

from scalping lawns when rear wheels are locked."

• "My 1987 **Yamaha** Big Bear is well-built and reliable. I use it for checking livestock and fences and for driving milk cows home," says Roman J. Schroeder, Washington, Mo. "But I feel that most parts and accessories are grossly overpriced. I also wish I could take it out of 4-WD when I don't need it."

• "I've beat this machine to death, but it just keeps on going," says Robert Eberhard, St. Paul, Minn., about a 1983 **Honda** 200 he uses to haul hay and wood and to pick rocks. "It's just like the watch - takes a licking and keeps on ticking."

• Warren Lewis, Tulare, S. Dak., uses a 1991 **Honda** 300 4-WD to check more than 200 cows during calving season. "It's run hard and put up wet, but it always pops right over the next day. My only complaint is that it could use a heavier-duty rear axle and hubs. If you don't check hubs frequently, they run loose and strip out."

• "My 1987 **Honda** Fourtrax 4-WD and Big Red 3-wheeler are the only vehicles I

"My only complaint is that it could use a heavier-duty rear axle and hubs."

can count on to get me anywhere, anytime," says Jeff Elings, Conrad, Mont. "The only thing they could do to improve these two machines would be to equip them with better tires and beef up the suspensions."

• Rex L. Wilson, Bronson, Kan., likes some of the features of his new **Polaris** 425 Magnum "2 by 4," but says it nevertheless could use a few improvements. "I like the automatic transmission with both high and low range and the enclosed running boards. Also, I like the handbrake on the handlebar that operates all four disc brakes and the auxiliary brake that operates only the rear brakes. Plus, it's water-cooled. However, the '95 models, with the exception of 4-WD's, are 2 in. wider than previous models. Therefore, mud and water thrown up by the front wheels tends to fly up on the back fenders. The company needs to make extended front fenders for this model. Also, accessory prices are outrageous."

• "My 1992 **Kawasaki** KLF 300 4-WD is reliable and has plenty of power for checking fields, spot spraying, and moving light trailers around the yard," reports Dale Sorensen, of Fisher, Minn.

• L. Gary Morrison, Fieldon, Ill., is "well satisfied" with his 1989 **Polaris** TrailBoss 4-WD. "It's been trouble-free. I use it to unroll barbed wire and to carry calves."

• Wayne Rieger, of Dora, Mo., likes the 1991 **Honda** 300 4-WD that he uses to move cattle and haul feed and seed. "It's required no repairs at all in four years. However, the company could improve it by equipping it with lock-out front wheel hubs and an electric fan on the engine."

• "My 1986 **Honda** 250 FourTrax is tough enough to pull heavy loads and fun enough for pleasure rides," says Jim Bishop, of East Prairie, Mo. "I've used it almost every day for 9 years to pull trailers or to spray. It has never required any major repairs and few minor ones. I wish it had a tighter turning radius, a softer suspension, and an oil filter placed where it was easier to change. I think those improvements have

been made on later models."

• "It works excellent for chasing cattle, checking fences, or taking the chain saw out to the woods," says Vernon J. Kelly, River Falls, Wis., about his 1994 **Yamaha** 250 4-WD. "It is difficult to shift from reverse to forward, though, because something in the gears seems to bind. It's easier to shut the motor off, then shift."

• Richard Mickelson, of Lyndon, Kan., says his 1995 **Polaris** Magnum 425 "starts easily and runs smoothly," but wishes the transmission oil dipstick was easier to read.

• "My 1984 **Honda** 200S 3-wheeler starts well, runs well, and has always been there when I needed it," says Caro, Mich., farmer Kent D. Graf.

• "Reliability is excellent, maintenance is easy, and controls are extremely accessible," says Jetmore, Kan., farmer Gerald Schlereth about his 1993 **Honda** FourTrax 300. "The machine itself can't be improved, but the company needs to equip it with better tires."

• A 1989 **Kawasaki** 300 4-WD bought used this spring has performed to Merle Meyerink's "highest expectations." "It's big enough to carry newborn calves to the barn," says the Platte, S. Dak., farmer. "But if I were doing a lot of heavy hauling I'd probably need something bigger."

• Robert Bishop, Morgantown, W. Va., has "no problems" to report with his 1991 **Kawasaki** Bayou KLF 300 4-WD. However, "the company should install a second or alternate throttle control. That'd do a lot to relieve fatigue/discomfort with the single thumb control, especially in cold weather."

• "I wish my 1982 **Honda** ATC 200 3-wheeler had reverse gear, a shaft drive, and disc brakes," says Jeff Higgins, New Castle, Ind.

• "I use my 1994 **Polaris** 400 4-WD to pull an ATV sprayer and it works great for that, although a 6-WD might work better," says Bluffton, Ind., farmer LeRoy Cramer. "It has plenty of power and is quick and agile. However, I wish they'd change the throttle so it's like ones on motorcycles, or put on a foot throttle."

• J. Clay Cook's 1994 **Yamaha** TimberWolf 4-WD is underpowered. "They could power it up by adding high and low range on the transmission," says the Alexandria, La., farmer. "Also, I wish they'd put the reverse gear lever on the handlebars."

