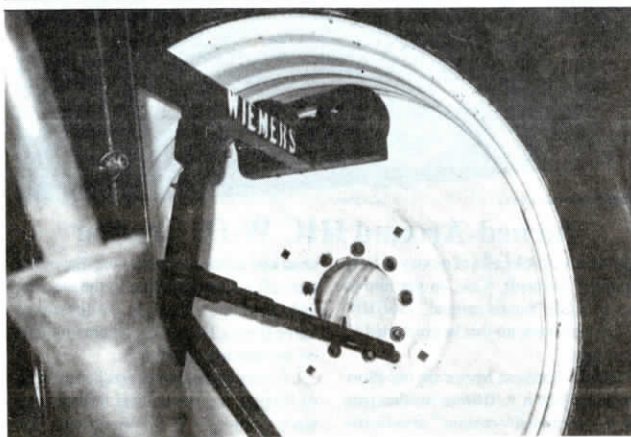


Made It Myself

(Continued from previous page)



3-Pt. Mounted Dual Changer

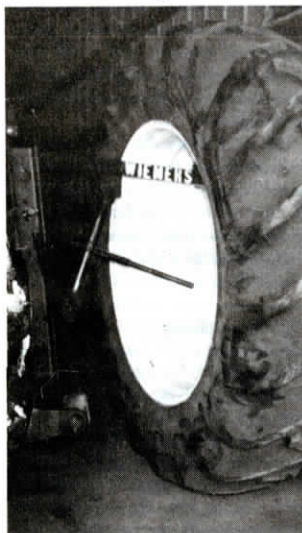
"I was looking for a one-man dual wheel handler that would eliminate the need to manhandle duals," says Gene Wiemers, Melbourne, Iowa.

"The ones available on the market fit on the front-end loader. The problem with them is that you can't see the wheel hub from the tractor seat. There are others that fit on a skid steer loader that have better visibility but you shouldn't get out of a skid steer seat with the loader up because you could hit the controls and let the loader down on yourself.

"I finally got the idea of mounting it on a 3-pt. hitch. I can pick up the wheel from storage and see where I'm going when I go to mount it on the tractor. The small wheels on the lift, which ride inside the rim, let me rotate the wheel making it easy to align the bolts. The ratchet handle attached to the linkage lets me swing the wheel back and forth slightly.

"Now I can get the wheel so it almost lines up and then climb off the tractor to line up bolt holes.

"I used miscellaneous angle iron and steel tubing to make the unit and bought the small wheels."



Contact: FARM SHOW Followup, Gene Wiemers, Wiemers Farms Inc., Melbourne, Iowa 50162 (ph 515 482-3238).



Deere Combine Makes Great "High Clearance" Sprayer

"I converted my 1973 Deere 6600 into a high clearance row crop sprayer by mounting tractor wheels on front and combine drive wheels on back. The extra ground clearance works great for applying postemergence herbicides," says Nile Schumm, Manito, Ill.

Schumm stripped the combine to the frame from the grain tank on back, leaving the 329 cu. in. gas engine and variable speed gear drive transmission in its original position. He used a pair of 6-in. I-beams to beef up the frame and mounted a 750-gal. stainless steel tank behind the cab. A belt-driven spray pump mounted next to the tank is driven by the combine's main separator drive. He mounted used 18.4 by 42 rear tractor tires on front and 14.9 by 26 combine drive tires on back.

"It gives a low-cost sprayer that I can use for both preplant and postemergence herbicides," says Schumm. "I grow seed corn and sometimes need to apply postemergence herbicides later in the season than I would with conventional corn. I can raise the boom up to 42 in. high. When applying preplant herbicides early in the spring, I put duals on front to reduce soil compaction on my no-till fields.

"We can spray at about 9 mph and cover 50 acres in an hour. I used it to spray 2,500 acres last year with no problems. One day I sprayed 300 acres in only 10 hours over four fields that were spread quite far apart.

"My only expenses were \$6,100 for used tires and a new 67-ft. Blumhardt

boom. A new spray rig of comparable capacity would cost up to \$10,000."

