



Do-it-yourself MOVE Bumper kits are available for more than 160 different vehicles. Photo shows a standard front bumper kit.

Make Your Own Pickup Bumper

Like big pickup bumpers but don't want to spend a fortune? Then check out these do-it-yourself MOVE Bumper kits that are customized to fit your truck's specific make, model and year.

"We offer kits for more than 160 different vehicles," says Tom Kohl, general manager, MOVE Bumpers. "If you multiply that by the different Classic and Precision styles and some prototype bumpers with different options, there are hundreds of kits available."

Kits of heavy-duty, pre-cut and pre-bent raw steel come ready to fit and weld together. Full instructions and assembly drawings walk you or your fabricator through the build. An extensive set of videos of builds are available on the company website.

Custom options include holes for one or two sets of wing lights, a lead hole for a winch

in the front bumper, and center light holes for a 20 or 30-in. light bar. Bumpers can be painted, bedlined or powder-coated before final installation.

Parts in a standard front bumper kit include a 3/16-in. steel plate center, wings and end caps. Supporting components include 1/2-in. tow (clevis) hook plates and 3/16-in. mounts, as well as lighting brackets and trim in 1/8-in. plate.

Upgrades include a push bar/preRunner and a full grille kit.

The standard rear bumper kit comes in 8 to 12 main pieces made of 3/16-in. plate steel. All standard rear bumpers have a similar look, but parts vary by truck make and model.

Welding and some metal skills are needed. The company suggests an experienced fabricator should be able to build a bumper



Kits are available in either Classic or Precision Series styling. Photo shows Precision Series bumper with light bar.



Classic series bumper with light bar (left) and with full grille.

in around 4 to 5 hrs. Recommended tools include a MIG welder capable of working with 1/4-in. plate, a chop saw, and a welding blanket to protect the truck.

Kits are available in either Classic or Precision Series styling. Prices for the Classic front and rear bumper kits start at \$495 each. Precision front and rear bumper kits start at

\$545.

Free shipping is included in the continental U.S.

Contact: FARM SHOW Followup, MOVE Bumpers, 109 Brookville Lane, Lewistown, Mont. 59497 (ph 406 366-2341; toll free 877 462-4816; www.movebumpers.com).

"Tiller Bike" Perfect For Short Commute

Shawn Wengerd's tiller-powered bicycle is an efficient way to make a daily 1 1/2-mile backroad commute from his home to his shop. It gets 50 mpg.

"The front half is a regular bike frame but I built the back half to hold a 5-hp. rototiller motor that drives a 12-in. all-terrain wheel," Wengerd says. A friend gave him an old reartine self-propelled tiller that no longer shifted and he bought the dual suspension mountain bike at a pawn shop.

Wengerd removed the rear bike tire and replaced it with a platform made out of angle iron bolted together. The tiller engine connects to the bike with a 9-in. pulley on the wheel shaft.

"The clutch is operated by a foot pedal. The old tiller had a belt tensioner-style clutch that's connected to the throttle from the

engine to the shifter on the bicycle," he says.

Wengerd flips up a frame stand in the back that holds the bike upright when he is ready to drive. He turns on the tiller switch, pulls the cord a couple times, revs the engine with the speed shifter, pushes in the clutch and the bike is ready to zip along quietly at about 33 mph. It only takes 1/2-gal. of gas to run the tiller/bike for up to two weeks.

When he needs to haul something he pulls a small, inexpensive trailer behind.

"It's a dual-suspension bike so it's very comfy," Wengerd says. "Some people shake their heads a little when they see it. But I have just shy of \$50 in the whole contraption. It was very fun to build."

Contact: FARM SHOW Followup, Shawn Wengerd, 1080 Morgan Rd., Janesville, Ohio 43701.



Shawn Wengerd's "tiller bike" is powered by a 5 hp. rototiller engine on back, which drives a 12-in. all terrain wheel.

"Ankle Biter" Hydraulic Clean-Up Tool

Dale McLaen rips out old railroad ties, wood and steel fence posts, brush, old wire, and trees up to 5 in. in dia. with his Ankle Biter.

"I built it from scrap iron about 3 years ago when pulling up old fence lines," says McLaen. "I could have bought one, but decided to save some money. It was hiding in my scrap pile in 'kit' form. It just required some assembly."

The sawtooth jaws are mounted to a quick-attach plate with the left jaw rigid. The right jaw opens and closes, courtesy of a 2 by 8-in. hydraulic cylinder. The jaw pivots on a 1 1/2-in. pin at the quick attach plate.

The jaws were cut out of a single, wide piece of steel that McLaen believes came off an old Oliver plow. To get the jaws to mesh perfectly, he marked out a tooth design and then used a plasma cutter on the steel.

"By cutting both jaws from the same piece of steel, any little imperfections in one were matched on the other, so they didn't matter," says McLaen. "The jaws mesh tight to pull

out even little 3/8-in. electric fence posts, small diameter brush and barbed wire."

He notes that trees can be tough to pull straight out. He grabs them several feet above ground and then works back and forth to loosen them up.

"Then I grab them at ground level and drive forward while prying upward with the teeth to pull them out," says McLaen. "I pulled out about 200 ft. of old lilac bushes, roots and all, in one afternoon."

He likes being able to poke the nose into the ground several inches to grab half buried objects.

McLaen explains painting the jagged edges red. "The red color reminds bystanders what would happen if they got their ankle caught in my Ankle Biter," he says.

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Sawtooth jaws mount on a quick-tach plate, with the left jaw rigid. A hydraulic cylinder opens and closes the right jaw.