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4-WD Tractor Built From Two Farmall Rear Ends

"It rides on narrow tires and has high clearance. Works great to spray corn and potato crops," says William Davis, who built an articulated 4-WD tractor out of two 1950's vintage Farmall C rear ends and a 45 hp. diesel engine from a Ford 3000 tractor.

"It took 3 years to build. The first year I got the two rear ends set up, the second year I installed the engine, and the third year I built the sprayer," says Davis.

The 2 Farmall rear ends face each other and are connected by a shaft that is held in place by a pair of bearings. To marry the two rear ends, the Masontown, W. Va., farmer first built a hinged frame to hold the 2 units

together. He then ran a driveshaft from the original pto on the front rear end to the back rear end, using a home-built articulated joint to provide articulation. It consists of 2 big bearings that support 1 1/4-in. dia. bolts. A pair of hydraulic cylinders that act on 2 attached channel irons are used to steer.

He powered the machine with a 40 hp. diesel engine out of a junked Ford 3000 tractor, which also provided the tractor's hydraulic and steering systems. He also made a bell housing to fit the Ford engine to the IH tractor. He covered the engine with the junked hood off a Farmall C.

Both rear ends have separate transmissions

and gearshift levers, which are connected. The pto on the front transmission drives the tractor's electrical system. The pto on the front transmission drives the rear transmission and rear pto.

He used 1 1/4-in. aluminum angle iron to build the 30-ft., 5-section spray boom. The booms are raised and lowered by a pair of 2,500-lb. ATV winches powered by the tractor's electrical system. The spray tank can hold 200 gal., and there is a smaller separate tank for direct injection of chemicals. A pair of spring-loaded electric screw jacks assist in raising and lowering the boom, which has a spring-loaded breakaway system.

"It has plenty of power," says Davis. "I already had one of the tractors and bought

the other one for \$300.

"The tractor has both front and rear brakes. A hydraulic cylinder, operated by a master cylinder on the front rear end, is used to operate the brakes on the back rear end," says Davis.

"I spent about \$7,000 to build it and used only high quality parts because I wanted to do the job right."

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Al Hernke mounted larger wheels fitted with truck tires on his skid loader, providing it with extra clearance and more speed.

Truck Wheels Gave Skid Steer A Lift

"Our skid steer loader is the handiest machine we've got on the farm, but it sometimes used to get hung up in gravel, dirt, manure or silage, so I fixed the problem by putting on larger wheels fitted with truck tires," says Minnesota farmer Al Hernke.

Hernke bought four 295R225 truck tires for \$150 apiece and four aluminum rims for \$25 each for a total investment of \$700. He made adaptor rings from scrap metal for mounting the larger wheels to the hubs.

"It took me less than two days to put the whole setup together," says Hernke. "Now the skid steer works at least 25 percent faster and more efficiently than with the OEM tires. I can travel faster from farm to farm, because the larger wheels provide more speed. The extra clearance sure helps when cleaning out cattle lots, moving gravel, snow and other material. My time and materials worked out to be less money than if I'd put on new skid steer tires, which are quite expensive."

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Scissor-lift attaches to tractors or skid loaders, providing a safe platform for working on grain bins or center pivot booms and many other jobs.



Skid Lift Handy For Many Farm Jobs

A scissor-lift attachment for skid steers and tractors that Farm Show featured in 2017 (Vol. 41, No. 5) has caught on fast with many farmers across the country, says Paul Wick, sales manager of Skid-Lift, LLC.

"It mounts on a skid steer or tractor loader to get many overhead jobs done quickly and safely," Wick says. "The Skid-Lift will go anywhere your skid steer or tractor will go. It can be used for building and bin maintenance, trimming trees, working on or cleaning equipment like grain augers, tractors, and combines, and many other jobs around the farm."

Wick says the company has had several customers purchase lifts after severe injuries on ladders or other high-lift contraptions.

Skid-Lift recently designed two new lifts specifically geared for the farm market with

a lower price point. These models include the 1530s with a 21-ft. lift height and the 2230s with a 28-ft. lift height. Pricing starts at \$9,900 for the 1530s. The lifts allow one-man operation using auxiliary hydraulics. The user can move up and down working the controls in the basket.

Wick notes that Skid-Lifts don't have electronics, a battery pack, a separate hydraulic pump, or steerable axles that can fail like with self-propelled units. "It just has a hydraulic cylinder and a couple control valves. It's built strong to keep the operator safe."

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