"Easy Connect" Male Tip For Hydraulic Hoses

The challenge of trying to find a "damage proof" way to hook up hydraulic hoses under pressure led to the invention of a new male tip that the manufacturer says lets you hook up hoses easily at all times.

Anyone who's ever tried to hook up hydraulic hoses to an implement knows the problem: the male end is tough to couple to the female end because there's still pressure in the male end. You have to release the pressure and it's usually done by forcing the nipple or ball of the male tip open using a hammer or just hitting the tip against a solid surface, squirting oil all over your hands and clothes.

The result can be a damaged valve ball or nipple which may reduce oil flow or make the tip unusable. Also, metal and dirt particles can contaminate the oil, whcih results in more damage to the hydraulic system.

The patented Schumacher "easy connect" male tip is designed to fit into any standard female end. When you push the male into the female end, a pin in the nipple of the male tip pushes against the nipple of the female end until the female end opens completely and bottoms out. As you continue pushing, the pin is pushed backward into the male nipple and opens a pressure relief valve. The pressure on the male side is released and the pressurized oil flows past the pin into the female end. Continued pushing causes the male nipple to open and the bodies to couple.

"Easy connect" tips are designed to fit any standard female end.

"Other systems have valves that remain closed while the bodies couple," says Joe Whitney, S & I Distributing, St. Marys, Ohio. "You can't open the coupler valves until the control valve is opened and the oil flow has started. The valves aren't back pressure safe and tend to lock and close under large volumes. They're also more expensive than our system."

Two different styles are available, one for 1/2-in. dia. pipe thread and the other for a 3/4-in. dia. O-ring. To install either one, simply screw off the old coupling and screw on the new one.

Sells for $7.95 plus S&H.

Contact: FARM SHOW Followup, S.I. Distributing, 03221 Barber-Werner Rd., St. Marys, Ohio 45885 (ph 800 368-7773).

Engine stand allows the Staats to rotate an engine as needed when working on it.

Engine Stand Bolts To Tractor Wheel

Tom and Kevin Staats needed a better way to work on engines after pulling them out of their Case tractors. They were tired of laying them on the floor to make repairs.

So the Danville, Ohio, father and son team got the idea of attaching an engine stand to a rear tractor wheel so they can easily rotate the engine as needed.

"We designed it specifically for big block 451 and 504 cu. in. Case engines weighing 1,500 to 2,000 lbs.," says Tom.

The engine stand consists of a short piece of I-beam and steel plate that runs parallel to the tractor wheel. It welds to a length of sq. steel tubing that bolts to the tractor wheel in four existing wheel weight bolt holes.

The Staats block up the rear axle so the wheel turns freely, letting them rotate the engine. The stand holds the engine out about 3 ft. from the wheel to provide easy access to both sides of the engine.

Since building the stand out of scrap steel a year ago, the Staats have used it to rebuild three engines.

"It's nothing fancy, but we're real pleased with the way it worked out," says Tom.

Contact: FARM SHOW Followup, Tom and Kevin Staats, 28385 Jelloway Rd., Danville, Ohio 43014 (ph 740 599-6584).

Low-Cost Way To Protect Barn Gutters

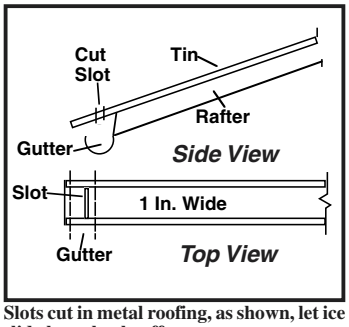
Here's a low-cost way to keep ice from tearing down gutters on metal-roofed livestock barns in winter. It comes to us from George Parsons, an inspector of livestock feeding operations for the Missouri Department of Natural Resources (DNR).

The idea is to run the roofing out over the gutters so ice can slide harmlessly to the ground. But you have to cut slots in the metal roofing so water will fall through in summer.

"On new construction, you can run the roofing tin out past the ends of the rafters and hang the gutter to the rafter under the tin," says Parsons. "Then, cut a 1/2 to 1-in. wide slot in the valleys between the ridges on the tin with a hand-held grinder. Do this in every low spot in every valley. Water will drain through the slot into the gutter and ice will slide out past the gutter.

