



Tom Roland mounted an engine hoist on his loader bucket, boosting its lift height to almost 18 ft.

Engine Hoist Adds Loader Lift Height

When his tractor loader couldn't reach high enough to set the top bar of his new two-post car lift, Tom Roland mounted an engine hoist on his tractor bucket.

He removed the legs and wheels from the hoist, keeping the ram and lift arm intact. The holes on the hoist and bucket didn't line up, so he made some modifications.

"The rectangular tube is in there to keep from having to drill any more holes in the lip of the scoop," Roland explains. "I drilled the holes in one side of the tube to match the holes in the bucket and drilled the holes in the other side to match the hoist."

To support the back of the hoist, he heated 1 1/2-in., 10-gauge flat steel and twisted it to line up with bolt holes on the hoist and back of the bucket. Those were the only two holes Roland drilled on the bucket.

The hoist, with a 1,000-lb. capacity, boosts lift height to nearly 18 ft. and has come in handy for several jobs. Besides lifting the bar for his car lift, it loaded a 1,000-lb. plow, and has pulled out fence posts and broken trees.

"You pump with the handle and can control it if you want to lift something a little or if you need to hold it at a precise point," Roland



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says. He adds, that he feels it makes a safer lift. The bucket is flat, not tipped, so it's farther away from the driver, plus the hoist chain is safer than a chain wrapped around the bucket that can easily slip. It only takes a few minutes to bolt on the lift when he needs it.

Contact: FARM SHOW Followup, Tom Roland, 25144 N. 23rd Ave., Nokomis, Ill. 62075 (ph 217 563-2079; rolandfamily@ctitech.com).

Bird Hitch "Breasts" Birds In The Field

Bird Hitch takes the work out of cleaning waterfowl — especially when hunting away from home. Pin the stainless steel unit into a 2-in. receiver hitch to breast birds right in the field.

Place the bird belly side up and slip the Bird Hitch's double-edged blade into the throat and underneath the breastbone. Pull the bird through. The legs remain on the hitch. Peel the skin off the bird's breast and cut the wings off with the Bird Hitch's serrated bottom edge.

"You can leave the wings on if your state laws require it for transporting," says Bob Berens of Clark, S. Dak., inventor of the Bird Hitch. The avid waterfowl hunter and guide came up with the idea three years ago, with traveling hunters in mind. Bird Hitch helps them clean birds quickly to get them in a cooler.

The Bird Hitch works on everything from grouse to Canadian geese, but Berens notes that anything over 8 lbs. is difficult to pull through. Some early season Canadian geese go through okay, but the skin is too tough late in the season. The Bird Hitch is ideal for ducks and snow geese.

It's also durable. "One outfitter has pulled over 5,000 birds through, and he says it works like the day it was built," Berens says.

Bird Hitch is made in the U.S. and sold through large sporting good stores as well as on Berens' website.

Bird Hitch sells for \$130, plus shipping.



Bird Hitch lets you clean birds quickly by pulling them through a double-edged blade.



Unit pins into a vehicle's 2-in. receiver hitch, allowing you to clean birds right in the field.

An optional 12 to 18-in. riser for \$50 brings the Bird Hitch up to tailgate height. Berens also sells a \$30 bracket that mounts the Bird Hitch on a trailer with U-bolts.

Contact: FARM SHOW Followup, Bob Berens, 211 South Cloud St., Clark, S. Dak. 57225 (ph 651 230-4935; www.waterfowljunkie.com).



Quick-tach system latches and unlatches from the cab using a single hydraulic cylinder.

"Better Than New" Case IH Quick-Tach Hookup System

Changing implements on his Case IH front-end loader used to be a frustrating and time-consuming job for Dave McAdoo, Alvarado, Texas. So, he came up with a handy quick-tach system.

He owns a Case IH MXM 130 tractor equipped with an LX series loader. "It's a really stout loader that works great. But the quick-tach system on it leaves a lot to be desired. Now it takes only about one minute to change implements, and I never have to leave the cab," says McAdoo.

"You're supposed to be able to pull a 'C' ring to disengage the bottom latch, then drop one implement, hook on to another and engage the bottom latch to it by tilting the loader. When it works, you only have to get out of the tractor cab once to change implements. But it never works because the pins in the latch get bent and then it won't trip to engage. And when the pins are straight, it trips before you can hook onto another implement. Either way, you have to get out of the cab twice."

He tried several times to repair the system so it would work properly, but never was successful. "I started to rip it out and just use some long hitch pins, but decided to design a system that would latch and unlatch from the cab using tractor hydraulics."

He installed a 1-in. bore by 6-in. stroke hydraulic cylinder on the loader's quick-tach frame. The cylinder is used to push and pull the pins from the center, where it's less likely they'll be damaged or bent.

There wasn't enough room between the frame members to mount a cylinder for each pin, so he had to figure out how to use a single cylinder.

"With the system I designed, the rod pushes



Cylinder is used to push and pull latch pins from the center, where it's less likely they'll get damaged or bent.

one pin and the bottom end of the cylinder pushes the other pin. The rod pushes one pin to a stop that's located so that pin is in the engaged position. The cylinder isn't mounted, so as the rod extends further it pushes the cylinder backward and forces the other pin to engage.

"When disengaging, the system works in reverse using a different set of stops. It's really important that the stops — there are four of them — are properly located and that all the holes line up so there's no binding."

McAdoo bought all the hydraulic parts new, at a cost of about \$250, "because most surplus cylinders on a farm are a lot bigger than the little one I had to use. The hoses were only 1/4-in. because there's no need for a lot of hydraulic capacity on this system. The small hoses and small cylinder made the system operate too fast. Fortunately, my tractor has a flow control on the hydraulic remotes, so I could turn it down to a reasonable speed."

McAdoo has posted videos of his quick-tach system in action on his website.

Contact: FARM SHOW Followup, Dave McAdoo, 3636 County Rd. 613, Alvarado, Texas 76009 (ph 817 790-8559; biscuitcutter@juno.com; www.DavLynGoats.com).

Easy-To-Use Horseshoe Hitch

Hitching up your horse to a post or railing is quick and secure with this "horseshoe hitch" made by Walter Major, Terrebonne, Oregon. His EZ-Tie hitch can be used anywhere you can install an I-bolt, such as on hitching rails, posts, or coralls. It consists of a horseshoe with a swivel-type drawbar pin, and clevis. The handle on the drawbar pin is welded to the open end of the horseshoe, with the swivel pin extending just below the horseshoe. The clevis attaches to the handle.

To tie up a horse, you swing the drawbar pin back out of the way and slip the lead line around it, then let the pin swing forward. As the horse pulls back he pulls the drawbar pin tightly against the horseshoe.

"It's small enough that you can carry it in your saddlebag," says Major.

Major says he has made about 250 of the units for local people. They sell for \$10 plus S&H.



EZ-Tie hitch consists of a horseshoe with a swivel-type drawbar pin, and a clevis that attaches to pin handle. Pin swings back out of the way to make room for lead line.

Contact: FARM SHOW Followup, Walter R. Major, 11810 NW Sumpter Drive, Terrebonne, Oregon 97760 (ph 541 548-7579; majorscorral@msn.com).