

Honess pumps calcium in and out of rear tractor tires using an 80-gal. water pressure tank, a milk line vacuum pump, and a standard air compressor.

Low-Cost Way To Pump Fluid Into Tires

"It has saved us a lot of big tire repair bills," says Lyle Honess, Evansville, Ontario, who pumps calcium in and out of the rear tires on his tractors using an 80-gal. galvanized water pressure tank, a milk line vacuum pump, and a standard air compressor.

"I came up with this idea after I had to pay \$100 to \$150 to have someone pump calcium into my tractor's rear tires," says Honess. "All I've got invested is about \$40 worth of fittings, hoses, valves, and a tire valve adapter. I already had everything else. Most of the time I can leave the tire right on the tractor."

The vacuum pump he uses remains on his milk pipeline. He runs a hose from the pump, through the milk house, and to the pressure tank which he positions outside the milk house. He mounted a quick coupler valve on top of the tank and two valves on the side - one at the top and one at the bottom. Either the vacuum line or the pressure line hook up

to the top valve, depending on whether he's emptying a tire or filling it. A clear hose runs from each of the side-mount valves to an adapter that he screwed onto the tire's valve stem.

To suck calcium out of a tire, he hooks up the vacuum hose and the clear hose that connects the top valve. He shuts off the bottom side valve and opens the top one. To fill a tire with calcium, he connects the compressor hose and hooks up the clear hose to the bottom valve. Then he shuts off the top valve and opens the bottom one.

"I use clear hoses so I can see the calcium flowing through them. When filling the tire I put about 40 to 50 lbs. of pressure on the tank," notes Honess.

Contact: FARM SHOW Followup, Lyle Honess, RR 1, Evansville, Ontario, Canada POP 1E0 (ph 705 282-2501).



Photo shows all components that come with new remote-control camera..

Remote-Controlled Camera Works Great On Combines

A new remote-controlled video camera system that rotates 360 degrees allows you to view blind spots not visible from the cab. It mounts on a quick disconnect shoe, allowing it to be easily moved from one machine to another.

The "MobilVision" camera mounts inside a protective plastic casing. A monitor plugs into the vehicle's cigarette lighter plug and is connected to the camera by cable. The operator can rotate the camera 360 degrees horizontally and 45 degrees up and down.

"It's a more portable and versatile unit than anything else on the market and you can mount it on almost any machine. It works especially well on combines," notes a company representative.

"It's great to monitor grain carts and trucks, many of which are so high that the combine operator can't see into them. The camera lets

the operator load carts and trucks evenly and within legal limits. It assists the driver of any vehicle in backing up and hooking up to equipment, and also lets him see behind the vehicle when traveling on the highway. It can also be used on cultivators, planters and drills, sprayers, etc., to monitor operations.

"We offer three different systems - one with a 7-in. black and white monitor and fixed camera that sells for \$699; one with a 7-in. black and white monitor, remote-controlled camera, and 25 ft. of cable that sells for \$899; and one with a 5-in. color monitor that doubles as a TV, 25 ft. of cable, and a remote-controlled camera that sells for \$1,149.

Contact: FARM SHOW Followup, ERC Communications, 313 N C Street, Box 427, Edgar, Neb. 68935 (ph 402 224-8125; fax 4300).



A Ford transmission mounts in front of the Cat's original 5-speed transmission and drives it via a short drive shaft equipped with a slip yoke.

Caterpillar D-6 Repowered With Ford Pickup Engine

Lynden Kruse, Roseburg, Ore., repowered his 52-year-old Caterpillar D-6 with a 6.9-liter V-8 diesel engine along with the automatic transmission and torque converter out of a 1984 Ford pickup.

Kruse paid \$600 for the engine and other components. The engine had a cracked head so he completely rebuilt it. He used the rubber mounts in the pickup to mount the engine. The Ford transmission mounts in front of the Cat's original 5-speed transmission and drives it via a short drive shaft equipped with a slip yoke.

He used a "Trans-Go Stage 3" shift kit to modify the pickup transmission. The kit, used often on drag race cars, allows instant selection of any gear range at any speed. Also, the torque converter on the pickup transmission had limited oil flow which could have caused serious heat problems when the dozer was used hard. To increase oil flow to the transmission, and cool it, Kruse added two oil coolers that are supplied by a belt-driven hydraulic pump that's driven off the engine crankshaft.

He installed an industrial air cleaner and a larger fan that mounts high on the engine. The steering clutch assist pump was modified internally with ball-type check valves so that assist pressure isn't lost when the automatic transmission is put in reverse. The steering brake pedals were moved to the left side so Kruse's right foot is free to operate the foot throttle.

"It took quite a bit of time to make the conversion but it now performs better than ever," says Kruse. "I've done several engine swaps

in tractors over the years, but this one is my favorite. I use the Cat every day for logging and for building roads and ponds. The new engine has about twice as much power as the original one so I can do the same jobs two or three times as fast. The D-6 is a very stable tractor on steep ground. It dates back to the early 1940s but is still a fairly modern machine. The original engine had a serious lack of power, but my repowered D-6 will outperform anything in its weight class. A modern variant of this tractor would have 115 to 120 hp while this one now has about 150 hp. The repowered tractor is lighter in front now, which I notice when pulling logs up steep hills.

"The tractor's maximum speed is almost double what it was before. Another advantage is that due to extra gear reduction and the pickup torque converter, maximum available torque to the tracks is about four times as great as with the original engine.

"The torque converter provides a variable load range which is nice to have when working in steep terrain and building roads. I wouldn't recommend the use of an automotive-type automatic transmission for heavy continuous pulling of tillage tools, but for intermittent loads such as dozing and logging it's very efficient. Continuous pull on the torque converter will produce more heat than desirable so I recommend using a transmission oil temperature gauge for this kind of application."

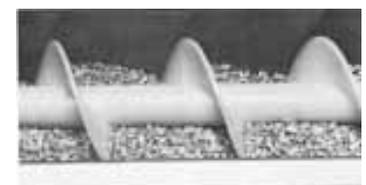
Contact: FARM SHOW Followup, Lynden Kruse, 1420 Strawberry Mt. Lane, Roseburg, Ore. 97470 (ph 541 673-4864).

"Cupped" Poly Auger Handles Beans Gently

"Our new poly auger has 'cupped' flighting that's gentle on seed and easy to maintain," says Vance Lundell, The Lundell Corp., Odebolt, Iowa.

The auger's 5-in. dia. flighting fits inside a 6-in. dia. tube. The "cupped" design cradles the seed and keeps it away from the outside of the tube, reducing seed damage.

Another feature of the new auger is its modular design which lets you replace individual pieces as they wear, instead of having to replace the entire auger. Each module slips onto a stainless steel shaft. Individual modules interlock. Any worn or damaged modules can be removed from the center tube and replaced.



"Cupped" design cradles seed and keeps it away from the outside of the tube.

Sells for \$15.50 per ft.
Contact: FARM SHOW Followup, The Lundell Corp., Box 458, Odebolt, Iowa 51458 (ph 712 668-2400).