

# Rotary Fork Catching On Fast

Scott Campbell's Rotary Fork for evenly spreading poultry bedding has been a big hit with Canadian growers (it was featured in Vol. 33, No. 6). Now the Ontario inventor has produced a larger version more suitable for U.S. poultry operations.

"I made a 10-ft. version that mounts on a skidsteer or tractor loader," Campbell says. "It's 10 times more powerful than the model for small utility tractors. It's wider and there's more torque because of the big hydraulic motor."

When Campbell took the rotary fork to the International Poultry Expo in Atlanta, he learned that U.S. growers wanted a bigger unit.

Campbell's new 9-ft., 8-in. model fits through 10-ft. doors, quick-connects and uses tractor hydraulics. It sells for \$5,700 with quick-attach and hydraulic coupler setups customized for the buyer's equipment. The unit has a heavy-duty frame and main shaft, two 1,100-lb. swivel caster wheels for

**Hydraulic-operated rotary fork mounts on a skidsteer or tractor loader and is designed to evenly spread poultry bedding.**



leveling, two smaller casters for support, and tines spaced an inch apart. Replacement tines are available at TSC stores.

"I recommend running it at 1,500 rpm's or less for the best spreading speed," Campbell says. Rotary Fork uses less bedding material and saves time. Besides straw it can be used to spread rice hulls, peanut shells and shavings.

He adds he also has something new for Canadian customers — a tongue attachment

for the smaller 5 ft., 8-in. and 7 ft. models, so they can be pulled with ATVs and non-standard tractors.

Campbell invites U.S. poultry growers to check out the video of his new model on his website.

Contact: FARM SHOW Followup, Scott Campbell, RR 1 - 4482 110 Rd., Stratford, Ont., Canada N5A 682 (ph 519 271-2619; [www.rotaryfork.com](http://www.rotaryfork.com)).

**Reader Inquiry No. 76**

## Kit Makes It Easy To Convert Ford To V-8 Power

"We had tremendous response to your original article from readers all over North America who want more power in their Ford N-Series tractors," says Don Knasel, who developed a kit that makes it a snap to install V-8 flathead engines in place of the original 4-cylinder. Don came up with the do-it-yourself kit after converting 26 Ford 8N tractors himself.

"Most anybody capable of changing oil or spark plugs can switch engines with the kit in about 8 to 10 hours," says Knasel. "It can be used to convert any N-Series Ford tractor."

Knasel calls his kit the Awesome Henry V-8 Ford Conversion Kit in honor of Henry Ford. He figures Ford would appreciate its simplicity and ease. Each kit is handcrafted and bears its own metal nameplate and registration number. The kit itself costs \$1095 and contains all the hardware needed to connect the V-8 engine and clutch assembly to the 8N transmission and frame.

"Just disassemble and remove the stock 4-banger, bolt in the conversion kit and slide the flathead V-8 into place," says Knasel. "No special tools are needed. The conversion kit uses the clutch, pressure plate and flywheel found on the flathead V-8. We haven't even had to adjust the clutch; they just slide in."

Optional items not included in the kit is a smaller 4 3/4 gal. fuel tank available



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for \$145. It's needed to make room for the carburetor on the flathead. Available is a new header type manifold that drops out of both sides. With brackets and bolts, at \$225. A tank conversion needed to change the 8N radiator to a V-8 is \$125.

"A lot of guys will use their own tanks or manifolds, so we don't include them in the conversion kit," notes Knasel.

Before retiring from the collision and used car business, Knasel and his son Dave had collected around 100 mostly N-Series tractors. He is now down to 25 that he is keeping

for his collection and another 10-12 he may convert to flatheads.

"It's a question of do you want to overhaul a 4-cylinder that may be a little tired or replace it with a V-8," says Knasel, "Nothing sounds better than those little flatheads."

Contact: FARM SHOW Followup, Don Knasel, 11777 Tawawa-Maplewood Rd., Maplewood, Ohio 45340 (ph 937 497-9447; [don@awesomehenry.com](mailto:don@awesomehenry.com); [www.awesomehenry.com](http://www.awesomehenry.com)).

**Reader Inquiry No. 12**