

LETS YOU MOW, COMBINE OR SWATH UP TO TWICE AS FAST

'Double Stroke' Sickle Drive

You can combine, mow or swath up to twice as fast with the new "Double Stroke" sickle drive for cutterbars, introduced by SI Distributing, St. Marys, Ohio.

"It essentially doubles the length of each stroke of the sickle," explains Joe Whitney, president. "A conventional sickle knife travels about 3 in. forward and 3 in. back on each full stroke. With our new double drive, it travels 5.2 in. forward and 5.2 in. back.

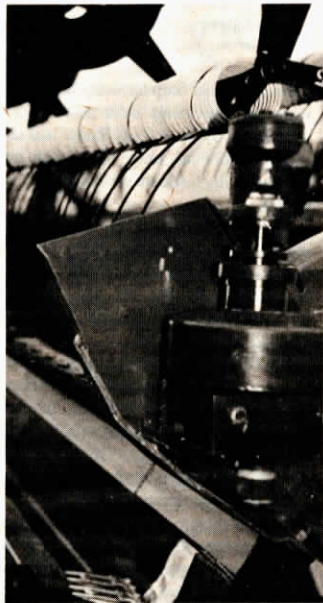
"When operated at regular speed, our new drive has twice the cutting action of a conventional sickle. If a section is missing, that portion of the sickle will still cut because the new drive's longer stroke passes two sections across each guard on each forward and return stroke," says Whitney.

"By putting our new-style drive on a combine platform, for example, farmers can 'down size' to cut machinery costs without sacrificing capacity," Whitney points out. "For instance, a 10 ft. soybean header, equipped with our new drive and operated at 4 miles per hour, can cover just as much ground as a more expensive 20 ft. conventional header operated at 2 miles per hour."

Whitney notes that the new drive also helps reduce shatter loss because of its faster cutting action which slices off plants with virtually no jerking or jarring. It adapts to most mowers, combines, swathers and other cutterbar-equipped machines, and can be moved from one machine to another in a matter of minutes.

On floater type combine headers, and on mowers or swathers, a hydraulic motor is used to power the new drive. On rigid type headers, it's belt driven.

Whitney notes that the new drive can be used with conventional sickles but is recommended for use with his company's recently-introduced "upside" down cutterbar on which every other sickle section is mounted upside down to eliminate plugging and bent sickle sections (featured in



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FARM SHOW's Vol. 10, No. 1, 1986 issue). Called the Easy Cut system, it includes special guards with cutting edges on both the top and bottom edges.

The new "Double Drive" sells for right at \$1,000. The Easy Cut system ranges in price from \$377 (7 ft. sickle) to \$818 (22 ft.).

For more information, contact: FARM SHOW Followup, SI Distributing, Rt. 3, Box 104, St. Marys, Ohio 45885 (ph 419 669-2442).

In Canada, contact: FARM SHOW Followup, Argis Ltd., Franz Greisbach, president, Box 154, Listowel, Ont. N4W3G8 (ph 519 291-4205).

"DO-IT-YOURSELF" CONVERSION

Add-On Power Steering For Older Model Tractors

"This conversion works perfect and it was so easy to do I'll never again hesitate to buy a used tractor just because it doesn't have power steering," says Ken Craven, Byars, Okla., about the "do-it-yourself" conversion he figured out for his hard-steering 1972 Ford 4000 diesel tractor.

Before tackling the job himself, Craven first contacted his local Ford dealer. "I was quoted a price of \$1,900 for parts alone so I got in touch with a tractor salvage outfit. They wanted \$950 for used parts. That's when I decided to do it myself."

He rounded up a power steering pump and transmission cooler from a 1978 Ford pickup and the cylinder and sending unit from a 1971 Ford Torino. To drive the pump he fashioned a "double groove" pulley by welding spacer bushings to a 7-in. pulley and bolting it to the original damper pulley.

"Then I cut the steering rod on the tractor

and fitted it with the sending unit from the car. There was a problem in that when you moved the steering wheel, the unit would start to roll over. To solve the problem I mounted a driveshaft spline and slip yoke on the steering arm to get the back and forth action needed. The last step was to mount the cylinder and transmission cooler. The cooler keeps the power steering fluid cool even on the hottest days," says Craven.

