

says Benton M. Trundle, Jr., Sevierville, Tenn.

"I bought a 1984 Dodge and it was fine until about 3,000 miles when it practically died. No engine power, it used twice as much gas, and it was hard to start. Several trips to the dealer didn't help and finally, after 6 mos., they sent out a fellow who suggested I trade it in on a 1985. I asked how much extra they would chip in and that hurt their feelings. Finally, after two more trips to the dealer, they solved the problem and now I'm learning what it takes to keep this truck running myself," says John A. Lautzenheiser, Ridgeway, Ohio.

"My best buy is a 1985 Ford F-350 pickup with an International diesel engine and 4-WD. Good performance, power, acceleration, and mileage. Our worst buy pickup is a 1986 Ford F-350 gas-powered truck with 455 cu. in. engine. Mileage is 4½ to 5½ mpg and you can't fill the tanks unless the truck is tipped in the correct position. It's no good for hauling a gooseneck stock trailer and rides more rough than the F-350 diesel," says William Williams, Rutland, Mass.

"An absolute nightmare of foreign junk. Impossible to service by the owner. Half the bolts and nuts are metric and the rest standard. There are no grease zerks on the steering

### "An absolute nightmare of foreign junk."

linkage. If I'm going to buy foreign junk, it will have a foreign name on it next time," says John C. Spears, Cotulla, Tex., about his Ford F-150 Super Cab with a fuel-injected, 5-liter engine.

Lynn H. Allen, Snow Camp, N.C., says his 1985 Chevrolet S-10 pickup with fuel injection and automatic overdrive transmission is "best buy." "Handles well, rides excellent, and gets excellent gas mileage. Little trouble in 1½ years of driving."

"My wife likes to drive it. Runs great and handles well with both power steering and brakes. We use it as a passenger car as well as for work on the farm," says Samuel G. Porter, Kingsville, Ohio, about his 1985 Ford Ranger XL long bed.

"The only major repair my 1981 Ford F-100 with 116,000 miles has needed is a rebuild of the front-end at 85,000 miles. The only thing I added was a tinted back window to keep out summer sun," says Bruce Stauffer, Eudora, Ark.

"We haven't bought a pickup since we bought our Ford in 1959. We've taken good care of it and it now has 190,000 miles. It's been overhauled twice," says F.E. Crandorff, Front Royal, Virg.

Jack Cooper, Rose Hill, N.C., is well-pleased with his 1984 Ford Ranger. "No problems. All we've done is change oil and filter."

"This truck has 200,000 miles on it and runs like new. It always starts,

even during our cold Vermont winters," says Nathan Smith, Cuttingsville, Vt., about his 1977 Ford F-250 High Rider. "The only thing I don't like is that parts cost too much and mileage is just 12 to 15 mpg. We mounted a dumping flatbed on it."

"They should take off the computer controls and put on a system an average person can work on. It continually stalled on the road. The dealer tried to fix it but couldn't. He had it 6 weeks in the first 4,000 miles. No compensation from Ford," says Joe Jantz, Meno, Okla., dissatisfied with his 1985 Ford F-150 6-cyl. pickup.

"I've averaged better than 40 mpg with my 1986 Isuzu 2.2 liter diesel pickup and have had absolutely nothing go wrong with it. Starts good in winter and is a good tight machine. American manufacturers should try to match the quality and fuel economy in Japanese trucks. The only improvement I'd like to see on this truck is more clearance and a cheaper oil filter," says Roger Walters, Trempealeau, Wis.

"I've owned 15 pickups from every different make and my new Dodge 150 Power Ram 4-WD is the best I've ever owned. We use it for both business and farm work. Our next truck will be a Dodge," says Emery Gehring, Waseca, Minn.

Jerry Wiford, Bellefontaine, Ohio, owns a 1985 Chevrolet ¾ ton 4-WD 6.2 diesel. "It's been a very good buy for us. Very satisfied although there could be some improvement in the front end for better alignment."

"I'm satisfied with my 1986 Chevrolet K-20 pickup but they could improve fuel economy and build the box to last. It's full of caulk and the front seam in the box is pushed out already. Looks as if they used glue to hold it together," says Larry Ahrensmeier, Baraboo, Wis.

"We like it for its great fuel economy," says Frank Dhamers, Geneseo, Ill., about his 1983 Chevrolet C-10 4-WD pickup.

"Our 1982 GMC has 62,000 miles and has never been back to the shop for repair. It gets 19 mpg on the highway but doesn't have a lot of power. Drives and rides good but costs too much," says Billy Tracer, Rector, Ark.

