



Pickup's Power Steering Operates Implement Hydraulics

Illinois farmer John Hutchings, of Paris, made his 1975 Chevrolet truck do double duty by modifying its power steering system to power implement hydraulics.

"I can now use the truck's power steering system to open and close the door of my bottom-dump wagons, and to raise my disc for transport. You could also use it for running augers, log splitters and to fold spray booms," says Hutchings.

He installed a 2½-gal. reservoir for the power steering pump to hold extra oil. Since he uses the same oil for his truck's power steering and his tractors' hydraulics, he's unsure if there'd be problems with running power-steering fluid through hydraulic cylinders or hydraulic fluid through the power steering pump.

In his modification, Hutchings installed a valve along the fender well. One hose runs from the power steering pump to the

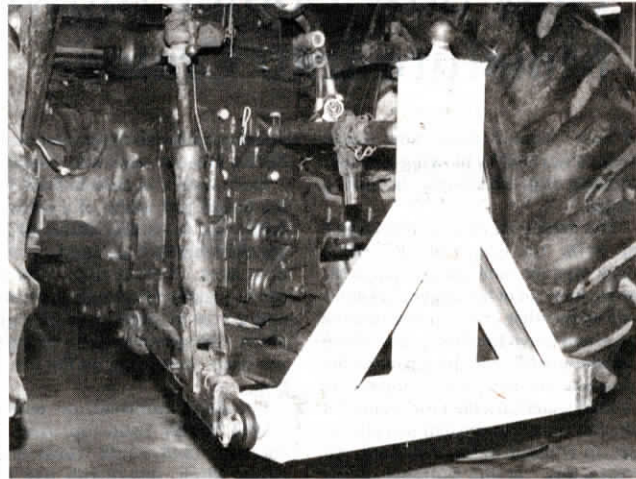
valve and a second hose runs from the valve to the coupler at the back of the truck. A third hose runs from the second coupler back to the valve and a fourth hose connects the valve to the pump.

Hutchings used an electric valve but says a mechanical valve would also work. A button inside the truck cab controls the hydraulics.

He notes that he only uses the truck's power steering to power hydraulics while the truck is stopped and idling. He speculates that, if you used the system while driving, the truck would be hard to steer.

He made the modification out of salvage parts and is putting together plans telling how he made the conversion.

Contact: FARM SHOW Followup, John Hutchings, 304 Rozelle, Paris, Ill. 61944 (ph 217 465-4201).



Gooseneck Adaptor Hitch For Tractors

Minnesota farmers Wayne and Loren Hartung, of Woodbury, wanted to pull their gooseneck flatbed and cattle trailers with their tractors so they wouldn't have to tie up a truck, and also to get trailers in and out of muddy lots.

Since they couldn't find anything on the market to fit their needs, they built a gooseneck

"adapter" hitch for their tractor. It fits in the Cat. II 3-pt. arms and has a 2 5/16-in. ball on top for hitching to gooseneck trailers.

The Hartungs built the hitch out of 6-in. channel iron welded together.

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Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 1029, Lakeville, MN 55044).

Harold M. Johnson, Editorial Director



Tire-Saving Front Disk

"It saves one trip through the field and prevents wear to our tractor tires," says Ralph Weeder, Lindsay, Neb., pleased with a 12-ft. wide front-mounted disk he built for his 8640 Deere tractor.

The triangular-shaped disk is fitted with a single castor wheel up front and raises and lowers hydraulically by hydraulic cylinders mounted on the tractor front. The two disk gangs — one in front of each set of tractor duals — run at sharp angles to the rows of stubble.

The discs — 24 in. in dia. — cut up stubble in both corn and soybean fields ahead of Weeder's V-ripper. That saves a

trip through the field and eliminates the problem of erosion between the time he disks and the time he gets in with the chisel plow. But one of the best benefits may be that the disk gangs knock down sharp pointed stubble that wears out tires.

"I've seen a pair of new tractors practically worn out after working just 500 acres of dry, pointed stubble," says Weeder, noting that soybean stubble is the worst. "This disk knocks all stubble flat, practically eliminating that kind of wear."

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