"Now the tractor is extremely easy to steer. There's no steering wheel whip in rough ground and, if you ever have to tow the tractor without running the engine, the original mechanical steering still works."

"Total cost of the project was \$170 including \$60 for the pump, cylinder and sending unit, \$73 for hoses, belts and fittings, and \$20 for the transmission cooler."

Contact: FARM SHOW Followup, Ken Craven, Rt. 1, Box 43, Rosedale, Okla. 74831 (ph 405 469-4326).

LETS HIGH HORSEPOWER EQUIPMENT TURN AT NEAR RIGHT ANGLES

"Space-Age" PTO Shaft

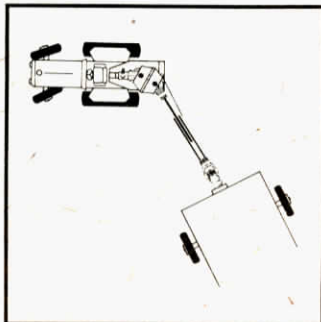
If you've ever ruined a pto shaft when you turned a corner too sharp with a pull-type combine, swather, baler or other high horsepower trailing equipment, you might want to consider replacing your pto driveline with a "constant velocity" pto shaft from Nutana Machine Ltd., Saskatoon, Saskatchewan.

According to Don Galbraith, vice president, constant velocity driveshafts let you turn at 80° under full power, without damaging the pto. That compares to about 50° corners allowable with conventional pto drivelines, depending on geography and the type of equipment used. "With conventional pto drivelines, the vibration increases as the angle increases. Farmers often compensate for it by slowing down and making wider turns while operating their equipment. With a 'CV' pto shaft, you can keep operating at a constant speed, even on corners. It results in substantially reduced vibrations and thrust loads, which means fewer breakdowns, lower maintenance costs and more efficient operation."

Pull-type implements which do a lot of turning under full power and have hitch points close to the tractor pto are the most common candidates for CV drivelines.

Nutana, a machine fabricator, has been distributing and custom installing retrofit "CV" shafts made by Bondioli and Pavesi, a European manufacturer, for 2 years. Nutana has retrofitted high horsepower, pull-type combines, as well as pull-type swathers, balers and air seeders.

CV shafts have been used successfully in



Pull-type implements which work while turning and have hitch points very close to the tractor pto are the most common applications for a CV driveline.

Europe for at least 4 years, says Galbraith. "New Idea and New Holland are coming out with balers equipped with 'CV' pto shafts in the U.S., and Deere and other manufacturers are experimenting with them. It's definitely the wave of the future."

Before a retrofit kit can be installed, Nutana needs to know your implement's drawbar length, output and input shaft size, length, spline size, and tractor horsepower. When the farmer contacts Nutana, they send him a specification sheet asking for these details. Prices for retrofit installation can range from \$250 to \$1,000, depending on the implement.

For more information, contact: FARM SHOW Followup, Nutana Machine Ltd., 2615 1st Ave. N., Saskatoon, Saskatchewan, Canada S7K 6E9 (ph 306 242-3822).



Larry Fredrickson puts old tractors or company logos on caps, T-shirts, suspenders and scarves.

"HATS OFF TO HISTORY"

"Farm Printer" Puts Old Tractors On Caps

"They help bring back the past," says Larry Fredrickson, a "farm printer" who specializes in caps, T-shirts, suspenders and scarves that sport tractor models and company insignias dating back to the 20's, 30's, 40's and 50's.

Fredrickson says he uses authentic logos that the companies used originally for promotional purposes. Some examples of models available include the Oliver 60 or 70 tractors, Minneapolis Moline R tractor, the Cockshutt farm equipment logo, the Case Eagle logo, Allis Chalmers WD tractor,

John Deere A, B or G tractors on steel wheels, International H or M tractors, the Rumley Oil Pull logo, Massey Harris 33 or 44 tractors, and many more.

Caps sell for \$5 each, T-shirts in all size sell for \$10 each, large scarves sell for \$4 each, and suspenders sell for \$2.50.

For more information, contact: FARM SHOW Followup, Larry Fredrickson Larry's Screen Printing, 11H Kenwood Terrace, Mora, Minn. 55051 (ph 612 679 3604).