

"BLADES NEVER NEED TO BE REPLACED"

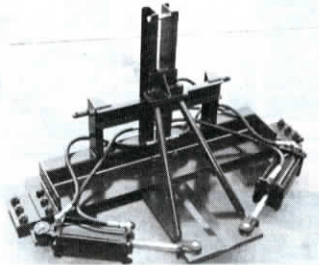
Heavy-Duty Tree Cutter

"It's as powerful as other tree cutters that cost twice as much and yet there's nothing on it that can't be repaired in your own farm shop," says Howard Wolff, Broken Arrow, Okla., about his new hydraulic-powered tree shear that mounts on a tractor 3-pt. hitch or front-end loader.

It's powered by a pair of hydraulic cylinders that control two heavy-duty shear blades. Optional blade braces keep the blade from bending and allow you to cut through tree trunks up to 13 in. in dia. Without braces the unit can cut trees up to 17 in. in dia. but the blades may have to be straightened more often.

"All parts are bolted together so the machine is easy to take apart if it ever needs repair," says Wolff. "The blades never need to be replaced. They're made from mild steel, not special alloys or heat-treated steel as with other tree cutters, so they can be reconditioned with an arc welder and easily straightened out if they get bent.

"There are no bearings or lubricated parts so you can get the blades down in the dirt to cut off trees and brush below ground level. If the blades do get bent, you can easily straighten them out right in the machine.



Hydraulic-powered tree shear mounts on tractor 3-pt. hitch or front-end loader. Our simple design helps keep the price down so you can afford to own instead of rent and catch up on cutting brush whenever you have some time between other farm tasks."

Tree cutter equipped with 4-in. hydraulic cylinders sells for \$1,495; a 5-in. cylinder model sells for \$1,695. Blade braces are available on either unit for an additional \$200.

Contact: FARM SHOW Followup, Wolff Mfg., 424 W. Gary St., Broken Arrow, Okla. 74012 (ph 918 451-0946).

HE WELDED REAR HALF OF 1-TON TO FRONT HALF OF 3/4-TON

3/4-Ton Pickup Turned Into A 1-Ton "Dually"

When Bernard Dumcum drives into town, he gets a lot of strange looks and comments from people who want to know how he can pull a 24-ft. fifth wheel trailer with a 3/4-ton pickup. No one ever guesses that he converted his 1978 Ford F-250 3/4-ton 4-WD pickup to a 1-ton model.

Dumcum cut the 3/4-ton model in half behind the cab and welded on the back half of a 1979 Ford F-350 1-ton pickup equipped with dual rear wheels. He then mounted a Hillsboro 8-ft. long flatbed equipped with a headrack onto the frame.

Dumcum, who raises beef and hogs, mainly uses the modified pickup to pull three different 24-ft. fifth wheel trailers - a 24-ft. livestock trailer, a tandem axle 400 bu. grain trailer, and a 20-ft. flatbed trailer. He can also pull up to three loaded gravity flow wagons at a time totaling 850 bu.

"It's a real workhorse," says Dumcum, of La Cygne, Kan. "My 3/4-ton pickup had 140,000 miles when I made the conversion two years ago. The engine, transmission, rear end, and suspension system were worn out from pulling loads up to 26,000 lbs. I rebuilt the 400 cu. in. engine and 4-speed transmission. I used the 1-ton pickup's rear end, driveshaft, and suspension system.

"The frame on the 3/4-ton pickup was in good shape, but the four-speed transmission, rear end, and suspension system was worn out. I took it to a Ford dealer three years ago after the transmission went out. He told me the new model 3/4-ton pickups weren't built as strong as my old model and that if I used them to pull my trailers I might damage the frame.

"Repairing and converting the 3/4-ton to a 1-ton cost much less than buying a new 1-



Dumcum cut his 3/4-ton pickup in half behind the cab and welded on the back half of a 1979 Ford F-350 1-ton pickup.

ton 4-WD which can cost \$17,000 to \$19,000. The 1-ton pickup had 59,000 miles and had been in a wreck, but the frame was still good. I paid \$350 for it and spent \$280 to have the two halves of the pickup welded together. Both pickups have the same 4:10 gear ratio and the same 4-speed transmission. I had to install a larger universal joint on the driveshaft of the 1-ton pickup. My pickup now has 200,000 miles and still works as good as new."

