

# Made It Myself

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## Preplant Tillage Unit

A tillage unit mounted ahead of a modified Deere 7000 6-row planter lets Dennis Katterheinrich, New Knoxville, Ohio, till and plant at the same time.

"The only other trip we make over the field before planting is with a field cultivator," says Katterheinrich, who farms and also operates a repair service. "Most commercial planter-mounted tillage units raise and lower along with the planter. I designed my system so the tillage and planter units can be raised and lowered independently. This is especially useful on corners and point rows, because I can raise the tillage unit and not tear up what's already been planted."

Katterheinrich made the main frame of the unit out of 6 by 6-in. square tubing, and the hitch of 4 by 6-in. tubing. There's one row of 14-in. wide cultipacker wheels, five rows of Danish tines (4-in. shovels spaced every 3 in.) and three rows of spring tines. He used wheels and hubs off the rear axle of a Chevrolet 3/4 ton pickup as transport wheels.

The cultipacker wheels firm the soil 7 in. on each side of the row. Spray nozzles

mounted just behind the cultipacker wheels are fed by a ground-driven pump for easy calibration. Shields attached to the Danish tines allow Katterheinrich to band and incorporate chemicals. The rear-mounted spring tines level soil ahead of the planter.

Katterheinrich locked the planter's wheels in lowered position and welded lift brackets to the planter so it can be raised hydraulically from the tractor. The planter wheels only touch the ground during planting.

Two 200-gal. herbicide tanks mount on top of the hitch, keeping the tractor free of side-mounted tanks. "If the tractor breaks down, I simply pull the pin, unhook hoses, hook up a different tractor and go," says Katterheinrich. "Any tractor with 100 hp or more and two hydraulic outlets will work."

Contact: FARM SHOW Followup, Katterheinrich Repair, Rt. 1, Box 98, Moulton-New Knoxville Rd., New Knoxville, Ohio 45871 (ph 419 753-2817).



## Road Building Land Leveler

"I built this precision land leveler to build up and maintain the 600-ft. road leading into my farm," says Jim Granier, Concord, Calif., who says he first tried using a 3-pt. mounted box scraper and a bulldozer with a 6-ft. blade. "I ended up with a washboard surface that made you sick. I had to come up with something better."

The wheels, axle and support arms on his home-built leveler were salvaged from a 1977 Volkswagen Sirocco. A 3 by 8-in. hydraulic cylinder on either side controls height of the blade. Power is supplied by an electric-driven hydraulic pump that mounts above the scraper blade. "Each hydraulic cylinder is controlled by a push button switch and

an electrically actuated valve. This allows me to raise or tilt the leveler to match contour of the road or land. There are three push buttons. One raises the unit, one lowers the left side and one lowers the right side," says Granier.

The leveler itself is a 6-ft. box scraper which can be easily detached from the frame for use on the tractor's 3-pt. when needed. All other parts, including the hitch, were made from salvaged parts.

"The road I put in is made from crushed volcanic rock. I smooth and level it a couple times a year," says Granier.

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## \$2,000 Home-Built Articulating Loader

After seeing the big price tag on new chore-size tractors, Dennis Katterheinrich, New Knoxville, Ohio, decided to build his own 4-WD loader.

"I spent about \$2,000 for materials, compared to the \$20,000 price tag for a comparable size new machine," says Katterheinrich, who built the loader entirely from scrapyard steel. "There are no specialized parts - I can replace anything by going to an auto parts store or local machinery dealer."

He used truck axles and wheels from a 3/4 ton pickup, narrowing the axles down to a 60-in. width. A Chevrolet 250 6-cylinder engine, coupled to an automatic transmission, supplies power to the axles through a 4:1 chain reduction sprocket. Steering is controlled by two 2 1/2 by 8-in. cylinders. "There's one hydraulic cylinder going from front to rear on each side of the center pivot," says Katterheinrich. "The cylinders are connected by a ball and socket steering knuckle. When you turn the steering wheel, one

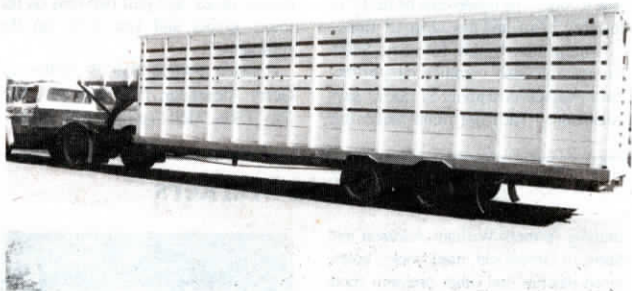
cylinder pushes and the other pulls. The articulated steering makes it easy to maneuver in tight spots."

The hydraulic system was the biggest expense. Pump, valves, hoses and cylinders were all purchased new. The oil reservoir and gas tank mount on either side of the engine to counter-balance each other.

The seat is fastened directly to the hood above the engine, offering the operator a good view. "I plan to make the seat more comfortable by adding better suspension to it," says Katterheinrich.

Two 3 by 24-in. hydraulic cylinders raise and lower the loader, and two 2 1/2 by 18-in. hydraulic cylinders dump the bucket. The bucket and forks quick attach with two safety pins.

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## "2 In 1" Hog Trailer

By Dianne L. Beetler

If you spend too much time hauling small loads of hogs or other animals to market, you might want to take a look at this home-built "2 in 1" hog trailer built by Bill Nelson, Cambridge, Ill.

Nelson got the idea for the trailer after one long 6-week stretch during which he had to make daily trips to market hauling 27 hogs at a time in his small trailer. He decided to turn his 30-ft. Hillsboro 5th-wheel flatbed trailer, which he used to haul implements and other equipment, into a convertible hog trailer.

He built the livestock hauling frame from 1 1/2-in. by 2 1/2-in. steel tubing welded together and covered with 1 by 6 and 1 by 12-in. boards. Except for the

lumber, Nelson had everything he needed to build the trailer on hand, including the endgate from an old truck.

Two interior gates made of wire panels on steel frames divide the trailer into three sections. The livestock hauling frame has its own floor and roof so that it stands alone when it's lifted off the flatbed with bin jacks for storage. The trailer is 6 ft., 6 in. tall, 8 ft. wide and can haul 59 hogs weighing an average of 240 lbs. each. It can also be used to haul cattle. Dual wheels and four axles (counting the pickup) make it legal for use on country roads year around. He pulls the trailer with a 1971 Ford 2-ton truck with a shortened wheelbase.