



Splitter mounts on cut-off pickup bed pulled by a 40 hp Wisconsin engine.

“BUILT FOR CONVENIENCE”

Self-Propelled Splitter Makes Firewood Fast

Building a self-propelled wood splitter solved many of the problems inventor Lloyd Williamson had experienced over the years with commercial pull-type splitters.

“I designed and built this go-anywhere splitter for convenience,” explains Williamson, Luther, Okla. “It allows me to travel through the woods at up to 17 mph and it holds wood at a comfortable height so it’s



Engine’s driveshaft belt-drives the pickup transmission. Homemade cylinder applies 50,000 lbs. of force.

not so hard on the back.”

Williamson started with the frame of a Ford Courier pickup equipped with 4-speed transmission. He replaced the wrecked front end and steering system with one off a Ford Pinto car. To power the splitter, he mounted a 40 hp Wisconsin engine out of a Versatile 100 swather up front. Its drive shaft belt-drives the pickup transmission with a 2.8 to 1 gear reduction.

A belt-driven 20 gpm hydraulic pump mounts on the pickup frame near the right front wheel. It powers the splitter’s home-built 6 1/2-in. dia. cylinder with 29-in. stroke. The cylinder is welded to a length of 8 by 6 1/2-in. I-beam, which slides out on a track to extend 4 ft. past the tailgate for splitting.

Hydraulic oil is contained in a 10-gal. reservoir Williamson fashioned out of the pickup’s fuel tank.

The splitter’s wedge, which flares out to 6 1/2 in. wide, is made from a piece of I-beam. It pushes against a “backstop” made from pieces of plow beam. “I had to build it strong because the cylinder produces over 50,000 lbs. of force,” Williamson notes.

When driving the machine, he sits on a seat made of 2 by 12-in. wood mounted in front of the pickup bed. He also has a tow bar mounted on front of the machine so he can transport it on the highway.

Out-of-pocket expense was less than \$100.

For more information, contact: FARM SHOW Followup, Lloyd Williamson, 19201 East Hefner, Luther, Okla. 73054 (ph 405 454-3449).



Brittin cut off the back part of a wrecked Ford Bronco, attached part of a Ford Ranger pickup cab, and added his own remote-controlled hydraulic tilt bed.

EQUIPPED WITH REMOTE-CONTROLLED HYDRAULIC-OPERATED TILT BED

“Shorty” Utility Truck Built Out Of Old Bronco

By C.F. Marley

You won’t find a commercial utility truck anywhere like the one built by Ken Brittin of Petersburg, Ill., who cut off the back part of a wrecked Ford Bronco, attached part of a Ford Ranger pickup cab, and added his own home-built, remote-controlled hydraulic tilt bed.

Brittin uses a remote control button on his key chain to tilt the bed up or down. “I can operate it from as far as 300 ft. away. It fascinates a lot of people when they see the bed going up and down but can’t see who’s controlling it,” says Brittin.

He paid \$800 for the 1985 Bronco II which had been in a wreck. Only the rear part of it was damaged. He cut off the body at the window post behind the front door. He made a steel frame for the 5-ft. wide, 4-ft. long bed and installed a wooden floor. The back of the bed rests on a pair of big hinges on each side. A 24-in. long cylinder is used to raise or lower the bed. Electronic solenoid valves, activated by a switch off a remote-controlled winch, control an electric-over-hydraulic pump that operates the cylinder. He used exhaust tubing to build guard rails behind the cab and mounted the Ranger bumper behind the bed.

“I use it mostly for light yard work. It also works great for hauling parts for my automobile repair business,” says Brittin. “I mounted a Reese receiver hitch on back so I can pull my boat. I also use it to haul and dump grass clippings. I pull a sweeper be-



Brittin uses a remote control button on his key chain to tilt the bed up or down.

hind my riding mower and dump the clippings right onto the bed.

“I installed a new air conditioner, tilt steering wheel, axle assembly, driveshaft, and a posi-traction rear end. I cut down the running boards on the Bronco and mounted splash guards on front and back. My total cost was about \$4,000. Doug Baum, who operates a body shop, did the cab work. I already had the pickup and was able to save money by using parts from it - all parts on Ford Broncos and Rangers that don’t have to do with the body are interchangeable.

“The Bronco is powered by a 2.8-liter V-6 gas engine and equipped with a 4-speed automatic transmission with overdrive.”

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He Put Duals On A 3/4-Ton Pickup

Hauling big loads down the highway in his 3/4-ton pickup no longer makes Illinois farmer Ken Brittin nervous, thanks to the dual rear wheels he installed on the truck.

To make the conversion, Brittin mounted a 1-ton Chevy axle on the 3/4-ton. He used all the original springs and spring hangers from the 1-ton truck.

The pickup is often used to haul water. The extra wheels reduce the amount of sway in the truck when moving down the road. Brittin says the extra wheels also make it a better truck for handling a snow-pow.

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In order to mount duals on the 3/4-ton pickup Brittin replaced the original axle with a 1-ton Chevy axle.

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