

Worn-Out Mower Blades Converted To Swivel Mount

In Vol. 29, No. 5, we told how Walter Murray replaced the blades on his 30-year-old Deere 214 47-in. riding mower with cutting discs fitted with three swivel-mounted blades.

After reading the story, Harold Gallaher of Farmington, Mo., wrote to say he uses a similar idea to make swivel-mounted blades for his 6-ft. front deck mower.

"The bottom blade in the photo is an original untouched blade. The middle blade is one of my altered blades that I've used for several years. The top blade set is one experiment of many with different configurations. I've found that the simplest arrangement - the middle blade - works best."

Gallaher started with an old set of blades from the mower. "The blades are made from heavy steel and provided a strong base for the replacement tips," says Gallaher. "I just cut off the ends of the old blades and drilled a hole for each shoulder bolt used to mount the new tips. A washer placed between the base and the tip allows the tip to swivel on the shoulder bolt. Balancing the base is a one-time job that doesn't have to be repeated when new tips are installed. I raised the deck 1/2 in. to get the same cutting height. This was the only adjustment I had to make to the mower," says Gallaher.

He says cutting the old blades off was easier than he thought it would be. "I used an

abrasive cutoff saw and drilled at slow speed using a lot of oil.

"I've found over the years that I rarely have to replace the bolts when I change blades. I use these blades hard, to say the least. I regularly use my mower to cut light brush and often hit debris when clearing woods. Yet over the years I've broken only one bolt. Even then, the blade tip wasn't thrown far. I found it only about a foot away from the broken bolt.

"Another thing I've learned is that trash hit while mowing isn't thrown as far or as hard as when hit with 'solid' blades. The swivel action of these blades seems to absorb much of the energy."

The blade tips are reversible. "Hitting a lot of trash tends to dull both sides of the tip (due to the swivel action), but mowing only clear areas of grass should allow you to rotate the blades to get more use out of them. The blade tips are cheap enough that I never try to sharpen them, but instead I just buy new tips whenever the old ones get dull. One set of six blades, at about \$9, will usually last an entire mowing season. I bought the swivel-mounted blades at a farm supply store. The blades were originally designed for disc mowers and are available in either left or right hand cut. I chose the right hand cut because of the direction the blades turn on my mower.



Top blade is an experimental one while bottom blade is an original untouched blade. Gallaher says the simplest arrangement - the middle blade - works best.

Blades are available in 3 and 4-in. lengths. I chose the 4-in. length because of the way my blade was made. My only other expense was for the bolts that secure the blades.

"I'm very happy with my new blade ar-

angement and don't plan to go back to using a solid blade," notes Gallaher.

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Wes Johnson made a can crusher for the side of his Farmall Super C tractor. "I can crush a lot of cans in just a few minutes," he says.

He Put A Can Crusher On The Side Of His Farmall C

"We get most our dog and cat food in cans and with this can crusher I can crush a lot of cans in only 10 to 15 minutes," says Wes Johnson, Nevada, Mo., who made a can crusher for the side of his Farmall Super C tractor.

While cleaning and repainting the C, which he bought at an auction sale a couple months ago, Johnson realized the hydraulic pivot arms could be used to make a very good can crusher.

He used old parts that he had available to make the crusher and bolted the old can crusher to the C's frame. The "C" has about 2,500 psi of live hydraulic pressure so Johnson says it'll crush any type of can up to 8 1/2 in. long and 5 in. in dia.

"The hydraulic control levers are located just forward of the steering wheel so I can stand beside the tractor and just drop the can in the crusher, reach up, move the control lever forward to crush the can and move the



Unit will crush any type of can up to 8 1/2 in. long and 5 in. in diameter.

lever back to release it. I drop a crushed can into a bucket and do it over again," he says.

After crushing the cans, he puts them in a bag and hauls them to the county recycling center.

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Paul Michener combined parts from two Ford Explorers to make this 4-door sedan with a 30-in. trunk on back. It's somewhat patterned after a 1934 Ford sedan.

"Hybrid" Vehicle With An Antique Look

Most people who work on old cars try to make them look like new. Paul Michener of Waynesville, Ohio, took a late model vehicle and tried to make it look old.

"I combined parts from two Ford Explorers and other miscellaneous vehicles to make a 4-door sedan with a 30-in. trunk on back," says Michener, who recently sent FARM SHOW photos of his one-of-a-kind vehicle which is somewhat patterned after a 1934 Ford sedan.

He started with a wrecked 2001 Ford Explorer with only 800 miles on it, which he bought at a salvage yard. The vehicle had been totaled in a roll-over accident only a month after the owner bought it, but the chassis was still in good shape. The front part of the body was damaged beyond use so Michener replaced it with the front half of a 1998 Explorer. He used the 1998 Explorer from the firewall back to the middle of the rear doors and spliced the two vehicles' roof sections and floor pans together. He was able to use the original rear doors on the 2001 Explorer as well as the back part of its cab. The 2001 Explorer's wheelbase was 14 in. longer than the 1998 Explorer, which required making some alterations to the floor pan.

The trunk was fabricated from the bed off a 1988 Ford pickup, and the tonneau cover on it was fashioned from the hood off the 2001 Explorer. The hood was damaged so he narrowed and shortened it to make it fit the 38-in. wide pickup bed.

The rig's big side windows on back are off a 1999 Ford super duty extended cab pickup (he used the top half of the pickup's rear doors). The rear window in front of the trunk



Vehicle's trunk was fabricated from the bed off a 1988 Ford pickup. The tonneau cover on top was fashioned from the hood off a 2001 Explorer.

goes up and down automatically, as do all the door windows.

"It wasn't an easy job to do, but I'm happy with how it turned out," says Michener. "My friends call it the Mafia Mobile, because some gangsters from the 1930's used to drive expensive cars equipped with dark windows and a narrow trunk on back. This car has the rear fenders from a 1934 Ford sedan. I worked on it part time for 3 1/2 years. If I wouldn't have had to use two different Explorer bodies, it wouldn't have taken nearly as long to build. I spent about \$12,000 to build it.

"I couldn't have done the job without help from my son Thom as well as many other people. I've driven it to three different car shows, where it gets an unbelievable amount of attention."

The vehicle has two bucket seats in front and a kid's bench seat way in back. Michener says he plans to install another bench seat in the middle.

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