(Continued From Cover Page)

combine. The front axle of a 6-WD military vehicle is mounted directly under the engine. He used 12-in. channel iron to build a rectangular frame which supports the engine and cab and bolts to the baler in place of the tongue. The combine's fuel tank is mounted in front of the baler. A reduction gearbox from a Wetmore hammer mill slows down the engine and reverses its direction of rotation to match the pto shaft. He mounted a hydrostatic motor on the transmission and a hydraulic pump on the engine to operate the baler's pickup and gate.

Doepel "self-propelled" the square baler using a 4-cylinder, 50-hp diesel engine removed from an air compressor, a cab off an old International 403 combine, the drive system out of a forklift, the steering column from a self-propelled forage cutter, and a hammermill gear reduction box. He installed a swivel seat and air conditioner in the cab. Two narrow-mounted front wheels steer the rig.

"We baled 35,000 bales with the square baler last summer without any major problems," says Doepel. "One afternoon, we baled 814 bales of wheat hay in 2 1/2 hours. We can bale a little faster than with a pull-type baler because the hydrostatic transmission lets us use the exact speed needed. One of the machine's big advantages is its ability to make sharp turns. We can run right up to the end of the row and turn 180 degrees with no problems. We plan to switch to a single tire in front. We've found that with two tires one can be on a hump while the other tire spins free."

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May-June, 1989

Here's Another Home-Built Self-Propelled Baler

Melvin Markes, Waukomis, Okla., combined an Allis-Chalmers pull-type baler and components from a junked out Massey 410 combine to build a self-propelled square baler.

"It's much faster than baling with a tractor and baler and it makes fuller, more uniform bales. I could never get pull-type balers to run at the right speed for my windrows. The baler either went too fast or too slow. With hydrostatic drive I can vary the speed according to windrow width to keep the baler full all the time. It also frees up a tractor and visibility is great because the operator sits right alongside the baler. I can see the windrow without constantly turning around, and I can see how much baling wire is left without getting off the seat," says Markes, a retired commercial hay grower.

Markes lengthened the baler's axle by welding a truck rear axle onto it and then moved the wheel to the outside of the bale chamber. He removed and shortened the combine's rear axle and installed it as the front axle of the self-propelled baler. He removed the 292 6-cylinder engine from the Massey combine, and a radiator from a Gleaner combine, and installed them behind the rear axle on the new baler. He also installed the Massey combine's hydraulic and power steering systems on the baler as well as a new variable displacement pump and hydrostatic motor. A gear reduction box slows down the hydrostatic motor.

To drive the baler, he ran a belt-driven pto shaft under the baler from the engine to the flywheel, which is belt-driven by the output end of the shaft. The operator platform was built from channel iron and is fitted with the Massey combine's ladder. He also built a rack on the left side of the baler to carry baling wire.

The baler can be quickly removed and converted back to a pull-type, if needed, since it's not modified in any way. The original pto shaft and tongue were simply unbolted and removed.

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HOOK THEM TO YOUR RIDING MOWER OR ATV

Tow-Behind "Engine-Powered" Mower

A new tow-behind "engine-powered" mower, pulled alone or in tandem behind your riding mower or ATV, lets one person cut two or three times more grass.

The mowers can be pulled with an offset hitch that lets you pull one or more mowers behind your riding mower. Or, you can install a straight hitch between the ATV and one mower, then hook another mower to the first one using an offset hitch hooked to the rear corner of the mower.

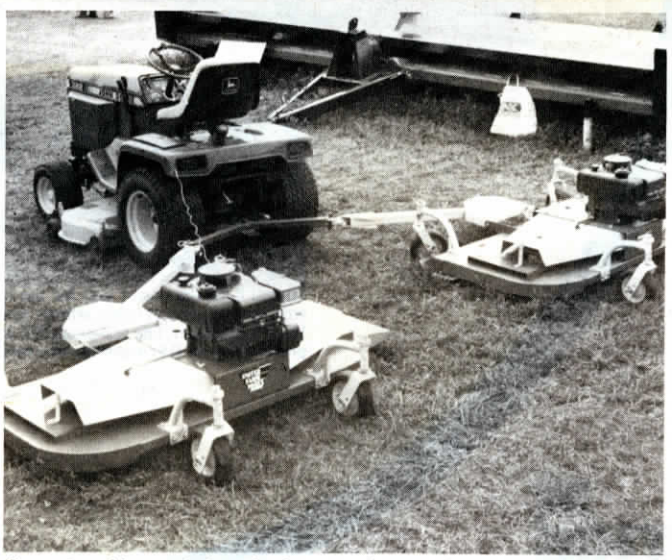
The mowers are fitted with their own engines, four gauge wheels, and are available in 48- and 60-in. cutting widths.

"You can buy three engine-powered mowers for the price of one riding lawn mower. If you buy just one to tow behind your riding mower, you'll double your cutting width for $1,500 compared to spending $5,000 for a new riding mower. One 50-in. riding mower pulling a 60-in. engine-powered mower cuts an 8 ft., 11 in. swath, allowing for 3 in. overlap. You can cut 5 acres per hour with a 50-in. riding mower pulling one 60-in. mower, and 6 1/2 acres per hour when you pull two 60-in. mowers."

Adams, who operates a lawn care business, mows nearly a dozen yards in two local towns. Previously he used three riding mowers - two 60-in. models and a 50-in. model. Now he tows two 60-in. mowers behind the 50-in. riding mower and cuts as much grass by himself as three men did before.

The mowers go underneath shrubs and trees with no problem, making it easy to trim around trees and low-growing plants, says Adams.

The 4-ft. wide model is powered by an 8 hp Briggs & Stratton engine and the 5-ft. model has an 11 hp Briggs & Stratton engine. The engines are available with a choice of electric or recoil start. The mower's front two gauge wheels provide free-turning action. The two rear wheels are stationary. Wheels adjust to eight different positions to provide cutting heights from 1 to 5 in. The mower deck weighs 390 lbs. The offset hitches swing up out of the way for transport, allowing you to snap a triangle-shaped transport hitch for direct center pulling. "The mower's front wheels swivel, but the rear wheels remain rigid, so when the mowers are hooked together in line you have a two-wheel trailer you can drive or back in anyplace," notes Adams. A Deere riding lawn mower and two mowers hooked together in line by a travel hitch fit nicely on a 16 ft. trailer, he adds.



One or two of the new independently-powered mower decks can be towed behind a riding mower with the company's specially-built tow-behind hitch system.

The mowers, which are shipped disassembled, sell for $1,579 with a straight hitch, and $1,654 with an offset hitch.

For more information, contact: FARM SHOW Followup, Adams Enterprises, 417 Dietz St., Marengo, Ill. 60152 (ph 815 568-8897).