Dumcum installed six new 8-ply radial tires on the "dually" pickup which he says last about twice as long as the original 10-ply nylon tires on the 3/4-ton.

The frame on the 1-ton pickup was 4 in. narrower than the frame on the 3/4-ton pickup. Dumcum pulled the front end of the 1-ton frame apart and installed a 3 3/4-in. spacer, then "fish plated" the two frames together. Gas tanks from the 3/4-ton wouldn't fit the narrower frame so he installed 2 new tanks. Total capacity is 46 gal.

Contact: FARM SHOW Followup, Bernard Dumcum, Box 123, La Cygne, Kan. 66040 (ph 913 898-4045).

LOW-COST CONVERSION KIT

Harvest Sunflowers With Your Corn Head

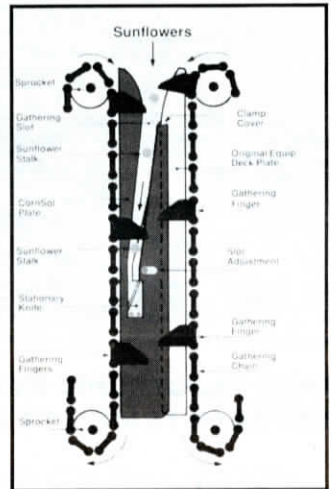
Now, thanks to a low-cost conversion kit from Golden Plains Ag Tech, Colby, Kan., you can harvest sunflowers with a standard corn head.

Developed in France, where it's been successfully marketed for several years, the CornSol conversion kit takes only about 30 minutes per row to install. Designed to harvest sunflowers planted in the same row width as your corn head, it has no moving parts to wear or replace.

To install, you remove the snouts, then replace the existing deck plates with CornSol deck plates. You then adjust the gathering chains and replace the snouts. The attachment cuts off the sunflower head and about 6 in. of stalk.

Sells for right at \$250 per row and is available to fit Deere, IH and most New Holland corn heads. Custom-made kits to fit other makes available on special order. Field tests are being conducted to evaluate the CornSol kit's ability to harvest grain sorghum (milo).

For more information, contact: FARM SHOW Followup, Golden Plains Ag Tech, 650 E. Pine St., P.O. Box 307, Colby, Kan.



Corn head snouts are removed and existing deck plates are replaced with CornSol deck plates.

67701 (ph 1 800 255-8280, or 913 462-6753).



Hopper rotates hydraulically, moving feed over knives and out side discharge chute.

ROUND BALES, SQUARE BALES, SILAGE, NEWSPAPER, TURNIPS, ETC.

New Flail Chopper Tub Grinds Up Any Forage

"It's the most versatile chopper ever built," say distributors of the new Kverneland "Silachop" bale chopper that uses flail knives to chop up virtually any kind of forage or bedding.

T.I.P., Inc., Plainfield, Wis., imported the first Silachop machine from Norway this spring. It quickly sold after a series of field days and company representative Bob Ebben says interest has been tremendous ever since. "It'll handle round bales and square bales, even if they're frozen. It also works great for newspapers. Unlike other choppers you can just throw whole bundles in without separating them," he says, adding that the chopper also works great on loose silage, cornstalks and even bulky fodder crops like turnips.

The chopper's 44 flail knives mount on a pto-driven rotor. The hopper rotates hydraulically, moving feed over the knives. A

side discharge chute can be adjusted to throw feed or bedding up to 30 ft. out to the side or directed downward to feed into a forage blower or fence-line feeder.

The cut length of roughage depends on knife and drum speed, as well as the angle of the drum, which is adjustable. Length varies from 2 to 6 in. Takes just 3 to 5 min. to chop and discharge a big round bale.

An "inspection grill" in the bottom lets the driver see into the chopper as it's working. Reversible flail knives are easy to reach from outside the machine for sharpening.

Equipped with a 6-ft., 6-in. dia. drum, Silachop requires a 60 hp. tractor. Sells for \$12,177. A smaller model with a 5-ft., 8-in. dia. drum sells for \$10,134.

For more information, contact: FARM SHOW Followup, T.I.P., Inc., N. 6775 Frontage Rd., Plainfield, Wis. 54966 (ph 715 335-4649 or 715 335-6046).