



Magnuson built a 9-ft. wide bucket and mounted it on loader arms that attach to 10-ft. uprights on front half of tractor.

“IT HANDLES LIKE A PICKUP”

Big Loader Tractor Built On Versatile Tractor Frame

“It looks like a Ford bi-directional tractor only it’s a lot bigger,” says Larry Magnuson about the articulated 4-WD tractor and self-leveling loader he built out of various tractor, combine, pickup and truck parts to move snow and dirt.

“I have only about \$9,700 invested in it. It handles just like a pickup, offering faster response than any loader tractor I ever operated.”

The New Effington, S. Dak., machinist built his loader tractor five years ago starting with a junked Versatile 145 4-WD tractor frame. He reversed direction of travel by installing an 1800 Eaton axle and differential out of a Ford 700 truck, mounting it upside down in the tractor’s rear end. He powers the machine with a 352 cu. in. V-8 Ford pickup engine equipped with C6 automatic transmission.

Using the compact truck rear end and pickup engine allowed Magnuson to shorten the tractor’s wheelbase 3 ft. so it has a tighter turning radius than the original. It also fits inside his garage better.

He used hubs with 8-hole centers off an F-8 Ford truck. He fitted rims with four big 18.4 by 26-in. tires off Gleaner C2 combines and mounted a cab off a Deere 7700 combine over the driver’s seat and steering controls, which he redesigned to fit “backwards” on the machine.

“To get 4-WD, I mounted a 2 1/2-ton army truck transfer case on brackets in the tractor frame behind the pickup engine,”

Magnuson says. “The army truck transfer case has both high and low range and 2 and 4-WD. I can shift one axle out of gear for road travel, then put it back into gear for moving snow or dirt.”

Magnuson uses a dual hydraulic system - 20 gpm’s per pump - to control the machine’s orbital steering system and to operate the self-leveling loader.

Loader arms mount on 10-ft. uprights made out of 6 by 6, 3/4-in. thick angle iron. Arms can be extended 13 ft.

Magnuson built a 9 ft. wide bucket for the machine out of 3/16-in. thick sections of 6 by 10-ft. sheet steel. He made a 1-ft. high extension for the bucket out of rebar and 1 1/4-in. dia. pipe to improve its suitability for snow removal.

“I can move as much snow or dirt as fast or faster than a factory-built payloader of comparable size,” he says. “I used brass bushings on all the pivot points and on the self-leveling mechanism, so they’ll wear at least twice as long as conventional steel bushings.”

Along with the bucket, Magnuson built a bale fork for the tractor. It’s 7 ft. wide, has four 2-ft. long tines on top and five 5-ft. forks on bottom.

He designed a shorter hood that slopes downward for better rear visibility and repainted the tractor traditional Ford blue.

Contact: FARM SHOW Followup, Larry Magnuson, Box 135, New Effington, S. Dak. 57255 (ph 605 637-5344).

Commercial “Tractor” Is A Truck, Tractor and ATV

“It’s more than a tractor and more than a truck,” says Robert Gibbons about the “Tractor” his company introduced at the recent National Farm Machinery Show at Louisville, Ky.

The Tractor has a three-passenger bench seat with operator controls in the center and a hydraulic dump box on back with hauling capacity of 1 cu. yd.

The 3,600-lb. Tractor outweighs most other utility tractors in its class and is rated for 2,200 lbs. of drawbar pull.

It’s powered by either a 40 hp 4-cyl. water-cooled diesel (Model D-400) or a 25 hp 2-cyl. air-cooled diesel (D-250). They’re coupled with a 4-speed synchromesh transmission with

both high and low range to permit speeds from a crawl up to 25 mph.

It features Cat. #1 3-pt. hitch, 540 rpm pto rated at 85% efficiency, and ROPS bar. Comes fitted with standard 7.0 by 15-in. front tires. Rear 11.2 by 24-in. tires are available in your choice of lugged, turf, or flotation tires.

Other options are stake sides for the truck box which increase its capacity to 3 cu. yds. and windshield and soft-side cab enclosure. A front-end loader with 4-ft. bucket will be available for the D-400 in June.

Tractors start at \$11,000.

Contact: FARM SHOW Followup, Tractor Inc., P.O. Box 537, Marion, Mass. 02738 (ph 508 748-1200; fax 1776).



“Peel and stick” self-adhesive liner is easy to install. “Sight glass” porthole mounts on side of box at eye level, allowing a full view inside the wagon from ground level.

EASY-TO-INSTALL LINER AND “SIGHT GLASS” PORTHOLE

New Add-Ons Make Gravity Box Better

“You’ll never have to shovel grain out of your gravity box again if you fit it with our new ‘slip strip’ liner,” says David Dobson, Point Edward, Ontario.

The vinyl liner comes in a 150-ft. long, 14-in. wide roll and is self adhesive with a paper backing. You cut the liner material into pieces that fit the wagon’s sloped surface and chute, then peel off the backing and use a squeegee (provided) to press the liner in place.

“It can be installed over the entire bottom of the box or just the corners depending on the type of box and its condition,” says Dobson. “One roll contains enough material to cover the bottom of 1 1/2 350-bu. wagons. If you want to do just the corners you can cover 4 to 5 wagons. We used the liner on one wagon that handled almost 30,000 bu. of grain and it showed very little wear. The liner comes in a standard yellow color but can be ordered in any color to

match your wagon. An ultraviolet light protectant ensures that it’ll last 3 to 5 years.”

Kit includes a 150-ft. roll of liner, squeegee, and instructions. Sells for \$175 (Canadian) plus S&H.

Dobson also sells a “port hole” sight glass kit for gravity boxes. It mounts inside the box at eye level, allowing a full view inside the wagon from ground level. You cut a 3-in. dia. hole into the side of the box, then pop rivet the sight glass in place. It comes pre-drilled for the pop rivets and has a mar-resistant coating on the surface.

Kit contains one sight glass, a no. 21 drill bit, four pop rivets, and instructions. Sells for \$10 (Canadian) plus S&H.

“Both products can also be installed on grain buggies, trucks, etc.,” notes Dobson.

Contact: FARM SHOW Followup, DD Mechanical, David Dobson, 310 Michigan Ave., Point Edward, Ontario, Canada N7V 1E9 (519 383-8857).

