



When Jerry Mattox rebuilt his 1978 Ford 3/4-ton pickup, he also equipped it with a homemade dump box and added large storage boxes on each side of the frame.

Beefed-Up 3/4-Ton Ford Equipped With Dump Bed

Jerry Mattox isn't an ordinary back yard mechanic. He runs a machine shop in Salem, Indiana, so when he decided to rebuild his 1978 3/4-ton Ford truck, he went way beyond what most folks would do.

"We replaced the 306 engine with a Perkins 354 diesel out of an 8800 White combine," says Mattox. "We chose it because the turbo is on the sides so it fits under the hood."

However, he had to widen the under-hood area to create more clearance for the engine. So Mattox cut out the front-end suspension and replaced the front axle with a straight axle from an old Hostess Bread Truck. After boring it out to incorporate 1-ton Ford spindles, he went to a junk shop and picked up leaf springs from a 1-ton army surplus Dodge truck.

"The leaf springs fit perfectly," reports Mattox, adding that he also had to cut out the firewall and move it back further.

With the engine in place, he went on to replace other parts. Brakes are now powered by a vacuum pump off a Ford diesel pickup truck, and the transmission was replaced by a 3000 Series Spicer out of a 2 1/2-ton Army surplus truck.

"The rear end is a Dana 60, out of a

standard Ford 3/4 ton," says Mattox. "We put extra leaves in the spring, so it takes a lot to overload it."

The extra lift was necessary to handle a new dump box that Mattox built. He used 2-in. sq. tubing for the bed, sub bed and frame. The hoist unit itself came out of an old farm wagon, while the hydraulics to lift it are provided by a power steering unit off a Lincoln Towncar. Mattox lathed down an electric clutch from an air conditioner to fit the power steering unit. He dumps with the flip of a lever.

The cab was dressed up with powered leather seats out of a late model Ford car. He added a fan to boost the defrost system and an electric fuel pump to prime the engine should he ever run out of fuel. Mattox also built large boxes on each side of the frame under the bed to house tools and the two large batteries needed to start the Perkins. With a fresh paint job, the truck looks good and runs great.

"I use it for play and for hauling wood," says Mattox. "I can haul 3,000 lbs. on it easy."

Contact: FARM SHOW Followup, Jerry Mattox, 3728 W. State Rd. 56, Salem, Ind. 47170-7580 (ph 812 883-6460).

Maurice Lange poses with his Labrador dog, Magpie, who roams around the perimeter of his large garden to keep it free of rabbits, deer and raccoons.



Dog Keeps Large Garden Free Of Deer, Rabbits

A Catholic priest in Godfrey, Ill., says his large garden has been free of rabbits, deer and raccoons since he hit on an inexpensive method to keep pest animals out.

Rev. Fr. Maurice Lange simply set up a fenced-in runway around the garden and lets his dog, a Labrador, named Magpie, roam freely inside.

A single strand of electric fence wire runs around the garden to keep the dog out. Then 20 ft. out from the perimeter of the garden, he erected a woven wire fence. The dog patrols the 20-ft. wide perimeter.

Contact: FARM SHOW Followup, Rev. Fr. Maurice Lange, OMI, Godfrey, Ill. 62035.

Portable Feedbunks Made From Used Conveyor Belts

When brothers Garry and Terry Smith, Leader, Saskatchewan, got a chance to buy more than 400 ft. of salvaged rubber conveyor belting from a mining company, they got the idea of hanging it inside pipe frames to make cattle feedbunks.

They built a frame and then spent hours trying to force a 30-ft. length of the 1/2-in. thick, 56-in. wide belting into it. After a while, they decided there had to be a better way.

They decided to use lengths of chain stretched from side to side to hold the sides up. They cut the belt into three equal lengths, about 133 ft. each.

To pull the edges up, they clamped a pair of welding C-clamp vice grips to each edge and then stretched a come-along between them. When they tightened up the come-along, the edges bent up just as they'd hoped, making 14-in. high sides.

To hold the sides together, they put bracing in the bunks about every four feet. Most of the bracing is 1/4-in. link chain, which they attached by drilling 3/8-in. holes through the belt, about 1 1/2-in. from the edges. The chain is cut in 28-in. lengths and fastened in the holes with 5/16-in. bolts. They used oversized washers on the outside of belt to keep the bolts from pulling through.

Every third brace, however, is made from channel iron, to provide extra stability. To make more sturdy braces, the Smiths cut 4-ft. lengths of 2 in. by 1-in. channel iron. They notched them 14 in. in from both ends, leaving 20 in. in the middle, and bent them up so the ends were 28 in. apart. Then they welded a 28-in. length of salvaged sucker rod to the ends. They bolted these to the belting by drilling a 5/16-in. hole through each side and one through the bottom.

They closed in the ends of the bunks by cutting flaps and folding them inward. The bunks can be pulled from one location to



Lengths of chain hold up sides of conveyor belt to form bunk.

another with a tractor or pickup. "Getting them through gates can be a problem," Terry Smith says. "If you try to make too sharp a turn, they tend to roll. But they're not hard to turn back over. In the winter, they do freeze down, but you can pop them loose in two or three places by pushing them with the forks on a skidsteer or front end loader."

Smith says the feedbunks are so tough he figures they'll outlive him.

The brothers bought up more of the old belting when they found it available. If others would like to make feedbunks similar to theirs, contact Shur-Green Enterprises, Ltd., 538 Sturgeon Drive, Saskatoon, Sask., Canada S7K 4E1 (ph 306 382-1944; fax 306 382-1053).



New-style pickup cover is made of high strength aluminum and will hold up to 220 lbs. Built-in rails on the sides allow you to secure the cargo.

Load-Supporting Pickup Bed Cover

Most pickup bed covers are designed to protect a load under the cover. This new hinged pickup bed cover does that but also supports a load on top of the cover, allowing you to haul cargo or use the cover as a sturdy work platform.

The Mountain Top tonneau cover is made of high strength aluminum and will hold up to 220 lbs. Built-in rails on the sides allow you to secure the cargo. A pair of gas springs make the cover easy to open up, and a simple hinge system on front allows you to remove the cover without tools.

To mount the cover, you drill small holes

for the gas springs, a key lock catch on the tailgate, and a hinge plate on front of the pickup bed. It takes two people to lift, balance and place the cover into the mounting position.

Accessories include cargo racks and bicycle racks.

Fits shortbed or longbed pickups. Sells for \$769 to \$979 depending on the model.

Contact: FARM SHOW Followup, Mountain Top Industries, 1235-C Commerce Road, Morrow, Ga. 30260 (ph 770 960-8068; fax 770 960-1032; E-mail: info@mounttop.com; Website: www.mounttop.com).