Bolt-On Auger Kit For Case IH Specialty Rotors

A new "auger front conversion kit" for Case IH specialty rotors increases combine capacity and efficiency on all crops in tough conditions.

The kit fits all existing Case-IH specialty rotors and is easily installed by bolting it on. There's no welding or cutting required.

Because the conversion improves feeding into the rotor, you can expect better performance from your combine in tough, viney conditions, says Stewart Steel, manufacturer. The auger front takes away feederhouse rumble in tough crop conditions.

Parts in the kit are replaceable, and combines outfitted with the conversion should show a power increase and improved fuel economy.

Stewart Steel rebuilds specialty rotors with new rub bars, new/rebuilt impeller blades, new wear bars (or the new auger front conversion kit), your front shaft inspected and changed as required, new rear drive bushings, safety retaining ring, and high speed dynamic balancing.

Prices are as follows: standard specialty rotor - $4,250 (Can.) with rotor exchange, or $6,000 (Can.) with auger front conversion kit and rotor exchange. Shipping is extra. The auger front conversion kit sells alone for $1,795 (Can.) plus S&H.

Contact: FARM SHOW Followup, Stewart Steel Inc., Box 1087, Weyburn, Sask., Canada S4H 2L3 (ph 306 842-4411; fax 306 848-3519; email: Info@stewartsteel.com; website: www.stewartsteel.com).

Kit improves feeding into rotor, boosting performance in tough conditions.

Kit is easily installed by bolting it onto rotor.

Collapsing Combine Extension Ladder

After a back injury, Warren Wilson, Winchester, Ill., knew he'd need help getting into his new combine. Especially since the new combine had larger wheels than his old one.

Together with his brother Clair, he designed a sturdy extension that folds up out of the way so as not to snag on anything. "Once we figured out what we needed and had the plans drawn up, all we needed to use was a torch and welder to make it," says Clair.

The extension adds two extra ladder rungs and attaches directly to the original ladder. "That's not something we'd seen in factory-made ladder extensions," says Warren.

The most important feature about the ladder is that it completely folds up into the last rung of the factory-installed ladder. "We didn't want it catching on anything unexpectedly," said Warren. "With the collapsible extension we can store the combine in its regular place without any difficulty."

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Wilson shows how climbing distance is reduced with extension ladder add-on.

Add-on ladder folds up inside bottom rung.

PVC pipe along peak stabilizes arches, resisting wind and snow all winter long.

Quick Structures Made From PVC, Rerod

The snow was about to fly, the machinery storage shed was full, and Clair Wilde still had a tractor, a baler and some other equipment out in the open.

To get it out of the weather, the Utah farmer looked around for a way to cover it. He grabbed some blue poly tarps, some 20-ft. lengths of 1-in. PVC pipe, and a few short lengths of concrete reinforcing rod, and put up some temporary shelters right over the tops of the equipment.

Wilde drove 3-ft. lengths of rebar into the ground about 1 ft. deep. He spaced these in two rows far enough apart so machinery would fit between them, with only four stakes in each row. Then he slipped the 20-ft. lengths of 1-in. PVC pipe over the rebar stakes to make four hoops. Finally, he put his blue tarp over the top and cinched it on with bungee cords. He fastened the bungees to tractor wheels or fences to keep the tarp from blowing off.

"When I tightened the tarp down, it pulled the hoops together. I could see it needed something to stiffen up the hoops, so I fastened a length of PVC pipe along the peak of the arch with T-joints," he tells. "That did the trick and it stood up to the wind and snow all winter long."

He figures that first makeshift shelter would be there still if he'd used UV resistant plastic pipe and tarps. "I used what I had at the time, and exposure to the sun eventually destroyed it," he says. But it lasted through the winter, and that's what he wanted.

"It worked so well that I'm still using the idea," he says. When he builds temporary shelters now, he uses gray CPVC conduit and heavier silver tarps. Both the tarps and conduit are UV resistant and a couple of temporary structures he built two years ago are still standing.

Wilde says it takes only half an hour or so to construct one of these temporary shelters. He says you could also use the idea to put up small greenhouses.

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PVC pipes stand on lengths of steel rerod stuck in the ground.

Front-deck riding mower was made from Toyota Corolla car parts and cost less than $1,000 to build.

He Makes Machines Out Of Old Toyotas

Gary Ashcroft is a car recycler but he doesn't go anywhere near a metal crusher. He's more interested in the many ways he can turn old Toyota cars into machines he can use.

The Manitoba farmer says many old Toyotas are scrapped because their bodies are shot, but they still run nice and smooth. He often picks them up for $100 or less.

"They seem to run forever," he says. "I've built two riding mowers and two trailers. There was almost no machining or fancy tooling necessary."

He built a trailer with a 4 by 6-ft. box and another 12 by 5-ft. tandem trailer, using Toyota axles, tires and wheels.

Whenever Ashcroft couldn't find what he needed on the Toyota, he would get it from the salvage yard.

He also made a front-deck riding lawn mower using a 1-8 litre Toyota Corolla motor, transmission, rear-end and steering components. The motor is at the back of the unit.

First, he installed a belt-driven governor. The mower has double chain reduction with a jack shaft to slow it down, according to Ashcroft. The differential was turned upside down by relocating the breather. This results in four forward speeds and one reverse.

"One side of the axle was cut off to narrow it up. I put a piece of pipe on the axle to make it straight because I don't have a lathe," he says. "The emergency brake serves as an individual wheel brake. The rear axle is homemade, using pipe with pvc pipe inside for bushings. It fits nicely and was cheap to do."

The steering box and tie rod ends are from the Toyota car. Ashcroft installed an idler arm to make the ratio closer.

He spring-loaded the 48-in. front mower deck with car hood springs to prevent damage if it hits an obstacle.

He used an arc welder, drill press, acetylene torch and metal cutting band saw. Very little machine shop work done.

Including the initial cost of the car, and miscellaneous purchased parts such as pulleys and shafts, the lawn mower cost Ashcroft $1,000. It took about three months of his spare time (20 hrs./week).

"I've been able to make use of everything on these old Toyota cars," he says.

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