

seed. My wife puts 95% of the miles on it - she drives it instead of a tractor to pull wagons to the elevator. One thing we really like is the full-time 4-WD, which you can't get on new pickups," says Vernon Schulze, Humboldt, Iowa. "One accessory we use with our pickup is a Surveyor II (Distance Measurement Instruments, Inc., P.O. Box 66, Somers, Calif. 95684) to measure set-aside acres and measure corn row lengths for yields. We also use it to get an idea how much tile we need for drainage."

"Our 1991 Ford F-150 4-WD rides well and the 302 engine runs fine. Gas mileage is not great, however. Ford has kept the 302 and 351 engines for far too many years. They're not the best for either economy or power," says Loren Oetken, Akron, Iowa.

Norman Collard, Davison, Mich., likes his 1992 GMC 1/2-ton Sierra. "Good performance, great ride and the 350 V-8 has lots of power. It has not been back to the dealer in 10,000 miles although the dealer has called us three times to ask how the truck is and if they can help us in any way. I like the extended cab since it gives us a lot more room inside."

"After 60,000 miles, the only thing that went wrong with it was the rear wheel oil seals went bad on both sides," says Steve Hochand, Greensburg, Ind., about his 1989 Ford F-350 dually with 7.3 diesel 5-speed. "The dealer replaced the seals under extended warranty. Other than that I've had no problems, although I think turbochargers should be standard equipment on all diesel engines. I get 16 mpg. I bought a rear bumper and front grille guard (Westin Inc., P.O. Box 339, St. James, Minn. 56081) that have a 5-year warranty on the chrome plating. I bought both items when the truck was new and they still look like new."

"I'm generally satisfied with my 1990 Dodge Cummins diesel 250 3/4-ton because it gives a nice ride and gets up to 30 mpg on the highway. When hauling my Bobcat on a trailer I get about 20 mpg," says Peter Funk, Grunthal, Manitoba.

James Smitherman, Lawley, Ala., has had good luck with his 1991 Ford F-250 7.3 diesel super cab with automatic. "I owned Dodge trucks before this one and would have bought Dodge again with a Cummins diesel but the Dodge dealer wanted to 'hold me up'. I bought the Ford for \$5,000 less than Dodge wanted. I've had only minor problems - with the tachometer and the cruise control. I get 16 mpg with no load and 10 to 12 mpg with a 26 ft. hay trailer. I like the captain chairs and super cab. Truck now has 18,000 miles. One problem is that it just doesn't have a lot of get up and go with a load on. I'm interested in the new replacement headers and exhaust system which was recently featured in FARM SHOW that's supposed to improve torque, power and fuel economy (Brian's Auto, Marine & Diesel, 1104 Pacific Hwy S.W., Tacoma, Wash. 98499 ph 206 581-4302). Some time back, when I was looking for a hitch, one of your editors put me in touch with DMI in Goodfield, Ill. I wanted one of their Cush 'n Hitches but they weren't available in Alabama at the time so I drove up there to buy one and was given a tour of the factory. I bought a hitch and am tickled to death with it. It's a super way to pull a lime or fertilizer buggy."

"I'd never buy a V-8 diesel again," says Emil Fortmann, Ryan, Iowa, disappointed with his 1985 GMC 3/4-ton. "The radiator leaked from day one and the motor uses oil like a hog. From now on I'll only buy straight six diesels."

"I am a Chevrolet man at heart but my 1987 Ford F-250 with 6.9 diesel engine changed my mind. It has excellent pulling power for heavy loads and gets great fuel mileage. I've put over 140,000 miles on this truck with few problems," says Ches Brewer, Shubuta, Miss.

Clair Gelsler, Hunt, N.Y., owns a "best buy" 1988 Dodge 150 with a 318 engine. "I used to be a GMC and Chevy man until I had a GM lemon in the late 70's. Then I bought an '82 Dodge 150, which was a good truck. It had almost 100,000 miles when I traded it for this 1988. It could get a few more miles per gallon but at 17 mpg it isn't bad. If I were in the market for a new pickup I'd buy another Dodge with the 318 engine."

