

## Farmall Cub Runs Great On Chainsaw Carburetor

Paul Peyton didn't want to spend the money for a new carburetor for his Farmall Cub tractor, so he used one off a Stihl chainsaw. The carburetor is bolted to a paper air filter element designed for a 12 hp Tecumseh engine, and to the tractor's air intake manifold.

"As far as I know I've got the first Farmall Cub in the world with a chainsaw carburetor," says Peyton. "I came up with the idea because the carburetors on Cub tractors are famous for being unreliable, leaking fuel, and starting hard. I had to rebuild the carburetor on my Cub 3 times over a 2-year period but it still didn't run well," says Peyton, of Huntsville, Mo. "I know people who have junked their Farmalls because they couldn't make the carburetor work and couldn't find a good replacement.

"I priced a newer replacement carburetor, but the \$249 price tag encouraged me to seek alternatives. I'm a retired engineer and mechanic and have a lathe and a Bridgeport vertical milling machine, so I figured I could come up with something better. I decided to use a chainsaw carburetor because it develops a lot of power for a small engine, and because it's designed in such a way that it can operate in any position. The Stihl carburetor's bore is larger than the Cub's, so I knew it would have adequate airflow."

Peyton says his homemade carburetor has worked even better than he hoped. "The

tractor now starts instantly, is more reliable, has more power, and doesn't leak fuel. Also, it's more fuel efficient because the Stihl carburetor does a better job of atomizing gas."

The tractor's original air filter was under the hood and the air intake above the hood. They were no longer needed so Peyton removed both of them.

The chainsaw carburetor originally was equipped with a built-in fuel pump connected to a small fuel line, with fuel pumped by pulses in pressure from the chainsaw's crankcase. But on the tractor, the carburetor had to work with a gravity flow system, which required modifications. "The fuel pump side of the carburetor had to be altered, sealed and tapped so I could run a standard 1/4-in. fuel line and fuel filter to the tractor's gas tank," says Peyton.

He machined a new governor linkage bellcrank and pivot, as well as an adaptor plate and air filter mounting plate, which were machined from aluminum bar stock. The carburetor's adjustment screws were shortened and re-slotted to allow for the bellcrank and governor link. Linkage from the bellcrank to the carburetor was fabricated, and the governor linkage was modified where it screws onto the carburetor.

"I wanted to use a modern paper filter and found one that was designed for a Tecumseh engine. But in order to make room for the air



Carburetors on Farmall Cub tractors are famous for being unreliable. Paul Peyton solved the problem by using one off a Stihl chainsaw.

filter I had to shorten the tractor's oil filter tube," says Peyton. "I also had to discard the tractor's large, breather-type oil filler cap. I fabricated an O-ring sealed oil filler plug with a folding handle and a dipstick that threads into the center of the plug."

The tractor didn't have a "breather" cap on the oil pan, so Peyton fabricated a positive crankcase type of vent system. A rubber hose allows blowby from the engine crankcase to vent into the carburetor's intake airstream.

"I paid \$2.49 for the fuel filter and \$4 for the air filter. I also bought 2 clips to secure the governor linkage to the carburetor, 2 long screws to mount the carburetor, and 2 brass fittings that are part of the positive crankcase vent system. I got the carburetor free from a

man who used to own a chainsaw dealership. I already had the fuel line. My total out-of-pocket cost was only about \$11.

"The Cub's original carburetor wasn't adjustable, but the Stihl carburetor has 3 screw-type adjustments, one for high speed, one for low speed, and one for idle speed. I use the tractor to plant and cultivate a 1/2-acre garden where I raise watermelons, potatoes, sweet corn and beans. The beauty of the Cub is that the planter and cultivator mount between the tractor's front and rear wheels so the driver has a good view of everything."

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By adding clamshell inserts to an old pulp log hauling truck, Walfred Lindell was able to convert it into an all-purpose loader.



## Log Loader Converted To All-Purpose Loader

Walfred Lindell turned an old pulp wood truck into an all-purpose loader. The addition of clamshell inserts lets him load buckets of manure, sand, dirt or gravel.

"I can park alongside a fence and grab buckets of manure up to 14 ft. inside the pen," says Lindell. "If the pen is muddy, I stay outside on solid ground. In a wide pen, I go in with a dozer and push the manure to one side and then pick it up with the bucket."

In his part of northern Minnesota, old tandem axle pulpwood and log hauling trucks are pretty common. When his son traded a truck for one, Lindell could see that it had potential, but only for use on the farm.

"It was an old International, too old for the road, but the outriggers and loading arm still worked fine," he recalls.

Lindell had previously made a clamshell bucket from a water heater split lengthwise and an old grapple fork. While it worked, he knew it could be improved upon.

Using the original bucket and tines from the logging truck, Lindell made a pattern. The bucket already had holes drilled in it. All he would have to do is match the insert to the bucket.



The clamshell inserts let him load buckets of manure, sand, dirt or gravel.

"I took it to a friend who is a steel fabricator, and he rolled the steel to match the pattern perfectly," says Lindell. "When he was finished, the side plates closed so tight that nothing leaked out."

The 42-in. wide clamshells were made with 1/8-in. thick #36 steel with a 1/4-in. wear lip. Lindell says the old trucks can be had for \$2,000 or less, but finding a fabricator who knows how to roll steel is the trick.

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Bale cutter slices open plastic wrap or netting, splits the bale apart, and then shakes the hay into a feed bunk or mixer.



## Big Bale Slicer Handles Plastic Wrap

What makes this new bale slicer unique is that it slices open plastic wrap or netting, splits the bale apart, and then shakes the hay into a feed bunk or mixer. The plastic left in the jaws can then be dropped in a refuse pile. Everything is done from the comfort of a tractor or skidsteer seat.

"This is for anyone that feeds three or four bales a day," says Thomas Sheedy, inventor and owner of Keltec Engineering, the Ireland company that manufactures "Bale Slice".

The hydraulic loader attachment was his response to customers who were tired of getting on and off the tractor to cut open plastic and roll out bales of hay. The biggest challenge was how to hold back the plastic or netting around the hay, and Sheedy had an inspiration that seemed a little crazy at first.

"It cuts from the bottom to the top," Sheedy says. "That allows the twin grips to get a very good hold on the plastic. The plastic (or netting) never falls below the level of the tines, making it very suitable for feeding into mixer wagons and feeders."

The 1,000-lb. unit is made of quality steel and can be mounted on a quick-attach or any

style bracket for a loader on a 4-WD tractor (90 hp or more) or skidsteer. It hooks up to the tractor's hydraulics (two lines, one spool valve).

After a couple years of development, Keltec started manufacturing Bale Slice this year, and it's already been shipped to other countries including England, Japan and Holland. It sells for 2,900 Euros or about \$4,000.

There are two sizes available, for 4 by 4-ft. bales and 4 by 5-ft. bales. Sheedy is extremely interested in hearing from U.S. and Canadian distributors who want to sell the Bale Slice in North America.

"This product is very different from anything else on the market to split and remove plastic and net from bales," Sheedy says.

His website includes video of the Bale Slice in action.

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