Ford F-250 Powered By Converted Olds Diesel

There's a '84 Ford F-250 3/4-ton pickup in New Jersey that's had an unconventional life. There were more than 270,000 miles on its original 351 engine before it was replaced in 1995 with an Oldsmobile diesel engine that had been converted to gas. They also installed a GM transmission.

Owner Antonio Seda and some friends got the Oldsmobile engine at an auction. He lives at Great Meadows, N.J. and was assisted by Eric Barsony and Mike Haynes.

To convert the diesel engine to gas, the trio took the whole top of the engine off and put on a new set of heads. They modified the intake manifold and installed a four-barrel Oldsmobile carburetor. All they used from the original was the block.

The block is a 1968 or 1969 and according to Barsony, it was easy to put in because the original drive shaft length was a good fit. Only a few minor modifications were necessary, like elongating the holes on the frame for the motor mounts, putting on brackets for the back end of the transmission, modifying the shifting linkage, and changing the yoke on the drive shaft.

"The job was made a lot easier because we also installed the TH400 GM transmission," Barsony says.

Since the converted engine was installed, Seda has put on another 120,000 miles and it's still going strong.

Antonio Seda had more than 270,000 miles on his 1984 Ford F-250 3/4-ton pickup before he had to replace the engine. He used an Oldsmobile diesel engine that had been converted to gas.

"I've driven to California with it 18 times," Seda says. "I'd put it up against anything else out there. I get about 18 miles per gallon and it has a lot of power. I do a lot of driving and hauling with it. The truck has a heavy frame - the type that's suitable for a tow truck or ambulance."

Because the engine was originally a diesel, it has a stronger crankshaft and bearings in it and a stronger block, according to Seda.

"I have a lot of Oldsmobile diesels on hand and would consider selling some of them," Seda says.

Contact: FARM SHOW Followup, Antonio Seda, 66 Danville Mt. Rd., Great Meadows, N.J. 07838 (ph 908 637-9843).

Service Truck Has A Fold-Out Roof

"It lets me do repair work outside even when it's raining," says Lee Schunk, Clare, Mich., about his home-built service truck that's equipped with a pair of "roofed" toolboxes, one on each side.

The truck is a 1999 Chevrolet 3500A 1-ton model equipped with a 12-ft. flatbed on it. On each side of the flatbed are toolboxes that measure 4 ft. long, 4 ft. high, and 2 ft. deep. The door on each toolbox is hinged at the top and swings out - with help from a pair of gas shock assist cylinders - to create a "roof" that's about 8 ft. high. A metal bench folds down just below each toolbox to create a 1-ft. deep work area.

One toolbox contains a rack that's hinged at one end and swings out. Both sides of the rack carry tools. Shelves behind the rack are used for storing larger tools such as cutting torches, pipe wrenches and threaders, etc. A generator is stored in a compartment in front of this toolbox, while a compartment behind it contains clear plastic trays. A metal bracket containing a 5-gal. water jug mounts on back of it.

The toolbox on the other side of the truck is filled with parts trays. A 4-ft. wide open area between the boxes provides room for extra storage.

Power outlets mount all the way around the truck for operating drills and grinders, etc.

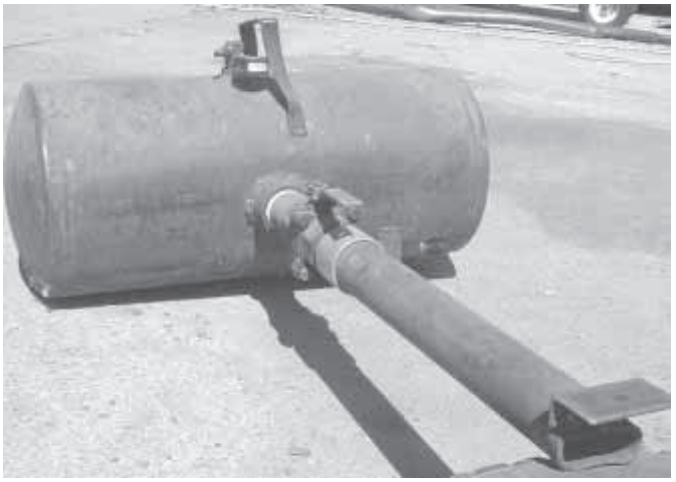
"It's really handy," says Schunk. "There's a light on the underside of each door which automatically comes on whenever I open a toolbox. I built it four years ago for my brother who does repair work for an oil company and uses it in the oilfields. He likes it because he can keep working even when it's raining. I haven't had time yet to build one for my own farm."

