



In transport position much of the 12-row planter's weight is supported by the front lift assist wheels, say Dennis Carney and Clayton Black.

He Uses Combine To Plant Corn

(Continued from cover page)

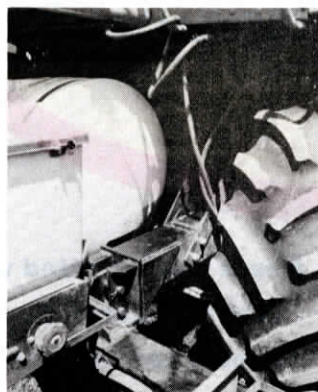
and bolted the lift arms that originally attached to the lift wheels to the new combine toolbar. He mounted a new pair of lift assist wheel arms on front of the planter. A 200-gal. spray tank tucked back under the combine cab carries herbicides.

"I originally planned to 3-pt. mount the planter to the feederhouse, but it would have been a complicated job and I didn't want to damage the feederhouse by carrying all that weight on it," says Carney. "The axle-mounted frame makes it nice and simple. I found that it really doesn't make any difference to the planter whether it's pushed or pulled because it did a good job of planting

seeds accurately at a consistent depth. No-till coulters and Acra Plant trash whippers are mounted in front of each row unit. I have a great view of the planter and can see it almost as well at night as during the day.

"The combine's 185-hp 6-cylinder diesel engine has twice as much power as I need. The engine was designed for maximum load at full rpm's and tended to 'lurch' too much. I turned the governor down so it would run smoother at lower rpm's. The 24-in. wide combine tires fit easily between the planter's 30-in. rows and cause no more soil compaction than tractor tires would. I didn't have to change tire spacing at all. The planter weighs about 12,000 lbs., but most of its weight is carried in the field by the planter row units and by four gauge wheels so there's very little weight on the combine's front axle or on the frame. The combine actually carries less weight up front than it was designed to handle which makes it easy to steer and maneuver in wet conditions. Even in transport the planter weighs only about 4,000 more pounds than the feederhouse and header, and much of that weight is supported by the front lift assist wheels. It handles great on the highway."

According to Carney, putting more hours on the combine's drive train and engine shouldn't be a problem because they're designed to last longer than the rest of the combine anyway. He installed a separate hour meter gauge on the threshing cylinder so that when he trades the combine in he can



A pair of arms made from 7 by 7-in. steel tubing reinforced with 3/4-in. steel plate connect planter to combine's front axle and feederhouse mounting brackets.

NO NEED TO REMOVE THE SICKLE

Handy Sickle "Fixer" Changes Sections Fast

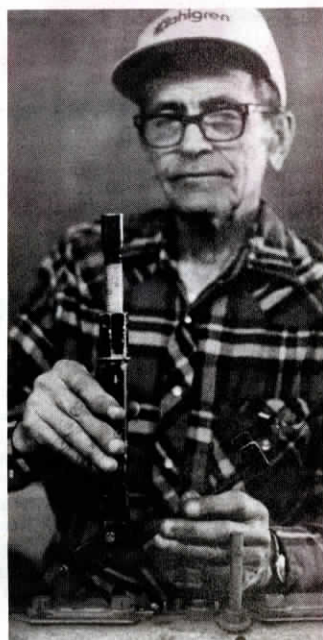
You'll like the price tag on a handy new sickle "fixer" from BOT Mfg., Ivanhoe, Minn., that allows you to replace worn or broken sickle sections in a matter of seconds—without having to remove the sickle.

BOT Mfg. sells the device for \$29.99. "Unlike other devices on the market, this one works for servicing all sections in a sickle, including those at the head end of the sickle," notes inventor Fred Bot. "What's more, it handles bolt-on as well as riveted sections."

The lever-action, adjustable device is right at 15 in. long. With the sickle raised about 15 in. above ground level, it rests on a 2 by 4 and works as a fulcrum to apply pressure against individual section rivets (or bolts) to stabilize the sickle, and to apply backside pressure against each rivet, making it easy to chisel off stubborn old rivets without bending the sickle bar, and to install new ones. A "cup" attachment at the top end is used for removing rivets. For installing new rivets, an "anvil" attachment is inserted into the cup, making it easy to install new rivets with a hammer and a hand-held riveter.

Works on mower, combine and swather sickles.

Contact: FARM SHOW Followup, BOT Mfg., Rt. 1 Box 114, Ivanhoe, Minn. 56142 (ph 507 694-1456).



Sickle "fixer" works for servicing all sections in a sickle, including head end.

prove how many hours it was used for harvest. "Even with the planter mounted on the combine I think the manufacturer's warranty on the engine is still good, but if the transmission ever fails I doubt that the warranty would cover it," says Carney. "If the combine did break down during planting it wouldn't take long to remove the planter to pull it with a tractor. To move it around when it's not mounted on the combine, I just move the front lift assist wheels to the rear of the planter and hook a tractor up to the planter's 3-pt. hitch."

Carney thinks any combine with a heavy front axle and transmission and adequate hydraulic capacity would make a good candidate for planting. "It would be much simpler to mount a conventional planter than an air planter."

The 200-gal. spray tank mounts inside an angle iron framework tucked up under the cab. Carney quick-fills the tank by hooking up to a hose fitting mounted on the end of the planter toolbar. He uses the combine's header reverser to power a hydraulic-driven sprayer pump.

The blower motors mounted behind the planter's two seed hoppers are normally powered by a pto-driven hydraulic pump. Carney and Black removed the pump and oil reservoir from the planter and mounted them on the side of the combine. They use the combine's grain unloading auger drive to power the pump via an extra shaft and sprocket mounted on the side of the combine. The added shaft and sprocket allows use of a belt clutch to operate the pump. "To activate the pump I pull the lever that's normally used to run the grain unloading auger."

The switch normally used to control header height is used to operate the planter's rear hydraulic lift cylinders, and the switch

normally used to control reel height is used to operate the planter's front lift cylinders. "The switch that raises and lowers the front lift assist arms also raises the markers and brings the planter wings to a five degree float position which is necessary in order to keep the planter wings rigid."

The foot control pedal normally used to swing out the grain unloading auger is used to fold up the planter wings.

The combine's hydraulic system didn't have a built-in float position so Carney and Black had to come up with their own float system to let the planter wings float. The combine's reel was designed to be raised and lowered by a single acting valve and is controlled by an up or down switch. Carney replaced it with a spring-loaded momentary switch. "I have to hold the switch while raising the planter wings to the five degree position. I also had to install a mechanical bypass valve to allow the cylinders to fold the planter. When I start planting I have to manually let the wings down, then open the valve to let oil flow back into the reservoir.

Carney says he didn't use starter fertilizer while planting this year because he didn't have a place to mount the saddle tanks. "It worked out alright because it was a late spring. Next year I plan to mount Cady liquid fertilizer spoke injection wheels in front of the planter. They should be ideal because they don't take up much space and are lightweight so they push easy. I plan to mount the liquid fertilizer tank under the combine cab and mount the herbicide spray tank inside the combine's grain hopper."

Steps mounted on the lower lift arms of the planter's 3-pt. hitch let him fill the planter from the front.

For more information, contact: FARM SHOW Followup, Dennis Carney, Greene, Iowa 50636 (ph 515 823-4734).

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Publisher and

Editorial Director - Harold M. Johnson

Editor - Mark Newhall

Associate Editor - Bill Gergen

Office Manager - Joan C. Johnson

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