

Pickup "PowerBox" Provides Portable Power

If you routinely need reliable portable power for service and repairs, check out the new PowerBox from Dynamic Power Source, New Albany, Indiana.

The PowerBox is a combination generator and air compressor to power air tools, electric tools and even a welder. It mounts behind the cab in a pickup bed, just like a toolbox. It contains an electric-start engine and 12-volt battery, generator, compressor, 10-gal. air storage tank, and a 12 1/2-gal. fuel tank. There's also storage for tools and welding.

The base model features a 20 hp Kohler engine, which powers a 10 kva generator, producing 8,500 watts, and two air pumps, producing a steady flow of 8.6 cubic ft. per minute. Maximum welding power from this unit is 315 amps. It comes equipped to provide both 120 and 240 single-phase power and 230-volt three-phase power, as well. It also has both 1 1/4 in. and 1 3/8 in. regulated air outlets.

Two larger size units are available. Welders are optional. You can choose from stick, MIG or TIG welding kits and



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you can add a plasma arc cutter or an FCAW welding feeder kit.

Prices range from \$4,500 to \$13,500 or more, depending on welder and compressor options and engines ordered.

Contact: FARM SHOW Followup, Garry Collins, PowerBox, Dynamic Power Source, Box 936, New Albany, Ind. 47151 (ph toll-free 877 693-7269; Website: www.187powerbox.com).

"Power Pack" Helps Turn Pickup Into A Service Truck

Here's one of the slickest systems we've ever seen for turning your pickup into a service truck. The Anaconda "Power Pack" looks like a standard pickup toolbox but actually contains a generator, air compressor, and welder. Measuring 27 in. deep, the toolbox rests on top of the pickup's bedrails and is installed with two bolts on each side.

Inside the lockable compartment is a Kohler 5000-watt generator set, an Ingersoll Rand air compressor that delivers 11.3 cfm at 90 psi, and a Miller 130 amp portable wire feed welder. Fits all full-size pickups, long or shortbed, and can also be mounted on a flatbed truck or trailer.

The unit comes with a remote starter and a driver's side panel for controlling all machinery in the Power Pack.

"It's a compact unit that leaves a lot of room in your pickup bed, and comes with top-of-the-line components," says Tom Hartman, Anaconda Power Pack. "The bottom of the toolbox is 8 in. off the floor so there's room to slide cargo under it. The basic unit, without a welder, sells for \$7,800. We do sell the Miller 130 amp portable wire feed welder for



Anaconda "Power Pack" mounts behind cab in a pickup bed, just like a toolbox.

\$920. However, the welder storage compartment is large enough that farmers can buy any other kind of welder they want from their local dealer. If you don't need a welder you can use the space for another air tank or a bigger fuel tank."

Contact: FARM SHOW Followup, Anaconda Power Pack, 1080 Nimitzview Drive, Suite 404A, Cincinnati, Ohio 45230 (ph 888 834-5854 or 513 233-9223; fax 513 233-9223; Website: www.anaconda-powerpack.com/index.htm).



Matt Throener of Carnegie, Okla., made his own engine stand, mounting a final drive gearbox from an 860 Allis Chalmers cotton picker on a home-built steel frame.

Gearbox Engine Stand Handles Big Repairs

Every engine repair shop needs a good engine stand. Matt Throener of Matt's Ag Service, Carnegie, Oklahoma, made his own.

He started by making a sturdy frame out of 4-in. sq. steel tubing. Then he mounted a final drive gearbox from an 860 Allis Chalmers cotton picker on the stand. "You can find this same gearbox on a Gleaner G combine," Throener says. "It has a 21 to 1 gear reduction in it. I put a hand crank and chain on it so I can rotate the engine 360 degrees with hardly any effort."

On the engine side of the gearbox shaft, Throener attached a mounting plate on it fitted with a length of 3-in. heavy walled pipe. He makes individual brackets to fit the mounting holes on the engines he's repairing. In the center of the bracket, he attaches a length of 2 5/8-in. drill stem pipe that fits into the 3-in. pipe on the mounting plate. To attach an engine to the stand, he lifts it from the tractor with an overhead hoist and moves it

to the stand. Then he mounts the adaptor on the engine and slides it onto the engine stand, securing it with a bolt.

"I had a 903 Cummins V-8 on it recently and it held rock solid," he says. "I could rotate the engine to any position and it was still solid and secure."

He says making mounting brackets for the engines takes very little time, and once he's made one, he can use it over and over.

"If I have a heavy long block engine, like a 6 cylinder in-line diesel, I have to be a little more careful. The stand is solid enough, but when you're rotating it, you can feel the weight of the engine on the crank.

"The stand is big enough and sturdy enough to hold the entire engine, including the flywheel and accessories on it," he says.

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Snowblower is belt-driven by a Honda 11 hp engine mounted directly on blower. A small air compressor and a 20-lb. propane tank on back are used to operate an air cylinder that pushes blower engine up to tighten drive belt.

Ford Blower Drive Repair

"Snowblowers installed on many Ford compact tractors from 1980 to 1984 were built by Bervac in Quebec, Canada. They went out of business and Ford no longer stocks parts for these blowers. Parts can only be purchased from a supplier in North Dakota who bought up all the spare parts and charges plenty for them," says Ron Burkholder, Kawartha Lakes, Ontario.

"I own a Ford 1200. The blower is pretty reliable except for the drive from the front pulley of the engine. I had to rebuild the drive about once a year at a cost of about \$1,300 per year. So I decided to solve the problem permanently by mounting a Honda 11 hp engine directly on the blower.

"Three V-belts run from the engine output shaft to the blower input shaft. The engine has a 6:1 reducer mounted right on the block. At full throttle, this gives me 600 rpm's, which is just about right.

"The biggest challenge was building the clutch. I mounted the engine on a 1/2-in. thick steel plate that slides back and forth and pivots on the blower. The sliding plate is positioned so the belts just touch the pulley.

To push the engine up to engage the belts, I used a 1 1/2-in. air cylinder with a 3-in. stroke. I purchased a small air compressor for \$20 and use it to charge a 20-lb. propane tank, that mounts on a frame at back. It acts as a reservoir. A 3-way valve in the cab controls the cylinder.

"I can now blow snow like never before. With the old drive connected to the 16 hp. engine in the tractor, I had to use first or second gear on the tractor to keep rpm's up to power the blower. I always feared breaking the drive chain, electric clutch or the clutch shaft itself. Now I run the tractor in 5th or 6th gear with the engine just over an idle. The Honda engine is controlled from the cab with a throttle cable and kill switch. I have to start the engine before getting into the cab."

Burkholder has a Website with photos and a detailed explanation of what he did.

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