



Huge spreader is equipped with 18.4 by 26 tractor tires.

UNLOADS 20-TON PAYLOAD IN 5 MIN.

Michigan Farmer Builds Giant Manure Spreader

"There's nothing on the market like it," says Michigan farmer Case De Kryger, of Holland, who had a farmer friend custom build him a giant-size liquid manure spreader that holds a whopping 5,100 gals., has a rated capacity of 20 tons, and unloads in only 5 min.

"We've got just over \$40,000 invested in it. The closest commercial unit to it in size costs four times as much and has considerably less capacity," notes De Kryger whose friend Wayne Vogel, of Fremont, Mich., built the huge spreader in just two months time.

FARM SHOW readers may remember Vogel, who built his own articulated combine from the ground up. He was featured last year in FARM SHOW's Vol. 7, No. 3 issue.

"The spreader's 5,100 gal. tank was built as an experimental model by Badger. The spreader is completely hydraulic and is electrically controlled from the cab. Even the rear injector toolbar raises and lowers with the press of a button," explains De Kryger.

The chassis of the spreader is the main frame from an 8-ton crane carrier. Vogel stripped off the crane, cab, engine and wheels, leaving only the carrying rails. The first modification was to extend the rear axle to accommodate dual tractor wheels. Tractor tires were also mounted on front. The cab, engine and transmission all came from a GMC semi-truck. The spreader has a 1,200 gal. per min. pump that's hydraulically-driven and primes itself in 15 to 20 sec. A

toolbar in back carries 5 shanks for injecting and there is a separate manifold for broadcast spreading when necessary. A 60-hp., pto-driven hydraulic pump powers the manure spreader and controls a 9-in. auger which runs the length of the manure tank, agitating the slurry once it's loaded. The engine is a 300 Detroit diesel and the transmission has 30 speeds. The crane chassis was equipped with a 50,000 lb. load capacity running gear that, De Kryger says, was in "like new" condition. The truck runs at speeds up to 45 mph on the road.

"Even though it weighs as much as 35 tons loaded, we think it causes less compaction than smaller machines due to the large tires," says De Kryger, noting that, so far as he knows, the spreader is the largest ever built.

Vogel, who did all the building of the spreader, has another set of crane carrier running gears and may build a second spreader. He is well-known to farmers in his area for building almost all his own equipment, including combines, self-propelled planters, vegetable harvesters and planters, self-propelled grain wagons, tillers, and more.

De Kryger uses the spreader on his own farm and does custom work for neighbors, charging about 1 cent per gal. spread.

For more information, contact: FARM SHOW Followup, Case De Kryger, 15 Lakeside Dr. S.E., Grand Rapids, Mich. 49516 (ph 616 458-8216).



Manure can be broadcast, or injected via a 5-shank toolbar.



Cab is extended 16 in. to provide extra inside storage space.

CUSTOMIZED 1/2 AND 3/4 TONS

World's First Extended Cab Chevy, GMC Trucks

On the market with "the world's first" extended cab Chevy and GMC 1/2 and 3/4 ton pickups — beating even General Motors to the punch — is Walker Chevrolet, Decatur, Tex.

Dianne Schafer, marketing manager for Walker, points out that many GM pickup owners want extra inside storage space in their trucks — a feature GM doesn't yet have available.

At Walker, workers first extend the cab 16 in., shortening the truck bed. A preformed, double steel extension is then welded on to the cab, painted and the desired features added. Schafer notes that the truck frame isn't altered so the truck's warranty remains intact.

For the interior and exterior of the truck, there's a long list of options ranging from a basic interior to leather seats and color tv.

Schafer says the modifications are usually done on brand new pickups but can also be made on older models. The basic conversion costs about \$4,600 and can be made on the Chevy Silverado, Scottsdale and Custom Deluxe; and the GMC Sierra, Sierra Grande, and Sierra Classic. The conversion can also be made on crew cabs.

For more information, contact: FARM SHOW Followup, Dianne Schafer, Walker Chevrolet, P.O. Box 457, Decatur, Tex. 76234.

"UP TO 70% COST SAVINGS"

Low-Cost Rebuild Kit For Harvestore Unloaders

"It drastically reduces the cost and labor needed to replace conveyor chain on Harvestore silo unloaders," says Norman Patrick, Leicester, N.Y., who's come up with a chain rebuild kit that, he claims, offers cost savings up to 70%.

The kit involves replacing the inside links on the chain that come in contact with the drive sprocket on the unloader. These are actually the only parts that wear out on the chain, according to Patrick. The conventional procedure is to unbolt the paddles and reassemble them on a new chain using new nuts and bolts.

"We have five Harvestores and we've been rebuilding them this way since 1977. We're very pleased with the kit's success, as have been the farmers in our area who have become our customers," Patrick told FARM SHOW.

A replacement kit for a 20-ft. Goliath chain sells for \$375, plus shipping, and includes 64 inside block links and 130 cotter pins. A kit for a 25-ft. chain, which includes 76 links and 155 cotter pins, sells for



Worn connector link between paddles is replaced by new link shown at top.

\$425. The kit can also be used to rebuild Hercules unloader chain but the paddles must be modified to fit Goliath chain, explains Patrick.

For more information, contact: FARM SHOW Followup, 5853 Gibsonville, Leicester, N.Y. 14481 (ph 716 658-3788).