

Expert Parts, Service For Older Deere Balers

Green Baler Parts has the parts and information you need to troubleshoot and repair your older Deere balers. With 20 years of experience repairing, rebuilding and remanufacturing Deere small square balers, company staff know the weak spots and how to fix them.

“We have the expertise to rebuild knotters or if time is critical, we can offer rebuilt replacements,” says Bruce Reeves, Green Baler Parts. “If hay is ready to be put up, we always have some on hand, ready to go.”

Reeves points out that while baler knotter technology is relatively unchanged over the past 50 to 60 years, the OEM sales and service business has changed considerably. With the growth in demand for large square and round balers, there are fewer local service technicians at dealerships with small baler experience. Parts can also be in limited supply or not even available for older Deere balers.

“We built our reputation and experience reconditioning balers for local farmers,” says Reeves. “That’s what our business has always been. As our reputation spread, our business grew. Today we sell all over the U.S., as well as in Canada. Since we kicked off our website, we have shipped parts to Romania, Spain, Mexico and Barbados. About half our sales are direct from the website.”

Every used part offered for sale has been

inspected, tested and tech Certified Field Ready. If components are worn, they’re replaced or rebuilt.

The company has also improved on several OEM parts, such as the Updated Tucker Finger Assembly Kit and the Updated Slip Clutch Center. The former eliminates sloppy bales due to loose Tucker Finger components. The latter eliminates wobble that can turn into an expensive and time-consuming repair.

“They are two of our biggest sellers,” says Reeves. “The Slip Clutch Center in particular is a significant improvement over the OEM design.”

Reeves explains that the Deere clutch center is about an inch thick, and it rides on a splined shaft that is about 3 in. long. Deere added a spacer that made the splines even more susceptible to wear over time. If the wear is bad enough, the shaft has to be replaced, which requires splitting the gearbox.

The Green Baler Parts solution is a thicker clutch center with double the working area between the clutch center teeth and shaft splines. Slip clutch centers for Deere 6, 7 and 8 Series balers are priced at \$140.

“Our slip clutch center has an extra inch of metal and contact, eliminating wobble and vibration,” says Reeves. “We’ve gotten tremendous feedback from customers on it.”

Baler owners who wish to repair their



Green Baler Parts specializes in repairing and rebuilding Deere small square baler parts. Photos show bale knotter frame (left) and knotter rebuilding equipment.



Several improved OEM parts are available, including an updated tucker finger assembly kit (left) and slip clutch center.

balers themselves, but need a little expertise, are invited to sign up for consultations with expert technicians.

“Our troubleshooting and consultation is set up for customer convenience,” says Reeves. “At \$39 for half an hour or \$75 an hour, they can make an appointment to discuss their baler problems with a technician. They don’t have to call hoping a

technician is free.”

If requesting a part be rebuilt, Reeves suggests calling or contacting the company by email for the correct shipping address.

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Lift Pump Boosts Dodge Diesel Power

Drivers looking for higher performance from a 2005 to 2018 Dodge Cummins Diesel should check out the drop-in PowerFlo Lift Pump from Fleece Engineering, a product the company calls “an OEM design on steroids”. PowerFlo’s 2 gerotor pumps provide more fuel exactly when the engine needs it.

Matt Chambers of Alligator Performance says the Fleece active fuel bucket prevents quarter tank issues by having a fuel port on top, passive fuel diaphragms on the bottom, and an active fill port that draws fuel into the top of the bucket. He adds that because it’s a contained unit there’s no need for an air

separation device. Fleece includes the wiring that connects directly to the factory harness and the unit uses factory fuel lines with quick disconnects.

Chambers says installing Fleece’s drop-in unit is easy and doesn’t require any modifications to the fuel tank. The design uses active fill bucket technology that eliminates the need for a tank sump or draw straw. A regulated return flow eliminates over pressurizing.

The Fleece PowerFlo is capable of supporting 800+ hp. engines. Chambers adds that if demands exceed 800 hp. Fleece



Drop-in PowerFlo lift pump is designed for Dodge Cummins diesel engines, providing more fuel exactly when the engine needs it.

will offer a higher flowing filter block along with a larger supply and hose kit. Cost is about \$700 or slightly higher depending on where purchased.

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He Makes Tools Out Of Rebar

Alexandre Bigunas makes tools out of rebar, demonstrating his metal-working skills in videos on YouTube. He makes knives, hatchets, double-edged axes and more.

In early 2019 he made a C-clamp by heating and bending two pieces of 1/2-in. rebar into the shape of a 5-in. tall C, then welded 3 gussets between them to create a reinforced spine for the clamp frame. On the bottom end of the C he welded a 1/2-in. nut and a threaded sleeve to securely hold the clamp bolt. One piece of metal about the size and thickness of two 25-cent pieces was welded to the top end of the C, and a similar piece was welded to the tip of the threaded bolt.

Bigunas also used rebar to make a hatchet with a sharp blade on one side and a pointed awl on the other. Tightly wrapped rebar provides a comfortable grip around the handle. Bigunas says the blade is razor-sharp.

You can see a video of his work at www.FARMSHOW.com.

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Rebar hatchet (above) has a sharp blade on one side and a pointed awl on the other. Bigunas also used rebar to make this big C-clamp.



Wire-Pulling Idea Pays Off

South Carolina subscriber Kent MacDougal wrote us recently to say that his power company was able to pull about 350 ft. of electrical wire through a buried conduit using a method he read about in FARM SHOW.

“After the conduit was in the ground they tied a plastic bag to the fish tape and pulled it through the tubing with a shop vacuum, just like I’d read about in FARM SHOW,” MacDougal says. “I was happy to see that it pulled through so easily.”

MacDougal says pulling the wire back was even easier because the power crew had another great idea. “First they parked their mini-excavator next to the conduit and used the bucket to raise one of the tracks about a foot off the ground. Then one of the crewmen wrapped the fish tape

around the rubber track. The operator set the mini-excavator in slow reverse and the moving track pulled that tape and wire right through without stopping. Another worker at the other end fed in the cable and applied some lubricant to make it slide easier.”

MacDougal says the whole operation worked so well that he told a friend about it, and it worked well for him, too.

MacDougal’s area has been hard-hit by 3 hurricanes in the past few years that always knocked out power when tree limbs took down lines. The new underground lines should prevent outages in the future, he says.

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