Reversed Farmall Tractor

"I reversed my Farmall H tractor 20 years ago and it's still going strong. I use it to load silage, lift 2,000-lb. round bales, dig up field tile, build terraces, remove large trees, load manure, and to do many other chores," says Ken Woolston, Sutherland, Iowa.

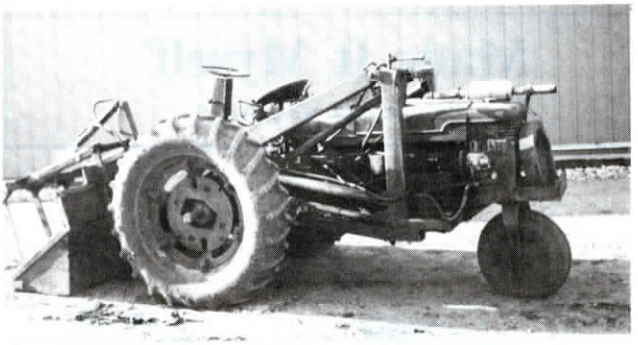
He reversed the ring and pinion gear to change direction, providing 5 speeds backward and one forward. He also reversed the position of the seat and steering wheel and moved the original clutch and brake pedals to the rear of the differential housing. He mounted a Koyker loader equipped with a 7-ft. bucket on back of the tractor, using another loader sub-frame to reinforce the tractor frame. The bucket is equipped with a grapple fork, salvaged from another loader, that bolts onto the back side of the bucket.

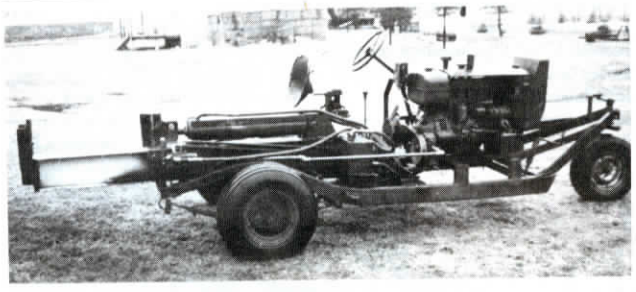
"It has great visibility and traction and turns short so I can go anywhere, including soft feedlots," says Woolston. "I can use the grapple fork to lift 2,200-lb. round bales and stack them two high. The more weight I put on the bucket, the better the traction. It's unbelievable what a little H will do with all the weight on the drive wheels. I added a 1,000-lb. steel weight to the front of the tractor to counterbalance the load. I add another 800 lbs. of weight when hauling round bales or loading gravel. I mounted the hand throttle, choke and ignition to the right of the seat. I can use either a foot accelerator or hand throttle to speed up or slow down.

"Reversing a tractor this way will work best on older models including the Farmall M and H and the Allis-Chalmers WD. Newer tractors have more complicated transmissions that aren't so easy to convert."

Woolston raised the transmission deck 2 in., extended the transmission 2 in., and lengthened the shifting forks 2 in. He welded a pulley onto the engine crankshaft to belt-drive a 20 gpm hydraulic pump that's mounted next to the radiator. He used the 90 degree angle gearbox off an old corn picker to rework the steering column.

Contact: FARM SHOW Followup, Ken Woolston, 4526 Yulan Ave., Sutherland, Iowa 51058 (ph 712 446-2285).





Self-Propelled Log Splitter

"It lets us get the job done fast," says Robert Volk, Harvey, N. Dak., who built a powerful "go anywhere" splitter.

The self-propelled wood handler is fitted with a hydraulic powered splitter that's powered by a 4-cyl. gas engine salvaged from an old International 161 swather.

"I got the machine from my dad who had originally built it for use as a field sprayer," says Volk. "He used the frame and rear end off an old Mercury car and the 4-speed transmission out of a pickup. The splitter travels at speeds of 35 mph on the road so it doesn't take long to get around. I can also pull it behind my pickup.

"The rear-mounted splitter is really convenient. I back my loaded trailer or pickup up to the splitter and roll the logs off onto the steel H beam that serves as the splitting table. When wood piles up I just drive the splitter ahead and start splitting wood again. I plan to add a boom that will let me lift heavy chunks onto the splitter table. I also plan to mount a belt-driven buzz saw."

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Skid Steer Loader Repowered With 1980 Ford Fiesta Engine

When the engine on his Owatonna skid steer loader went bad, Kent Keller, Kinderhook, N.Y., replaced it with a 1980 Ford Fiesta 4-cyl. gas engine, saving a lot of money and doubling the horsepower.

Keller paid $75 for the Fiesta engine. The only parts he salvaged from the original Ford industrial engine were the exhaust manifold and water pump. He tapped new holes for the water pump and made a new mounting plate for an oil line.

"I've put on about 1,500 hours per year since I installed it four years ago and it still runs good," says Keller. "It would have cost almost $1,500 to repair the original engine and the company wanted $2,300 for a new one. No rebuilt or remanufactured parts were available for the original engine so my only alternative was to repair it with new parts or buy a new one. Whenever I need new parts I can get them at my local auto parts store.

"The original engine had about 25 hp, but the Fiesta engine has 50 or 60 hp and uses only about half as much fuel. It took three or four hours to change points on the original engine because they were buried under the manifold and the distributor had to be removed. The electronic ignition on the new engine eliminates the need to change points and makes the engine much easier to work on. The original carburetor wore out quickly. It's easy to get parts for the Fiesta carburetor and I can easily rebuild it."

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Home-Built Implements Get Their Corn & Soybeans Planted Fast

Leslie Johnston and sons Danny and Doyle run a large hog operation in addition to their corn and soybean cropland so, when it comes to planting, their goal is get the job done as fast and efficiently as possible without sacrificing quality. They've built three pieces of equipment which they say help get planting done quickly and right.

They put on chemicals in the spring with a tandem offset disk with a boom mounted on front of it. To carry chemicals, they reworked a cart that was originally designed as a pusher cart for the front of the tractor. They turned it around and attached it to the back of the disk with rigid steel tubing. The cart is fitted with four wheels, two on each caster mount.

They follow almost immediately behind the disk with either their Deere planter (if they're planting corn) or their grain drill (when planting beans).

The Johnstons modified their planter by mounting home-built rolling baskets across the full length of the front of the planter. The baskets, fitted to a heavy steel frame that allows as much down pressure as the planter can apply, are made with heavy steel rods that work up the soil, break up clods, and leave a well-groomed seedbed. Fitted with heavy-duty down springs, each basket covers the area ahead of two planter row units so they adapt to varying terrain. The rolling baskets are aggressive enough to wipe out wheel tracks from the tractor pulling the planter and those tracks left by the chemical cart behind the disk.

On their bean drill, the Johnstons made a tillage caddy with four rows of S-tines and rolling baskets just ahead of the drill, which is mounted on back. Built from scratch, the drill caddy has a parallel linkage lift system that keeps the cultivator level as it's raised and lowered to prevent gouging. The main frame of the cultivator is made from heavy I-beam with cross pieces for each gang made out of 2-in. square tubing. Short lengths of chain raise and lower the cultivator while two pivoting rods on each side of the cultivator hold the unit level.

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