



Manure Prop Keeps Lagoon Liquid

A home-built manure prop keeps Bob Hoffman's lagoon liquified on his farm near Merrill, Iowa.

The 22-ft. long prop shaft mounts on a length of 3-in. sq. tubing riding on a chassis fitted with two small steel wheels. A pto shaft from an old Case combine drives the prop shaft which is made out of 1 1/4-in. dia. steel pipe mounted on four

bearings.

Hoffman fashioned the prop itself out of three pieces of 10-in. wide 3/8-in. thick plate steel. The prop is 22 in. in dia. Requires at least a 60 hp. tractor with a 540 pto.

Contact: FARM SHOW Followup, Bob Hoffman, Rt. 1, Box 73, Merrill, Iowa 51038 (ph 712 938-2593).



Crop Sprayer Built From Deere Combine

"We've used it for two years with no problems," says John C. Nelson, Veblen, S. Dak., about the crop sprayer he built out of an old Deere 95 combine.

"My primary goal in converting the combine was to get higher up for better visibility and to get away from sprayer drift and fumes.

"I stripped the combine down to the angle iron frame, which was reinforced with 2 by 4 by 3/8-in. tubing. The motor was lowered and moved back. The variable speed drive had to be moved up so that it would work properly.

"A 300 gal. tank was installed in front of the motor, as far front as possible. A 7-roller pump runs off the pulley that ran the unloading auger. It's engaged by a cable which I attached to the concave adjusting lever. Orbit steering was installed and is powered by the power steering pump.

"I made a 60-ft. self-leveling boom, which was attached in front of the drive wheels. Height is controlled by the platform cylinders. It has a 6-ft. break-away

section on each end and the two outer sections fold back for transporting. The middle section is 14 ft. wide. A manual control in the cab controls the 3-section boom.

"I usually spray in 4th gear at about 6 1/2 mph. The roller pump runs at about 860 rpm's so it has volume enough to put on 20 gal. of water per acre at that speed.

"If I were to do it again I'd start with a hydrostatic drive combine since the hardest part was getting the variable speed drive properly positioned and braced.

"The sprayer has worked well for two years. It needs a better fan in the cab, since it gets a little warm, and we should extend the boom to 72 ft. That would work better since we use a 24-ft. drill for seeding small grains and soybeans.

"We spent a total of \$1,860 on the sprayer, not counting labor and welding rods."

Contact: FARM SHOW Followup, John C. Nelson, Rt. 1, Box 163, Veblen, S. Dak. 57270 (ph 605 738-2269).

Old Tire Mineral Feeder

You'll like this dandy mineral feeder designed and built by Arkansas rancher Larry Zenz who also uses the feeder to provide salt to cattle.

Zenz says using tires makes the feeder more durable than most feeders on the market. To build it he filled the bottom tire with concrete, sticking a 1 1/2-in. dia. galvanized pipe down into the center of it. Then he bolted a piece of plywood to the back side of an extra-wide pickup tire and attached it to the galvanized pipe with U-bolts so height can be easily adjusted. Two 8-in. long 2 by 6-in. spacers are fitted to either side of the tire to spread it out for easy access. A piece of tin is bolted to the top of the tire to keep rain out.

Contact: FARM SHOW Followup, Larry Zenz, HC 60, Box 154, Parks, Ark. 72950 (ph 501 577-2677).



Deere Sound Gard Cab Mounted On IH 806 Tractor

"It's much quieter than the tractor's original cab and looks great," says Barry Kapplinger, Kiester, Minn., who mounted the Sound Gard cab from a junked-out 1974 Deere 4430 tractor on his 1967 International 806 tractor.

"The 806 tractor was previously equipped with a Year-Around wide-row cab," says Kapplinger, who operates a Case-IH dealership. "When I switched to narrow rows I had to remove the cab so I could bring the rear wheels in for cultivating. I used the tractor without a cab for the next five years. Then I decided to use the tractor for utility work and I wanted a cab on it again. I wanted to use the cab made for International's 1086 tractor because it's very quiet. However, to make the cab fit I would have had to move the shifting gears, steering column, and seat ahead. By using the Sound Gard cab, the only change I had to make to the tractor was to move the batteries forward. I built my own rubber mounting brackets and used a floor mounting plate made for International tractors. I also added insulation to the floor plates. The last step was to paint the cab red and black."



Kapplinger notes that the tractor is now quieter than the original cab, but not as quiet as a Sound Gard cab mounted on a Deere tractor.

Contact: FARM SHOW Followup, Barry Kapplinger, Kiester Implement, 110 South Main, P.O. Box 249, Kiester, Minn. 56051 (ph 507 294-3387).

He Fills Tractor Tires With Concrete

"They ride rough but I never get flats," says Wyatt Kilgallin, Minerva, Ohio, who eliminated problems with punctures on his Farmall H by filling the front tires with concrete.

Kilgallin says he has a lot of Multiflora rose and other thorny plants on his farm. The tires on his "H" were getting older. He first looked into filling the tires with a commercial poly-type fill, but at an estimated cost of \$150 a tire, decided he had to find another method.

"I cut a 4-in. dia. hole in the sidewall of the tire with a hole saw, laid the tire on a flat surface, and poured in soupy, fine aggregate concrete. I used the smallest gravel I could find so it would be easier to feed concrete in through the hole and added extra water so it would level out inside.

"It dried enough to use in 3 days and was completely set in 30 days. I nailed the round piece I cut out of the sidewall back in place once concrete began to set.

"One benefit is that each concrete-filled tire weighs about 200 lbs. The extra weight helps, especially when bush-hogging, and eliminates the need for front weights. Another benefit of the concrete is that it reinforced the wheels, which were in bad shape. One drawback is that it rides very rough - you really feel it when you hit something. But for low-speed operations there's no problem.

"I think the idea would also work well on rear tractor tires. I've calculated that the weight of a rear tire would be about 1,500 lbs. But I haven't had problems with flats on the rear like I have on the front," says Kilgallin.

He expects the rubber to eventually wear away from the concrete, or for the concrete to start to crumble, but so far he has noticed no deterioration.

Contact: FARM SHOW Followup, Wyatt Kilgallin, 13990 Liberty Church Road, Minerva, Ohio 44657 (ph 216 868-5319).