



Auger/Grain-Vac Combo Moves 3,500 Bu./Hour

By C.F. Marley

Matching a grain vac/blower up to a conventional grain auger resulted in a high-volume handler for Illinois farmer Harold Ponder.

"I wouldn't believe the salesman when he told me how much the grain blower could do. Now, I'm a believer. Under optimum conditions we can load a 10-wheeler in 10 min., moving grain out of storage. Under perfect conditions, we can move 3,500 bu. of corn per hour, hour after hour," says Ponder, noting that beans move somewhat slower, at about two-thirds the rate of corn.

To fill bins and trucks, Ponder mounted a 6-in. dia. blower pipe on a grain auger transport gear and connected it up to his Conveyair grain blower system. He says grain rising at an angle moves more easily because it's not forced through two 90 degree turns, which is normally the case with permanently installed air-powered grain moving systems. Also, the cone collector is carried at the end of the blower pipe, so he can move the auger-blower from bin to bin with the cone attached.

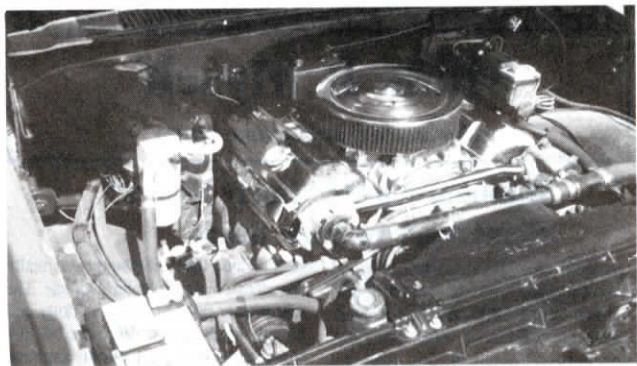
The system also minimizes damage to



grain. "The blower does minimum damage to beans," says Ponder.

To load semis, Ponder mounted a hopper bottom bin on an overhead platform. A permanently mounted blower pipe runs up to the bin so he can load it with air.

Contact: FARM SHOW Followup, Harold Ponder, Hammond, Ill. 61929 (ph 217 262-3011).



Chevy Pickup Repowered With Detroit Diesel Engine

"It gets more than 20 mpg and has so much power it hardly needs a transmission," says Joe Vickaryous, Watrous, Sask., who installed a 6-cylinder, 216 hp Detroit diesel engine in his 1983 Chevrolet K-30 1-ton 4-WD pickup.

"I wanted better fuel economy and I also wanted to see just how efficient a pickup I could come up with," says Watrous, who installed the 6V53 engine five years ago. "The original gas engine had 130 hp and got only about 12 mpg. My new pickup has much more power. I use it to haul machinery on my flat deck tandem axle trailer as well as to do many other jobs. I was told the new engine wouldn't fit my pickup, but it did. I bought it from a salvage yard and rebuilt it. I used stock Chevrolet truck parts to install the engine so repairs will be easier in the future. The converted truck now has more than 50,000 miles on it and still works great."

Vickaryous built his own adaptor bell housing. It allowed him to connect the standard 4-speed transmission and 205 transfer case to the new engine through a 13-in. Borg and Beck clutch designed for a medium duty GM pickup. "The key to the conversion was that I used a transmission crossmember designed for 1967 to

1972 model GM pickups," says Vickaryous. "It fits right into the frame. I just drilled some holes and bolted it in. The crossmember keeps the clutch and transmission in their exact factory position so I was able to use all of the original drive shafts and clutch linkages."

Vickaryous cut a small notch in the fire wall to accommodate the fuel pump in the lower right hand corner of the engine compartment. The starter solenoid drew too much current for the key switch so he installed a magnetic starter switch on the firewall to engage the starter. The starter's electrical relay has an automatic lockout circuit equipped with a fuel pressure switch to prevent accidental engagement of the starter when running. He built his own brackets for the alternator and air conditioner pump. He enlarged the outlets on a 6.2-liter diesel engine radiator (with coolers removed) to accommodate the bigger hoses of the new engine. He mounted the exhaust pipes inside the pickup's frame rails to prevent them from being damaged by flying gravel on rural roads.

For more information, contact: FARM SHOW Followup, Joe Vickaryous, Box 582, Watrous, Sask., Canada S0K 4T0 (ph 306 946-2381).

"Switched Pickups" Swapped Cabs, Engines And Transmissions

By Lon Tonneson

Curt Thureen owned two pickups - a service truck and a pickup sprayer - but neither was perfectly equipped for its job.

So Thureen, of East Grand Forks, Minn., switched engines, transmissions and cabs to improve each pickup.

"It was amazingly simple to do," says Thureen, who grows wheat, barley and dry beans on land scattered across 30 miles of the northern Red River Valley.

His pickup sprayer was a 1976 Ford 3/4-ton equipped with a 390 cu. in. engine and 4-speed manual transmission. His service truck was a 1974 Ford 1-ton equipped with a 390 cu. in. engine, an automatic transmission, and a fifth-wheel hitch. He uses it to pull a fifth wheel trailer with water and chemical tanks. "The service truck should have had a manual transmission," says Thureen. "When I got in a soft field loaded with 1,500 gal. of chemical, the automatic transmission would really scream."

Besides having a manual transmission,

the pickup sprayer also had a better cab and a newer engine than the service truck, even though it was used less often than the service truck. "I'm in the service truck every day. The pickup sprayer gets used for about a month," says Thureen.

Since both pickups were too old to be worth much as trades, Thureen tore them down to their frames and switched engines, transmissions and cabs. He found the job wasn't as big as he thought it would be. He removed the bolts holding the cab to the frame, unplugged wiring and strung rope through the windows. He used a tractor loader to lift the cabs off the frames. "It took 3/4 of a day to figure out how to do the first one and 2 1/2 hours to do the second one," he says.

He then removed and reinstalled the transmissions and engines.

Now Thureen has a pickup sprayer equipped with an older 390 cu. in. engine and automatic transmission. The 1974 Custom Cab sits on the 1976 3/4-ton



frame. "It works great," he says.

The service truck has the 1976 XLT cab, the newer 390 cu. in. engine, and the 4-speed manual transmission on a 1-ton long-wheel-base frame. Thureen outfitted the truck with 100-gal. gas tanks and 240-gal. diesel fuel tanks. He used a 265-gal. heating oil tank that leaked to build the truck's tool chest. He squared off the tank and made doors and shelves from scrap metal. Locks and extra steel totalled

less than \$30. He also equipped the truck with a generator-welder, a vice, and an air compressor. "I can do just about any repair in the field," he says.

Though the 15-year-old pickups may not look as sharp as new vehicles, they cost far less than new ones and Thureen can repair them himself. "They'll serve me well for many years," he says. Reprinted with permission from The Farmer Magazine.