8-Row "Offset" Corn Head Built From Two Used 4-Row Heads

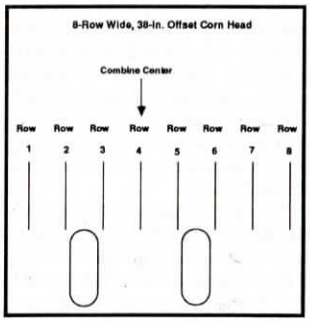
"You have to take a second look when you first see it, but it works great," says custom combiner Wayne Meerdink, Orange City, Iowa, who merged two used Deere 4-row corn heads to build an 8-row 38-in. offset corn head for his Deere 7720 Titan II combine.

Two of the head's row units are positioned beyond the left tire and three rows are beyond the right tire. The 24.5 by 32 tires are set 120 in. apart, allowing Meerdink to straddle three rows.

Meerdink custom harvests 1,100 acres for a customer who plants with an 8-row 38-in. planter. "I had been combining with a 4-row corn head but it was too small for this combine. To keep the machine full I had to drive so fast that the customer complained I was knocking ears off the stalks. Also, I was ruining combine tires by driving them on top of corn stalks, and I wanted to keep the combine tires off my own farm's 30-in. rows. However, Deere doesn't offer an offset corn head so I decided to build my own."

Meerdink removed one row unit from one of the heads and centered the three remaining row units with the throat of the feederhouse. He cut up the second head, adding two row units to the left side of the first head and put the three remaining row units to the right side, double splicing the header frame on the right side.

Next he reinforced the entire main frame with angle braces at the rear and underneath. He also built new drive shafts for



the row units. "The most difficult part of the whole project was lengthening the feeder auger on the header," says Meerdink. "Because the head was offset, the auger is longer on the right side than on the left side. If I did it over I'd build the auger from scratch without splicing because it's hard to keep the spliced auger from wobbling.

"One benefit of this offset head is that the left outside row is 57 in. closer to the cab than it is on a conventional 8-row combine. That means there's more room for the tractor and grain cart while unloading on-the-go and also while opening fields. I can go into a corner, back away, and make a quick right hand turn without knocking down much corn."

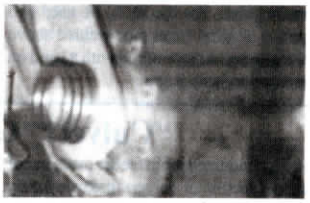
Contact: FARM SHOW Followup, Wayne Meerdink, Rt. 1, Box 56, Orange City, Iowa 51041 (ph 712 722-1077).

"Dirt-Tight" Seal For Double Disc Openers

"Anyone who's got a Deere or Case/IH planter or drill equipped with double disc openers understands the need for my new bellows-type grease seal that keeps dirt out and grease in," says Elmer Biss, Elbow Lake, Minn., farmer-manufacturer of the new add-on seal.

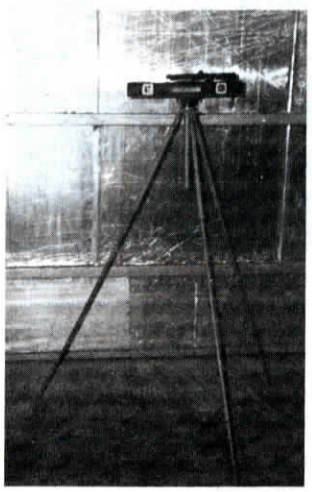
Biss says existing rubber seals don't do a good enough job keeping dirt from working its way up into the bearing. His new bellows-type neoprene seal adheres to the disc, tightly sealing it.

To install, you simply take plug out of disc hub, unscrew disc, slip seal on casting, and screw disc back on. Biss is making two sizes to fit Deere and IH



drills, but he can custom-fit other models. Sells for $1.85 apiece. He's looking for dealers.

For more information, contact: FARM SHOW Followup, Elmer Biss, Bi-Seal Products, P.O. Box 1084, Elbow Lake, Minn. 56531 (ph 218 685-4829).



"Rifle Scope" Transit

A .22 rifle scope, mounted on top of a 2 ft. level that swivels on a tripod, makes an inexpensive transit that works great for grading ditches, field tile, terraces and building foundations, says Wesley Evans, Raleigh, Ill.

