

Modification Kit For Goliath Unloaders

If you own a Harvestore silo equipped with a Goliath unloader, you'll be interested in a capacity-boosting modification kit invented by Kansas farmer and Harvestore owner Eddie Finger, of Powhattan.

"It'll boost delivery capacity of your Goliath unloader 50 to 100%, reduce torque and make operation of the unloader much smoother. What's more, the modification isn't expensive and you can install it yourself in less than a half day," Finger told FARM SHOW.

Here's the problem, and how he discovered and solved it:

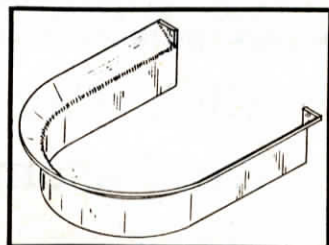
The Problem: Limited discharge capacity, caused by the size and shape of the factory-installed discharge opening. "I made this eye-opening discovery in Feb., 1982 when my 20 by 60 Harvestore Goliath unloader chain hooked a section of

floor and pulled it up so the cutter arm couldn't make a complete rotation. The structure was nearly empty but, to get it completely cleaned out, I had to crawl inside and shovel a small pile of haylage into the cutter arm. Once inside, while watching the cutter arm move material to the center discharge hole, I noticed that only about 50% of the loosened material falls into the discharge hole. The rest bypasses to be piled behind the cutter arm, or it rotates on around to put pressure on the cutter chain. Consequently, the cutting chain is constantly trying to dig new feed loose and, at the same time, has to carry around already loosened feed."

The Solution: "I reshaped the center feed discharge hole so it has a beveled rather than a straight edge. The beveled edge works like a funnel, allowing a much greater amount of



Beveled edge of re-shaped discharge hole allows 50 to 100% more feed to unload on each revolution of cutting chain.



loosened feed to fall directly into the space between the drag chain paddles and tunnel wall. With this modification, 75 to 100% of the feed cut loose by the cutting chain on each revolution enters and falls through the discharge hole.

"Since making the modification, I only use two V-belts to drive the unloader, instead of four, and get 50 to 100% more discharge capacity, depending on the type of feed being unloaded. Feed comes out in a steady flow, with feed in every conveyor paddle rather than hit and miss as before. The moisture content of hay-

lage isn't as critical as it used to be," Finger points out.

Finger is offering a ready-made kit which includes the necessary hardware, a template for making a replacement feed discharge hopper with beveled edge, and installation instructions.

Cost of the "kit" is approximately \$200 for 20-ft. dia. Harvestores, and \$225 for 25-ft. dia. structures.

For more information, contact: FARM SHOW Followup, Eddie Finger, Rt. 1, Powhattan, Kan. 66527 (ph 913 474-3424).

SLING DESIGN MAKES FOR AN EASY RIDE

New 'Rumble Seat' For Pickups

One of the biggest drawbacks to owning a pickup is that there's no back seat, say the inventors of a new add-on "rumble seat" that mounts just behind the cab.

When not in use, the cloth seat invented by Steven Fry and Rod Staf-

ford, Orange, Cal. stores in a bag behind the seat. When needed, it installs in seconds."

Twin telescoping steel spars attach to mini tie-downs located on the upper rails and wheel wells, creating a strong rigid frame for the seat. "The

low slung seat is very comfortable. It's made from extremely durable packcloth that'll last for years so you can move it from pickup to pickup," says Fry.

The seat comes complete with seat belts that clip into place and is available in black, blue, bronze, and red. A seat for a full-size truck sells for \$239. A mini-size pickup seat sells for \$219.

For more information, contact: FARM SHOW Followup, Fryford, Corporation, 982 North Batavia, Unit B-12, Orange, Calif. 92667 (ph 714 771-8592).



Seat attaches in seconds to pickup box.

FIRST EFFORT OF ITS KIND

Farm Group's Tractor Survey Exposes 'Lemons'

Australian farmers are enthusiastic about a new tractor owner's survey put together by an Australian farm group that contains detailed performance and reliability reports on nearly every tractor over 100 hp. built since 1973.

Although published in Australia, the survey covers most tractors sold in the U.S. and Canada and includes only one or two models not available here.

The survey is unique in that in-depth personal interviews were conducted with nearly 700 farmers, each answering pages of detailed questions about their particular tractor. The survey covers some 15 brands and more than 50 different models of both 2-WD and 4-WD tractors. The survey took more than 12 months to complete by six retired farmers who were hired to conduct the surveys. The results have been compiled in a book that is now for sale.

The book contains summarized re-

sults which detail overall problems as well as specific reports on each tractor model. Individual reports contain excerpts from the survey on both strong and weak points of particular models. Wherever possible, the reports contain direct responses from manufacturers.

Barry Whittington, chairman of the board of the Kondinin Farm Improvement Group, which put the survey together, says the book is gaining widespread acceptance. "It helps farmers pinpoint specific problems that may be common to their tractors so they can watch for them and take preventive steps. Most manufacturers were cooperative so we worked closely with them to find solutions to the most common equipment defects."

The survey breaks each tractor down into specific categories such as the engine, cooling system, lubrication, fuel system, electric system, power train, steering, wheels, hy-

draulics, cab, and dealer service.

"The survey revealed that every brand and model has at least one major reliability problem. Once you find out about it, you ought to keep in touch with your dealer, who will probably hear from the manufacturer as to how to handle it," notes Whittington.

The farm group's main aim in publishing the survey — besides identifying "lemon" tractors — was to make manufacturers and dealers aware of problems occurring in the field.

One of the most interesting sections in the book is on preventive maintenance. Whittington himself spent a day or two in each of several different tractor dealerships walking through problems with mechanics on certain models of tractors. The sections detail problems with each tractor model and give suggestions from dealer mechanics on how to deal with them.

"It took quite a bit of persuasion to get dealers to understand that it's in their own best interests to help farmers avoid major problems with tractors that require special care or have manufacturing defects," says Whittington.

On International 986 tractors, for instance, the report lists 19 specific maintenance items that should be

checked or performed regularly. For example, the report says that if not replaced regularly, seals on turbo charger bearings can let oil through, resulting in high oil consumption. Also, it says the clutch assembly should be checked regularly since the drive spline wears on the pressure plate. Failure to do so could lead to failure of the T.A. due to double shifting as engine rpm's increase on take-off.

Whittington says the tractor survey is the second equipment survey the group has taken. Two years ago it published a comprehensive look at combines. The tractor survey cost about \$100,000 to put together, which the group hopes to recover from sales of the book.

Whittington says he's willing to help U.S. and Canada farm groups put together similar equipment surveys.

United Grain Growers in Canada plans to sell copies of the tractor survey for about \$30. For more information, contact: FARM SHOW Followup, U.G.G. Farmers Library, P.O. Box 6600, Winnipeg, Manitoba, Canada R3C 3A5 (ph 204 944-5624).

For information on the Kondinin farm group, contact: FARM SHOW Followup, K.D.F.I.G., 239 Adelaide Terrace, Perth, 6000 Australia.