FARM SHOW

"Made it Myself"

Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 704, Lakeville, MN 55044).

Harold M. Johnson, Editor

Skid Steer Loader

"We finally got all the bugs worked out of our home-built skid steer loader. It works like a charm," reports Jim Ward, Minesing, Ontario.

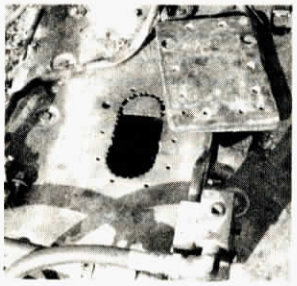
"Originally, we tried to drive it hydraulically but we couldn't maneuver it in close quarters so we went back to a standard transmission. We built the loader from the ground up. I started with a Ford ¾ ton rear end, narrowed it up as close as it would go and then flipped it over to give us 3 forward speeds.

"The frame is made from 6-in. channel iron. The engine is a 2-cyl. Wisconsin. The flywheel and clutch are chain driven on a jackshaft so we can get enough reduction. We needed the loader to get into small calf pens and, at about $400 to build. It sure was a lot cheaper than buying a skid steer loader."

Broken Axle Repair

"We had a little bad luck with our 350 Farmall last summer but we found a way to fix it in less time than if we had gone by the repair manual," says Leroy Staffanson, Sidney, Mont.

"We were doing some work in the field when the axle broke. We pulled it to the house about 2 miles away using a pickup and a pole to support the wheelless side of the tractor. Back at our shop, we cut a hole in the casting above the bull gear so we could remove the cap screw holding the axle to the bull gear. We then welded the axle, replaced it, and covered the hole with a metal patch bolted to the casting (see picture). The tractor was back running in no time."



Crawler Engine Swap

"The original engine in my TD 24 International crawler tractor was a lemon and, after spending a lot of money overhauling it and still having problems, I threw it out," says Charles Yokimas, Penny, British Columbia.

"I adapted a 1970 Chevrolet high performance 454 V-8 engine which came from a police car. I left the high performance camshaft in the engine when I overhauled it before installing it in the crawler. It's coupled to a Chevrolet truck 4-speed transmission and then to the original International transmission. The pto from the truck transmission is used to power the steering pump. A Ford 3-speed transmission is coupled to the front of the engine and runs in low gear to drive the main hydraulic pump which lifts the 16-ft. blade. I adapted a belt-driven governor to the engine to hold the maximum rpm to approximately 2,000 rpm's.

"The power of this matchup is unbelievable. In 3rd gear the tracks spin like mad when pushing a large tree or a lot of dirt, but the engine won't stall. I use it for clearing land up here where a small tree is 2 ft. in dia. But that's no problem for the Chev 454. I've used it a lot and it burns only 6 to 7 gal. of fuel per hour, which is less than the original diesel engine burned. I had a lot of people think I was crazy when I started this swap but they're all believers now. After two seasons, I'm only sorry I didn't do it sooner."