"My 1987 Nissan king cab is my second Nissan. I retired my 1985 to use only on the farm after 250,000 miles. I bought the '87 a year ago and it's been trouble-free. There was a slight drop in gas mileage from the '85 to the '87, probably because the '87 is fuel injected," says Robert Anderson, Ballinafad, Ontario.

"My 1991 Chevrolet Silverado 1500 1/2 ton with a 350 engine has over 43,000 miles on it so far and no problems. Excellent power and reliability from the 350 engine. Gets 18 mpg average and up to 22 mpg on the road. Looks good and rides like a car," says Phillip Brewster, Camlachie, Ontario. "One problem I've had with my last three Chevy pickups, including this one, is that the rear wheels fit so snug on the hubs I have to use a sledge hammer to remove them. In fact, on my '78 truck the rear wheels were so tight that two brawny mechanics with sledges and two acetylene torches took nearly an hour to get both wheels off. I've solved the problem by filing a few thousandths of an inch off the inside locating hole right after I get the pickup."

"The radiator isn't big enough and it needs a 456 ratio rear end instead of a 410 ratio," says Freddie Earnheart, Alamo, Tenn., about his 1992 GMC turbo diesel 1-ton with a 6.5L engine.

"I'm very satisfied with my 1989 Ford F-150 4-WD equipped with a 302 cu. in. engine. It's a good starter in winter, is fuel efficient, and rides beautifully," says Roger E. Fimon, Hutchinson, Minn. "However, the chrome strips around the windshield

"The paint started to come off but the company repainted the pickup and it looks okay now."

made a lot of wind noise. The dealer replaced them twice. He used rubber strips the second time which solved the problem. The silver and grey paint started to come off, but the company repainted the pickup and it looks okay now."

George E. Corya, Commiskey, Ind., owns a 1989 Chevrolet 3500. "It's built too tiny, and the bottom parts of the doors get a lot of dust and mud on them. Also I've had trouble with the gauges from the start."

"I like my 1986 Isuzu Trooper 4-WD equipped with a diesel engine and 5-speed transmission. It gets excellent fuel economy at 25 to 28 mpg and has 120,000 miles with no repairs," says Dail Howard, Olive Hill, Ky. "The brake linings were replaced at 68,000 miles and the shocks at 100,000 miles. It isn't a pickup, but I use it to pull trailers up to 5,000 lbs. GVW and to travel

Teenager Built His Own Pickup

You'll never see this pickup in a dealer showroom because high school student and FFA member Neil Yung, Brunswick, Mo., built it himself. The sporty rig consists of a 1972 Chevrolet Cheyenne 1/2-ton body mounted on a Chevrolet 3/4-ton shortbed pickup frame. Yung, who has worked in his family's body shop for years, did all the painting, body work, and mechanical work himself. "I started working on it when I was 13 1/2 years old and finished the day before I was 16," says Yung. "I drove it to school every day before graduating last spring."



"The Cheyenne Super 20 was the most luxurious model in Chevrolet's K20 pickup series. I always liked that style of truck, but I wanted one that sits high off the ground. The body on my pickup is 2 1/2 ft. above ground. The pickup has air conditioning and a 450 hp engine that gets 6 to 8 mpg. I painted it white with a green 'spider web' design on the lower part of the body."

After mounting the 1/2-ton body on the frame of the 3/4-ton shortbed, he mounted the entire assembly on a pair of axles from another 3/4-ton pickup, using new wheels

fitted with 36-in. tires. He installed a 4-in. high suspension system and raised the body another 2 in. The Chevrolet "big block" 402 cu. in. gas engine came from a 1971 pickup, and the automatic transmission with overdrive was taken from a 1984 Chevrolet Blazer.

Yung spent about \$4,000 to build the pickup. It won first place in a recent custom truck building contest sponsored by Big A Auto Parts.

