

"Straw Boss" Distributes Chaff And Straw Together

Thanks to the new Straw Boss from Love Industries, International Axial Flow combines can be equipped to spread chaff and straw together for better distribution of crop residues.

"By adding the Straw Boss so chaff 'rides out' with the straw you get a 40% reduction in peak residue concentration," explains Steve Shoemaker, company sales manager.

The kit retrofits the Axial Flow's original straw spreaders, using many of the original parts. Key to the system is an aluminum chaff conveying pan added to the end of the shoe which moves with the sieve to carry

chaff to the straw spreaders.

The existing straw spreaders are lowered 15-in. The same bearings and cones are used but larger platters with longer paddles are used, and the spreader is speeded up by using a different sized pulley. Using the larger platter and paddles prevents material from falling between the two spreaders, says Shoemaker.

The kit sells for about \$700 and takes about 3 hrs. to install.

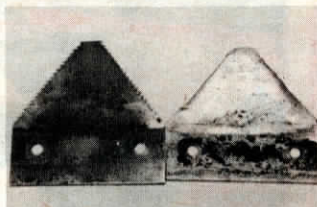
For more information, contact: FARM SHOW Followup, J.E. Love Co., Garfield, Wash. 99130 (ph 509 635-1321).

Tungsten Steel Sickle Sections Catch On Fast

More than 300,000 tungsten steel sickle sections have already been sold by a Kansas manufacturer who introduced the new long-wearing product last year.

Don Smith, president of Colby Manufacturing, says the new sections last 2 to 5 times as long as chromed sections. The company has developed a process of using tungsten carbide for hardsurfacing. The tungsten is simply applied to the top of the serrations. This allows the underside of the section to wear on the guards, resulting in self-sharpening of the teeth as they wear.

One customer, Robert McDaniel, a custom swather from Felt, Okla., used the sections last season. "My New Holland swather has two sickles, one running on each side. I placed chrome sections on one sickle and Colby tungsten sections on the other. I replaced the chrome sections after 300 acres and the Colby sections were still sharp after 1,500 acres."



The tungsten section, on left, and the chrome section, right, have both worked the same number of acres.

The new tungsten sections sell for about 10% more than chrome sections. They're ordered in lots of 100 starting at \$1.15 apiece and going down to \$.85 apiece, depending on quantity ordered.

Contact: FARM SHOW Followup, Colby Manufacturing Co., 510 East Pine Street, P.O. Box 594, Colby, Kan. 67701 (ph toll-free 800-262-5267 or, in Kansas, 913 462-8244).

Book Tells How To Adjust TR Combines

"Some of my recommendations are opposite of what the Owner's Manual tells you," says Harry Weeks, Plain City, Ohio, farmer-inventor who's written a 21 page book covering his tips for adjusting New Holland TR series rotary combines.

The book discusses rotor speed settings, concave settings, modifying fans, updating the clean grain elevator and respacing deflectors.

"On all TR's in all conditions, the concaves must be square to the rotor

... Part of the thumping that owners complain about comes from the concaves being set in a wedge shape, with the inside being down and the outside, next to the doors, being up," says Weeks in his discussion of concave settings.

The book sells for \$13.50. Contact: FARM SHOW Followup, Harry Weeks, J & H Machine, 7225 Kile Road, Plain City, Ohio 43064 (ph 614 873-5452).

Modification Kit For Massey Combines

"Every Massey combine built since 1965 needs this kit," says Rick Wildfong, of B & D Equipment, Craik, Sask., manufacturer of a new 2-sieve modification for every U.S. or Canadian-built Massey Ferguson combine.

B & D Equipment builds modified equipment for combines as recommended by the late Ray Stueckle, combine expert and author of "Combine Settings for Better Harvesting" The firm makes and distributes the Air Foil chaffer, a specially designed non-adjustable sieve that's built to spread air flow out evenly across the entire surface of the chaffer, which is a part of the new modification kit. Wildfong says Stueckle worked on the Massey modification plan before he died last year.

