with the touch of cab-mounted levers.

Rancher L. Dean Antal invented the bale mover for use on his own farm near Cardston, Alberta. He got so much interest from neighbors who got a look at the mover that he decided to produce the unit commercially.

Antal's Bale Bumper uses a 12-volt hydraulic pump that mounts under the hood so it can be operated with or without the engine running. The bale lifter takes up no room in the pickup bed and can be used for anything a normal bumper would, including trailer towing. When activated from the cab, the two bale-handling arms simply unfold from the bumper - nothing to unpin or disconnect - and lift any size bale like any other pickup bale mover. It's fitted with three hydraulic cylinders - one for each lifting arm and one to tilt the bumper up and down to raise the bale.

Antal says that besides lifting bales, you can also load other heavy loads into the pickup. One farmer swings a feed hopper



"Bale Bumper" folds into attractive bumper when not in use.

from the bale arms and another runs a pipe across the extended bale arms to extend the length of the pickup bed 13 ft. for long loads.

The bumper weighs about 400 lbs. and lifts up to 1 ton. Although not yet in full production, Antal expects it to sell for about \$3,500 (Canadian).

For more information, contact: FARM SHOW Followup, Dean Antal, LDM Enterprises, Box 1347, Cardston, Alberta, Canada T0K 0K0 (ph 403 653-2120).

Two bale-handling arms unfold from bumper to lift any size big round bale into pickup bed.



"The \$265 fork raises to 5 ft. and does the work of forklifts costing \$2,000 or more," says manufacturer.

**TELESCOPING DESIGN DOUBLES
LIFT HEIGHT OF STANDARD 3-PT.**

New Tractor Forklift Uses No Hydraulics

"I got the idea when building standard 3-pt. tractor forklifts for neighboring farmers. They wanted something that would lift higher without the use of hydraulics," says Larry Kooiker, Holland, Mich., who builds and sells an inexpensive no-hydraulic forklift that uses a telescoping design to double the lifting height of a standard 3-pt.

The forklift, which sells for just \$265, uses a pair of #60 roller chains to increase the lift. The chains anchor to the tractor drawbar and are threaded through a pair of sprockets at the top of the forklift frame. The fork slides up and down within the frame.

"It does the work of forklifts that cost \$2,000 or more. Raises up to about 5 ft., high enough to load or unload flatbed trucks and trailers. Because it has no hydraulics, it's easy to mount and dismount," says Kooiker.

The mast of the 3,000-lb. capacity lift is built with 3-in. channel iron. The forks were built with heavy wall 2-in. tubing with welded steel "stiffeners". Four self-greasing 2-in. rollers, which carry the forks up and down the mast, are beveled to the same degree as the structural channel to provide smooth up and down movement. All critical joints are welded with a special alloy rod. "Everyone I've sold them to has



Pair of roller chains, anchored to drawbar and threaded through a pair of sprockets at top of frame, double lifting height of standard 3-pt.

been happy. I'm now looking for distributors," says Kooiker.

For more information, contact: FARM SHOW Followup, Larry Kooiker, 135 Franklin Street, Holland, Mich. 49424 (ph 616 399-8021 or 875-8735).