Three 4-ft. long, 3/8-in. dia. electric fence posts fit inside three 1-ft. long, 1/2-in. dia. pipes to form the tripod.

"I got the idea for the transit from an article about a similar home-built transit. However, the rifle scope and level on that transit were mounted on a ladder instead of a tripod, and the scope didn't swivel. My transit disassembles into four pieces for easy transport and the scope swivels 360°," says Evans.

Plastic tie straps secure the level to a bearing flange that's attached to a bearing mounted on a 1-in. dia., 1-ft. long shaft at the top of the tripod. The shaft is welded to a sprocket along with three bolts. The three 1/2-in. dia. pipes that make up the top of the tripod each have a nut inside one end. Evans screws the pipes onto the bolts until all three legs are level. "I can quickly remove the scope and level by untying the plastic straps, and slip off all three legs for transport. It takes only five minutes to reassemble ," notes Evans.

To build a sight stick, he nailed a steel tape from a broken tape measure to an 8-ft. long, 2 by 2 board.

Contact: FARM SHOW Followup, Wesley Evans, RR 1, Raleigh, Ill. 62977 (ph 618 268-6348).

"Super Six" Big Bale Bus

"It loads and unloads six round bales at once," says Robert Keep, Punnichy, Sask., about the self-propelled "Super Six" big bale bus he and neighbor Eugene Sich built out of an old 1968 66-passenger Dodge school bus.

Keep and Sich built the "Super Six" after reading a FARM SHOW article on another self-propelled bale bus made by Scott Miles, of New Richmond, Ind. (Vol. 5, No. 1). "We've used our bale bus for seven years now and it has more than paid for itself, replacing a tractor and front-end loader. It makes picking bales up on-the-go quick and easy, and it makes hauling them more of a pleasure than a chore. It also speeds up bale hauling. We routinely pick bales up in the field traveling 3 to 5 mph without stopping, and we can move six bales down the road at 55 mph. It works so slick that my wife does most of the bale hauling and the kids ride with her," says Keep.

The men built the "bale bus" by removing everything except for the front portion of the bus and the 30 1/2-ft. long frame. They unbolted the rear 2-ft. section of the bus body (the bus was built in 2-ft. sections), moved it forward and rebolted it to the front part of the body to form a cab. They then mounted the bale-moving conveyor chain and rails from an old pull-type bale wagon on the rear frame. The chain is powered by a hydraulic motor. Next they installed a 4 by 8-in. hydraulic cylinder to power the home-built bale pickup arm, which is equipped with two 5 1/2-ft. long prongs spaced 4 ft. apart. The prongs, made from 3 1/2-in. oil drilling pipe, are tapered upward to cradle the bale. A bale guide which consists of a 4-in. wide length of flat iron runs from the front bumper to the rear of the cab to guide bales onto the pickup arm. They also built a dual muffler and rerouted it above the cab to keep chaff from landing on the muffler and catching fire.

A 3-ft. high, 5-ft. long railing mounted opposite the hydraulic arm keeps bales from falling off the other side of the frame as they're loaded.

"We haul a single row of bales, but by widening the frame and installing a double set of tracks and conveyor chains we could haul a double row of bales," notes Keep. "Our hydraulic arm has enough power to throw bales to a second track so we wouldn't need a second hydraulic arm. The first row of bales would act as a bumper for bales coming off the lift arm.

"If we could do it over again, we'd move the track and conveyor chain back 2 ft. from the cab to provide extra carrying room. If we hit rough ground when carrying six bales we sometimes lose the rear one."

Keep says he and Sich spent about $5,000 to build the bale bus.

Contact: FARM SHOW Followup, Robert Keep, Box 43, Punnichy, Sask., Canada S0A 3C0 (ph 306 835-2880).

Engine Lift Hook

"It works like an old-fashioned ice tong," says Dennis McGuire who designed a simple engine lift hook that "bites" into the exhaust ports.

"It'll handle up to 600 lbs. and requires no bolts to secure it to the engine," says McGuire.

The hardened steel hooks, about 1 ft. long, are affixed to a 21 in. long piece of 5/16 in. high strength steel chain.

McGuire sells the handy lift hook for $35, plus $2.50 for shipping.

Contact: FARM SHOW Followup, McGuire's Shop, Box 165, Hogeland, Mont. 59529 (ph 406 379-2676).