

Heavy Duty Forklift Built Out Of Car, Combine Parts

"It's built heavier than most commercial forklifts on the market," says Gary Koehler, Upper Sandusky, Ohio, who recently sent FARM SHOW photos of a forklift he built out of old car and combine parts.

The forklift is equipped with a 10,000-lb. mast and rides on tractor-size tires.

He started with a 1977 Oldsmobile Cutlass, pulling out the engine, radiator, automatic transmission, and rear end. He used 6-in. channel iron to build a frame from scratch. The car's rear end drives the planetary drive axle off a Deere 9500 combine. He cut the planetary axle in half, then narrowed the car's rear end and welded it into the axle. A short 1-ft. driveshaft is used to hook up the car's transmission to the planetary axle.

The forklift's rear axle is off an old White combine. The rear spindles came off the Deere 9500 combine, and the hydraulic steering cylinder is from a Deere 7720 combine.

The forklift mast is welded to steel brackets on the front axle. The mast is raised and lowered by a hydraulic pump that's direct-driven off the engine crankshaft.

The fenders are off an old Massey 135 tractor and were turned backward so the opera-

tor can easily grab handholds on the fenders as he climbs into the driver's seat.

"We use it a lot, for everything from moving bulk seed to hauling logs to our wood splitter," says Koehler, who bought the forklift mast at a junk yard. "The car's original carburated V-6 gas engine tends to start hard, so we're now in the process of replacing it with a 4.3-liter, fuel injected V-6 gas engine out of a Chevy S-10 pickup which will be easier to start in cold weather. I might also convert the hydraulic pump to belt drive.

"There are 900 lbs. of solid steel underneath the engine for extra weight, suitcase weights on the back end, and water in the rear tires, yet when I have to lift a particularly heavy load the back end will still go up in the air. It has enough power to flatten the front tires out."

He used sheet metal to build a 70-gal. gas tank and mounted it directly under the seat. The hydraulic oil reservoir is out of a Massey 750 combine and mounts directly behind the seat.

The exhaust pipe was originally mounted on top of the hood over the engine. However, the muffler tended to blow too much exhaust



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toward the driver so Koehler remounted it along one side of the tractor frame, next to the engine.

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Custom Horn Kits Fit Any Vehicle

Tired of not being noticed in traffic? Matt Heller was, so he did something about it. He mounted an air horn in his Chevy S10 pickup. He had so much fun with it that two years later he started Hornblasters, a source for unique air horn kits that let the world know where you are.

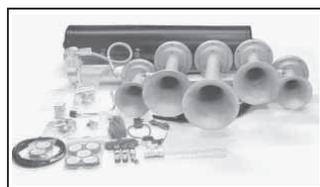
"I was always getting cut off," recounts Heller. "I'm a railroad enthusiast, so I found a locomotive air horn and mounted it on the S10. After two years of people asking where I got the kit, I decided to start selling them."

Hornblasters offers four-horn locomotive style horns, real locomotive horns, boat horns, novelty horns and even PA (public address) system horns. The PA system horn offers the ability to talk through the built-in microphone, play back 80 built-in songs and

sound effects or to record and play back music.

Kits include everything needed to install the horn, including switches, relays, air tank, compressor and mounting hardware. Horns are also available by themselves for vehicles already outfitted with an air system. Prices range from \$199.95 for the PsychoBlaster horn kit with two horns and a 5-liter tank to \$2,379.95 for a five-horn actual train horn system with a five-gallon air tank. Horns alone range from \$42 to \$1,999.

"The four-horn kit is really popular as all four horns are individually mounted so they're easy to adapt to any vehicle," says Heller. "The single horn PA system has really taken off as well. Other sets that mount as a unit require more space."



Kits include everything needed for installation such as switches, relays, air tank, compressor and mounting hardware. It takes two to three hours to install most kits.

Mounting even the bigger sets is simple once you find the room, says Heller. "A person with average skills can mount them in two to three hours with only an adjustable wrench and drill," he says. "You could even use zip ties if you wanted."

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Tony Hargreaves cut a Simplicity garden tractor in two and mounted a big Wisconsin engine and deck mower between the front and rear ends.

When Tony Hargreaves mows roadside ditches, he has power to spare. If just looking at his self-propelled 72-in. deck mower with its 30 hp Wisconsin engine wasn't enough, Tony can give passersby a blast of the rig's big air horns.

"My son bought them for me," says Hargreaves. "He figured they should be extra loud to match the power of the big engine."

Hargreaves originally built the mower as a pto-driven pull-behind unit. When he converted it to a hydraulic drive, his Cub Cadet wasn't big enough to handle it.

Self-Propelled 72-In. Deck Mower

Hargreaves' son had the 30 hp Wisconsin engine, which he had pulled off an old swather and completely overhauled. Hargreaves tried mounting it on the mower as a power source, but it was too heavy.

Not one to waste either a mower or an engine, Hargreaves decided to build a mower around the deck. He cut an old Simplicity garden tractor in two and removed the engine and gas tank. He then mounted the deck mower with the Wisconsin engine on it, between the front and rear ends.

The mower deck has three 25-in. blades that overlap slightly to give it a 72-in. cut.



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The center blade spindle has a four-belt pulley on it. One belt goes to the right blade, one to the left and two go back to the motor.

A double-grooved pulley on the engine runs two belts that go down and change direction to power the mower blades. A third pulley welded to the double pulley powers the Simplicity's drive train.

Although Hargreaves is able to use the clutch and transmission on the Simplicity, the mower is direct-driven from the engine. Once it starts, it goes. For both safety and convenience, he plans to put a clutch on the motor or on the center spindle to control the blades.

He also plans to put hydrostatic drives on the rig's rear wheels.

Hargreaves did make another addition to the mower. He added a big bumper in front that's really just a headboard from a twin bed.

"When I am mowing my road ditches, this machine gets people's attention," says Hargreaves.

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