Contact: FARM SHOW Followup, Lee Schunk, 5503 S. Cornwell Ave., Clare, Mich. 48617 (ph 989 429-3921).

Lee Schunk's 1999 Chevy 3500A 1-ton pickup is equipped with a 12-ft. flatbed. On each side are toolboxes that measure 4 ft. long, 4 ft. high, and 2 ft. deep.

Doors on each toolbox are hinged at the top and swing out, with help from a pair of gas shock assist cylinders.

Toolbox on one side of pickup contains a rack that's hinged at one end and swings out. Shelves behind rack are used for storing larger tools.



Brian Maring's tire bead seater consists of an 8-gal. air tank and a large butterfly valve that lets all the air out at once.

"Made-It-Myself" Tire Bead-Seater

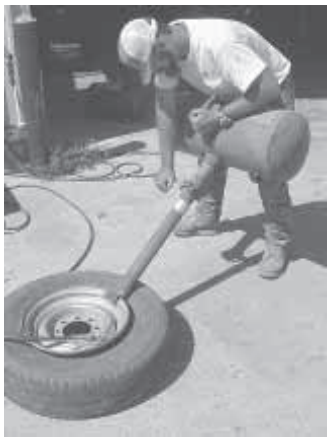
Brian Maring of Eddyville, Nebraska, spent only $1.50 and about two hours of time to make a tool that would cost him $300 to $350 to buy at a tire shop.

The main components of the tire bead seater consist of an 8-gal. air tank and a butterfly valve.

"In the middle of the tank, I welded a 3-in. pipe nipple and screwed on a very large quarter turn ball valve," he explains. "It connects to an 18-in. long, 2 1/2-in. dia. piece of pipe, with the end squeezed to a flat oval shape. To the top side of that, I welded on a 3-in. piece of angle iron. A quick coupler on the tank hooks up to an air hose, and that's what cost $1.50."

To seat a tire bead, you fill the tank with air and then rest the angle iron piece against the rim so the pipe points between the tire and the rim. A quick open of the valve blows the air into the tire so fast that it brings the tire up and seals it off. Then you can finish airing up the tire and check the pressure. "The biggest tire I've used it on was a 22-in. truck tire and it worked wonderfully," he says.

Contact: FARM SHOW Followup, Brian Maring, HC 2, Box 73, Eddyville, Neb. 68834 (ph 308 858-4637; email: maring_inc@gpcom.net).



To seat tire bead, you fill tank with air and then rest angle iron piece against rim so pipe points between tire and rim.

Big Crusher Takes On All Filters

Martin Erickson doesn't mess around when it's time to crush a used oil filter or chemical can, paint can, etc. With 34,000 lbs. of crushing power, he flattens them like an armadillo on a Texas two-lane.

"My son-in-law is in the oil lube business here in College Station, and he was having trouble with commercial crushers," says Erickson. "I told him I could build something better. He told others in the business, and I've been selling them by word of mouth, as far away as Virginia."

Erickson's can crushers weigh in at 500 lbs. and come with either 12 or 18-in. high chambers. Interior width and depth on both is 12 by 11 5/8-in. A 5 hp motor drives the single hydraulic cylinder.

"The 12-in. has a cycle time of 18 seconds, and the 18-in. cycles every 25 seconds," says Erickson. "They can crush three or four small filters at one time, reducing them to 1/4 their original size and removing up to 95 percent of the remaining oil."

The crushers mount on a 24 by 32 by 34 1/2-in. high steel table. A safety bar stops the crusher when the door is open.

While he keeps the two crusher sizes in stock, he will make other crushers to order. "I have designed units for fiber filters that need to lay flat and long when crushed," he says. "Give us the size of your filter, and we will match it with the right unit."

Contact: FARM SHOW Followup,

Martin Erickson, 10516 Woodview Dr., College Station, Texas 77845 (ph 979 774-7904; fax 979 696-3027; email: meerickson1@aol.com; website: http://filtercrusher.anthill.com).

Martin Erickson builds these heavy duty crushers that can crush three or four small filters at one time.