3-Pt. Drawbar Telescopes Sideways

"My hydraulic-controlled, 3-pt. mounted drawbar moves 15 in. from side to side to make it easy to plant split row soybeans," says Larry Evans, New Paris, Ohio.

The telescoping drawbar consists of a length of I-beam welded to a 3-pt. mounted combine head mover. The drawbar is off an old forklift fork, with a hole cut into it for the pin. A 30-in. hydraulic cylinder moves it back and forth.

"It lets me use the same planter for both corn and beans without the additional cost of purchasing a splitter unit or a grain drill," says Evans. "I mount it on my Deere 7000 12-row, 30-in. planter. I plant the entire field with 30-in. rows, then come back and split the rows. Every time I turn at the end of the field I swing the drawbar over 15 inches. It allows me to keep the tractor wheels in the same tracks, which reduces soil compaction.

"The drawbar also works great for planter end transport. When I come to a ditch I just raise the 3-pt. to keep the planter from getting hung up."

The drawbar is attached to a metal bracket that rides back and forth on a pair of 3-in. cast iron wheels. The wheels ride on top of a 1/2-in. thick steel plate that's bolted to the I-beam. The wheels are off an old International Harvester 800 "automatic return" plow.

Contact: FARM SHOW Followup, Larry Evans, 319 Gibbs Road, New Paris, Ohio 45347 (ph 937 437-3685).

Hydraulic-controlled, 3-pt. mounted drawbar moves 15 in. from side to side.

"Power Tooth" Sprocket Reduces Chain Wear

The busy harvest season is not a good time for a chain to break on a live-bottom trailer or spreader. But with today's larger equipment, broken chains are more and more common.

Loyd Fery, of D & L Chain Inc., Aumsville, Oregon, recognized that the problem was with the sprockets, and not the chains. He worked with machinists to "let in, take out and add here and there" to a standard ANSI sprocket and create what he calls a Power Tooth Sprocket.

"It's set up so that more of the teeth are engaged at the same time," Fery says. For example, on a 7-tooth sprocket, 4 1/2 teeth are engaged at once. Standard sprockets only have one tooth engaged at a time, leading to slipping, sliding and jumping, which causes chain wear.

Fery's sprockets have wider spaces between the sprocket teeth, which also avoids problems in dirty conditions. There's more give, and the materials don't tie up the way they do with precision sprockets.

The patent-pending Power Tooth Sprocket has been tested on various pieces of equipment for a year with no problems.

"A man is running 110,000 lbs. at a time in Michigan, with no down time," Fery says. "He's hauling sugar beet siftings, dirt, and other things on 53-ft. trailers with 36 wheels on the ground." Another driver on the West Coast hauls sweet corn and other vegetables and grain crops up to 300 miles and is able to unload quickly without problems. In Wisconsin, the sprockets are on spreaders moving manure and haylage.

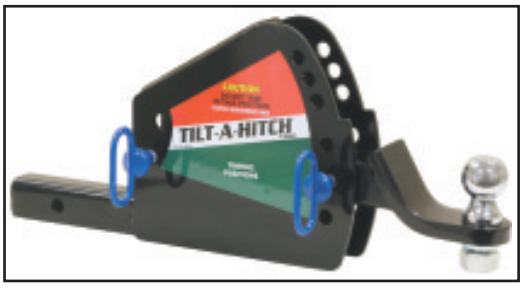
The heat-treatable, high-quality steel sprocket blanks are made at a U.S. steel company, and Fery processes them for different equipment. Sprockets come in 6 to 12-teeth sizes and cost $45 to $120 apiece. Fery sells to individuals, repair shops and to OEMs, such as a Nebraska trailer manufacturer.

Power Tooth Sprockets have wider spaces between teeth. The design allows more teeth to be engaged at the same time.

D & L Chain specializes in chains, bearings, sprockets, pulleys and cable for agriculture and industry. The business was established in 1980 on the Ferys' farm, which also raises corn and beans and 6 to 8 acres of produce.