"On corrugated roofing, it's a little more labor-intensive because you have to drill holes in the valleys between each corrugation.

"The idea works on existing construction, too. You just have to extend the roofing out past the gutters."



Slots cut in metal roofing, as shown, let ice slide harmlessly off.

Gutters, Parson notes, are a cheap, effective way of getting water away from feedlots or other areas where manure builds up. "The less water you have to handle, the easier it is to manage your waste system," he says.

Contact: FARM SHOW Followup, George Parsons, Missouri Department of Natural Resources, 1900 South 71 Hwy., Neosho, Mo. 64850 (ph 417 451-6857).

4-WD Loader Tractor Built From Pickup

"It's ideal for skidding logs, pulling farm wagons, moving small square bales, pushing snow and cleaning out barns," says Albert Prince, who built a loader tractor out of a wrecked 1972 Ford pickup.

The Fillmore, N.Y., farmer got the idea after he rolled the 1972 4-WD pickup. He first cut off the wrecked cab and shortened up the wheelbase to 6-ft.

"Moving the rear axle forward was the hardest part because I was working alone and had to move the axle and weld at the same time," he says.

Prince bought commercial loader arms and built two sets of mounting brackets. The first set holds the arms 3 ft. apart which is ideal for cleaning barns, while the second set is 7 ft. wide and ideal for clearing snow, he says.

He mounted a 1,500-lb. winch equipped with 30 ft. of cable on the rear to use for skidding logs. It runs off a pto shaft out of the transmission.

Prince used commercial arms on the loader, which is equipped with a rear-mounted winch.

The operator's seat, which is out of a 1982 Nissan car, is adjustable forward and backward, and a home-built 2 1/2-gal. gas tank mounted on top of the engine gravity-feeds fuel into the motor.

Out-of-pocket expense was about $200.

Contact: FARM SHOW Followup, Albert Prince, 7643 Higgins Creek Road, Fillmore, N.Y. 14735 (ph 716 567-8677).

Falcons Defeat Crop-Eating Birds

The hottest new way to scare off crop-eating birds is using live falcons. The idea is also catching on at airports which have to get birds out of the line of flight of planes.

Tom Stephan of Ramona, California, trains hunting falcons and hires out his birds to growers. Just the sight of a falcon will scare starlings and other pest birds away, even if the falcon is soaring high above them. Stephan trains his birds to fly high so they're able to scare birds from a large area. The guard falcons don't have to attack the birds. Just the sight of them is enough to be effective.

Stephan trains his birds with a helium-filled balloon filled with bait for the falcons. He increases the height of the balloon each training session until it floats as high as 1,000 ft. A falcon that high can be seen by birds from miles around.

Another method for protecting cropland is to erect a series of tall poles and train the falcons to fly from pole to pole. As they make the circuit, pest birds all along the route are scared away. **(Excerpted from Capital Press)**

"Wedge Kit" Lifts Headers On Deere Combines

"With tire size increasing over the past 20 years or so, headers on some combines have been tipping forward farther and farther, up to 30 degrees in some cases," says Carl Vande Weerd, Vande Weerd Combine, who developed a new "wedge kit" for Deere combines that tilts the head backward approximately 7 degrees so that stalk rollers run flatter.

This prevents corn from rolling down and out of the head and improves feeding from the corn head auger to the feeder house chain.

It consists of a metal wedge assembly that bolts onto the head, 2 pto shaft assemblies approximately 3 ft. long to realign hook-ups after the head is moved forward, and bearings, bearing holders and hangers to support the shafts.

The main mechanical modification required is cutting down the hex driveshaft on the header, in some cases by as much as 3 ft., Vande Weerd says. Two holes also need to be drilled per side for mounting the bearing holders. Vande Weerd says installation should take only a couple hours.

Designed for all Deere combines, with 6-row (30-in.) and larger heads, 1978 to present.

Sells for $750.

Contact: FARM SHOW Followup, Vande Weerd Combine Inc., 2553 320th St., Rock Valley, Iowa 51247 (ph 800 831-4814; fax 712 476-5410).