

Note reworked tail assembly which allows plow to backfurnow right up against fences.

ONLY PLOW ON THE MARKET THAT WILL BACKFURROW RIGHT UP TO A FENCE

“Flex Conversion” For Case 7000 Series Plows

“We incorporate features you can’t get in factory-built moldboard plows, such as being able to backfurnow within an inch or two of a fence,” says Kansas farmer Greg Blanchat, of Harper, who’s doing a booming business converting Case 7000 series rigid frame plows into one of the slickest “flex” plows you ever saw — and for a lot less money than you’d pay for a new factory-made plow.

It all started several years ago when Greg decided he’d trade his old 8-bottom Case 7000 for a new flex plow. “But they wouldn’t give me much of anything for my old plow because of the 7000’s reputation for being too light in the frame. Since it had excellent beams and bottoms, I decided to convert the old rigid plow into a flex unit,” Greg explains. “It has features still not available on any factory-made moldboard plows and cost me less than half the cost of a new plow.”

After converting his own Case 7000, neighbors who saw it in action began placing orders for similar “flex conversions”. Blanchat Mfg. has since converted more than 50 Case plows and hopes to be “tooled up” soon to offer similar conversions for Deere and White rigid frame plows.

The company converts five bottom and larger Case 7000 series rigid frame plows (either on land or in-furrow) into flex plows with anywhere from 8 to 12 bottoms. The conversion involves adding a flex hinge in the rigid frame, adding center flexing tandem wheels, and revamping the rear tail wheel by moving it in behind the plow to allow for backfurnowing within a few inches of a fence.

The reworked “tail wheel” assem-

bly which allows close-up backfurnowing is available on 5 and 6 bottom Case 7000 series plows without adding the “flexing” feature. “In this procedure, we rebuild the tail end so it will backfurnow within an inch or two of a fence. The wheel base is shortened. For example, a six bottom plow will have the same wheelbase as a five bottom plow,” Greg points out.

Another key feature of Blanchat’s flex conversions is that reworked plows can be moved to and from road position right from the driver’s seat by raising the plow as high as it goes.

“If you’re backfurnowing, for example, and get so close you run into the fence, you can pull right away simply by raising the plow all the way up so it automatically swings away from the fence and into road position,” explains Greg.

Blanchat Mfg. sells converted Case 7000 series plows with or without a trade in, and is in the market to buy used Case 7000 series plows. If you already own a Case 7000, you can have it custom converted and get your own plow back, or trade it in on a similar plow that’s already been converted.

A popular conversion involves making original Case 7000 8 bottoms into 9 bottom “flex” units, and redoing the rear tail wheel. The cost for this particular conversion, which Greg says pulls easier than a straight 8 bottom, is right at \$4,500 if you have a used Case 7000 to trade in, and about \$8,100 if not.

For more information, contact: FARM SHOW Followup, Blanchat Mfg., P.O. Box 444, Harper, Kan. 67058 (ph 316 896-7145).



Melius equipped his 13 bottom plow with a rear hydraulic marker that raises and lowers with the plow’s rear wheel.

THIS FARMER DID BY GANGING TWO 7-BOTTOM INTERNATIONAL 700’S

Build Your Own \$20,000 Plow For Only \$1,900?

Here’s one way to build yourself a \$20,000 plow for only \$1,900:

Gang two 7-bottom International 700’s into one big 13-bottom plow — like South Dakota farmer Jim Melius, of Miranda, did, saving about \$18,000 in the process.

Melius combined the two plows by building a heavy-duty floating hinge between the two, and special castor and lift wheels that let him control it.

“I had the older model International 700’s on hand and they were worth practically nothing as trade-ins,” points out Melius, who spent \$1,900 to combine them into a 13-bottom rig that, if purchased new, would cost “right at \$20,000”.

“The hardest part was building the floating hinge between the plows. The hinge mounts at right angles to the main frame of the plows. We had to cut out part of the frames to allow the hinge to flex up and down in rough terrain. We mounted a castor wheel at either end of the plow and a fixed center lift wheel. To transport,

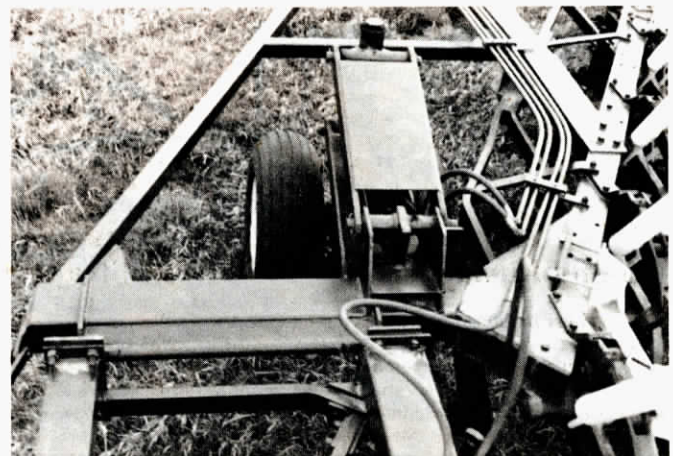
we simply unpin the center wheel and turn it in line with the plow bottoms. It transports at a width of about 11 ft.,” says Melius, noting that he also completely re-did the hitch on the plow. The plow has a rear hydraulic marker that raises and lowers with the rear wheel of the plow.

“The plow is built as strong or stronger than any large plow on the market. We built it stronger than a similarly designed International 12-bottom plow which sells for more than \$20,000,” Melius told FARM SHOW.

The \$1,900 he spent for materials was mostly for steel, hydraulic lines, extra cylinders, and paint.

Melius has used the plow for two seasons, pulling it with an 8640 Deere. “The great thing about it is that it works the way we wanted it to,” he says.

For more information, contact: FARM SHOW Followup, Jim Melius, Box 14, Miranda, S. Dak. 57463 (ph 605 598-4315).



“To transport, we simply unpin the center wheel and turn it in line with the plow bottoms,” says Melius.