For more information, contact: FARM SHOW Followup, Neil Yung, Rt. 2, Box 561A, Brunswick, Mo. 65236 (ph 816 548-3693).

to rough and remote parts of our tree farm. It has excellent traction and an excellent ride. I'd like to see a small pickup with a 4-cylinder turbocharged diesel engine."

"It has a very comfortable cab and rides good for an 8,600-lb. GVW 4-WD," says Steve McNeill, Sanford, N.C., about his 1988 Ford F-250 XLT with a 7.3-liter diesel engine. "It pulls my 18-ft. gooseneck stock trailer fairly well although it could use a little more power. The only problem has been that the front brakes crystallized at 30,000 miles and the rear seal leaked onto the rear brakes. I had to replace all the linings and turn the rotors and drums. It gets 14 to 15 mpg on the highway and 9 to 12 mpg loaded or on short trips. I know some 2-ton trucks that get better mileage. The body cracked in front of the toolbox. The oil filler cap should be pointed straight up rather than angled toward the radiator."

"I'm satisfied with my 1991 Ford Ranger except for the fuel economy. The 3-liter engine gets 19 to 22 mpg. I have a Chevrolet Lumina with a 3-liter engine that gets 23 to 30 mpg," says Francis Frey, Cedar Grove, Ind. "If it got better mileage it would be one of the better trucks I've ever owned."

John A. Miller, Darlington, S.C., isn't happy with his 1986 Ford F-150 with a 300 cu. in. in-line engine. "It has too many anti-pollution control valves and vacuum lines that don't work. Something is always causing problems. However, the truck is built very well. It does a good job of pulling my trailer and doesn't use any oil. It gets 18 to 19 mpg empty. I bought it equipped with a trailer hitch, heavy duty transmission, and 4-speed transmission."

"I'm not satisfied with my 1986 Chevrolet 1/2-ton 4-WD. It rides like a wagon and the paint on top of the cab came off within two years," says E.J. Flinchum, Christiansburg, Va. "The engine started misfiring after one year and I had to replace the sparkplug wires. It should have better suspension so it would ride more comfortably."

"I really like the interior and body style," says Steven Birkholtz, Willow Lake, S. Dak., about his 1987 Ford F-150 XLT 4-WD with a 302 cu. in. engine and automatic

transmission. "It rides comfortably. However, the drive train is a nightmare. Every bearing in the rear axle went out. I installed new bearings and axle shafts but it still howls terribly. The engine is hard to work on. It takes at least three hours to install new valve cover gaskets which it needed at 13,000 miles. Ford says its warranty will cover anything, but it won't. I always get the excuse that the warranty just expired or the problem is due to basic wear and tear. It has 72,000 miles and already I've put on new front brake rotors, calipers, and master cylinders. The brakes still drag because they heat up and warp. They squeal and drag fuel economy down to nothing."

David Moffitt, Parma, Mich., is "very satisfied" with his 1992 Chevrolet 1500. "It gets good gas mileage, rides comfortably, and has a powerful engine. However, the rear bumper should be mounted lower so that the tailgate could open fully and be used as a ramp."

"I like the fuel economy and power of the 350 cu. in. engine," says Doug Bruckhoff, Wells, Minn., about his 1991 Chevrolet Silverado 4-WD equipped with an extended cab and short box. "The cab is quiet and has plenty of room. One problem is that the paint scratches and chips too easy. A box liner is a must."

Charles E. Koen, Cheboygan, Mich., is the owner of a used 1989 Dodge 100 short box with a V-6 engine and automatic transmission. "I was pleasantly surprised to find that it got 18 mpg on my first 500-mile trip. It rode like a car and the driver sits higher for better visibility. It should have a chrome rear bumper as standard equipment."

James Donaven, York, Penn., owns a 1980 Chevrolet pickup. "We were in an accident where we got hit in the side of the truck. The gas tank ruptured and there was gas everywhere. We were lucky there was no fire and no injuries."

"Our 1986 Dodge Ram 250 is the best truck I've ever had. The computer system went out at 30,000 miles so I changed it back to old style points and condenser and have had no trouble at all since then. Best driving truck I've ever been in," says Floyd Temple, Muncy, Penn.