• "I had 2 and 3-wheelers before this one and I always had problems with the chain drives on those machines. My 1986 **Yamaha** 225 '2 by 4' is shaft-driven so it solved chain problems," says a pleased Melvin Johnson, Tamarack, Minn. "It has 6,400 trouble-free miles on it. I've only replaced spark plugs once as well as the battery. I've never had to take it in for repairs."

• "I've had seven **Honda** 3 and 4-WD's and I have been consistently happy with the performance of each one," says Wenzell Hayes, Adams Center, N.Y. "Now I have a 1991 **Honda** FourTrax 4-WD. It handles and rides excellent and has plenty of power and traction."

• "My son operates the farm and he has three **Polaris** ATV's. One is a 300 '2 by 4' and the other two are 350 4-WD's," says Jerome Eiler, of Olivia, Minn. "They're all great. So far, we haven't had a problem with any of them. I use them to spray soybeans, pick up rocks, spot spray small areas, and check crops. They're as handy as a skid steer loader for a lot of jobs."

• Raymond Schmidt is generally well

New U.S.-Built ATV To Debut This Fall

Polaris is the only U.S.-owned manufacturer of ATV's. The company will soon be getting some competition from a company which is best known for its snowmobiles. Arcticco, Inc., manufacturer of Arctic Cat snowmobiles, will begin production this fall on a new ATV. The company negotiated a purchase and supply agreement with Suzuki Motor Corp. of Japan for

ATV engines and drive trains. Arcticco will design, engineer and manufacture the suspension, chassis, body, and trim of the ATV's at its main manufacturing plant in Thief River Falls, Minn.

Contact: FARM SHOW Followup, Arcticco, Inc., Box 810, 600 South Brooks Ave., Thief River Falls, Minn. 58701 (ph 218 681-8558).

satisfied with his 1995 **Polaris** 425 Magnum "2 by 4." "It has plenty of power, rides smooth, and is easy to operate," says the Fountain, Minn., farmer. "It could be improved, however, by equipping it with a longer-lasting engine."

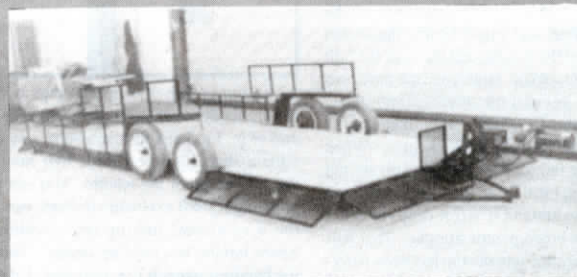
• Mark Foland's 1991 **Yamaha** Big Bear rides well and has "fair power," the Midland, S. Dak., farmer says. However, "it doesn't turn well and shifts terrible."

• "I wish my 1991 **Honda** 300 had a windshield of some kind," says David L. Schubert, of Crystal Springs, Miss.

• Arthur Larson, of Brownville, Maine, is pleased with his 1986 **Polaris** 250, with one exception. "The front suspension didn't last," he says.

• "I think the performance of my 1991 **Polaris** 350L could be improved a lot if it were shaft-driven rather than chain driven," says Tony Nistler, of Grove City, Minn.

• A 1986 **Honda** 350 FourTrax "performs very well. It can negotiate a knee-deep creek and climb a 60° incline in full-time 4-WD," says Jerome H. Gregory, of Mecosta, Mich. However, the elaborate battery system isn't necessary, he adds. "Farmers don't need roll-over gel-filled batteries. We need a faster forward and reverse gear shifting system on the transmission. Also, the cargo racks they're equipped with aren't heavy-duty enough to handle seeders."

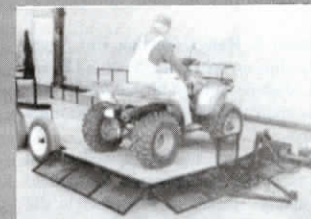


Easy-To-Load "Ramplless" Trailer

Both the floor, tailgate, and sidegates lower to ground level on this new "ramplless" trailer, making it easy to load and unload vehicles from the back, sides, or front, says E & T Enterprises, Lakefield, Minn.

The "ramplless" trailer has an electric-hydraulic pump mounted on the hitch that powers a hydraulic cylinder which lowers the trailer floor. The tailgate is connected by mechanical linkage so it raises or lowers automatically when the trailer moves up or down.

"It takes less than 30 seconds to raise or lower the trailer," says Ern Malchow, owner. "The trailer is only 9 in. off the ground so you're loading almost at ground level. The trailer can also be lowered by a hand-powered pump. We make trailers to any size or weight-hauling capacity. Our single-axle lawn mower-golf cart trailer is



5 1/2 ft. wide by 10 ft. long and sells for \$2,200. We also offer tandem axle models up to 8 1/2 ft. wide and 22 ft. long for hauling skid steer loaders, implements, etc. A 6 by 12 ft. model with a 4,500-lb. capacity sells for \$3,500 to \$4,500 depending on options."

Contact: FARM SHOW Followup, E & T Enterprises, Rt. 2, Box 277, Lakefield, Minn. 56150 (ph 507 662-5922).