

## Tomato Supports Double As Electric Fence Posts



Fully adjustable military grade polymer with UV stabilizer support rings come in 8" 10" & 12" and snap onto 5-ft. steel Herringbone style rib posts that keep rings from rotating once you've locked them in place.

"In 40 years of gardening, I've never seen plant supports as versatile, simple to set up, easy to adapt and compact as the EZ Step Plant-Support System. A test trial of the system convinced my wife and I that this is the way we will go in coming years" says **Jim Ruen**, contributing editor at FARM SHOW (Vol. 44, No. 5, Pg. 15).

"EZ Step Products are ruggedly overbuilt by design," says founder Terry Nelson. **100% Made in USA!** Use Promo code **"FSM123"** for online orders ([www.ezstepproducts.com](http://www.ezstepproducts.com)) or call (507-216-7818) for **20% off** and **free shipping** on all products.

Contact: FARM SHOW Followup, EZ Step Products, P.O. Box 7494, Rochester, Mn. 55903 (ph 507 216-7818; [info@ezstepproducts.com](mailto:info@ezstepproducts.com); [www.ezstepproducts.com](http://www.ezstepproducts.com)).

**Reader Inquiry No. 32**

## Kile® Rotor Flight® Impellers

The patented Kile® Rotor Flight® Impellers are precision built, cold-formed, bolt-on flights which replace OEM impellers on IH and Case-IH combines. Impellers flights, made of X10 grade steel and formed cold to maintain the steel strength and integrity, for durability and wear. Our impellers and wear plate system provide longer and improved feeding performance ensures that crop material efficiently spirals through the transition cone reducing peak torque loads and allowing the operator to achieve higher ground speeds. Extending the life of both the transition cone, rotor belt plus reducing gearbox loading and increasing fuel efficiency.



The KRF® 60-80 flight impeller kits mount on specialty or standard rotors. Our KXF® 66 & 88 replace the AFX series rotor flights and KXF7890 fit the Flagship combine rotors. All can be installed without removing the rotor from the combine. All come complete with mounting instructions, hardware & cast wear plates. All our flights are used in harvesting all seed and grain crops with complete satisfaction.

Made and manufactured in the U.S. by Kile Machine & Manufacturing Inc., Rosalia, WA. Parts price, dealer list & new products are available on-line.

Contact: FARM SHOW Follow-up, Kile Manufacturing, 401 Squires Road, Rosalia, WA 99170 (ph 509 569 3814; [info@kilemfg.com](mailto:info@kilemfg.com); [www.kilemfg.com](http://www.kilemfg.com)). New dealer inquiries welcome.

**Reader Inquiry No. 02**

## 4-WD Tractor Built From Two Farmall Rear Ends

"It rides on narrow tires and has high clearance. Works great to spray corn and potato crops," says William Davis, who built an articulated 4-WD tractor out of two 1950's vintage Farmall C rear ends and a 45 hp. diesel engine from a Ford 3000 tractor.

"It took 3 years to build. The first year I got the two rear ends set up, the second year I installed the engine, and the third year I built the sprayer," says Davis.

The 2 Farmall rear ends face each other and are connected by a shaft that is held in place by a pair of bearings. To marry the two rear ends, the Masontown, W. Va., farmer first built a hinged frame to hold the 2 units together. He then ran a driveshaft from the original pto on the front rear end to the back rear end, using a home-built articulated joint to provide articulation. It consists of 2 big bearings that support 1 1/4-in. dia. bolts. A pair of hydraulic cylinders that act on 2 attached channel irons are used to steer.

He powered the machine with a 40 hp. diesel engine out of a junked Ford 3000 tractor, which also provided the tractor's hydraulic and steering systems. He also made a bell housing to fit the Ford engine to the IH tractor. He covered the engine with the junked hood off a Farmall C.

Both rear ends have separate transmissions and gearshift levers, which are connected. The pto on the front transmission drives the rear transmission and rear pto.

He used 1 1/4-in. aluminum angle iron to build the 30-ft., 5-section spray boom. The booms are raised and lowered by a pair of 2,500-lb. ATV winches powered by the tractor's electrical system. The spray tank can hold 200 gal., and there is a smaller separate tank for direct injection of chemicals. A pair of spring-loaded electric screw jacks assist in raising and lowering the boom, which has a spring-loaded breakaway system.

"It has plenty of power," says Davis. "I already had one of the tractors and bought the other one for \$300.

"The tractor has both front and rear brakes. A hydraulic cylinder, operated by a master cylinder on the front rear end, is used to operate the brakes on the back rear end," says Davis.

"I spent about \$7,000 to build it and used only high quality parts because I wanted to do the job right."

Contact: FARM SHOW Followup, William Davis, 1250 Long Hollow Road, Masontown, W. Va. 26542 (ph 304 435-9622; [carolynbuchman@gmail.com](mailto:carolynbuchman@gmail.com)).



To join the rear ends, Davis built a hinged frame. He then ran a driveshaft from the original pto on the front rear end to the back rear end.



Tractor is powered by a 40 hp. diesel engine out of a junked Ford 3000 tractor. "Works great to spray corn and potato crops," says Davis.