Lynn H. Allen, Snow Camp, N.C., is pleased with his 1985 Chevrolet S-10. "Drives and rides good and we get excellent gas mileage."

Wes Dammann, Manning, Iowa owns a 1982 Chevrolet 4-WD ½-ton. "Gets good gas mileage and, for a 4-WD, rides well. However, the 305 cu. in. engine doesn't have enough power to pull a wagon. Runs alright without a load."

"My 1982 Dodge D-150 2-WD with automatic transmission is well-built and performs well, although they could improve quality and workmanship. We installed overload leaf springs to pull a cattle trailer and a 5-ton fertilizer buggy," says Bobby Eaton, Ethelsville, Ala.

Melvin Neuhart, Hebron, Neb., likes his 1985 Dodge ½-ton with 318 engine. "Performs well for me. Body is tightly built and it performs well in traffic. Fuel economy could be improved, though."



Load beam extends cargo carrying length by 5 ft. for extra-long loads.

## "STRETCHES" BED FOR LENGTHY LOADS

# Bed Extender For Pickups

With the new "Xtend-A-Bed" in position, you "stretch" the pickup bed 5 ft., allowing you to haul pipe, lumber and other lengthy loads, says John M. Chamberlin who, along with son John, invented the new pickup accessory.

The Xtend-A-Bed's load beam lengthens a 6 ft. bed to 11 ft. so you can haul cargo as long as 16 ft. Chamberlin notes that the unit fits pickups of all sizes and has a load capacity of 300 lbs.

It consists of a base beam that bolts under the bumper. This beam's connected to the extendable load beam through crossed, telescoping struts. Two stakes are mounted on the inside truck bed rail through rotatable guides on top. In use, the stakes are vertical and have a pig tail cable guide on top.

Stainless steel cables hook to the extended load beam, go over the stakes and hook to plates mounted at the front of the bed rail. When not in use, the load beam folds under the pickup's bumper. The stakes can be rotated forward along the bed rail, or removed.

Chamberlin notes that the Xtend-A-Bed stakes are handy supports for tying down loads. They also enable small trucks to carry paneling and other 48-in. wide loads which otherwise wouldn't fit between the wheel wells.

Xtend-A-Bed weighs 69 lbs. and sells for \$269.

For more information, contact: FARM SHOW Followup, John M. Chamberlin, Ross-Maurer Inc., 2947 West Ave., Gulf Breeze, Fla. 32561 (ph 904 932-0812).

"I traded a 1982 model of the same pickup for it I was so satisfied," says Norman G. Luebbe, Seward, Neb., happy with his 1986 Chevrolet K-10 4-WD with 6.2 liter diesel engine. "The 1982 model got very good fuel economy and performed well for over 50,000 miles."

"I like everything except the 4-speed overdrive transmission. In town it shifts back and forth even when you pull it down into third gear," says Keith M. Polzin, Sioux Falls, S. Dak. about his 1982 Chevrolet Custom 4-WD diesel. "It also rides much rougher than the Ford 4-WD I owned before it and needs tighter seals around the doors."

Marlyn Hefti, Marshall, Minn., is well-pleased with his 1986 Dodge W-150 pickup with 318 engine. "Well-built, rides and drives well, and has not needed any service. I like to see better gas mileage but it's not too bad for a 4WD."

"We're satisfied with our 1982 Mazda B2200 with a 7-ft. bed. I wish Mazda offered a diesel motor, though. Since they don't, I'll probably look for a similar truck with diesel from another manufacturer when I

buy my next one," says J. Hudkins, Cuyahoga, Ohio.

"Our 1985 Ford F-250 4-WD Super Cab with diesel engine rides very well and has a well-built chassis. Gets about 19 mpg empty and 12 to 13 pulling a trailer. The brakes could be improved. You really have to stand on them to stop," says Stephen Kuchar, Meadow Grove, Neb.

"We don't like it. It's not big enough for farm hauling. Other than its size, there's not much wrong with it," says Lyle Wirth, Prophetstown, Ill., about his 1984 Ford Ranger.

"I've never had a truck I didn't have to work on until this one. No problems at all. We pull a gooseneck trailer with the truck and still get 19 mpg," says Greg Evans, Concord, Virg., about his 1985 Toyota 4-WD.

"I converted this truck to LP gas because of the ease of starting, good runability and fuel savings," says Donald Courville, St. Gabriel, La., who owns a 1979 Ford F-150. "Changing the automatic transmission fluid would be a lot easier if there was a drain plug and a spin-on filter."