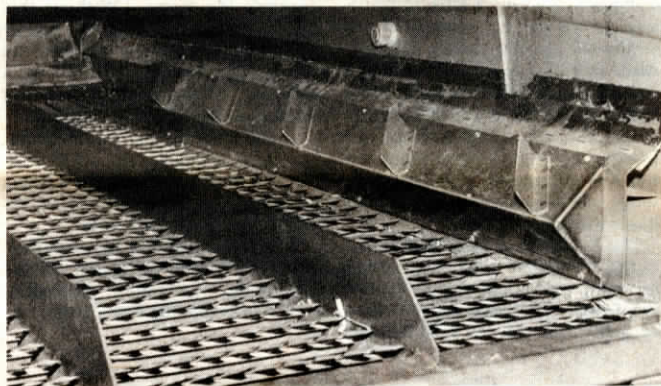
The problem with Massey combines, according to Wildfong, is in the fan, the fan throat, and position of the cleaning sieves. "Because the fan sits so high off the bottom housing, most of the air is pumped up along the upper half of the fan throat. The bottom of the throat is practically dead. Air travels up the throat striking the underside of the

shaker pan and finger brace, resulting in a horizontal dead air space approximately 18 in. long on 800 series combines. This flattens out the flow of air that should be coming up the chaffer so that there's little vertical lift. Because of the position of the three sieves, air simply takes the path of least resistance and blows out the open spaces between the sieves at the rear," he explains.

To install the kit, you remove the top and middle sieves and replace the top sieve with an Air Foil chaffer. Air flow in the fan throat is redirected by installing new throat tin that forces air downward. Also, the rear of the sieves is closed off so air can't escape but is forced upwards.

The kit takes about an hour to install and requires no cutting or welding. Wildfong says some farmers go one step further and lengthen the blades on the cleaning fan to aid air flow. The kit costs \$600 and different models are available for Massey 750, 760, 850, 860, 410, and 510 models.

Contact: FARM SHOW Followup, B & D Equipment Ltd., Box 222, Craik, Sask. SOG OVO (ph 306 734-2601 or 734-5182).



Slick New Way To Stop Grain Loss On Sidehills

(Continued from cover page)

Small metal paddles that mount along the top angle of the deflector acts as grain "flippers", throwing grain outward and back toward the front of the sieve. Air forced up and under the bottom of the deflector helps blow grain and chaff away from the sidewalls.

"The problem on sidehills is that crop material gravitates to the downhill side rather than spreading out over the shoe so grain goes out the back without being separated. Hydraulic leveling costs as much as \$14,000," explains Harris.

He notes that grain can pile up against sidewalls in combines operated on level ground, too. "It's one of the main causes of combine grain loss. Return augers help but they don't solve the problem."

The stainless steel deflectors fit all makes and models except New Holland (they hope to adapt to those in the future) and install in 30 min. with a drill and pop rivet gun. No modification, other than a few holes in the sidewalls, is necessary and the deflectors can be moved from com-

bine to combine. "They're built heavy and will outlast any combine," says Harris.

Deere & Co. plans to install the new deflectors on an experimental combine, according to Harris. "Company officials told me they may market the unit once the patent wins final approval. When we showed it to Deere engineers, their first reaction was, 'why didn't we think of that?'" says Harris.

Owners of sidehill combines are interested, too. Bill Schwerin, of Walla Walla, Wash., who manufactures "precision tuned concaves" which have been featured in past issues of FARM SHOW, plans to install the deflectors on his own hillside machine.

There are four different lengths of deflectors to fit different makes and models. Some models require special mounting brackets. The deflectors sell for \$290, which includes UPS delivery. Harris is looking for dealers.

Contact: FARM SHOW Followup, Leland H. Harris & Sons, Rt. 1, Miami, Mo. 65344 (ph 816 529-3408).