

He Built His Own Pickup

Rebuilding old pickups is a hobby of Waseon, Ohio mechanic Ron Ankney. When he found a 1966 Ford with an almost rust-free body, he decided to use it to put together a diesel pickup that he could use as his every day truck.

"The original truck was 2-WD 1/2-ton with a 6-cyl. gas engine. All I used off the truck was the body, interior and the electrical. I mounted the body on the 1-ton frame with transfer case off a 4-WD 1966. To this frame I added a Dana 60 front axle from a 1979 F-350 and a Dana 70 rear end from a 1978 E-350. Power is provided by a Perkins diesel which came from a Chrysler-built bread delivery truck.

"The front axle bolted to the original front leaf springs of the 1966 frame. I used a GM 4-WD power steering box which had to be mounted to the frame. The rear axle had to have the spring mounts relocated due to the

different width of the 1966 springs. The motor has a 4-speed transmission and I had to make motor mounts. A short drive shaft transfers power to the original Dana 24 transfer case.

"The truck is now a 1-ton 4-WD diesel. The Perkins is 354 cu. in. It has 3.54 gear ratio, 35-in. BF Goodrich all-terrain tires. It has a highway speed of 70 mph, averages 18 to 20 mpg, and has a 30 gal. fuel tank from a 1978 Ford Bronco. The tank mounts in the frame behind the rear axle. I can go a long way between fillups.

"I've driven the truck almost 5,000 miles so far with no problems. It's like a new truck to me and I get a lot of lookers. Total dollar investment was \$6,000."

Contact: FARM SHOW Followup, Ron Ankney, Winameg Garage, 112222 Co. Rd. L, Waseon, Ohio 43567 (ph 419 335-7735).



Motorized Wheelbarrow Makes Yard Chores Easy

You can get yard and garden chores done fast - and entertain the kids for hours - with a powered wheelbarrow like the one built by Michael Baker of Akron, Ohio.

He used an old riding lawn mower and a standard wheelbarrow to build the machine. He cut the mower down to the frame, keeping the rear axle and 3-speed transmission. He then mounted a 3 1/2 hp Briggs & Stratton engine on the mower frame, which is turned backward to make a front-drive, rear-steer unit.

He used the steering spindle off a com-

mercial mower and the handle off an old golf cart for the steering system. He uses the throttle off a mini bike and centrifugal clutch to speed up and stop the wheelbarrow.

The wheelbarrow itself mounts on the riding mower's rear hitch and dumps by tipping on its axle.

Out-of-pocket expense was about \$40.

Contact: FARM SHOW Followup, Michael Baker, 1075 E. Turkeyfoot Lake Road, Akron, Ohio 44312-5242 (ph 330 896-5644).

Deere 4020 Repowered With Cummins Engine

After the 404 cu. in. diesel engine on his mother-in-law's Deere 4020 wore out, Jim Woita of J & J Diesel in Lincoln, Neb., replaced it with a Cummins 359 cu. in. naturally aspirated diesel engine. The tractor was displayed at the recent Husker Harvest Days show near Grand Island, Neb.

"It was a big job and the only one we've done so far. We're studying the possibility of offering commercial repower kits for Deere 4020's," says Woita, a Cummins ag industrial dealer.

A connecting rod bearing failed on the original engine and took out the crankshaft. Because it would have cost more than \$5,000 to have a Deere dealer overhaul it Woita decided it was worth tackling the job himself. The Cummins 6B5 9A diesel engine he installed has 115 hp at 2,500 rpm's. "The new engine's frame wasn't built as

strong as the one on the Deere engine so we had to build a new subframe to support it," says Woita. "We didn't have to stretch the tractor at all. However, we did have to modify the intake tube that leads from the air cleaner to the engine. We also had to modify the fuel lines.

"The original Deere engine was rated at 98 hp but a good one could actually deliver closer to 110 hp so the horsepower on the two engines is about the same. The conversion worked great and cost much less than an overhaul. We think that in many cases farmers can save money by having us install a new Cummins."

Contact: FARMS HOW Followup, Jim Woita, J & J Diesel Service, Inc., 3430 N. 35th St. Circle, Lincoln, Neb. 68504 (ph 402 466-3842).



Shock Absorbing Wagon Tongues Save Wear And Tear On Pickups

"I started building them three years ago to save wear and tear on the pickups we use to pull our wagons," says David Wilson about the shock absorbing tongues he's made to fit his DMI 320-bu. gravity boxes.

The Franklin, Ill., farmer used shock absorbers off an old pickup bumper he had on hand. He cut the tongue in two and welded a shock absorber directly behind the extension. He added two 4-in. channel iron braces

on each side and strap iron across the top. That keeps the tongues from bending in turns.

The modification added only about 3 in. to overall tongue length, Wilson says.

Out-of-pocket expense was about \$100 apiece, he says.

Contact: FARM SHOW Followup, David Wilson, R.R. 1, Box 13, Franklin, Ill. 62638 (ph 217 675-2717).

Mini Tractor With Loader, Backhoe

"It's powerful, fast, reliable, and extremely maneuverable," says Ohio tractor dealer Peter Roman about a rugged mini tractor he built and equipped with big backhoe and front-end loader.

The tractor is built on the chassis and drivetrain of a 1965 Economy Power King tractor which was originally equipped with a 10 hp engine. Roman replaced the tractor's original 2-in. frame with a 6-in. channel frame to handle the weight of the front and rear-mounted tools.

He repowered the tractor with a 14 hp Kohler engine and coupled a 6 1/2 gpm hydraulic pump and 4-gal. reservoir to it.

He kept the tractor's original 8 by 30 by 16-in. rear tires and 4 by 12-in. front tires, but scrapped fenders, dash and grille in favor of replacements he fabricated out of 3/16-in. thick steel.

He made wood templates to get the correct angles and cylinder strokes for the backhoe and loader, which he built from scratch. The backhoe, which is fitted with two big outriggers to keep it level on uneven ground, is controlled by two 16-in. stroke hydraulic cylinders with 3-in. bores. The loader is operated by three 16-in. stroke cylinders



with 2-in. bores.

"Positioning the cylinder on the dump for the loader was one of the trickiest parts of the design," Roman says. "It had to be mounted so it would curl back to carry a load and tilt forward enough to dump it."

The 4-ft. wide loader bucket reaches 78 in. high so it'll easily clear a dump truck for filling, Roman notes. Likewise, the backhoe is "mammoth" for a tractor of this size, with a reach of 13 ft. from the center of the rear axle and capable of digging 8 ft. deep with its 16-in. wide bucket.

Contact: FARM SHOW Followup, Peter Roman, 9026 Struthers Rd., New Middletown, Ohio 44442 (ph 330 542-2221).