Tow-Behind Generator

"I got tired of dragging extension cords all around my property to use my electric chainsaw and hedge clippers, so I built this small 2-wheeled trailer to carry a generator," says Bill Noyes, McHenry, Ill.

Noyes pulls the Coleman 5,000-watt generator behind his Sears Craftsman riding mower. He can either plug an electric-operated tool into an outlet on the generator, or use a 20-ft. retractable extension cord that's attached to the generator's frame.

"I already had the lumber so all I had to buy was the trailer coupler and a couple of 10-in. pneumatic tires. I bought what I needed from Harbor Freight for a total cost of about $20," says Noyes. "The wheels I used required a 5/8-in. axle so I cut the heads off two 5/8-in. bolts and inserted them into a piece of 1/2-in. conduit, then drilled a hole through each one and pinned them with a screw. Surprisingly, I found that a 5/8-in. dia. bolt will fit into 1/2-in. conduit. It was a nice fit and made for a cheap axle."

He made a platform for the generator out of 2 by 4's held together by 3-in. deck screws. The platform is clamped to the axle and the generator is secured to the platform by screwed-down brackets. The platform has a wooden tongue with a metal ball coupler. A short length of conduit, with a rubber crutch tip on it, runs down through the tongue and serves as a stand to keep the generator level. "I can adjust the height of the tongue by loosening a small screw that runs through the tongue and against the conduit," says Noyes.

Bill Noyes uses a home-built trailer to pull his Coleman 5,000-watt generator behind his Sears riding mower. He uses it to power an electric chainsaw and hedge clippers.

"Having the generator on wheels also makes it easy to move around the garage. I also use the generator to operate leaf blowers and shredders."

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Slick Snowblower Made From Swather Parts

Richard Muscha's self-propelled snow blower is painted and detailed like Dale Earnhardt Jr.'s NASCAR racer. It looks like a speedster with its lowered frame and narrow body. Muscha, his son Russel, and a neighbor, Phil Spooner, built the machine using swather components, but put it together in a way that meets their in-town needs.

"We built the frame from scratch using 2 by 4-in. box tubing," recalls Muscha. "We wanted it small enough that we could work on it inside a car garage if we had problems in the winter. It ended up about 40 in. wide with a length of about 8 ft."

While the three relied mostly on swather components, they also salvaged wheels from a Ford pickup and a differential and rear axle out of a Ford station wagon. The snowblower itself is an older Farm King. The final drives were taken from the original swather and mounted to the new frame. Muscha's son Russel, a machinist, redrilled the hubs to fit the Ford pickup wheels.

"We chopped and shortened the drive axle and attached it to the frame," explains Muscha. "Sprockets were mounted to the ends of the shortened axle to power the drives. The differential was driven by a double chain from the swather's hydrostatic drive."

The combination of sprockets and drives gives the snowblower a 15:1 gear reduction, reducing speed, but providing plenty of power.

Power is provided by the original swather engine. The original hydraulic pump and hydraulic motor were connected by a common gearbox at right angles to each other. The three men split the pump and motor to fit the new frame, made end plates for them and connected them with hoses.

A separate hydraulic pump mounted to the swather engine provides hydraulic power for the snowblower. Drive power for the blower is provided by triple V-belts from a hydraulic motor to the snowblower pto.

"We have four hydraulic valves: one that raises and lowers the blower, another that turns the spout, a third that turns the flipper on the spout, and a fourth to engage the pto," says Muscha.

The steering axle was recycled from an old Massey Ferguson combine. The wheels were donut spare tires from a Cadillac, while power steering was off an old IH combine with power from a third hydraulic pump.

"Originally we had planned to build our own snowblower, but we found the Farm King for a reasonable price. We had to shorten the mounts so they didn't stick out too far. For a lift, we mounted an old Cornhusker 3-pt. hitch on the frame. It'll let us mount tillers, blades, mowers or other 3-pt. equipment on the machine in the summer."

The snowblower cab was salvaged from the swather. The right side window was enlarged and a window was added to the rear. "We use the snowblower in town, and we need the best visibility possible," says Muscha.

Built largely from swather components, self-propelled snowblower is painted and detailed like Dale Earnhardt Jr.'s NASCAR racer.

Sheet metal off the swather was used to fabricate a new hood and cowlings. Recycled parts offered by relatives kept costs down. Viewing it as a hobby also let the three take their time on the project.

"We worked on it off and on for about six years," says Muscha. "We bought a couple swathers and salvaged parts, but we don't have a lot of money in it. We may have spent $600."

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Restored Farmall "A" Is Now A Hybrid

When Gerald Fisher started working on his Farmall A it had no motor or clutch, no rear wheels or seat, no fuel tank or even a steering wheel, and the bell housing was buried in mud. Fisher decided to try and restore the tractor anyway. After all, the price was right. A friend gave it to him.

"I added so many parts from other equipment that it ended up 6 in. longer than a normal A," says Fisher. "I used Dodge truck hubs and wheels, a Mitsubishi diesel stationary engine, a Ford clutch and a GM steering wheel."

Installing the two-liter, Mitsubishi diesel and the Ford clutch required extending the frame with 3/8-in. steel plates. The old transmission remained in place, though a gear was missing teeth and had to be replaced.

"The rear wheels and hubs came from a Western Star Snowplow Truck," says Fisher. "The only things not rusted away were the lugs. The old hubs were gone, so I welded the Dodge spindles in place."

The seat, which looks very similar to the original seat, came off an old steam shovel. The front grill was salvaged from another A, and a local tinsmith made a new fuel tank and battery rest. The radiator came with the Mitsubishi.

With the added length of the tractor, Fisher had to modify the steering mechanism. "I took an old pto universal joint from a dump truck and mounted it to the front axle to control the steering rods," he explains. "This let me run the steering shaft straight from the wheel to the universal along the side of the tractor."

Fisher made a muffler out of two Allis Chalmers fuel filter covers welded together with pipe. He also had to build an adapter for the Ford clutch, putting a pilot bearing into a piece of 3/4-in. plate.

The most expensive part in the $1,500 makeover was matching the IH bell housing to the Mitsubishi diesel. "The bell housing is oval shape, so I needed an adapter plate," recalls Fisher. "It cost me $350 to get one machined to fit."

Fisher says his Mitsubishi/Farmall runs well. "It has lots of power, around 30 hp compared to only 16 originally," he says.

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Restored Farmall A is powered by a Mitsubishi diesel stationary engine.