"This is something we've been playing with for a lot of years," Fery says. "It's going to change industry standards."

Contact: FARM SHOW Followup, D & L Chain, Inc., 11022 Rainwater Lane S.E., Aumsville, Oregon 97325 (ph 800 772-7992; dlchain@wvi.com; www.dlchain.com).



Tilt-A-Hitch can be used to tilt any trailer. Operator can shift weight and adjust load simply by changing the pin position.

Tilt-A-Hitch Makes Trailer Loading Easy

Instead of buying an expensive tilting trailer, Lane Smith designed and built a tilting trailer hitch to load low-clearance classic cars on his trailer. Since welding up that first prototype five years ago, he's patented the Tilt-A-Hitch. He says it's valuable for three primary uses.

"First and foremost is the ability to tilt any trailer," Smith says. "The second is the ability to connect almost any height trailer to any height truck with 12 different towing positions over 14 in. of travel. The third use is the ability to shift weight and adjust a load simply by changing the pin position."

To tilt the back of a trailer down, you lower the trailer jack to support the load. Then take out the Tilt-A-Hitch pin and move it to a higher hole. Crank the jack up and the trailer back tilts down for easy loading and unloading.

Smith initially built the tilting hitch to haul his '32 Coupe on a trailer behind his Kenworth motor home. Despite adding boards and blocks to extend the ramp, the angle was too steep to load the coupe without damaging it. Tilt-A-Hitch solved the problem.

The hitch works well for load leveling or

Almost any height trailer can be connected to any height truck, with 12 different towing positions over 14 in. of travel.

to put more weight on the vehicle's hitch to avoid fishtailing with heavy loads.

Smith has even put the hitch on horse trailers for horses that are nervous about backing out of a trailer.

"I overbuilt it to be bullet proof," Smith says. The U.S.-made hitch is made of 1/4 and 5/16-in. steel, and mounts to any 2-in. receiver. It has a powder coat finish, weighs 32 lbs. and is rated for 8,000-lb. loads. Cost is about $160 through Smith's website and at dealerships. Smith is interested in adding more dealers.

Contact: FARM SHOW Followup, Lane Smith, Tilt-A-Hitch, P.O. Box 27366, Knoxville, Tenn. 37927 (ph 618 616-1790; Smithmgmt@aol.com; www.tiltahitch.com).

Genius Seals are designed for Deere air seeders and no-till drills, which have opener arm bushings and pins that are notorious for jamming up with dirt.

"Permanent" Seal For Deere Opener Arms

Opener arm bushings and pins on Deere air seeders and no-till drills are notorious for jamming up with dirt. Bushings fail, arms lock and seeding stops. Genius Seals from Concord Equipment take care of the problem for good, according to the company. In fact, the fix is so permanent that Concord recommends grease zerks be removed and holes plugged. The seals are available for models 1890, 1990, 1860, 1590 and 1560 Deere air seeders and no-till drills.

One side of the seal has a track routed into the surface and a lip around the outside edge. The other side is flat. To install the seal, the bushing nut is removed and the flat side of the seal is placed against the bushing. Lithium grease is then applied to the track side, and a washer is installed over the seal and locked in place by the nut. The track routes the grease around the surface of the seal, acting as a slip clutch between it and the washer. The lubricity ensures the washer is free to rotate as the arm is lifted and lowered and ensures that the silicon seal will never wear out.

Genius Seals are sold in pairs, as seals are needed on both sides of each bushing. Pairs are priced at $30 with an estimated cost of $4,080 for full installation of top and bottom opener arms on a 42-ft. Deere 1890 Air Seeder.

Contact: FARM SHOW Followup, Concord Equipment, 110 15th St. S., Hawley, Minn. 56549 (ph 218 483-3307; fax 218 486-3308; tonia@concordequipment.com; www.concordequipment.com).