Fitting the tractor wheels to the combine was tricky. The combine wheel hubs had an 8-bolt pattern, but the tractor wheels had a 10-bolt pattern. To solve the problem he had Unverferth Mfg., Kalida, Ohio (ph 800 322-6301) beef up and modify the wheels with a matching bolt pattern. Wheel spacing front and back is 120 in., allowing Schumm to straddle three 38-in. rows or four 30-in. rows.

He used steel tubing to build a 17-ft. wide center framework to support the 5-section boom. The feederhouse cylinders raise and lower the boom. He used lengths of 3 1/2-in. and 4-in. dia. steel pipe to build a mast that keeps the boom in line whenever it's raised or lowered. Spring-loaded wings at each end of the boom flex backward if they hit an obstacle. Schumm can manually fold the boom back against the sides of the combine in less than 5 min. Cylinders at each end of the boom tilt the wings upward on hillsides or ditch banks.

A chemical inductor tank is mounted next to the spray tank and a clean water tank is mounted on back of the frame. "I use the clean water for washing my hands and also to flush out the spray boom," says Schumm.

Contact: FARM SHOW Followup, Nile Schumm, 6594 Jacobs Road, Manito, Ill. 61546 (ph 309 968-6353).

Crop Sprayer Built From Pair Of Old Combines

"It offers great visibility and lets us cover acres fast. My father and I wish we had built it a long time ago," says Fulton, Mich., farmer Paul Miller about the self-propelled sprayer he and his father Maurice built out of two old combines, a Ford 611 and an Oliver 525.

They stripped away everything but the running gear and 4-speed transmission on the Ford combine and mounted the Oliver cab, engine, and platform on it. The engine belt-drives the Ford transmission. A 300-gal. spray tank mounts behind the engine. A 25-ft. boom mounts in front. It's supported by the header lift arms off another old self-propelled combine and is raised or lowered by a hydraulic cylinder. The sprayer uses the Oliver's power steering system.

"It's a low budget sprayer. We built it two years ago and spent only about \$1,000," says Miller. "I had been using an old pull-type sprayer that dad bought 30

years ago. However, it was getting worn out and I didn't want to spend \$7,000 for a new commercial sprayer.

"The boom covers eight 38-in. rows. It's right in front of me so I can easily see if the nozzles are working. The cab keeps chemicals off me and the air always stays fresh inside because the fan draws air from the top of the cab. The cab also has a heater which comes in handy on cold spring days.

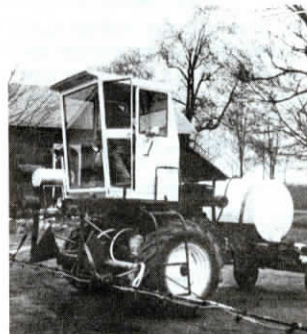
"The sprayer's rotary diaphragm pump is powered by a hydraulic motor that's driven by a hydraulic pump off the engine crankshaft. The pump also drives the power steering and the cylinder that raises or lowers the boom.

"I really like the power steering but I have to watch it because it steers so easy that if I'm not watching closely I can run over the crop. The Ford combine's steering axle wasn't quite wide enough for my 38-in. rows. To solve the problem I cut

the centers out of wide 'mudder' 1/2-ton Ford pickup wheels and lathed them down, then welded them inside Chevrolet Corvair car wheels. It added about 4 in. on each side of the axle. If I could do it over I'd use the steering axle from a Gleaner combine because it's wider than the Ford's steering axle."

Miller bolted square tubing to the front of the combine frame, then bolted the lift arms to the tubing. He used 3/4-in. dia. steel pipe to make the 3-section boom which folds manually. The nozzles are off an old Century sprayer. They hook over the pipe and can be positioned anywhere along the boom.

He used a beer keg to make his own foam marker system. Air is supplied to the keg by an air pollution control pump salvaged from an old Ford Escort. The pump is belt-driven off the engine. He teed a 3/4-in. dia. pipe off the top of the keg and mounted a pair of electric sole-



noid valves on it to control flow of foam to either end of boom. "The cheapest foam marker I could find on the market cost \$600 to \$800. I spent only \$120 for the two solenoid valves," says Miller.

Contact: FARM SHOW Followup, Paul Miller, 164 R. Dr. So., Fulton, Mich. 49052 (ph 616 729-9252).