Deere Skid Steer Loader Has Datsun B-210 Engine

At a cost of just $250, Iowa farmer Wallace Dolch replaced the 2-cyl. Onan engine in his Deere 70 skid steer loader with an engine from a Datsun B-210 car.

"The original engine had been a problem since the loader was new. I used the Datsun engine because it was the shortest engine I could find," says Dolch, who farms near Atlantic. "I left the original flywheel on the engine and took a flexplate drive out of a 510 Massey combine. I had it cut down and then attached the original coupling gear off the hydraulic pump to the flexplate, which I then bolted to the flywheel.

"I made my own motor mounts and used a radiator from an MG sports car. I had to add 6 in. to the back of the loader to mount the radiator on.

"The conversion made the loader worth more to us because it's got plenty of power and doesn't tip as easy when lifting heavy loads. The engine added about 75 lbs. to the back of the loader."

Contact: FARM SHOW Followup, Wallace Dolch, Rt. 1, Atlantic, Iowa 50022 (ph 712 243-1189).

Bulldozer Powered By Oldsmobile Engine

An old D.D.H. Oliver O.C. 15 dozer that had a blown engine but a good set of tracks turned into a powerful performing machine for Delbert Frey, Stanardsville, Va., after he fitted it with a replacement Oldsmobile gas engine.

"I originally bought it for the tracks. I wanted to put them on another Oliver dozer. But after looking it over, I decided to rebuild the 6-cyl. Hercules diesel engine. However, when I discovered that the crankshaft was ruined, I gave it up and the dozer sat around for 2 years before I got the idea of putting a 1970 Olds 454 engine and automatic turbo transmission in it.

"After some measuring, I lengthened the frame of the dozer 18 in. and installed motor mounts. There was a flexible yoke coming out of the dozer transmission with a splined shaft which was exactly the right size to match up with the spline of the driveshaft on the Olds transmission. I connected the lever which originally operated the clutch to the automatic transmission control. The hydraulic system was originally driven by a driveshaft off the crankshaft pulley. I turned a hub which fit into the crankshaft pulley on the Olds engine to do the same thing.

"I had to incorporate an air compressor since the dozer had air steering controls. I had an old White road tractor with a compressor so I mounted it so it would be driven by the same belt that drives the water pump and alternator. The hood was lengthened to cover the lengthened frame. The exhaust was routed up through the hood.

"I've used this dozer to clean off about 75 acres of heavily wooded land, to build a new road into the farm, and to build a 1 1/2 acre pond."

Contact: FARM SHOW Followup, Delbert Frey, P.O. Box 384, Stanardsville, Va. 22973 (ph 804 985-7137).

Big Capacity Grain Hauler

John Werries, Chapin, Ill., built two large 850 bu. wagons to haul grain from field to storage.

The wagon box is 26 ft. long, 9 ft., 3 in. wide and is made out of 12-ga. metal. The frame was fashioned out of 15-in. I-beam. The front of the wagon mounts like a 5th wheel trailer on an independent steering axle fitted with a 5 1/2 in. dia. ball hitch and a tongue that hitches to a tractor drawbar.

The wagons don't have self-contained brakes, but Werries only uses them on level ground pulled by Deere 4440 and 4240 tractors.

To unload, Werries equipped the wagons with a long auger running the length of each wagon and a short cross auger. Each auger is driven by its own hydraulic motor.

"In operation, I turn the cross auger on first. It will take out 40 to 50% of the load. The long auger has a retractable cover over it to help it get started," explains Werries. He has used both wagons to haul corn as high as 28% moisture with no problem.

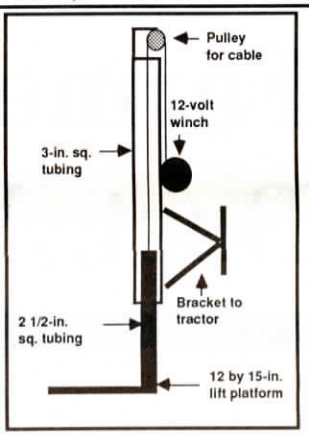
Contact: FARM SHOW Followup, John Werries, Chapin, Ill. 62628 (ph 217 457-2540).

Tractor "Man-Lift"

"Commercial lifts were priced out of my range so I built my own," says Robert Riederer, Holton, Kan., about the 12-volt powered "man-lift" he built to mount on the side of his 3600 Ford tractor.

"I preferred an electric lift to hydraulic so I could get on the tractor without starting it up. I came up with the basic design and took it to a local welding shop along with junk parts I gathered from salvage.

"It consists of a length of 3-in. sq. steel tubing that mounts on the side of the tractor. A 12-volt winch, which you can purchase from any supply store, mounts on the back side of the lift. A pulley is mounted at the top. A lift cable runs up to the pulley from the winch and down inside the lift to a hook at the top of a length of 2 1/2-in. sq. tubing that slides up into the lift frame. A 12 by 15-in. lift platform attaches to the bottom of the 2 1/2-in. sq. tubing. The platform is made out of 1 1/2-in. angle iron covered with expansion metal.



"Total cost of the lift, including the winch, labor, and miscellaneous parts, was about $300. I've used it for 3 years with no trouble at all. I'd be happy to help anyone else build their own because I know what it's like to want to get on a tractor and not be able to."

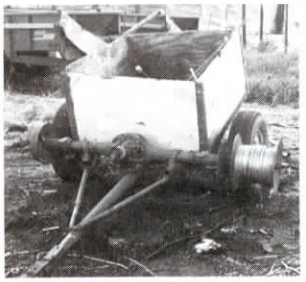
Contact: FARM SHOW Followup, Robert Riederer, Rt. 1, Box 33, Holton, Kan. 66436 (ph 913 364-2488).

Fencing Trailer

A couple of salvaged auto axles and scrap iron were used by Jerry Ibsen, Kearney, Neb., to put together a pto-powered fence-building trailer that speeds up fence building or tearing down.

Ibsen used one axle assembly to make the trailer chassis, fitting it with a cargo box fashioned out of angle iron and plywood to carry fence posts, diggers, insulators and other tools.

The second axle assembly is mounted at the front of the trailer. A hub and brake drum were removed from one side of the axle and a rod extension welded to the end of the axle. Wire spools made of 1 1/4-in. pipe and disc blades slip over the rod. A bolt slips through a hole through one end of the spool pipe to lock the spool into place. The hub on the opposite end of the axle is welded so it won't turn.



A splined pto shaft mounts on the input shaft to the drive axle. It's pto-driven by the tractor pulling the trailer. The wire winder is used to wind up wire using the pto and to unwind wire by driving along the fence line and allowing the spool to unwind freely.

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