



"High boy" frame that pickup mounts on is powered directly off pickup's rear wheels. High ground clearance eliminates the need for another machine for late season work.

"HAS GREAT TRACTION AND 45 IN. OF GROUND CLEARANCE"

Turn Your Pickup Into A High-Rise Sprayer

This new "high boy" frame turns any pickup into a high-clearance sprayer with 45 in. of ground clearance.

Invented by Spencer Dickson, the frame is powered directly off the rear wheels of the pickup. Steering, braking and other functions of the pickup still work normally. The high-boy frame is 11 ft. wide and fits 22, 30, or 36-in. rows. The high-clearance pickup has a road speed of 35 mph.

Dickson built the high-clearance rig after pricing self-propelled high-boy sprayers that cost as much as \$70,000. "Many farmers already own a pickup sprayer or can buy one at a reasonable cost. With this rig you can use your pickup sprayer all season long with no need to buy another machine for late season work," he says.

Dickson says it takes only about an hour to mount a pickup on the rig. You drive it up a ramp onto the frame and anchor it with clamps over the axles. Then all four wheels are removed. A large sprocket on an adaptor plate bolts to each of the rear wheels. A smaller sprocket bolts to each of the hubs, allowing them to chain-drive the rig's large 50-in. rear tractor wheels. The steering system up front fastens with one bolt to tie rods on the high-rise frame. No modification to

the pickup is necessary.

Dickson says any 1/2, 3/4 or 1-ton pickup can be used to power the rig. Although it has a high center of gravity, he says the rig is stable because of the 11-ft. width, which is nearly double the standard width of a pickup.

"It's a low-cost alternative to self-propelled high clearance sprayers. The large tires compared to the weight of the entire unit, and the 4:1 sprocket reduction, provide it with a lot of traction. The increased traction allows you to go through potholes rather than around them. It also has a lot of capacity. One customer used a 500-gal. tank and a 90-ft. boom that let him cover 160 acres per hour. The frame adjusts in length from 130 to 165 in. As a result it will fit most pickups, including extended cab models. The pickup's front axle is secured to the chassis with a pair of rubber cushioned mounting brackets attached to hub bolts. It allows the frame to flex over even the most severe terrain and leaves the operator with a smooth and stable ride."

Sells for \$20,000 (Canadian).

Contact: FARM SHOW Followup, Hytrux Ltd., 443 North Railway St., Box 726, Killarney, Manitoba, Canada R0K 1G0 (ph 204 523-4644; fax 8124).



Pickup's front axle is secured to chassis with rubber cushioned mounting brackets attached to hub bolts, allowing frame to flex over severe terrain.



A 3-ft. wide by 100-ft. long bale chute and conveyor mount at center of bed. They feed bales to two roller chains running in tracks the length of the bed.

SP WAGON HAULS 300 BALES PER HOUR

"Hay Monster" Built Out Of 2-Ton Truck, Combine

"As our hay hauling business grew over two years, we found we could no longer keep up using flatbed trailers and trucks so we built this self-propelled bale wagon that will haul up to 300 bales per hour," says 18-year-old Nathan Schnake who, along with three friends and his dad, Roger, used various truck and combine parts to put together what they call a "hay monster".

The design incorporates ideas from several commercial self-propelled rigs the innovators looked at.

They started with a 1972 Ford 2-ton truck that had been used as a fertilizer spreader. They stripped the truck down to its frame and discarded its blown engine. The 14-ft. truck bed was lengthened by 12 ft. with channel iron.

They purchased a 330-cu. in. V-8 Ford truck engine from a salvage yard and mounted it in the center underneath the truck bed.

An International 403 combine that the Schnakes owned provided a cab and rotating cleaning screen for the machine.

The cab and controls mount on the left side of the hauler

"There was a lot of trial and error in matching the combine controls to the truck engine," Schnake notes. "Because of the location of the engine, the truck's 5-spd. transmission is real close to the rear of the wagon and has only a 16-in. driveshaft. So the biggest challenge was getting the gear shifter to work properly. We used a complex linkage from the cab to transmission to solve the problem."

The 2-ton truck radiator, which mounts on the right side of the wagon, is fitted with the rotating screen off the combine to keep straw and trash from building up on it.

The men built a 3-ft. wide by 10-ft. long bale chute and conveyor out of scrap metal and mounted it in the center of the bed. A single #80 roller chain, with spikes welded on to grab bales, runs up the center of the chute, which is equipped with castor wheels off a cultivator on each side.

The chute and conveyor feed bales to two #60 roller chains running in tracks the length of the bed.

Height of the chute is controlled hydraulically. It raises up vertically for transport. The conveyor chains are also hydraulic driven. All three conveyor chains turn on sprockets taken off the IH combine.

Top speed of the rig is 40 mph down the road and maximum capacity is 300 small square bales. One or two people stand on back to stack bales.

"However, we've found that 200 bales is ideal for maximum efficiency since we don't have to stack bales so high," Schnake says. "We handled 43,000 bales with it last season and put 350 hours on it with no problems."

Partners in Schnake's bale hauling business are Rick Moenkhoff and brothers Jarrod and Jeremy Meyer.

Out-of-pocket expense was about \$3,500.

Contact: FARM SHOW Followup, Nathan Schnake, Rt. 1, Box 142B, Stotts City, Mo. 65756 (ph 417 285-3231 or 6931).

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