



Charles Kribbs built this self-propelled forklift out of an old 4-WD International Scout by reversing it and mounting a forklift mast on back.

## IH Scout Makes Dandy Forklift

"It works just like a commercial forklift and has most of the same features," says Charles Kribbs, Centralia, Mo., about the self-propelled forklift he built out of an old 4-WD International Scout II by reversing it and mounting a forklift mast on back.

The forklift is equipped with a 3-stage mast off a junked forklift and rides on 15-in., wide flotation tires.

He started with a 1978 4-WD International Scout II equipped with a 184 hp engine, stripping it down to the frame and automatic transmission. He removed the vehicle's cab and turned the vehicle around so the rear wheels face forward. He also turned the ring and pinion gear upside down to reverse the gears. As a result, all reverse gears now go fast and all forward speeds go slow. He turned the steering wheel and seat around and repositioned the clutch and brakes.

He added a rack and pinion steering sector off a Chevy Citation car and used 1 1/2-in. dia. steel pipe to build a rollbar. A pair of exhaust pipes made from 2-in. dia. steel pipe set up high in back. "I didn't want the exhaust pipes under the engine because they would have dragged over low spots," says Kribbs.

The forklift can reach up to 15 ft. and has a lift capacity of 3,000 lbs. He fashioned a mounting bracket for the mast from a steel plate. The mast is raised and lowered by a hydraulic pump that runs off the fan belt, and can be shifted up to 6 in. from side to side by extending or retracting a hydraulic cylinder.

"It turned out well," says Kribbs. "I added an AM and FM radio as well as a CB radio. My friend Joe Baskett custom made the electrical wiring harness.

"I came up with the idea because I had a lot of heavy things to move around in my welding shop and on my property. I

spent about \$850 to build it, whereas a new commercial forklift of comparable capacity sells for \$8,000 or more.

"We use it to move and lift boat dock frames onto a trailer for off-site delivery to area ponds and lakes. We also use it to move small sheds, hot tubs, etc., for friends, and to lift a small swim/fishing dock and ramp during installation."

The forklift has another job – lifting and moving large wire baskets of firewood. "I got some reject baskets from a local manufacturer where I used to work and repaired them," says Kribbs. "I fill the basket with wood and cover it with a plastic tarp and store the basket outside our house. When I need to use the wood I use the forklift to move the wood-filled basket into the basement, where I set the basket on a home-built frame equipped with large caster wheels. From there I can easily push the full basket to wherever I want it. Once the basket is empty I push the basket outside, again using the roller frame.

"I have 8 of these baskets. It keeps the wood dry and eliminates the need to haul wood by hand into the house."

He also made a platform for the forks that's used to move miscellaneous items, including flower pots. "We set heavy pots of flowers on our second story deck in the spring and then move them to the basement in the fall, so they don't freeze and crack during the winter. My wife also uses the platform to move things around our yard such as potting soil, etc.

"I've even used the forklift to lift her up about 15 ft. in the air so she can take photos of her wildflower field," he notes.

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He uses the forklift to move and lift boat dock frames onto a trailer for off-site delivery to area ponds and lakes.

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Big snowblower fits onto fork tines, Odenwald rigged up a small wheel to turn snowplow.

## Home-Built Forklift Doubles As Snowblower/Snowblade

Joe Odenwald does a lot of building in his shop and often carries supplies or equipment in and out of it. He decided he needed a heavy-duty forklift to make the work easier.

"I've used it to haul engines, transmissions, loads of steel, and many other heavy loads. I can't imagine how I would get along without it," says Odenwald.

"My gravel driveway has a steep grade where it enters the shop. That's why I needed something with big 15-in. drive tires on front to provide good traction."

The forklift is powered by a Kohler 25 hp 2-cyl. engine. The front wheels and axle came off the back of a 1983 Chevy 1/2-ton pickup. Odenwald narrowed the axle down to 4 ft. wide, then hooked up a 1-ton, 4-speed Chevy transmission to the rear end, "gearing it down enough to get the speeds I wanted." He bought the rear wheels at Fleet Farm.

The body was made from 4-in. wide I-beams and 1/4-in. thick sheet metal. A steel pin at the center of the rear axle allows the forklift's rear wheels to ride smoothly over bumps.

The mast is raised and lowered by a single hydraulic cylinder and can lift 10 ft. A set of 24-in. long weights on back counterbalance the front load.

He made the steering wheel by rolling some steel rod and then gluing some rubber hose onto it. "I designed it as a tilt steering wheel. To change the position of the wheel I just rotate a lever," says Odenwald.

He even uses the forklift to remove snow around his shop and driveway. A 4-ft. wide snowblower off a Case garden tractor mounts on the mast and is operated by a 13 hp Honda engine. The direction of the spout is controlled by turning a small steering wheel located next to the forklift's steering wheel. Odenwald used 3/8-in. round rod to make the steering wheel, which is fitted with a small knob that lets Odenwald turn the wheel with one hand. A 3/8-in. universal joint located at the bottom of the steering column allows the snowblower to flex as it's raised and lowered. "When I'm done I just pull a hairpin to remove the steering column," says Odenwald.

A 7 ft., 6 in. snowplow off a 1978 Ford pickup can also be added on front. He welded lengths of tubular steel under the snowplow blade to fit the forks. "I just drive into the blade and chain it on," says Odenwald. "I added an auxiliary hydraulic outlet to the forklift that lets me automatically change the blade angle."

Odenwald says the forklift didn't cost much to build. "Almost everything I used was stuff I picked up for free over the years. My only expense was for the tires and a 2-stage hydraulic pump and hoses."

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A series of 24-in. long weights on back counteract weight of mast load.