

Made It Myself

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Pto-Powered Grinder

"It lets you do heavy-duty grinding that would be difficult to do otherwise," says William Husack, about the pto-powered grinder he uses to sharpen plow shares, chisels, cultivator shovels, axes, and other tools on his Calder, Sask., farm.

The grinder consists of a specially machined coupler that mounts directly on the pto shaft, fastened in place with two set screws. The power of the tractor allows the use of a large 10 or 12-in. dia., 2-in. wide emery stone.

"It lets you do much more than the average grinder. The

cost of a conventional grinder that could do a comparable job would be hard to justify for most farmers," Husack says, adding that he offers complete do-it-yourself plans to build your own grinder. The plans sell for \$10.

Husack says he has to be careful working around the pto shaft. He has designed an emergency safety clip clutch for the grinder but has yet to build it.

Contact: FARM SHOW Followup, William Husack, Box 130, Calder, Sask. SOA OKO (ph 306 742-2122).

Studded Tractor Tires

"We've experienced up to 100% improvement in traction in snow and ice and when pushing manure on slippery concrete feedlot floors," says Kent Hodgson, Hudson, Quebec, pleased with the studs he's been installing in tractor tire lugs.

In addition to increased traction, Hodgson says the studs also reduce wear due to spinning by up to 75%.

"There are different size studs available for different size tires. We buy studs from a local tire dealer for 10 to 20 cents apiece, depending on the size. They can be installed with a ¼-in. drill, using a wooden spacer block to keep penetration to about ½ in., and by using a special air gun for installation. You can also use a large hammer to drive them in.

"We put one stud per lug on our Deere 4640 130 hp. tractor with a dozer blade and got a

50% improvement especially when backing out of a snow pile. We used five studs per lug on an International 886 105 hp. tractor which pushes a rear-mounted 8-ft. snowblower and had a 100% improvement in pushing ability with that tractor.

"An average of about 100 studs per tire is usually enough and, if you install them yourself, the cost need not exceed about \$20 per tire. It's certainly a lot cheaper than purchasing a set of tire chains and much more convenient for road travel, although some states and provinces have banned tire studs. The studs do not impede field work but, if necessary, you can easily remove them with a pair of vice grips and reinstall them later. Studs should be available through most large tire dealers."



V-Shaped Subsoiler

When Gary Moynihan, Fairfax, Iowa, couldn't buy the subsoiler he wanted because the manufacturer quit making the model, he decided to make his own. He built it completely from scratch, except for the shanks, modifying the design and building it heavier than the commercial model.

Mounting the shanks on a 6 by 6-in. toolbar, the entire rig is 12 ft. wide. The 7 shanks are spaced 2 ft. apart and are staggered back in a V-shape to enable the unit to pull easier.

Moynihan mounted the steel shanks on a metal framework that's attached to the toolbar. Angle iron is welded across the top of the parallel arms for extra strength.

Moynihan says there's about 36 in. of ground clearance on the rig and that he can subsoil 20 in. deep. He says, "I designed the subsoiler primarily to break up the badly compacted soil on the end rows of my fields which were hard as asphalt. Yet, I didn't want to disturb the surface trash."

He used the subsoiler on his corn and bean ground last fall and is waiting to see after using it for the first year if yields will increase.

The rig mounts on his IH 1566's 3-pt. hitch. It took about 2½ months and \$1,100 to build.

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Home-built "Farm Crane"

Iowa farmer Harold Peterson, of Larchwood, built a labor-saving crane and mounted it on the back of his ¾-ton International truck to move hay and ear corn, and to perform a variety of other chores around his farm.

Peterson has three different clamp attachments for the crane that'll handle large hay and straw bales, silage and ear corn.

Towing a wagon behind the truck, Peterson can pick up bales, load them into a wagon and then unload them back at the farm — all without leaving the truck cab. He also uses the crane to dig ditches, although he says it doesn't work as well as a backhoe.

The crane, made from square tubing, has a 22-ft. reach, a 1,000-lb. lifting capacity and a 120° pivoting radius. It folds down into the truck bed for transport.

The crane is bolted to the truck bed and is hydraulically powered via the truck's transmission. When needed, Peterson puts stands down to support the truck while the crane lifts heavy objects.

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