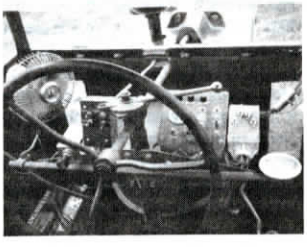
Made It Myself

(Continued from previous page)

Farmall "M" Fitted With Home-Built Removeable Cab

"It draws a lot of attention at parades or slow tractor pull races because most people have never seen a cab on a Farmall M before," says Rollan Schnitker, Hoyleton, Ill., who used 3/4-in. plywood to build a removeable wooden cab for his 1951 International M tractor.

The cab bolts to both sides of the axle housing and also is braced against the frame of the tractor. It consists of three parts that bolt together so it can be easily removed when necessary. The floor, ceiling, and sides are all carpeted to help reduce noise. There's an inside dome light and outside lights on all four sides. A pair of air horns mount on one side and an electric horn mounts under the gas tank. The door and steps are at the rear.



"I took it to a recent slow tractor pull race where it was raining. The drivers without cabs got soaking wet while I stayed dry. At parades I pull a home-built, 14-ft. long wagon loaded with politicians behind the tractor and mount a flag on front of it. The horns are really loud and attract a lot of attention. The electric horn is powered by a battery mounted in the cab and the air horns are powered by an air tank mounted under the cab.

"I put the opening at the rear because there wasn't enough room for a door between the rear tractor wheels and front part of the cab. There's no heater or air conditioner, but I can plug a fan into a cigarette lighter inside the cab to stay cool during summer. I mounted two control boxes in the cab to operate the lights and turn signals.

"The cab is 5 ft. 6 in. high from the floor to the ceiling, which is higher than many factory cabs. One disadvantage is that despite all the carpet it's not a very quiet cab because it's mounted directly to the axle without any rubber bushings.

"I mounted four steel loops on the roof so I can use a front-end loader to lift off the top half of the cab."

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Self-Propelled "Mini Crane"

"It's handy. I use it every day," says Les Asbury, Lafayette, Colo., about his 3-wheeled, self-propelled "mini crane" built out of an Army Jeep drive train, Volkswagen car steering box, and the single tire and front end off an old Case tractor.

Asbury's "mini crane" is equipped with the Jeep's 30 hp 4-cyl. gas engine, 4-speed transmission, and two of the wheels. The single tractor wheel mounts on the back end of the crane controlled by the Volkswagen steering box (which is hooked up to the Case tractor steering assembly). A 12-ft. boom mounts in front of driver, equipped with an electric winch that runs off the rig's 12-volt battery.

Asbury runs a farm machinery repair business and also restores antique tractors. "I use it to take engines out of old tractors and haul them into my shop or to load equipment onto a 28-ft. long gooseneck trailer that I built. It'll lift up to 1,000 lbs. as high as 10 ft. I also use it to lift front-end loaders off tractors.

"It steers almost like it has power steering because of the Volkswagen steering box. It steers on both ends. I put a 2-way valve on a hydraulic pump. One valve raises or lowers the boom and the other valve steers the front drive wheels via a hydraulic cylinder connected to the steering tie rods on each end of the axle. I push the valve forward to turn right and backward to turn left. I use the steering wheel to turn the single wheel in back. It really turns short. I didn't gear down the 4-speed Jeep transmission so I usually go in first gear except for when I drive it in local parades."

The single wheel is bolted to a frame built from 4-in. channel iron. The frame is welded to the Jeep's steering arm and is controlled by the Volkswagen steering box.

Asbury spent $200 to build the mini crane.

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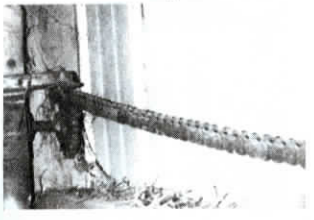
"Chain And Sprocket" Door Opener

Clarence Kennicker, Holy Cross, Iowa, made a hand-cranked "chain and sprocket" opener for a 20-ft. wide sliding door on his barn that allows him to easily open the door with one hand.

Kennicker took two roller chains off an old International corn picker and connected them together end-to-end. The chain is bolted to each end of the door.



He mounted a sprocket (also removed from the corn picker) on an upright on one side of the door opening and fitted it with a hand crank. A piece of angle iron mounted above the sprocket keeps the chain from rising off the sprocket. By turning the sprocket with the hand crank he can easily open and shut the big door.

"When I built the barn with one big door, I didn't realize how heavy the door would be," says Kennicker. "It was too heavy to open and close easily by hand. Now even my kids can crank the door open with only one hand."

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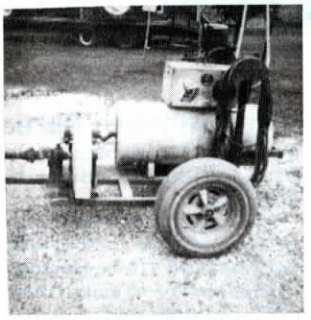
Portable Pto-Driven Welder

"It makes a nice, cheap portable welder that I can take anywhere," says Jim Brown, Vassar, Mich., who bought a used 300 amp, 3-phase Lincoln DC welder and mounted a pto shaft on it so he can operate it with his tractor.

Brown bought the electric motor-driven welder five years ago at an auction for $17. It was designed for industrial applications and weighed 1,200 lbs. Brown used steel tubing to build a 2-wheel trailer for the welder and mounted 15-in. car tires on it. He mounted an 18-in. dia. pulley on front of the trailer that drives a smaller 6-in. dia. pulley that drives the welder's main driveshaft.

"I can use it for both big and small jobs because the rheostat control box has a switch for straight or reverse polarity and dials that allow me to control voltage and amperage. It's also easy to operate because it's a DC welder. These industrial-type 3-phase welders go cheap at auctions and can be a great buy. Most farmers don't have 3-phase power so everyone at the auction thought I was buying it for the copper in it.



"The welder is designed to operate at 1,800 rpm's. I was concerned that running the welder slower with the pto would heat it up so I called the company. They said that the only negative effect from running it at less than 1,800 rpm's would be that I couldn't run it at full capacity. I decided to use the pulleys and belts to increase the rpm's to 1,800, although I'll probably never need to use the welder at full capacity."

Brown used a short steel shaft and a coupler to connect the welder's main shaft to the 6-in. drive pulley.

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